LOS ANGELES COUNTY
DEPARTMENT OF
REGIONAL PLANNING

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

CONNIE CHUNG, AICP
Deputy Director,
Advance Planning

DAVID DE GRAZIA
Deputy Director,
Current Planning

SHARON GUIDRY
Deputy Director,
Land Use Regulation

JOSEPH HORVATH
Administrative Deputy,
Administration

March 24, 2026

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

PROJECT NO. PRJ2022-000557-(4)
GENERAL PLAN AMENDMENT NO. RPPL2022001526
ZONE CHANGE NO. RPPL2022001527
ADMINSTRATIVE HOUSING PERMIT NO. RPPL2023004066
ENVIRONMENTAL PLAN NO. RPPL2023003948
APPLICANT: MARISELA GARCIA
PROJECT LOCATION: 7914 BROADWAY, WHITTIER, CA 90606
GATEWAY PLANNING AREA
(FOURTH SUPERVISORIAL DISTRICT) (3-VOTES)

SUBJECT

This item is a de novo public hearing for a residential development. The applicant, Marisela Garcia, proposes to a General Plan Amendment (GPA) from H9 (Residential 9 – 0 to 9 Dwelling Units per Net Acre) to H50 (Residential 50 – 20 to 50 Dwelling Units per Net Acre); a Zone Change (ZC) from R-1 (Single-Family Residence) Zone to R-3 (Limited Density Multiple Residence) Zone; and an Administrative Housing Permit (AHP) for a 40.5 percent density bonus and waiver of the maximum height and front and rear yard setbacks with 12 affordable units set aside for Very Low Income, to allow for the development of a five-story, 60-unit apartment building. A Mitigated Negative Declaration (MND) has been prepared pursuant to CEQA reporting requirements.

The Project is located on 0.85 net acres. The AHP includes waiver of the maximum height of 35 feet, and front and rear yard setbacks of 20 feet and 15 feet, respectively. The 12 affordable units set aside is for Very Low Income, or 50 percent of the local Area Median Income (AMI). The associated Site Plan Review will be approved by the Director of the LA County Department

of Regional Planning (Director) after the GPA, ZC and AHP are approved by the Board of Supervisors (Board) and in effect.

IT IS RECOMMENDED THAT THE BOARD AFTER THE PUBLIC HEARING,

1. Certify that the MND (Environmental Plan No. RPPL2023003948) for the Project has been completed in compliance with CEQA and reflects the independent judgement and analysis of the County; find that the Board has reviewed and considered the information contained in the MND prior to approving the Project; adopt the Mitigation Monitoring and Reporting Program (MMRP), finding that the MMRP is adequately designed to ensure compliance with the mitigation measures during Project implementation; and determine that the Project will not have a significant impact on the environment with the implementation of the proposed mitigation measures;

2. Indicate its intent to adopt GPA No. RPPL2022001526 and ZC No. RPPL2022001527 and approve AHP No. RPPL2023004066; and

3. Instruct County Counsel to prepare the necessary resolution, ordinance, and findings to approve Project No. PRJ2022-000557-(4), consisting of GPA No. RPPL2022001526, ZC No. RPPL2022001527, and AHP No. RPPL2023004066.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The applicant, Marisela Garcia, is requesting a GPA, ZC, and AHP to allow the development of a 60-unit residential development; the associated SPR would approve the new five-story, 60-unit apartment building. The GPA and ZC are necessary to allow the multi-family housing development near an intersection with major redevelopment, including a mixed-use project within the City of Santa Fe Springs and the location of a future Metro light rail station. The current zone and land use designation only allow for single-family residential development at the Project Site. The Project also includes an AHP for 12 affordable units set aside for Very Low Income households with a 40.5 percent density bonus and two development waivers: an increase in the maximum allowed building height from 35 feet to 61 feet and 10 inches, and a reduction of the minimum required front and rear yard setbacks from 20 feet and 15 respectively, to five feet each. The associated SPR will be approved by the Director after the Project entitlements are approved by the Board and take effect.

The Project Site is approximately 0.85 net acres in size and includes two parcels: Assessor Parcel Numbers (APN) 8173-023-020 and 8173-023-021. APN 8173-023-020 is currently developed with a single-family residence. APN 8173-023-021 is currently vacant.

The existing GP land use designation is H9, which allows a maximum density of nine dwelling units per net acre. Based on the size of the Project Site, a maximum of nine units would be permitted under the current land use designation. The Project's proposed H50 designation

would allow a maximum density of 40 dwelling units. Furthermore, the H9 land use designation allows low-density, single-family residential development, not the multi-family residential development proposed by the applicant. Therefore, the applicant is requesting a PA, along with a 40.5 percent density bonus through the AHP, to allow the proposed housing type and the additional density for a total of 60 units.

The ZC to R-3 would allow the multi-family apartment building and ensure consistency with the proposed H50 land use designation.

In addition to the density bonus, the AHP would allow waivers to accommodate the proposed building at a height of 61 feet and 10 inches, and with a front and rear setback of five feet each.

The area surrounding the Project Site is characterized by a mix of commercial, industrial, institutional and multi-family residential uses to the northeast, east, south and southwest, while areas to the north and northwest and primarily single-family residential uses. As such, the Project Site is located on the southern edge of a single-family residential neighborhood located to the north. The Project Site is also immediately adjacent to various commercial and industrial uses that are oriented towards Washington Boulevard, particularly around its intersection with Broadway Avenue. On its eastern side is the southern edge of a school ground. The parcel sizes and configurations of the two subject parcels are more similar to the commercial and industrial parcels to the south, southeast and west of the Project Site than to the residential parcels to the north and northwest.

Furthermore, a major redevelopment project is underway for a mixed-use project on the southwest corner of the intersection of Washington Boulevard and Broadway within the City of Santa Fe Springs. The intersection will also be the location of a future station for the Metro E (Formerly Gold) Line southeast extension as part of the Eastside Transit Corridor Phase 2 Project.

The proposed five-story, 60-unit apartment building is compatible with both present and future planned developments in the area. Redesignating the Project Site to H50 and rezoning the Project Site to R-3 reflects the existing and future land use and zoning patterns in the vicinity of the Project Site and will not conflict with the area's existing and future development pattern.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project promotes the County's vision for improving the overall value and quality of life in unincorporated areas. The Project will result in a residential development that would be compatible with the surrounding area. The Project supports the implementation of the following Goal and Strategy of the 2024-2030 County Strategic Plan:

North Star Priority 1 - Make Investments That Transform Lives, Focus C – Housing and Homelessness, Strategy 1 – Affordable Housing.

The Project includes the redevelopment of two adjacent underutilized property to build a 60-unit apartment building, including 12 rental affordable housing units at the very low income level which will be subsidized by the applicant. This will contribute to the County's efforts to alleviate its critical affordable housing shortage. The Project also provides 48 non-subsidized, market rate rental units.

FISCAL IMPACT/FINANCING

The Project consists of 60 rental units in one building. The construction and operating costs of the development are to be borne by the applicant. The Project will connect to existing public sewer, water, and electrical infrastructure already located at the Project Site. The applicant is also required to fully cover the costs associated with physical improvements, including traffic, and inspections required by County Departments.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

The Project was first scheduled for a Regional Planning Commission (Commission) public hearing on April 17, 2024. During the April 17th meeting, Staff requested that the Project be taken off calendar to provide time to reevaluate the Project's environmental analysis and consider concerns received from the public regarding traffic and the existing road conditions in the area of the Project Site. The Commission continued the matter off calendar without opening the public hearing.

A duly noticed public hearing was conducted for the Project in-person and via video conferencing on October 29, 2025. During the October 29th hearing, the Commission heard a presentation from Staff. The applicant then presented testimony about the Project. Six members of the public then provided testimony, both against and in support of the Project, including concerns regarding the scale of the building, and impacts to available street parking and circulation with a nearby school. The Commission requested several changes to the Project including removing the balconies on the east side of the building and reducing the overall height of the building by eight feet (from 69 feet 10 inches to 61 feet and 10 inches). The Commission also asked the applicant if they were willing to voluntarily set aside five additional affordable units from seven to 12 units. The applicant agreed to all the changes and the voluntary set aside.

After discussion, the Commission closed the public hearing, adopted the MND and MMRP and adopted the resolution recommending to the Board approval of GPA No. RPPL2022001526, ZC No. RPPL2022001527 and AHP No. RPPL2023004066, as modified.

The Project is not subject to the Inclusionary Housing Ordinance as it is a rental Project in the Gateway Submarket Area.

The State's Housing Accountability Act (HAA) limits a local government's ability to deny, downsize, or render infeasible housing development projects containing either affordable or market-rate units. It should be noted that HAA does not apply to this Project because it requires a GPA and ZC and therefore is not considered to be consistent with the General Plan without legislative action.

Due to the severe lack of housing of both affordable and market-rate units. Governor Newsom signed the Housing Crisis Act (SB 330) into law to preserve the existing housing inventory, accelerate housing production by prohibiting the application of additional regulations once a project application is deemed complete, and limiting the total number of public meetings to five. The law took effect on January 1, 2020, and under SB 8 (effective January 1, 2022), will extend to January 1, 2030. Since the Project includes a GPA and ZC, which are legislative amendments, the limit on the number of public hearings does not apply to the Project.

ENVIRONMENTAL DOCUMENTATION

An MND was prepared for this Project in compliance with CEQA, the State CEQA Guidelines, and the County's environmental document reporting procedures and guidelines. The Initial Study concluded that there are certain potentially significant environmental impacts of the Project on Aesthetics, Hazards and Hazardous Materials, Noise, Transportation, and Tribal Cultural Resources. The MND and MMRP also include 33 mitigation measures that would avoid Project effects or reduce the effects to less than significant with implementation of the proposed mitigation measures in the impact areas listed above.

The areas of environmental impact found to be less than significant with mitigation measures incorporated include the following:

Aesthetics

The proposed apartment building has the potential for some impact on the existing visual character of the area. However, the building has been designed in compliance with Title 22 (Planning and Zoning) of the County Code where feasible, which requires structures to be appropriately setback from the property lot lines. In addition, there is a 28-foot-wide setback from the northern property line, which faces the single-family residential neighborhood to the north. Mitigation measures to address the potential visual impacts of the Project have been incorporated into the MMRP, including the construction of a six-foot high decorative block wall around the northern, southern and eastern property lines as well as the planting of perimeter trees to break up and soften the façade of the proposed building and improve overall aesthetics of the structure.

Noise
While the proposed Project will result in some noise impacts during the operation of the apartment building, it will not be substantially different from what is already occurring at the existing single-family residence at the Project Site or other residences located to the north and the existing commercial and multi-family uses to the south. The proposed use will also need to comply with the County Noise Ordinance. In addition to the noise impacts during operation, there will also be noise impacts during construction, which have been addressed through mitigation measures incorporated into the MMRP.

Transportation
According to the Transportation Impact Analysis prepared for the Project dated February 20, 2025, the Project is expected to exceed the Vehicle Miles Traveled (VMT) impact criteria by approximately 5.7 percent. Several VMT mitigation measures from the California Air Pollution Control Officers Association Handbook for Analyzing Greenhouse Gas Emission Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021 CAPCOA Handbook) have been incorporated into the Project's MMRP to address this. The proposed mitigations are expected to reduce the VMT generated by the project by approximately 32.3 percent. After the VMT mitigation measures are implemented, the Project will have both project and cumulative transportation impacts that are less than significant.

Tribal Cultural Resources
The Gabrieleño Band of Mission Indians – Kizh Nation has indicated that the Project Site is located within the Gabrieleño community of Hahamongna /Acurangna. Mitigation measures have been incorporated into the MMRP, including retention of a Native American Monitor, holding of at least one pre-construction sensitivity/educational meeting, daily monitoring during ground-disturbing activities, and the immediate cessation of development activities if tribal cultural resources are found at the Project Site.

Mandatory Findings of Significance
Potential impacts related to aesthetics, noise, transportation, and tribal cultural resources. All mitigation measures identified for each impact area will reduce respective potential impacts to less than significant levels.

As identified in the MND, after implementation of the proposed mitigation measures, the Project would result in no significant and unavoidable impacts to the environment.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

Approval of the Project entitlements is not anticipated to have negative impacts on current Projects and any significant impacts to services will be mitigated to a less than significant level with incorporation of the mitigation measures contained in the Project's MMRP.

For further information, please contact Carl Nadela of the Department's Puente Whittier Development Services Section at (213) 893-7010 or cnadela@planning.lacounty.gov.

Respectfully submitted,

Amy J. Bodek, AICP
Director of Regional Planning

AJB:DD:SMT:MM:CN:lm

Attachments:
1. Commission Approval Letter
2. Commission Hearing Package and MND Appendices
3. Two Commission Supplemental Memos

c: Executive Office, Board of Supervisors
Chief Executive Office
Office the County Counsel
Department of Public Works

S_03242026_CP_BL_ PROJECT_NO_ PRJ2022-000557-(4)_ajb_Revised Final_02122026

BOARD LETTER ATTACHMENTS

ATTACHMENT 1: COMMISSION APPROVAL LETTER (LINK)

ATTACHMENT 2: COMMISSION HEARING PACKAGE AND MND APPENDICES (LINK)

ATTACHMENT 3: TWO COMMISSION SUPPLEMENTAL MEMOS (LINK)

LA COUNTY PLANNING

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

October 29, 2025

Marisela Garcia
20520 Entradero Ave.
Torrance, CA 90503

PROJECT NO. PRJ2022-000557-(4)
GENERAL PLAN AMENDMENT NO. RPPL2022001526
ZONE CHANGE NO. RPPL2022001527
ADMINISTRATIVE HOUSING PERMIT NO. RPPL2023004066
7914 Broadway, Whittier, CA 90606 (8173-023-020 / 021)

Dear Ms. Garcia:

The Regional Planning Commission (Commission), by its action of **October 29, 2025**, is recommending approval of the above-described legislative General Plan Amendment and Zone Change and Administrative Housing permit matters to the Los Angeles County Board of Supervisors (Board). The attached documents contain the Commission's findings and conditions relating to this action. Please carefully review each condition.

Please be advised that all permits associated with the legislative matters are automatically called up for review by the Board. Therefore, final action has not been taken on these matters and no appeal is available at this stage. The Executive Office of the Board will provide notice of a future public hearing on this matter.

For questions or for additional information, please contact Carl Nadela of the Puente Whittier Development Services Section at (213) 893-7010, or cnadela@planning.lacounty.gov.

Sincerely,

AMY J. BODEK, AICP
Director of Regional Planning

Maria Masis, AICP, Supervising Regional Planner
Puente Whittier Development Services Section

MM:CN

Enclosures: Findings and Conditions

LOS ANGELES COUNTY
DEPARTMENT OF REGIONAL PLANNING
FINDINGS OF THE REGIONAL PLANNING COMMISSION
AND ORDER

PROJECT NO. PRJ2022-000557-(4)
ADMINISTRATIVE HOUSING PERMIT NO. RPPL2023004066

RECITALS

1. **HEARING DATE(S).** The Los Angeles County ("County") Regional Planning Commission ("Commission") conducted a duly-noticed public hearing on October 29, 2025, in the matter of Project No. PRJ2022-000557-(4) ("Project"), consisting of Administrative Housing Permit ("AHP") No. RPPL2023004066. The AHP was heard concurrently with General Plan Amendment No. RPPL2022001526 ("Plan Amendment") and Zone Change No. RPPL2022001527 ("Zone Change").

2. **HEARING PROCEEDINGS.** The Project was first scheduled for a Commission public hearing on April 17, 2024. On that date, Staff requested that the Project be taken off calendar to reevaluate the Project's environmental analysis and consider concerns received from the public regarding traffic and the existing road conditions in the area of the Project Site. The Commission continued the matter off calendar without opening the public hearing.

   A duly noticed public hearing was conducted for the Project via video conferencing and in-person on October 29, 2025. On this date, the Commission heard a presentation from Staff. The applicant then presented testimony about the Project. Members of the public then provided testimony, both in favor and in support of the Project. The Commission requested several changes to the Project including removing the balconies on the east side of the building, reducing the overall height of the building by eight feet (from 69 feet 10 inches to 61 feet and 10 inches) and increasing the number of affordable units from seven to 12 units. The applicant agreed to all these changes. There being no other speakers, the Commission closed the public hearing, adopted the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and adopted the resolution recommending to the Los Angeles County Board of Supervisors approval of General Plan Amendment Number RPPL2022001526, Zone Change Number RPPL2022001527 and Administrative Housing Permit Number RPPL2023004066, as modified by the Commission.

3. **ENTITLEMENT REQUESTED.** The permittee, Marisela Garcia ("permittee"), requests the Project to authorize the development of a five-story, 60-unit apartment building ("Project") on a property located at 7914 Broadway Avenue, in the unincorporated community of West Whittier – Los Nietos ("Project Site").

4. **ENTITLEMENT REQUIRED**. The Administrative Housing Permit is a request to allow a 40.5% density bonus and two development waivers – an increase in the maximum allowed building height from 35 feet to 61 feet and 10 inches and a reduction of the front and rear yards from 20 and 15 feet respectively, to five feet (three feet rear yard if accounting for the projection of some parking spaces in the rear).

5. **RELATED ENTITLEMENT**. The Plan Amendment is a related request to amend the General Plan Land Use Policy Map for the Project Site from H9 (Residential 9 – 0 to 9 Dwelling Units per Net Acre) to H50 (Residential 50 – 20 to 50 Dwelling Units per Net Acre).

6. **RELATED ENTITLEMENT**. The Zone Change is a related request to amend the Project Site's zoning from Zone R-1 (Single-Family Residence) to Zone R-3 (Limited Density Multiple Residence).

7. **RELATED ENTITLEMENT**. Site Plan Review ("SPR") No. RPPL2022003252 is a related request to allow the development of a five-story, 60-unit apartment building. The SPR would be approved only after adoption of the Plan Amendment and Zone Change by the County Board of Supervisors ("Board") and the approval of the AHP.

8. **BOARD APPROVAL.** The approval of the AHP will not become effective unless and until the Board of Supervisors has adopted the Plan Amendment and Zone Change, and both have become effective.

9. **LOCATION.** The Project is located at 7914 Broadway, in the unincorporated community of West Whittier – Los Nietos, within the Whittier Downs Zoned District and Gateway Planning Area.

10. **LAND USE DESIGNATION.** The Project Site is located within the H9 land use category of the General Plan.

11. **ZONING.** The Project Site is currently zoned R-1. Pursuant to County Code Section 22.18.030 (Land Use Regulations for Zones R-A, R-1, R-2, R-3, R-4, and R-5), an R-3 zone is required for apartment buildings.

12. **SURROUNDING LAND USES AND ZONING**

LOCATION	GENERAL PLAN LAND USE POLICY	ZONING	EXISTING USES
NORTH	H9	R-1	Single-Family Residences ("SFRs")
EAST	CG (General Commercial), P (Public and Semi-Public)	C-M-BE (Commercial Manufacturing – Billboard Exclusion), P-R (Parking Restricted), R-1	Self-storage facility, school grounds
SOUTH	CG	C-2-BE (Neighborhood Commercial – Billboard Exclusion)	Various commercial and office uses
WEST	H9	R-1	SFRs

13. **PROJECT AND SITE PLAN DESCRIPTION.**

A. Existing Site Conditions

The Project Site is 0.85 acres in size and consists of two legal lots. The Project Site is rectangular in shape with flat topography. One parcel is developed with an SFR and the other parcel is vacant.

B. Site Access

The Project Site is accessible via Broadway, an 80-foot side Secondary Highway on the County Master Plan of Highways to the west. Primary access to the Project Site will be via an ingress/egress driveway off of Broadway as well as a pedestrian-only gate on Broadway.

C. Site Plan

The site plan depicts the Project Site with a new five-story, 60-unit apartment building. The building form is a rectangular L-shape and reaches a maximum height of 61 feet and 10 inches. The building contains 40 one-bedroom units, 8 two-bedroom units and 12 three-bedroom units. Primary access to the building is from a surface parking lot and pedestrian-only access gate on the ground floor. A six-foot high decorative block wall is depicted around the northern, southern and eastern property lines. A landscaping plan indicates several trees on the northern and western boundaries of the Project Site.

D. Affordable Housing

The Project will contain 12 rental dwelling units restricted to lower income households earning up to 50% of the Area Median Income ("AMI"). The units will be permanently dedicated as affordable units pursuant to Mitigation Measure 17.1.2 of the Project's Mitigation Monitoring and Reporting Program ("MMRP").

E. Parking

The Project will provide a total of 80 surface parking spaces, inclusive of guest parking spaces. Two of the 80 parking spaces are accessible in compliance with the Americans with Disabilities Act. The Project will also provide six short-term and 37 long-term bicycle parking spaces.

14. **CEQA DETERMINATION.**

Prior to the Commission's public hearing on the Project, an Initial Study was prepared for the Project in compliance with the California Environmental Quality Act (Public Resources Code section 21000, et seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines for the County. Based on the Initial Study, LA County Planning staff determined that a Mitigated Negative Declaration ("MND") was the appropriate environmental document for the Project. The mitigation measures necessary to ensure the Project will not have a significant effect on the environment are contained in the MMRP prepared for the Project.

The areas of environmental impact found to be less than significant with project mitigation incorporated include the following:

- Aesthetics. The proposed apartment building has the potential to have some impacts on the existing visual character of the area. However, the building has been designed in compliance with the Title 22 (Planning and Zoning) of the County Code, which requires structures to be appropriately setback from the property lot lines. In addition, there is a 28-foot-wide setback from the northern property line, which faces the single-family residential neighborhood to the north. Mitigation measures to address the potential visual impacts of the Project have been incorporated into the MMRP, including the construction of a six-foot high decorative block wall around the northern, southern and eastern property lines as well as the planting of trees around the perimeter of the site to break up and soften the façade of the proposed building and improve the overall aesthetics of the structure.
- Noise. While the proposed project will result in some noise impacts during the operation of the apartment building, it will not be substantially different from what is already occurring at the existing single-family residence at the Project Site or at the other residences located to the north, nor at the existing commercial and multi-family uses located to the south. The proposed use will also need to comply with the Los Angeles County Noise Ordinance. In addition to the noise impacts during operation, there will also be noise impacts during the construction stage. In order to ensure that the Project complies with the Construction Noise Requirements of County Code Section 12.08.440 (Construction noise) for both mobile and stationary equipment, mitigation measures have been incorporated into the Project's MMRP to reduce the noise impacts of the Project.
- Transportation. According to the Transportation Impact Analysis prepared for the Project dated February 20, 2025, the Project is expected to exceed the Vehicle Miles Traveled (VMT) impact criteria by approximately 5.7%. Several VMT mitigation measures from the California Air Pollution Control Officers Association Handbook for Analyzing Greenhouse Gas Emission Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021 CAPCOA Handbook) have been incorporated into the Project's MMRP to address this. The proposed mitigations are expected to reduce the VMT generated by the project by approximately 32.3%. After the

VMT mitigation measures are implemented, the project will have both project and cumulative transportation impacts that are less than significant.

- Tribal Cultural Resources. The Gabrieleño Band of Mission Indians – Kizh Nation ("Tribe") has indicated that the Project Site is located within the Gabrieleño community of Hahamongna /Acurangna. Mitigation measures have been incorporated, including the retention of a Native American Monitor, the holding of at least one pre-construction sensitivity/educational meeting, conducting daily monitoring during ground-disturbing activities and the immediate cessation of development activities if tribal cultural resources are found at the Project Site.

15. **PUBLIC COMMENTS.**

In 2024, Staff has received 19 emails/letters and one phone call from the public in opposition to the Project and three emails/letters in support.

Concerns raised were about the following:

- effects of changing the R-1 zoning,
- addition of the proposed 60 new dwelling units at the Project Site and the large cumulative number of units being added to the area from the Project (60 units) and from a project in the City of Santa Fe Springs (119 units),
- lack of adequate notice for the original April 17, 2024 public hearing,
- more traffic, congestion and pollution in the area,
- speeding vehicles being a safety risk,
- parking on residential streets,
- strain on local infrastructure,
- worsening of potholes in the area due to condition of roadways and increased traffic,
- no left turn signal on Broadway and Washington,
- impacts of the new Metro station, and
- increase in vandalism and crime due to denser population.

The letters of support cited the following reasons:

1. lack of available rental units for people working in the area, resulting in long and costly commutes,
2. need for quality housing in the area, and
3. shortage of housing supply leading to increasing rents.

16. **AGENCY RECOMMENDATIONS.**

A. County Department of Public Works: Recommended approval in a letter dated August 2, 2023.

B. County Fire Department: Recommended clearance to public hearing with conditions in a letter dated July 20, 2023.

C. County Department of Public Health: Recommended clearance to public hearing with conditions in a letter dated August 30, 2022.

17. **LEGAL NOTIFICATION.**

Pursuant to Section 22.222.120 (Public Hearing Procedure) of the County Code, the community was properly notified of the public hearing by email, mail, newspaper (Whittier Daily News) and property posting. Additionally, the Project was noticed and case materials were available on LA County Planning's website. On September 10, 2025, a total of 74 Notices of Public Hearing were mailed to all property owners as identified on the County Assessor's record within a 500-foot radius from the Project Site, as well as to those on the courtesy mailing list for the Whittier Downs Zoned District and to any additional interested parties.

GENERAL PLAN CONSISTENCY FINDINGS

18. **LAND USE POLICY.**

The Commission finds that the Project is consistent with the goals and policies of the General Plan because the proposed H50 land use designation is intended for multi-family residences, a category into which this Project falls. The Commission further finds that the Project promotes infill development, as well as healthy, equitable, mixed-income neighborhoods with a variety of housing types near jobs and services.

19. **GOALS AND POLICIES.**

The Commission finds that the Project is consistent with the goals and policies of the General Plan's Land Use Element and Housing Element.

The following policies of the General Plan are applicable to the Project:

- *Land Use Element Policy LU 1.3: In the review of project-specific amendments to the General Plan, ensure that they support the Guiding Principles.*
- *Land Use Element Policy LU 1.4: In the review of a project-specific amendment(s) to the General Plan, ensure that the project-specific amendment(s):*
    - *Is consistent with the goals and policies of the General Plan;*
    - *Shall benefit the public interest and is necessary to realize an unmet local or regional need.*

The Project Site is located in an urban area served by existing public utilities, infrastructure and services, including schools; parks; and police, fire and medical services. The area surrounding the Project Site is characterized by a mix of SFRs and multi-family residences, commercial and institutional uses, and public amenities. As with the rest of the County, there is still an inadequate supply of multi-family residential units to meet the demand for such units in the area. The Project will help address this need by providing one, two and three-bedroom apartment units for the area. Furthermore, the proposed location of a Metro station at the nearby intersection makes the immediate vicinity of the Project Site ideal for transit-oriented development such as the proposed Project. The design of the proposed Project is also oriented towards pedestrian accessibility by emphasizing its pedestrian entrance, locating its office on the ground floor adjacent to the sidewalk and providing landscaping along its entire building frontage immediately adjacent to the sidewalk. With these design features and the provision of affordable housing units, the Project contributes to the creation of a walkable, healthy, livable and equitable community in the area.

- *Land Use Element Policy LU 4.1: Encourage infill development in urban and suburban areas on vacant, underutilized and brownfield sites.*

With one parcel being vacant and another developed with an SFR on an almost-half-acre lot, the Project Site is currently underutilized and located in an urban area served by existing public services and infrastructure. The area surrounding the Project Site is characterized by a mix of SFRs and multi-family residences, commercial and institutional uses and public amenities. The Project qualifies as infill development and would not consume raw, undeveloped land; contribute to sprawl; or negatively impact the County's natural resources.

- *Land Use Element Policy LU 5.1: Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles.*
- *Housing Element Policy 1.3: Coordinate with the private sector in the development of housing for acutely low, extremely low, very low, low, and moderate income households and those with special needs. Where appropriate, promote such development through incentives, Development Agreements, specific plans, and/or inclusionary housing requirements.*
- *Housing Element Policy 3.1: Promote mixed income neighborhoods and a diversity of housing types throughout the unincorporated areas to increase housing choices for all economic segments of the population.*

The housing stock in the vicinity of the Project Site is a mix of SFRs and multi-family residences. Upon completion, the Project will add a total of 60 new one-, two- and three-bedroom apartment units, 12 of which will be Very Low Income affordable residential dwelling units restricted to households earning up to 50% AMI. In exchange, the Project has been granted a density bonus of 40.5% and two waivers of required development standards. As a result, the Project will help provide a better mix and variety of housing types with different affordability levels in the area.

- *Land Use Element Policy LU 7.1: Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques.*
- *Land Use Element Policy LU 10.3: Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament.*

The Project Site is located on the southern edge of a single-family residential neighborhood that is primarily located to the north. The Project site is immediately adjacent to various commercial and industrial uses that are oriented towards Washington Boulevard, particularly around its intersection with Broadway Avenue. On its eastern side is the southern side of a school ground. Due to its location, the impacts of the proposed Project will primarily be on the SFRs located on the northern and western sides of the Project Site. The Project has been designed to be aesthetically pleasing to these areas to the greatest extent possible. The Project also includes street improvements on Washington Boulevard to improve its capacity to accommodate the potential increase in the number of vehicles turning left from Washington Boulevard to Broadway Avenue as a result of the Project.

A major redevelopment project is underway for a mixed-use project on the other side of the intersection within the City of Santa Fe Springs. The intersection will also be the location of a future station for the Metro E (formerly Gold) Line southeast extension as part of the Eastside Transit Corridor Phase 2 Project. The proposed five-story, 60-unit apartment building is compatible with both present and future developments in the area. These developments will transition the general vicinity of the Project Site into a much more dense and mixed-use area. The proposed Project will provide a buffer for the residential areas to the north and will help ensure that any redevelopment that occurs in the area will end at the block where the Project Site is located.

ZONING CODE CONSISTENCY FINDINGS

20. **PERMITTED USE IN ZONE.** The Commission finds that the Project is consistent with the proposed R-3 zoning classification as an apartment building is permitted in such zone with an SPR pursuant to County Code Section 22.18.030 (Land Use Regulations for Zones R-A, R-1, R-2, R-3, R-4 and R-5). SPR RPPL2022003252 will be approved after adoption of the Plan Amendment and Zone Change by the Board and the approval of the AHP.

21. **REQUIRED YARDS.** The Commission finds that the Project is consistent with the standards identified in County Code Section 22.18.040 (Development Standards for Residential Zones), as modified by the AHP. The minimum required front, rear and side yards as 20 feet, 15 feet and five feet respectively. The Project will provide a uniform front, rear and side yard setback of five feet. This will be authorized as a development waiver as part of the Administrative Housing Permit associated with the Project.

22. **HEIGHT.** The Commission finds that the Project is consistent with the standard identified in County Code Section 22.18.040 (Development Standards for Residential Zones), as modified by the AHP. The maximum allowed height of any structure in the R-3 zone is 35 feet. The Project will have a maximum height of 61 feet and 10 inches. This will be authorized as a development incentive as part of the AHP associated with the Project.

23. **PARKING.** The Commission finds that the Project is consistent with the standard identified in County Code Section 22.120.080 (Density Bonus – Parking). A total of 80 parking spaces are required for the 40 one-bedroom, eight two-bedroom and 12 three-bedroom apartment units proposed by the Project. The Project provides 80 parking spaces on the ground floor of the apartment building.

24. **BICYCLE PARKING.** The Commission finds that the Project is consistent with the standard identified in County Code Section 22.112.100 (Bicycle Parking Spaces and Bicycle Facilities). A minimum of six short-term and 30 long-term bicycle parking spaces is required for the 60 apartment units proposed by the Project. A total of six short-term and 33 long-term bicycle parking spaces are provided on the ground floor of the apartment building.

25. **TREE PLANTING.** The Commission finds that the Project is consistent with the standards identified in County Code Section 22.126.030 (Tree Planting Requirements). The Project includes nine Western Sycamore and 11 Box Elder trees. This exceeds the eight trees required for the 36,624-square-foot building footprint for the Project.

26. **INCLUSIONARY UNITS.** The Commission finds that the Project is not subject to the Inclusionary Zoning Ordinance because it is a rental project within the Gateway Submarket Area.

27. **REVIEW AUTHORITY.** Pursuant to County Code Section 22.166.040.A (Administrative Housing Permit – Review Authority), the Board is the appropriate Review Authority for this AHP since it is concurrent with a Plan Amendment and Zone Change, which will be reviewed and acted upon by the Board.

ADMINISTRATIVE HOUSING PERMIT FINDINGS

28. **The Commission finds that the application meets all the requirements for an Administrative Housing Permit.** The Project is for the development of a five-story, 60-unit apartment building. The AHP allows for a density bonus of 17 additional units in addition to the base density of 43 units allowed for the Project Site and a waiver of the maximum height of 35 feet and the minimum 20 feet and 15 feet front and rear yards respectively to allow for a total height of 61 feet and ten inches and front and rear yard setbacks of five feet for providing 12 affordable units as part of the Project. The apartment building is composed of 40 one-bedroom units, eight two-bedroom units and 12 three-bedroom units. The 12 affordable units will be composed of seven one-bedroom units, two two-bedroom units and three three-bedroom units. The units will

be permanently dedicated as affordable units pursuant to Mitigation Measure 17.1.2 of the Project's MMRP.

ENVIRONMENTAL FINDINGS

29. After consideration of the MND and MMRP, together with the comments received during the public review process, the Commission finds on the basis of the whole record before it that there is no substantial evidence that the Project as conditioned will have a significant effect on the environment, and further finds that the MND reflects the independent judgment and analysis of the Commission.

30. The Commission finds that the MMRP, prepared in conjunction with the MND, identifies in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment from the Project. The Commission further finds that the MMRP's requirements are incorporated into the conditions of approval for this Project, and that approval of this Project is conditioned on the permittee's compliance with the attached conditions of approval and MMRP.

31. The Commission finds that the permittee is subject to payment of the California Department of Fish and Wildlife fees related to the Project's effect on wildlife resources pursuant to section 711.4 of the California Fish and Game Code.

ADMINISTRATIVE FINDINGS

32. **PUBLIC MEETINGS.** The Commission finds that pursuant to SB 330 (The Housing Crisis Act), the number of publicly held meetings do not exceed the five-meeting limit. A total of two meetings occurred on the following dates:

    - Regional Planning Commission Hearing held on April 17, 2024 and
    - Regional Planning Commission Hearing held on October 29, 2025.

33. **LOCATION OF DOCUMENTS.** The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is at LA County Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Puente Whittier Development Services Section, LA County Planning.

BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION CONCLUDES THAT:

A. The application that meets all the requirements for an Administrative Housing Permit.

THEREFORE, THE REGIONAL PLANNING COMMISSION:

1. Recommends that the Board: Certify that the MND for the Project was completed in compliance with CEQA and the State and County CEQA Guidelines related thereto; certify that it independently reviewed and considered the information contained in the

MND, and that the MND reflects the independent judgment and analysis of the Commission as to the environmental consequences of the Project; adopt the MMRP; find that the MMRP is adequately designed to ensure compliance with the mitigation measures during Project implementation; and determine that on the basis of the whole record before the Commission that there is no substantial evidence that the Project will have a significant effect on the environment; and adopt the MND; and

2. Recommends that the Board: Approve **ADMINISTRATIVE HOUSING PERMIT NO. RPPL2023004066** subject to the attached conditions.

ACTION DATE: October 29, 2025

VOTE: 4:1:0:0 (Concurring:Dissenting:Abstaining:Absent)

Concurring: Duarte-White, Louie, Moon, Hastings

Dissenting: O'Connor

Abstaining: 0

Absent: 0

DD:SMT:MM:CN

9/10/2025

LOS ANGELES COUNTY
DEPARTMENT OF REGIONAL PLANNING

DRAFT CONDITIONS OF APPROVAL
PROJECT NO. PRJ2022-000557-(4)
ADMINISTRATIVE HOUSING PERMIT NO. RPPL2023004066

PROJECT DESCRIPTION

The project is an Administrative Housing Permit for the waiver of the maximum height of 35 feet and the minimum 20 feet and 15 feet front and rear yards respectively with the provision of 12 Very Low Income Affordable rental units to allow for the development of a five-story, 60-unit apartment building with a total height of 61 feet and 10 inches and front and rear yard setbacks of five feet subject to the following conditions of approval:

GENERAL CONDITIONS

1. **Permittee**. Unless otherwise apparent from the context, the term “Permittee” shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.

2. **Affidavit of Acceptance**. This grant shall not be effective for any purpose until the Permittee, and the owner of the subject property if other than the Permittee, have filed at the office of the Los Angeles County ("County") Department of Regional Planning (“LA County Planning”) their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and until all required monies have been paid pursuant to Condition Nos. 10 and 13. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 4, 5, 8, and 10 shall be effective pursuant to County Code Section 22.222.230 (Effective Date of Decision and Appeals).

3. **Date of Final Approval**. Unless otherwise apparent from the context, the term “date of final approval” shall mean the date the County’s action becomes effective pursuant to County Code Section 22.222.230 (Effective Date of Decision and Appeals).

4. **Indemnification**. The Permittee shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of Government Code section 65009 or any other applicable limitations period. The County shall promptly notify the Permittee of any claim, action, or proceeding and the County shall reasonably cooperate in the defense. If the County fails to promptly notify the Permittee of any claim, action, or proceeding, or if the County fails to cooperate reasonably in the defense, the Permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

5. **Litigation Deposit**. In the event that any claim, action, or proceeding as described above is filed against the County, the Permittee shall within ten days of the filing make an initial deposit with LA County Planning in the amount of up to $5,000.00, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in LA County Planning's cooperation in the

defense, including but not limited to, depositions, testimony, and other assistance provided to Permittee or Permittee's counsel.

If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the Permittee shall deposit additional funds sufficient to bring the balance up to the amount of $5,000.00. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.

At the sole discretion of the Permittee, the amount of an initial or any supplemental deposit may exceed the minimum amounts defined herein. Additionally, the cost for collection and duplication of records and other related documents shall be paid by the Permittee according to County Code Section 2.170.010 (Fees for Providing County Records).

6. **Invalidation**. If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the permit shall be void and the privileges granted hereunder shall lapse.

7. **Recordation**. Upon any transfer or lease of the property during the term of this grant, the Permittee, or the owner of the subject property, if other than the Permittee, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.

8. **Expiration**. This grant shall expire unless used within two (2) years from the date of decision for this grant. A single one-year time extension may be requested in writing and with the payment of the applicable fee prior to such expiration date.

9. **Library Facilities Mitigation Fees**. Prior to the issuance of any building permit(s), the Permittee shall remit all applicable library facilities mitigation fees to the County Librarian and pay the fees in effect at the time of payment, pursuant to County Code Chapter 22.264 (Library Facilities Mitigation Fee). Questions regarding fee payment can be directed to the County Librarian at (562) 940-8430. The Permittee shall provide proof of payment upon request from LA County Planning.

10. **Environmental Document Filing Fees.** Within five (5) working days from the day after your appeal period ends, the Permittee shall remit processing fees at the County Registrar-Recorder/County Clerk Office (i.e. County Clerk Office), payable to the County of Los Angeles, in connection with the filing and posting of a Notice of Determination ("NOD") for this project and its entitlements in compliance with section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Wildlife pursuant to section 711.4 of the California Fish and Game Code, the Permittee shall pay the fees in effect at the time of the filing of the NOD, as provided for in section 711.4 of the Fish and Game Code, currently **$3,043.75** ($2,968.75 for a Negative Declaration or Mitigated Negative Declaration plus $75.00 processing fee), or **$4,198.50** ($4,123.50 for an Environmental Impact Report plus $75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.

11. **Mitigation Monitoring and Reporting Program**. The Permittee shall comply with all mitigation measures identified in the Mitigation Monitoring and Reporting Program ("MMRP"), which are incorporated by this reference as if set forth fully herein.

12. **Covenant and Agreement**. Within thirty (30) days of the date of final approval of the grant by the County, the Permittee shall record a covenant and agreement, which attaches the MMRP and agrees to comply with the mitigation measures imposed by the Mitigated Negative Declaration for this project, in the Recorder's Office. Prior to recordation of the covenant, the Permittee shall submit a draft copy of the covenant and agreement to LA County Planning for review and approval. As a means of ensuring the effectiveness of the mitigation measures, the Permittee shall submit annual mitigation monitoring reports to LA County Planning for approval or as required. The reports shall describe the status of the Permittee's compliance with the required mitigation measures.

13. **Mitigation Monitoring and Reporting Program Deposit**. The Permittee shall deposit an initial sum of **$6,000.00** with LA County Planning within thirty (30) days of the date of final approval of this grant in order to defray the cost of reviewing and verifying the information contained in the reports required by the MMRP. The Permittee shall replenish the mitigation monitoring account if necessary until all mitigation measures have been implemented and completed.

14. **Revocation**. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission ("Commission") or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance, or as otherwise authorized pursuant to County Code Chapter 22.238 (Modifications and Revocations). Failure of the Permittee to cease any development or activity not in full compliance shall be a violation of these conditions and may result in revocation.

15. **County Fire Code.** All development pursuant to this grant shall comply with the requirements of Title 32 (Fire Code) of the County Code to the satisfaction of the County Fire Department ("Fire").

16. **County Public Works Requirements**. All development pursuant to this grant shall comply with the requirements of the County Department of Public Works ("Public Works") to the satisfaction of said department.

17. **County Zoning Code.** All development pursuant to this grant shall comply with the requirements of Title 22 (Planning and Zoning) of the County Code and of the specific zoning of the subject property.

18. **Maintenance.** The Permittee shall maintain the subject property in a neat and orderly fashion. The Permittee shall maintain free of litter all areas of the premises over which the Permittee has control.

19. **Graffiti.** All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by LA County Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

    In the event of graffiti or other extraneous markings occurring, the Permittee shall remove or cover said markings, drawings, or signage within 48 hours, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

PERMIT SPECIFIC CONDITIONS – ADMINISTRATIVE HOUSING PERMIT

20. **Housing Permit.** The Administrative Housing Permit includes a density bonus of 17 additional units in addition to the base density of 43 units allowed for the Project Site and a waiver of the maximum height of 35 feet and the minimum 20 feet and 15 feet front and rear yards respectively to allow for a total height of 61 feet and 10 inches and front and rear yard setbacks of five feet for providing 12 Very Low Income (50% Area Median Income) affordable units as part of the Project.

PROJECT SITE-SPECIFIC CONDITIONS

21. **County Public Works Department Conditions.** The permittee shall comply with all conditions set forth in the attached County Public Works Department letter dated August 2, 2023.

22. **County Fire Department Conditions.** The permittee shall comply with all conditions set forth in the attached County Public Works Department letter dated July 20, 2023.

23. There shall be no balconies facing the eastern side of the property.

Attachments:
Exhibit D-1 Public Works Department Letter dated August 2, 2023
Exhibit D-2 Fire Department Letter dated July 20, 2023
Exhibit D-3 Mitigation Monitoring and Reporting Program (pages 1- 7)

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

MARK PESTRELLA, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

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

August 2, 2023

IN REPLY PLEASE
REFER TO FILE: LD-3

TO: Edward Rojas
LDCC/Site Plan Review Section
Department of Regional Planning

Attention Carl Nadela

FROM: James Chon
Land Development Division

SITE PLAN REVIEW- MINISTERIAL (RPPL2022003252)
7914 BROADWAY
ASSESSOR'S MAP BOOK 8173, PAGE 23, PARCELS 20 AND 21
UNINCORPORATED WHITTIER

As requested, Public Works reviewed the site plan for the proposed project. The project proposes to construct a new five-story, 60-unit apartment building on vacant land.

☒ Public Works recommends approval of the "conceptually approved" site plan dated July 25, 2023 (see attached). The following conditions will become applicable upon approval of the site plan by Regional Planning:

☐ Public Works does **NOT** recommend approval of this site plan.

1. Road

1.1. Prior to issuance of a grading or building permit (whichever comes first), submit street improvement plans to Public Works (through the EPIC-LA portal under "Public Improvement Plans: Street Plans") that reflects the following for review and approval:

Be advised that we currently have no known County construction project within the limits of your project. Should a County project be scheduled and constructed ahead of the applicant's development, a pavement moratorium may be imposed that would restrict any pavement work for two years. Exceptions could be made if acceptable rehabilitation measures are provided. The applicant is encouraged to monitor http://pw.lacounty.gov/gmed/lacroads/Find.aspx periodically to determine if

any future County projects have been scheduled or to determine whether a pavement moratorium currently exist along streets fronting the project location.

1.1.1. Provide 20-foot setback for the proposed vehicular gate to avoid queuing in the right of way.

1.1.2 Construct the proposed driveway approach on Broadway to comply with current American with Disabilities Act standards.

1.1.3 Close the unused driveway approach on Broadway with standard curb, gutter, and full-width sidewalk.

1.1.4. Provide and maintain 10' x 10' pedestrian sight triangle on the driveway approach. Nothing higher than 3.5 feet high in these pedestrian sight triangles.

1.1.5. Repair or replace any street improvements damaged during construction.

1.1.6. Plant street trees (minimum 24-inch box) on Broadway and provide irrigation.

1.1.7. Underground all new utilities.

1.1.8. Provide a covenant for the private maintenance of drainage devices, if any.

1.1.9. Comply with the attached street lighting requirements memo dated May 19, 2022.

1.1.10. Submit a sewer area study for review and approval prior to the execution of an Agreement to Improve.

1.2. Prior to issuance of a building permit, execute an Agreement to Improve for the street improvements.

1.3. Prior to issuance of a Certificate of Occupancy, construct all required street improvements.

If you have any questions or require additional information, please contact Kevin Godoy of Public Works, Land Development Division, at (626) 458-5932 or kgodoy@pw.lacounty.gov.

KG:la
RPPL2022004855 - 12501 S alameda street unit 1.docx

Attach.

LOS ANGELES COUNTY PUBLIC WORKS
TRAFFIC SAFETY AND MOBILITY DIVISION
SUBDIVISION, CONDITIONAL USE PERMIT (CUP) & R3 REVIEW
STREET LIGHTING REQUIREMENTS

Date: 05/19/2022

TO: Jose Suarez
Project Entitlement & CEQA Section
Land Development Division

Attention Joseph Nguyen

FROM: Inez Yeung
Street Lighting Section
Traffic Safety and Mobility Division
Prepared by Whitley Huy

STREET LIGHTING REQUIREMENTS
RPPL2022003252 7914 Broadway Avenue L 033-2022

☐ Provide streetlights on concrete poles with underground wiring on all streets and highways within TR/PM/L - _____ and around to the satisfaction of Public Works or as modified by Public Works. The streetlights shall be designed as a County-owned and maintained system. Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic Safety and Mobility Division, Street Lighting Section, for processing and approval.

☒ Provide streetlight(s) on concrete pole(s) with underground wiring along the property frontage on Broadway Avenue to the satisfaction of Public Works or as modified by Public Works. The streetlight(s) shall be designed as a County-owned and maintained system. Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic Safety and Mobility Division, Street Lighting Section, for processing and approval.

☐ Provide streetlights on concrete poles with underground wiring on non-gated "private and public future" street(s) along the property frontage on _____ to the satisfaction of Public Works or as modified by Public Works. The streetlights shall be designed as a County-owned and maintained system. Provide centerline of 16' wide easement to the County of Los Angeles for streetlight and auxiliary device purposes and an easement for streetlight and auxiliary device ingress and egress (over the entire road). Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic Safety and Mobility Division, Street Lighting Section, for processing and approval.

☐ Provide streetlights on concrete poles with underground wiring on gated "private and future" street(s) _____ to the satisfaction of Public Works or as modified by Public Works. The streetlights shall be designed as Southern California Edison owned and maintained system. The operation and maintenance of the streetlights shall remain the responsibility of the owner/developer/Home Owners Association until such time as the street(s) are accepted for maintenance by the County. Assessments will be imposed on the development served by gated "private and future" street(s) as a result of streetlight benefits derived from existing or future streetlights on adjacent public roadways.

☐ New streetlights are not required.

STREETLIGHT ACCEPTANCE REQUIREMENTS:

☐ Upon CUP approval (CUP only), the applicant shall comply with assessment balloting requirments listed below listed below in order for the County Lighting Districts to pay for the future operation and maintenance of the streetlight(s). It is the sole responsibility of the applicant to ensure 1) street lighting plans are approved prior to issuance of building permits or road construction permits, whichever occurs first, and 2) street lighting improvements are installed per approved plans prior to the issuance of a certificate of occupancy.

☒ Upon issuance of an Agreement to Improve (R4 only), the applicant shall comply with Conditions of Acceptance requiremens listed below in order for the County Lighting Districts to pay for the future operation and maintenance of the streetlight(s). It is the sole responsibility of the applicant to ensure 1) street lighting plans are approved prior to issuance of building permits or road construction permits, whichever occurs first, and 2) street lighting improvements are installed per approved plans prior to the issuance of a certificate of occupancy.

☐ Upon tentative map/parcel map approval (subdivision only), the applicant (property owner or authorized representative) shall comply with the Conditions of Acceptance requirments listed below in order for the County Lighting Districts to pay the future operation and maintenance costs of the streetlight(s). It is the sole responsibility of the applicant to: 1) secure approval of the street lighting plans prior to map recordation, 2) ensure the required street lighting improvements are installed per approved plans, 3) If phasing of the project is approved, the required street lighting improvements for each phase of the project shall be subject to the assessment balloting listed below.

CONDITIONS OF ACCEPTANCE FOR STREETLIGHT TRANSFER OF BILLING:

Prior to County Lighting Districts assuming responsibility for the operation and maintenance costs of the streetlights from a developer's account into a County Lighting Districts' account, the following items are required:

1) The applicant (property owner or authorized representative) is responsible for the operation and maintenance costs of the streetlights installed as a condition of development. The applicant will remain responsible for the operation and maintenance of the streetlights until such time the lights are transfered into a county lighting maintenance account.

2) The County will require review and approval of the roadway improvements in accordance with approved plans prior to County assuming ownership and maintenance responsibilities of the project roadways into the County Highway System, if applicable.

3) County can assume responsibility for the operation and maintenance of the streetlights on July 1 of any given year, provided that (a) all required streetlights have been accepted and installed per the approved plans and energized to close permit, (b) the applicant has provided a written request for a transfer of billing no later than January 1 of the prior year, and (c) property tax and assessment revenue are being collected from the benefitted property owners. The transfer of billing may be delayed one or more years if the above conditions are not met. NOTE: County Lighting Districts cannot pay the operation and maintenance costs of streetlights located within gated communities or on roadways designated as a private street.

4) Prior to the County assuming responsibility of the operation and maintenance cost of the streetlights, a second field review will be conducted to ensure all streetlights are installed per approved plans and no knockdown have occured.

5) Subsequent to the transfer of billing, County willl authorize the release of the streetlight bond.

PROJECT DATA

Project Description	
A new 60 Unit Apartment Building 5 Stories	
ZONING OCCUPANCY	
Occupancy : Group	R-DIV 3 NO. OF UNITS 2
Construction Type	Type V
DEVELOPMENT PROGRAM	
PROJECT LOCATION : 7914 Broadway Avenue - Whittier CA 90606	
Owner Name:	
LEGAL DESCRIPTION:	
ZONING R-4	LAND USE DEVELOPMENT H50

GENERAL BUILDING INFORMATION

Lot Area : 36,624 sq. ft — Total Living Area :64,000 sq. ft.

	UNIT A	UNIT B		
Units 1 Bedroom 1000 sq.ft.	40			
Units 2 Bedroom 1141 sq.ft.		8		
Units 3 Bedroom 1287 sq.ft.		12		
TOTAL UNITS LIVING FLOOR AREA	54,582			
TOTAL LIVING FLOOR AREA	54,936			

FIRE SPRINKLER SYSTEM

PROPOSED SPRINKLER SYSTEM NFPA 13

ZONING INFORMATION

AREA:

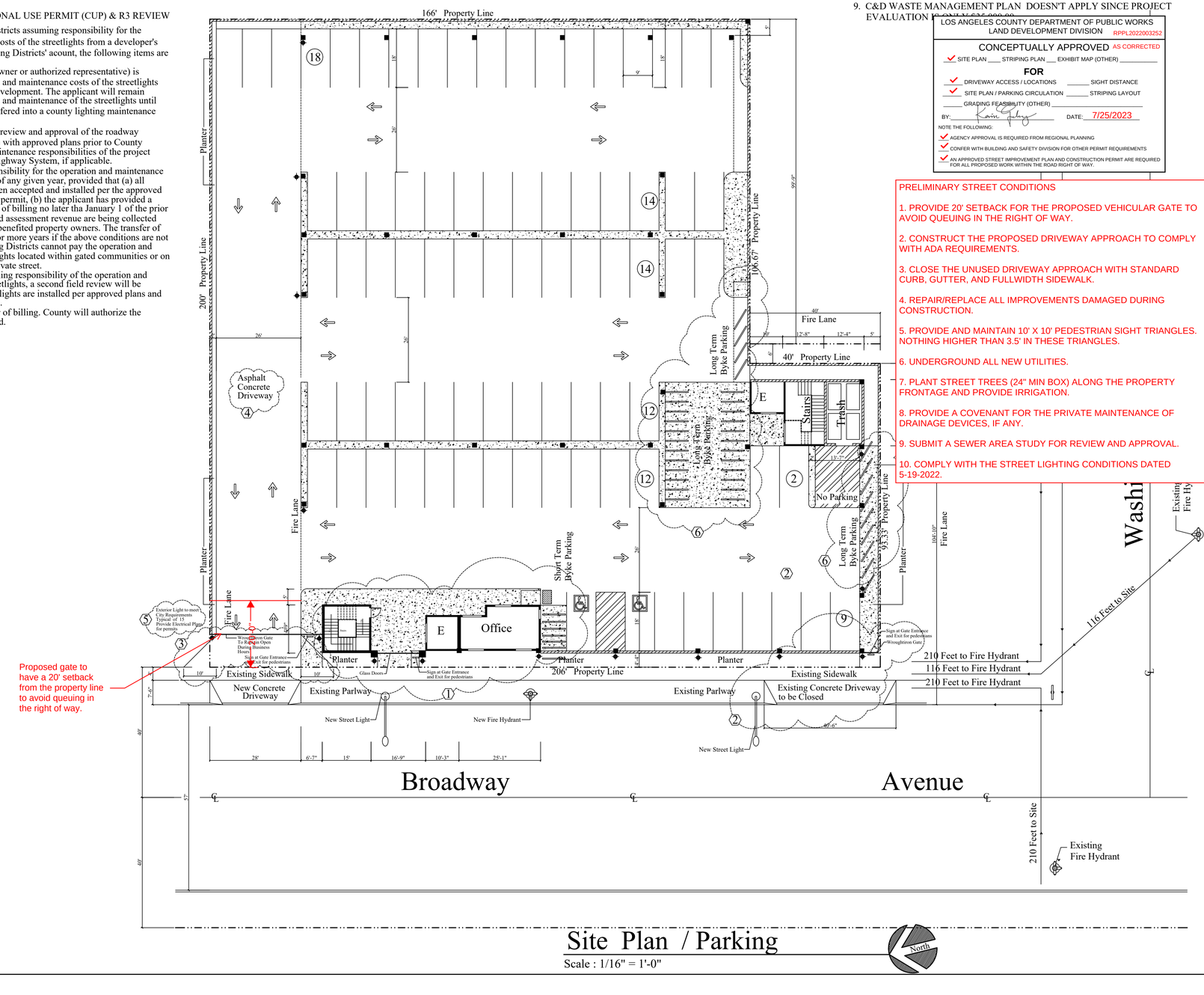
	REQUIRED	PROVIDED
Maximun Lot Coverage		
Lot Coverage		
PARKING AND DRIVEWAYS		
Parking for One Bedroom Units 40	1. per unit = 40	40
Parking for Two Bedroom Units 8	1.5 per unit + .5 = 16	16
Parking for Three Bedroom Units 12	1.5 per unit + .5 = 24	24
Total Parking	80	
PARKING PROVIDED		
Handicapped Parking		2
Guest Parking		
Total Parking		81
Long Term Bike Parking		33
Short-Term Bike Parking		6
OPEN SPACE		
Total		
Private per Unit	250 sq. ft.	
Total Private Open Space Provided	16000 sq. ft.	
Common Per Unit Unit A:		
LANDSCAPING		
New Landscape Main Floor	1608 sq. ft.	
Landscape on each Floor on Planters	605 sq. ft. x 4 = 2420 sq. ft.	
Total Landscape	4288 sq. ft. or 11%	
PRIVATE STORAGE SPACE		
Cubic Feet Per Unit Unit :		
Unit :		
Unit :		

LOS ANGELES COUNTY PUBLIC WORKS
TRAFFIC SAFETY AND MOBILITY DIVISION
SUBDIVISION, CONDITIONAL USE PERMIT (CUP) & R3 REVIEW
STREET LIGHTING REQUIREMENTS

1. Provide streetlight(s) on concrete pole (s) with underground wiring along the property frontage on Broadway Avenue to the satisfaction of Public Works or as modified by Public Works. The streetlight (s) shall be designed as a County-owned and maintained system. Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic Safety and Mobility Division, Street Lighting Section, for processing and approval.
2. Upon issuance of an Agreement to Improve (R4 only), the applicant shall comply with Conditions of Acceptance requiremens listed below in order for the County Lighting Districts to pay for the future operation and maintenance of the streetlight(s). It is the sole responsibility of the applicant to ensure 1) street lighting plans are approved prior to issuance of building permits or road construction permits, whichever occurs first, and 2) street lighting improvements are installed per approved plans, 3) If phasing of the project is approved , the required street lighting improvements for each phase of the project shall be subject to the assessment balloting listed below.

SUBDIVISION, CONDITIONAL USE PERMIT (CUP) & R3 REVIEW

Prior to County Lighting Districts assuming responsibility for the operation and maintenance costs of the streetlights from a developer's account into a County Lighting Districts' acount, the following items are required:
1) The applicant (property owner or authorized representative) is responsible for the operation and maintenance costs of the streetlights installed as a condition of development. The applicant will remain responsible for the operation and maintenance of the streetlights until such time the lights are transfered into a county lighting maintenance account.
2) The County will required review and approval of the roadway improvements in accordance with approved plans prior to County assuming ownership and maintenance responsibilities of the project roadways into the County Highway System, if applicable.
3) County can assume responsibility for the operation and maintenance of the streetlights on July 1 of any given year, provided that (a) all required streetlights have been accepted and installed per the approved plans and energized to close permit, (b) the applicant has provided a written request for a transfer of billing no later tha January 1 of the prior year, and (c) property tax and assessment revenue are being collected from the collected from the benefited property owners. The transfer of billing may be delayed one or more years if the above conditions are not met. NOTE: County Lighting Districts cannot pay the operation and maintenance costs of streetlights located within gated communities or on roadways designated as a private street.
4) Prior to the County assuming responsibility of the operation and maintenance cost of the streetlights, a second field review will be conducted to ensure all streelights are installed per approved plans and no knockdown have occured.
5) Subsequent to the transfer of billing. County will authorize the release of the streetlight bond.



Site Plan / Parking

Scale : 1/16" = 1'-0"

NOTES:

1. All property lines (Real or Assume) Easements and buildings (both existing and proposed) are shown on this Site Plan.
2. All excavation requires Underground Services Alert (USA) prior to excavation. Excavations shal be not trenches of 5 feet or more in deepth.
3. All work in the Public Right-of-way shall be done per City Standards.
4. There shall be a 2% drainage away from the building.
5. (#) Shows Direction of Attached Pictures.
6. Minimum 75% of all landscaping must be drought-tolerant
7. "The Discharge of Pollutants to any storm drainage system id prohibited. No solid waste, petroleum by-products, soil particulate, construction waste materials or wastewater generated on construction sites or by construction activities shall be placed, conveyed or discharged into the street, gutter or storm drain system"
8. COMPLY WITH COUNTY OF LOS ANGELES LOW IMPACT DEVELOPMENT TECHNICAL GUIDELINES FOR SMALL SITE DEVELOPMENTS.
9. C&D WASTE MANAGEMENT PLAN DOESN'T APPLY SINCE PROJECT EVALUATION IS ONLY $25,000.00

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION RPPL2022003252

CONCEPTUALLY APPROVED AS CORRECTED

✓ SITE PLAN ___ STRIPING PLAN ___ EXHIBIT MAP (OTHER) _____

FOR

✓ DRIVEWAY ACCESS / LOCATIONS _____ SIGHT DISTANCE
✓ SITE PLAN / PARKING CIRCULATION _____ STRIPING LAYOUT
_____ GRADING FEASIBILITY (OTHER) _____

BY: Kam Sahoo DATE: 7/25/2023

NOTE THE FOLLOWING:

✓ AGENCY APPROVAL IS REQUIRED FROM REGIONAL PLANNING
✓ CONFER WITH BUILDING AND SAFETY DIVISION FOR OTHER PERMIT REQUIREMENTS
✓ AN APPROVED STREET IMPROVEMENT PLAN AND CONSTRUCTION PERMIT ARE REQUIRED FOR ALL PROPOSED WORK WITHIN THE ROAD RIGHT OF WAY.

PRELIMINARY STREET CONDITIONS

1. PROVIDE 20' SETBACK FOR THE PROPOSED VEHICULAR GATE TO AVOID QUEUING IN THE RIGHT OF WAY.
2. CONSTRUCT THE PROPOSED DRIVEWAY APPROACH TO COMPLY WITH ADA REQUIREMENTS.
3. CLOSE THE UNUSED DRIVEWAY APPROACH WITH STANDARD CURB, GUTTER, AND FULLWIDTH SIDEWALK.
4. REPAIR/REPLACE ALL IMPROVEMENTS DAMAGED DURING CONSTRUCTION.
5. PROVIDE AND MAINTAIN 10' X 10' PEDESTRIAN SIGHT TRIANGLES. NOTHING HIGHER THAN 3.5' IN THESE TRIANGLES.
6. UNDERGROUND ALL NEW UTILITIES.
7. PLANT STREET TREES (24" MIN BOX) ALONG THE PROPERTY FRONTAGE AND PROVIDE IRRIGATION.
8. PROVIDE A COVENANT FOR THE PRIVATE MAINTENANCE OF DRAINAGE DEVICES, IF ANY.
9. SUBMIT A SEWER AREA STUDY FOR REVIEW AND APPROVAL.
10. COMPLY WITH THE STREET LIGHTING CONDITIONS DATED 5-19-2022.

DESIGN PLUS SERVICES
5239 W. 120th Street
Inglewood Ca 90304
Phone # (310) 941-5460
patricio.culqui026@gmail.com
Patricio Culqui
Principal

NO.	DATE	REVISION

NO.	DATE	ISSUED

OWNER: Mr. Hammid Namdori, P.O.BOX 1627, Redondo Beach, CA 90278, Phone # (310) 408-7608

LEGAL DESCRIPTION: APN 8173-023-020

DRAWING TITLE: Site Plan

JOB ADDRESS: 7914 Broadway Avenue Whittier, CA 90606

DATE: 12-16-2022

SCALE: As shown

DRAWING BY: P.C.

SHEET NO.: SP-1

COUNTY OF LOS ANGELES FIRE DEPARTMENT
FIRE PREVENTION DIVISION

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4293, Fax (323) 890-9783

EPIC-LA NUMBER:	RPPL2022001527	PROJECT NUMBER:	Apartments @ 7914 Broadway
CITY/COMMUNITY:	West Whittier/Los Nietos	STATUS:	Cleared
PROJECT ADDRESS:	7914 Broadway Whittier, CA 90606	DATE:	07/20/2023

CONDITIONS

1. The Fire Department's Land Development Unit has determined the Fire Apparatus Access Roads as shown on the site plan in compliance with the County of Los Angeles Fire Code.
2. New public fire hydrant(s) will be required for this development along Broadway Ave. The location of the new fire hydrants will be determined once the Fire Flow Availability Form 196 is submitted during the Fire Department review of the architectural plan prior to building permit issuance. All fire hydrants shall measure 6”x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal, and shall be installed in accordance with the County of Los Angeles Fire Code.
3. Review and approval by the Fire Department's Fire Prevention Engineering Section Building Plan Check Unit is required for this project prior to building permit issuance. Plans should be submitted through EPIC-LA under the following plan type Fire Engineering - Building Plan Check Unit - Multi-Family Residence. Contact the Commerce office at (323) 890-4125 for details on their submittal requirements.

For any questions regarding the report, please contact Juan Padilla at (323) 890-4243 or Juan.Padilla@fire.lacounty.gov.

Reviewed by:

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. PRJ2022-000557-(4) / PLAN AMENDMENT NO. RPPL2022001526 / ZONE CHANGE NO. RPPL2022001527 / ENVIRONMENTAL PLAN NO. RPPL2023003948

#	Environmental Factor	Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
1.1	Aesthetics	Plant and maintain trees along the western and southern property lines.				
1.1.1	Aesthetics	The project applicant/developer shall plant a total of eleven (11) 15-gallon Box Elder (or equivalent as approved by County Planning) trees on the property. Four (4) trees shall be spread out evenly to the greatest extent feasible along the western property line and five (5) trees shall be spread out evenly to the greatest extent feasible on the northern property line. The trees shall be continuously maintained in a good and healthy condition. If any tree dies, a replacement tree shall be planted within 30 days of the death of the tree.	Plant and maintain nine Western Sycamore (or equivalent) trees on the property.	Prior to issuance of Occupancy Permit	Applicant and subsequent owner(s)	Regional Planning
1.1.2	Aesthetics	The project applicant/developer shall plant a total of nine (9) 15-gallon Western Sycamore (or equivalent as approved by County Planning) trees on the property. Four (4) trees shall be spread out evenly to the greatest extent feasible along the western property line and seven (7) trees shall be spread out evenly to the greatest extent feasible on the northern property line. The trees shall be continuously maintained in a good and healthy condition. If any tree dies, a replacement tree shall be planted within 30 days of the death of the tree.	Plant and maintain eleven Box Elder (or equivalent) trees on the property.	Prior to issuance of Occupancy Permit	Applicant and subsequent owner(s)	Regional Planning
1.2	Aesthetics	Construct and maintain a six-foot high decorative block wall along the northern, southern and eastern property lines of the Project Site.				
1.2.1	Aesthetics	The project applicant/developer shall construct and continuously maintain in good condition a six-foot high block wall along the northern, southern and eastern property lines of the Project Site. Any damage shall be repaired within 30 days. Any grafitti shall be removed within 24 hours.	Construct and maintain a six-foot high decorative block wall along the northern, southern and eastern property lines of the Project Site.	Prior to issuance of Occupancy Permit	Applicant and subsequent owner(s)	Regional Planning
9.1	Hazards and Hazardous Materials	Implement Monitoring and Screening of Hazardous Materials during construction activities				
9.1.1	Hazards and Hazardous Materials	Upon demolition of the existing residence, a survey shall be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual.	Conduct survey for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk	Upon demolition of the existing residence	Applicant and subsequent owner(s)	Regional Planning/Public Works
9.1.2	Hazards and Hazardous Materials	All imported soil and fill material should be tested to ensure any contaminants of concern are within DTSC's and U.S. Environmental Protection Agency (USEPA) Regional Screen Levels (RSLs) for the intended land use. To minimize the possibility of introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material meets screening levels outlined in the PEA for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of the prior land use. Additional information can be found by visiting DTSC's Human and Ecological Risk Office (HERO) webpage	Testing of imported soil and fill materials	Upon importation of soil and fill materials at the Project Site	Applicant and subsequent owner(s)	Regional Planning/Public Works
13.1	Noise	Implement Noise Mitigation Measures during construction activities				

13.1.1	Noise	Stationary noise sources (e.g. generators and compressors) shall be located as far from residential receptor locations as is feasible.	Locate stationary noise sources as far from residential zones as possible	Prior to start of construction activities	Applicant	Regional Planning/Public Health
13.1.2	Noise	A temporary sound barrier shall be installed at the property lines of the proposed Project Site to mitigate noise impacts on all surrounding properties.	Install temporary sound barrier at property lines	Prior to start of construction activities	Applicant	Regional Planning/Public Health
13.1.3	Noise	No Heating, Ventilation, and Air Conditioning (HVAC) unit will be installed outdoors.	No HVAC unit shall be intalled outdoors.	Prior to issuance of Occupancy Permit	Applicant	Regional Planning/Public Health
17.1	Transportation	Implement CAPCOA Mitigation Measures T-1 and T-4				
17.1.1	Transportation	Increase Residential Density (T-1): The project is designed with a higher density of dwelling units compared to the average residential density in the country. A new Traffic Impact Analysis shall be submitted to Public Works for review and approval if there are any changes to the residential density.	Design the proposed Project with a higher density of dwelling units compared to the average residential density in the country	Prior to Regional Planning approval	Applicant	Regional Planning
17.1.2	Transportation	Integrate Affordable and Below Market Rate Housing (T-4): The project will permanently dedicate seven affordable housing dwelling units. A new Traffic Impact Analysis shall be submitted to Public Works for review and approval if there are any changes to the number of affordable housing dwelling units.	Permanently dedicate seven affordable housing dwelling units	Prior to issuance of Building Permits	Applicant and subsequent owner(s)	Regional Planning/Los Angeles County Development Authority
17.2	Transportation	Implement Traffic Control Measures				
17.2.1	Transportation	The project shall extend the left turn lane approximately 150 feet and install Keep Clear Pavement Markings per the TIA dated February 20, 2025. (Location: Broadway Avenue at Washington Boulevard)	Extend the left turn lane approximately 150 feet and install Keep Clear Pavement Markings per the TIA dated February 20, 2025. (Location: Broadway Avenue at Washington Boulevard)	Prior to issuance of Occupancy Permit	Applicant	Regional Planning/Public Works
17.2.2	Transportation	The project shall submit a signing and striping plan through EPIC-LA under “Public Improvement Plans: Signing and Striping Plan” directly to Public Works for review and approval based on proposed improvements found in the TIA dated February 20, 2025. (Location: Broadway Avenue at Washington Boulevard)	Submit and implement to the stasfaction of Public Works a signing and striping plan through EPIC-LA under “Public Improvement Plans: Signing and Striping Plan” directly to Public Works for review and approval based on proposed improvements found in the TIA dated February 20, 2025. (Location: Broadway Avenue at Washington Boulevard)	Prior to issuance of Occupancy Permit	Applicant	Regional Planning/Public Works
18.1	Tribal Cultural Resources	Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities				
18.1.1	Tribal Cultural Resources	The project applicant/developer shall retain a Native American monitor from (or approved by) the Gabrieleño Band of Mission Indians – Kizh Nation (the “Kizh” or the “Tribe”) - the direct lineal descendants of the project location. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project, at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading,. excavation, drilling, and trenching.	Retain Native American Monitor	Prior to Commencement of Ground-Disturbing Activities	Applicant and subsequent owner(s)	Regional Planning
18.1.2	Tribal Cultural Resources	A copy of the executed monitoring agreement shall be provided to the lead agency prior to the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity.	Provide copy of executed monitoring agreement	Prior to Commencement of Ground-Disturbing Activities	Applicant and subsequent owner(s)	Regional Planning

18.1.3	Tribal Cultural Resources	The project applicant/developer shall provide the Tribe with a minimum of 30 days advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project.	Provide minimum 30 day notice of commencement of Ground-Disturbing Activities	Minimum of 30 days prior to commencement of Ground Disturbing Activities	Applicant and subsequent owner(s)	Regional Planning
18.1.4	Tribal Cultural Resources	The project applicant/developer shall hold at least one (1) pre-construction sensitivity/educational meeting prior to the commencement of any ground-disturbing activities, where at a senior member of the Tribe will inform and educate the project's construction and managerial crew and staff members (including any project subcontractors and consultants) about the TCR mitigation measures and compliance obligations, as well as places of significance located on the project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the project's compliance with the TCR mitigation measures.	Hold at least one (1) pre-construction sensitivity educational meeting	Prior to Commencement of Ground-Disturbing Activities	Applicant and subsequent owner(s)	Regional Planning
18.1.5	Tribal Cultural Resources	The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request.	Complete daily monitoring logs	During Ground-Disturbing Activities	Native American Monitor	Applicant and subsequent owner(s)
18.1.6	Tribal Cultural Resources	Native American monitoring for the project shall conclude upon the latter of the following: (1) written confirmation from a designated project point of contact to the Tribe that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site project location are complete; or (2) written notice by the Tribe to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the project site and at any off-site project location possesses the potential to impact TCRs.	Conclude Native American Monitoring for the project.	Upon receipt of written confirmation and notice	Applicant and subsequent owner(s)	Regional Planning / Native American Monitor
18.2	Tribal Cultural Resources	Discovery of TCRs, Human Remains, and/or Grave Goods.				
18.2.1	Tribal Cultural Resources	Upon the discovery of a TCR, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Tribe shall be immediately informed of the discovery, and a Kizh monitor and/or Kizh archaeologist will promptly report to the location of the discovery to evaluate the TCR and advise the project manager regarding the matter, protocol, and any mitigating requirements. No project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Tribe has completed its assessment/evaluation/recovery of the discovered TCR and surveyed the surrounding area.	Cease all construction activities in the immediate vicinity of the discovery	Discovery of TCR	Applicant and subsequent owner(s)	Regional Planning
18.2.2	Tribal Cultural Resources	The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate in its sole discretion, and for any purpose the Tribe deems appropriate, including but not limited to, educational, cultural and/or historic purposes.	Recover and retain all discovered TCR's	Discovery of TCR	Native American Monitor	Applicant and subsequent owner(s)/Regional Planning

18.2.3	Tribal Cultural Resources	If Native American human remains and/or grave goods are discovered or recognized on the project site or at any off-site project location, then all construction activities shall immediately cease. Native American “human remains” are defined to include “an inhumation or cremation, and in any state of decomposition or skeletal completeness.” (Pub. Res. Code § 5097.98 (d)(1).) Funerary objects, referred to as “associated grave goods,” shall be treated in the same manner and with the same dignity and respect as human remains. (Pub. Res. Code § 5097.98 (a), d)(1) and (2).)	Cease all construction activities	Discovery or recognition of Native American human remains and/or grave goods on the project site	Applicant and subsequent owner(s)	Regional Planning
18.2.4	Tribal Cultural Resources	Any discoveries of human skeletal material or human remains shall be immediately reported to the County Coroner (Health & Safety Code § 7050.5(c); 14 Cal. Code Regs. § 15064.5(e)(1)(B)), and all ground-disturbing project ground-disturbing activities on site and in any other area where the presence of human remains and/or grave goods are suspected to be present, shall immediately halt and remain halted until the coroner has determined the nature of the remains. (14 Cal. Code Regs. § 15064.5(e).) If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.	Report to County Coroner Office	Discovery of human skeletal remains or human remains	Applicant and subsequent owner(s)	Regional Planning
18.2.5	Tribal Cultural Resources	Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or grave goods, if the Tribe determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribal monitor and/or archaeologist deems necessary). (14 Cal. Code Regs. § 15064.5(f).)	Tribe determines that resuming construction activities are acceptable	Determination that resuming construction activities are acceptable	Native American Monitor	Regional Planning/Applicant and subsequent owner(s)
18.2.6	Tribal Cultural Resources	Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or grave goods.	Preservation in place	Discovery or recognition of Native American human remains and/or grave goods on the project site	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.2.7	Tribal Cultural Resources	Any historic archaeological material that is not Native American in origin (non-TCRs) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.	Curation and/or donation of historical archaeological material that is not Native American in origin	Discovery of historical archaeological material that is not Native American in origin	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.2.8	Tribal Cultural Resources	Any discovery of human remains and/or grave goods discovered and/or recovered shall be kept confidential to prevent further disturbance.	Keep confidential any discovery of human remains and/or grave goods discovered and/or recovered at the site	Upon discovery of human remains and/or grave goods	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3	Tribal Cultural Resources	Procedures for Burials, Funerary Remains, and Grave Goods				
18.3.1	Tribal Cultural Resources	As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented for all discovered Native American human remains and/or grave goods. Tribal Traditions include, but are not limited to, the preparation of the soil for burial, the burial of funerary objects and/or the deceased, and the ceremonial burning of human remains.	Implement Koo-nas-gna Burial Policy	Upon discovery of Native American human remains and/or grave goods	Native American Monitor	Applicant/Regional Planning

18.3.2	Tribal Cultural Resources	If the discovery of human remains includes four (4) or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.	Creation of separate treatment plan	Upon discovery of human remains that include four (4) or more burials	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.3	Tribal Cultural Resources	The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated “grave goods” (aka, burial goods or funerary objects) are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later, as well as other items made exclusively for burial purposes or to contain human remains. Cremations will either be removed in bulk or by means necessary to ensure complete recovery of all sacred materials.	Treat prepared soil and cremation soil in the same manner as bone fragments that remain intact. Remove cremations by bulk or by means necessary to ensure complete recovery of all sacred materials	Upon discovery of Native American human remains and/or grave goods	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.4	Tribal Cultural Resources	In the case where discovered human remains cannot be fully recovered (and documented) on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to divert the project while keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.	Cover remains with muslin cloth and steel plate or posting of 24-hour guard outside of working hours	If discovered human remains cannot be fully recovered and documented on the same day	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.5	Tribal Cultural Resources	In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. The site of reburial/repatriation shall be agreed upon by the Tribe and the landowner, and shall be protected in perpetuity.	Designate site location within the Project Site for the respectful reburial of the human remains and/or ceremonial objects. Protect in perpetuity reburial/repatriation site.	If preservation in place for Native American human remains and/or grave goods discovered at the site is not possible	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.6	Tribal Cultural Resources	Each occurrence of human remains and associated grave goods will be stored using opaque cloth bags. All human remains, grave goods, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items will be retained and shall be reburied within six months of recovery.	Storage and reburial of human remains and association grave goods	Upon discovery of Native American human remains and/or grave goods	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.7	Tribal Cultural Resources	The Tribe will work closely with the project’s qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery and data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.	Data recovery	If data recovery is approved by the Tribe	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
22	Mitigation Compliance	As a means of ensuring compliance of above mitigation measures, the applicant and subsequent owner(s) are responsible for submitting compliance report to the Department of Regional Planning for review, and for replenishing the mitigation monitoring account if necessary until such as all mitigation measures have been implemented and completed.	Submittal and approval of compliance report and replenishing mitigation monitoring account	Yearly and as required until all measures are completed.	Applicant and subsequent owner(s)	Regional Planning

REPORT TO THE REGIONAL PLANNING COMMISSION

DATE ISSUED:	October 16, 2025
HEARING DATE:	October 29, 2025 AGENDA ITEM: 7
PROJECT NUMBER:	PRJ2022-000557-(4)
PERMIT NUMBER(S):	General Plan Amendment Number RPPL2022001526 Zone Change Number RPPL2022001527 Administrative Housing Permit RPPL2023004066
SUPERVISORIAL DISTRICT:	4
PROJECT LOCATION:	7914 Broadway, Whittier, CA 90606
OWNER:	Marisela Garcia Trust
APPLICANT:	Marisela Garcia
PUBLIC MEETINGS HELD:	2 of 2
INCLUSIONARY ZONING ORDINANCE (IZO):	The Project is not subject to the IZO because it is a rental project in the Gateway Submarket Area.
CASE PLANNER:	Carl Nadela, AICP, Principal Regional Planner cnadela@planning.lacounty.gov

RECOMMENDATION

The following recommendation is made prior to the public hearing and is subject to change based upon testimony and/or documentary evidence presented at the public hearing:

LA County Planning staff ("Staff") recommends that the Regional Planning Commission ("Commission") recommend **APPROVAL** to the Los Angeles County Board of Supervisors ("Board") of Project Number PRJ2022-000557-(4), General Plan Amendment ("PA") Number RPPL2022001526, Zone Change ("ZC") Number RPPL2022001527 and Administrative Housing Permit ("AHP") Number RPPL2023004066 based on the Draft Resolution and Findings (Exhibit C – Findings) contained within this report.

Staff recommends the following motions:

CEQA:

I MOVE THAT THE REGIONAL PLANNING COMMISSION CLOSE THE PUBLIC HEARING AND ADOPT THE MITIGATED NEGATIVE DECLARATION AND THE

MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PROJECT PURSUANT TO STATE AND LOCAL CEQA GUIDELINES.

***ENTITLEMENTS*:**

I MOVE THAT THE REGIONAL PLANNING COMMISSION ADOPT THE DRAFT RESOLUTION RECOMMENDING TO THE BOARD OF SUPERVISORS APPROVAL OF GENERAL PLAN AMENDMENT NUMBER RPPL2022001526, ZONE CHANGE NUMBER RPPL2022001527 AND ADMINISTRATIVE HOUSING PERMIT NUMBER RPPL2023004066.

PROJECT DESCRIPTION

A. Entitlements Requested

The following entitlements are requested to allow the development of a five-story, 60-unit apartment building pursuant to County Code Section 22.18.030 (Land Use Regulations for Zones R-A, R-1, R-2, R-3, R-4, and R-5).

- General Plan Amendment No. RPPL2022001526 to change the land use policy designation from H9 (Residential 9 – 0 to 9 Dwelling Units per Net Acre) to H50 (Residential 50 – Dwelling Units per Net Acre)
- Zone Change No. RPPL2022001527 to change the zone from R-1 (Single-Family Residence) to R-3 (Limited Density Multiple Residence)
- Administrative Housing Permit ("AHP") No. RPPL2023004066 for the waiver of the maximum height of 35 feet and the minimum 20 feet and 15 feet front and rear yards respectively to allow for a total height of 69 feet and ten inches and front and rear yard setbacks of five feet with the provision of seven Very Low Income (50% Area Median Income) Affordable Units.

B. Project

The Project is for a General Plan Amendment to change the land use policy designation from H9 to H50, and a Zone Change to change the zone from R-1 to R-3 to allow for the development of a five-story, 60-unit apartment building on 0.85 acres. The Project also includes AHP RPPL2023004066 to allow for a density bonus of 17 additional units in addition to the base density of 43 units allowed for the Project Site and a waiver of the maximum height of 35 feet and the minimum 20 feet and 15 feet front and rear yards respectively to allow for a total height of 69 feet and ten inches and front and rear yard setbacks of five feet for providing seven affordable units as part of the Project. An associated ministerial Site Plan Review ("SPR") RPPL2022003253 authorizes the actual development of the proposed apartment building which is composed of 40 one-bedroom units, eight two-bedroom units and 12 three-bedroom units. The seven affordable units will be composed of four one-bedroom units, one two-bedroom unit and two three-

bedroom units. The SPR will be processed only after the approval of the General Plan Amendment, Zone Change and AHP. The architectural plans of the proposed apartment building are attached as Exhibit A of this report for reference and CEQA analysis purposes.

C. Project History

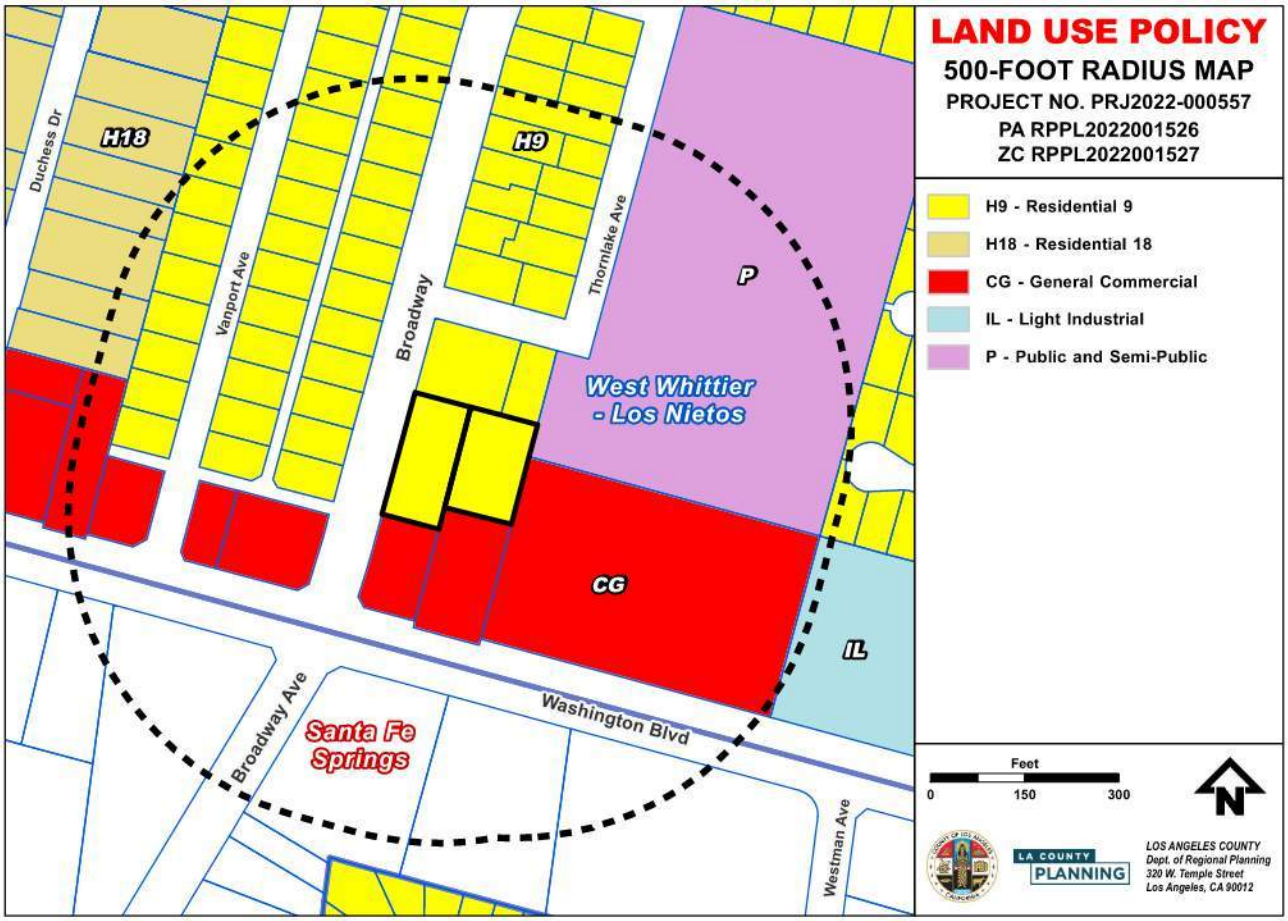
The Project was first scheduled for a Regional Planning Commission ("Commission") public hearing on April 17, 2024. On this date, Staff requested that the Project be taken off calendar to reevaluate the Project's environmental analysis and consider concerns received from the public with regards to traffic and the existing road conditions in the area of the Project Site.

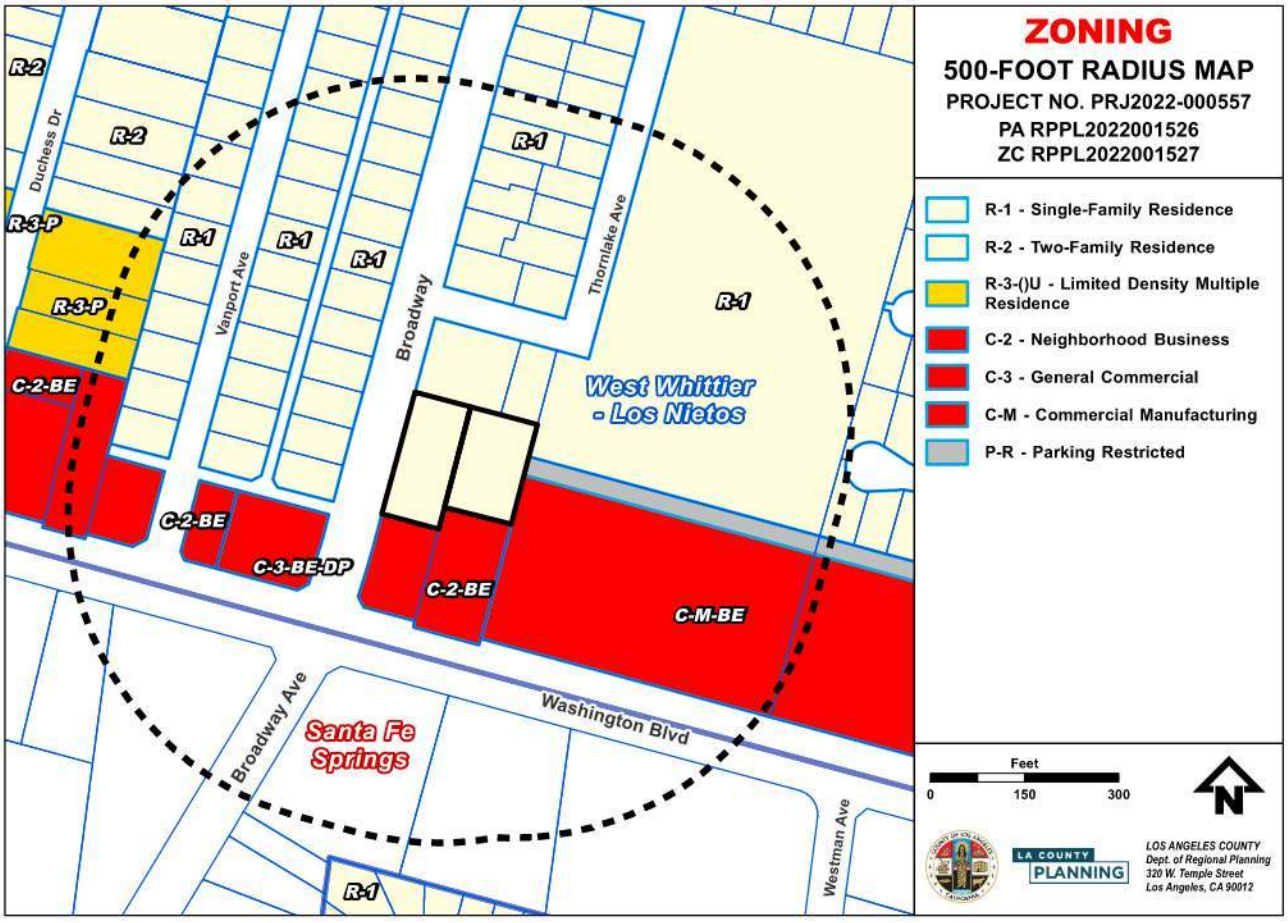
Since then, a Traffic Impact Analysis has been prepared for the Project, which resulted in additional mitigation measures being incorporated into the Mitigation Monitoring and Reporting Program ("MMRP") prepared for the Project to address any traffic impacts that the Project may have in the vicinity of the Project Site.

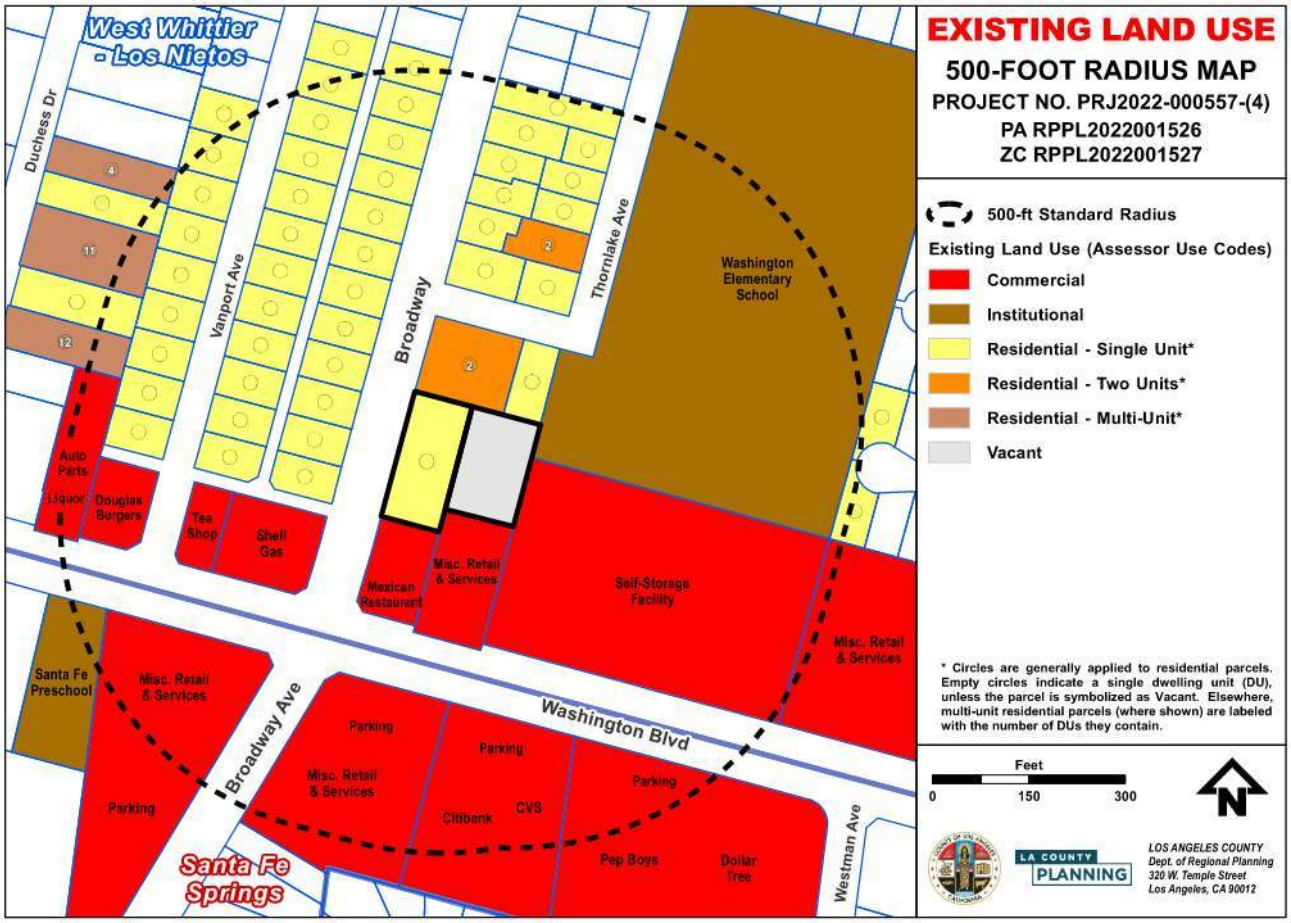
SUBJECT PROPERTY AND SURROUNDINGS

The following chart provides property data within a 500-foot radius:

LOCATION	GENERAL PLAN LAND USE POLICY	ZONING	EXISTING USES
SUBJECT PROPERTY	H9	R-1	Single-Family Residence ("SFR"), Vacant
NORTH	H9	R-1	SFRs
EAST	CG (General Commercial), P (Public and Semi-Public)	C-M-BE (Commercial Manufacturing – Billboard Exclusion), P-R (Parking Restricted), R-1	Self-storage facility, school grounds
SOUTH	CG	C-2-BE (Neighborhood Commercial – Billboard Exclusion)	Various commercial and office uses
WEST	H9	R-1	SFRs


LAND USE POLICY
500-FOOT RADIUS MAP
PROJECT NO. PRJ2022-000557
PA RPPL2022001526
ZC RPPL2022001527
H9 - Residential 9
H18 - Residential 18
CG - General Commercial
IL - Light Industrial
P - Public and Semi-Public
Duchess Dr
H18
Vanport Ave
Broadway
H9
Thornlake Ave
P
West Whittier
- Los Nietos
CG
IL
Washington Blvd
Broadway Ave
Santa Fe
Springs
Westman Ave
Feet
0
150
300
N
LA COUNTY
PLANNING
LOS ANGELES COUNTY
Dept. of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012


ZONING
500-FOOT RADIUS MAP
PROJECT NO. PRJ2022-000557
PA RPPL2022001526
ZC RPPL2022001527
R-1 - Single-Family Residence
R-2 - Two-Family Residence
R-3-()U - Limited Density Multiple Residence
C-2 - Neighborhood Business
C-3 - General Commercial
C-M - Commercial Manufacturing
P-R - Parking Restricted
R-2
R-3-P
C-2-BE
C-3-BE-DP
C-M-BE
R-1
Duchess Dr
Vanport Ave
Broadway
Thornlake Ave
West Whittier - Los Nietos
Washington Blvd
Broadway Ave
Santa Fe Springs
Westman Ave
Feet
0
150
300
N
LA COUNTY PLANNING
LOS ANGELES COUNTY
Dept. of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012



PROPERTY HISTORY

A. Zoning History

ORDINANCE NO.	ZONING	DATE OF ADOPTION
3533	A-1 (Light Agricultural)	2/27/1940
5482	R-1	1/31/1950

B. Previous Cases

No previous approvals for land use entitlements were found in the record for the subject properties.

C. Violations

CASE NO.	VIOLATION	CLOSED
REHAB2017016176	Overgrown weeds and vegetation; trash, junk and debris	5/9/2014
13-0017098	Vehicle on lawn	10/15/2013

ANALYSIS

A. Land Use Compatibility

The Project Site is located on the southern edge of a single-family residential neighborhood located to the north. The Project Site is immediately adjacent to various commercial and industrial uses that are oriented towards Washington Boulevard, particularly around its intersection with Broadway Avenue. On its eastern side is the southern edge of a school ground. A major redevelopment project is underway for a mixed-use project on the other side of the intersection within the City of Santa Fe Springs. The intersection will also be the location of a future station for the Metro E (formerly Gold) Line southeast extension as part of the Eastside Transit Corridor Phase 2 Project. The proposed five-story, 60-unit apartment building is compatible with both present and future planned developments in the area.

B. Neighborhood Impact (Need/Convenience Assessment)

As with the rest of the County, there is still an inadequate supply of multi-family residential units to meet the demand for such units in the area. The Project will help address this need by providing one, two and three-bedroom apartment units for the area. The housing stock in the vicinity of the Project Site is a mix of single- and multi-family residences. Upon completion, the Project will add a total of 60 new one-, two-, and three-bedroom apartment units, seven of which will be affordable residential dwelling units restricted to households earning up to 50% AMI. In exchange, the Project has been granted a Density Bonus of 40.5% and two waivers of required development standards. As a result, the Project will help provide a better mix and variety of housing types with different affordability levels in the area.

The Project Site is located on the southern edge of a single-family residential neighborhood that is primarily located to the north. The Project Site is immediately adjacent to various commercial and industrial uses that are oriented towards Washington Boulevard, particularly around its intersection with Broadway Avenue. On its eastern side is the southern side of a school ground. Due to its location, the impacts of the proposed Project will primarily be on the SFRs located on the northern and western sides of the Project Site. The Project has been designed to be aesthetically pleasing to these areas to the greatest extent possible. Design features that have been incorporated for this include

setting back the structure 28 feet from the north property line and requiring a decorative block wall and a landscaping strip with trees along the northern portion of the property.

A major redevelopment project is underway for a mixed-use project on the other side of the intersection within the City of Santa Fe Springs. The intersection will also be the location of a future station for the Metro E Line southeast extension as part of the Eastside Transit Corridor Phase 2 Project. The proposed five-story, 60-unit apartment building is compatible with both present and future developments in the area. These developments will transition the general vicinity of the Project Site into a much more dense and mixed-use area. The proposed Project will provide a buffer for the residential areas to the north and will help ensure that any redevelopment that occurs in the area will end at the block where the Project Site is located.

C. Design Compatibility

The proposed apartment building is composed of 40 one-bedroom units, eight two-bedroom units and 12 three-bedroom units. The Project is receiving a density bonus of 17 additional units in addition to the base density of 43 units allowed for the 0.85-acre Project Site as an incentive for providing the seven affordable units as part of the Project. The provision of affordable units will also authorize the Project for two development waivers – an increase in the maximum allowed building height from 35 feet to 69 feet and ten inches and a reduction of the front and rear yards from 20 and 15 feet respectively, to five feet (three feet rear yard if accounting for the projection of some parking spaces in the rear).

The Project has been designed to be aesthetically pleasing to the surrounding areas to the greatest extent possible. Design features that have been incorporated for this include setting back the structure 28 feet from the north property line and requiring a decorative block wall and a landscaping strip with trees along the northern portion of the property. The Project also includes street improvements on Washington Boulevard to improve its capacity to accommodate the potential increase in the number of vehicles turning left from Washington Boulevard to Broadway Avenue as a result of the Project.

Furthermore, a major redevelopment project is underway for a mixed-use project on the other side of the intersection within the City of Santa Fe Springs. The intersection will also be the location of a future station for the Metro E Line southeast extension as part of the Eastside Transit Corridor Phase 2 Project. The proposed five-story, 60-unit apartment building is compatible with both present and future developments in the area. These developments will transition the general vicinity of the Project Site into a much denser and more mixed-use area. The Project has been designed to be compatible with future transit-oriented developments in the area as well as the existing SFRs.

GENERAL PLAN/COMMUNITY PLAN CONSISTENCY

The Project is consistent with applicable goals and policies of the General Plan. Consistency findings can be found in the attached Findings (Exhibit C – Findings).

HOUSING ACCOUNTABILITY ("HAA") AND HOUSING CRISIS ("SB330") ACTS

The HAA does not apply to this Project. The HAA limits a local government's ability to deny, downsize, or render infeasible housing development projects containing either affordable or market-rate units. For a project to qualify for the protections included in the HAA, it must meet the definition of a housing development project. This Project does not qualify as a housing development project because it requires a Plan Amendment and Zone Change and is therefore not consistent with the General Plan and the current Zoning of the Project Site.

The HAA limits a local government's ability to deny, down-size, or render infeasible housing development projects, both affordable and market-rate units. According to the California Department of Housing and Community Development's, Housing Accountability Act Technical Assistance Advisory published on September 15, 2020, a local agency shall not deny, down-size, or render a housing development infeasible if it complies with applicable, objective general plan and zoning, and subdivision standards and criteria, including design review standards, in effect at the time the application was deemed complete, unless written findings supported by a preponderance of evidence (evidence for denying the Project outweighs the evidence for supporting it) on the record that both of the following conditions have been met:

> 1) The project will have a specific, adverse impact upon public health or safety unless the project is denied or approval conditioned to be developed at a lower in density (i.e., a significant, quantifiable, direct and unavoidable impact based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete).
>
> 2) There is no feasible method to satisfactorily mitigate or avoid the adverse impact. Feasible means capable of being accomplished in a successful manner within a reasonable time period, taking into account economic, environmental, social, and technological factors.

Violation of the HAA will subject the County to paying attorneys' fees and could result in substantial fines against the County in a successful court action. A court must award attorneys' fees to a party successfully challenging the County for violating the HAA. In addition, the court also must issue an order requiring compliance with the HAA. The County then must comply with that order within 60 days or be subject to, at a minimum, a penalty of $10,000 per housing unit proposed by the Project. Therefore, it is imperative that the County comply with State law, specifically the HAA, when approving or disproving housing development projects.

Further, due to the severe lack of housing of both affordable and market-rate units, Governor Newsom signed the Housing Crisis Act (SB 330) into law to preserve the existing housing inventory, accelerate housing production by prohibiting the application of additional regulations once a project application is deemed complete, and limit the total number of public meetings to five. The law took effect on January 1, 2020 and under SB 8 (effective January 1, 2022), will extend to January 1, 2030. See Government Code sections 65905.5 and 65589.5.

Pursuant to SB 330, the number of publicly held meetings do not exceed the five-meeting limit. By October 29, 2025, a total of two meetings will have occurred on the following dates:

- Commission Hearing held on April 17, 2024 and
- Commission Hearing held on October 29, 2025.

ZONING ORDINANCE CONSISTENCY

The Project complies with all applicable zoning requirements. Consistency findings can be found in the attached Findings (Exhibit C – Findings).

BURDEN OF PROOF

The applicant is required to substantiate all facts identified by Sections 22.180.040 (Plan Amendments Findings and Decision), 22.198.050 (Zone Changes Findings and Decision) and 22.166.040.C (Administrative Housing Permit Findings and Decision) of the County Code. The Burden of Proof with applicant's responses is attached (Exhibit E – Applicant's Burden of Proof). Staff is of the opinion that the applicant has met the burden of proof.

ENVIRONMENTAL ANALYSIS

Staff recommends that a Mitigated Negative Declaration is the appropriate environmental documentation under the California Environmental Quality Act ("CEQA") and the County environmental guidelines. The Initial Study concluded that there are certain potentially significant environmental impacts associated with the project that can be reduced to less than significant with the implementation of the proposed mitigation measures. The draft Mitigation Monitoring Program is included as an attachment (Exhibit F – Environmental Determination) to this report.

The areas of environmental impact found to be less than significant with project mitigation incorporated include the following:

- Aesthetics. The proposed apartment building has the potential to have some impacts on the existing visual character of the area. However, the building has been designed in compliance with the Title 22 (Planning and Zoning) of the County Code, which requires structures to be appropriately setback from the property lot lines. In addition, there is a 28-foot-wide setback from the northern property line, which faces the single-

family residential neighborhood to the north. Mitigation measures to address the potential visual impacts of the Project have been incorporated into the MMRP, including the construction of a six-foot high decorative block wall around the northern, southern and eastern property lines as well as the planting of trees around the perimeter of the site to break up and soften the façade of the proposed building and improve the overall aesthetics of the structure.

- Noise. While the proposed project will result in some noise impacts during the operation of the apartment building, it will not be substantially different from what is already occurring at the existing single-family residence at the Project Site or at the other residences located to the north, nor at the existing commercial and multi-family uses located to the south. The proposed use will also need to comply with the Los Angeles County Noise Ordinance. In addition to the noise impacts during operation, there will also be noise impacts during the construction stage. In order to ensure that the Project complies with the Construction Noise Requirements of County Code Section 12.08.440 (Construction noise) for both mobile and stationary equipment, mitigation measures have been incorporated into the Project's MMRP to reduce the noise impacts of the Project.
- Transportation. According to the Transportation Impact Analysis prepared for the Project dated February 20, 2025, the Project is expected to exceed the Vehicle Miles Traveled (VMT) impact criteria by approximately 5.7%. Several VMT mitigation measures from the California Air Pollution Control Officers Association Handbook for Analyzing Greenhouse Gas Emission Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021 CAPCOA Handbook) have been incorporated into the Project's MMRP to address this. The proposed mitigations are expected to reduce the VMT generated by the project by approximately 32.3%. After the VMT mitigation measures are implemented, the project will have both project and cumulative transportation impacts that are less than significant.
- Tribal Cultural Resources. The Gabrieleño Band of Mission Indians – Kizh Nation ("Tribe") has indicated that the Project Site is located within the Gabrieleño community of Hahamongna /Acurangna. Mitigation measures have been incorporated, including the retention of a Native American Monitor, the holding of at least one pre-construction sensitivity/educational meeting, conducting daily monitoring during ground-disturbing activities and the immediate cessation of development activities if tribal cultural resources are found at the Project Site.

COMMENTS RECEIVED

A. County Department Comments and Recommendations

1. The County Department of Public Works, in a letter dated August 2, 2023, recommended that the Project proceed to public hearing.
2. The County Fire Department, in a letter dated July 20, 2023, recommended that the Project proceed to public hearing with required conditions of approval.

3. The County Department of Public Health, in a letter dated August 30, 2022, recommended that the Project proceed to public hearing with required conditions of approval.

B. Other Agency Comments and Recommendations

Staff has not received any comments at the time of report preparation.

C. Public Comments

In 2024, Staff received 19 emails/letters and one phone call from the public in opposition to the Project and three emails/letters in support.

Concerns raised included the following:

- effects of changing the R-1 zoning,
- addition of the proposed 60 new dwelling units at the Project Site and the large cumulative number of units being added to the area from the Project (60 units) and from a project in the City of Santa Fe Springs (119 units),
- lack of adequate notice for the original April 17, 2024 public hearing,
- more traffic, congestion and pollution in the area,
- speeding vehicles being a safety risk,
- parking on residential streets,
- strain on local infrastructure,
- worsening of potholes in the area due to condition of roadways and increased traffic,
- no left turn signal on Broadway and Washington,
- impacts of the new Metro station, and
- increase in vandalism and crime due to denser population.

The letters of support cited the following reasons:

- lack of available rental units for people working in the area, resulting in long and costly commutes,
- need for quality housing in the area, and
- shortage of housing supply leading to increasing rents.

Report Reviewed By:
Maria Masis, AICP, Supervising Regional Planner

Report Approved By:
Susan Tae, AICP, Assistant Administrator

LIST OF ATTACHED EXHIBITS	
EXHIBIT A	Plans
EXHIBIT B	Project Summary Sheet
EXHIBIT C	Draft Findings
EXHIBIT D	Draft Conditions
EXHIBIT E	Plan Amendment Maps
EXHIBIT F	Zone Change Map
EXHIBIT G	Applicant's Statement of Findings
EXHIBIT H	Environmental Determination, MND and MMRP
EXHIBIT I	Informational Maps
EXHIBIT J	Photos
EXHIBIT K	Agency Correspondence
EXHIBIT L	Plan Amendment and Zone Change Resolution
EXHIBIT M	Public Comments and Staff Communication to Commenters

PROJECT DATA

Project Description				
A new 60 Unit Apartment Building 5 Stories				
ZONING OCCUPANCY				
Occupancy : Group	R-DIV 3 NO. OF UNITS 2			
Construction Type	Type V			
DEVELOPMENT PROGRAM				
PROJECT LOCATION : 7914 Broadway Avenue - Whittier CA 90606				
Owner Name:				
LEGAL DESCRIPTION:				
ZONING R-4	LAND USE DEVELOPMENT H50			
GENERAL BUILDING INFORMATION				
Lot Area : 36,624 sq. ft	Total Living Area :64,000 sq. ft.			
	UNIT A	UNIT B		
Units 1 Bedroom 1000 sq.ft.	40			
Units 2 Bedroom 1141 sq.ft.		8		
Units 3 Bedroom 1287 sq.ft.		12		
TOTAL UNITS LIVING FLOOR AREA	54,582			
TOTAL LIVING FLOOR AREA	54,936			
FIRE SPRINKLER SYSTEM				
PROPOSED SPRINKLER SYSTEM NFPA 13				
ZONING INFORMATION				
AREA:				
	REQUIRED	PROVIDED		
Maximun Lot Coverage				
Lot Coverage				
PARKING AND DRIVEWAYS				
Parking for One Bedroom Units 40	1. per unit = 40	40		
Parking for Two Bedroom Units 8	1.5 per unit + .5 = 16	16		
Parking for Three Bedroom Units 12	1.5 per unit + .5 = 24	24		
Total Parking	80			
PARKING PROVIDED				
Handicapped Parking		2		
Guest Parking				
Total Parking		81		
Long Term Bike Parking		33		
Short-Term Bike Parking		6		
OPEN SPACE				
Total				
Private per Unit	250 sq. ft.			
Total Private Open Space Provided	16000 sq. ft.			
Common Per Unit Unit A:				
LANDSCAPING				
New Landscape Main Floor	1608 sq. ft.			
Landscape on each Floor on Planters	605 sq. ft. x 4 = 2420 sq. ft.			
Total Landscape	4288 sq. ft. or 11%			
PRIVATE STORAGE SPACE				
Cubic Feet Per Unit Unit :				
Unit :				
Unit :				

LOS ANGELES COUNTY PUBLIC WORKS
TRAFFIC SAFETY AND MOBILITY DIVISION
SUBDIVISION, CONDITIONAL USE PERMIT (CUP) & R3 REVIEW
STREET LIGHTING REQUIREMENTS

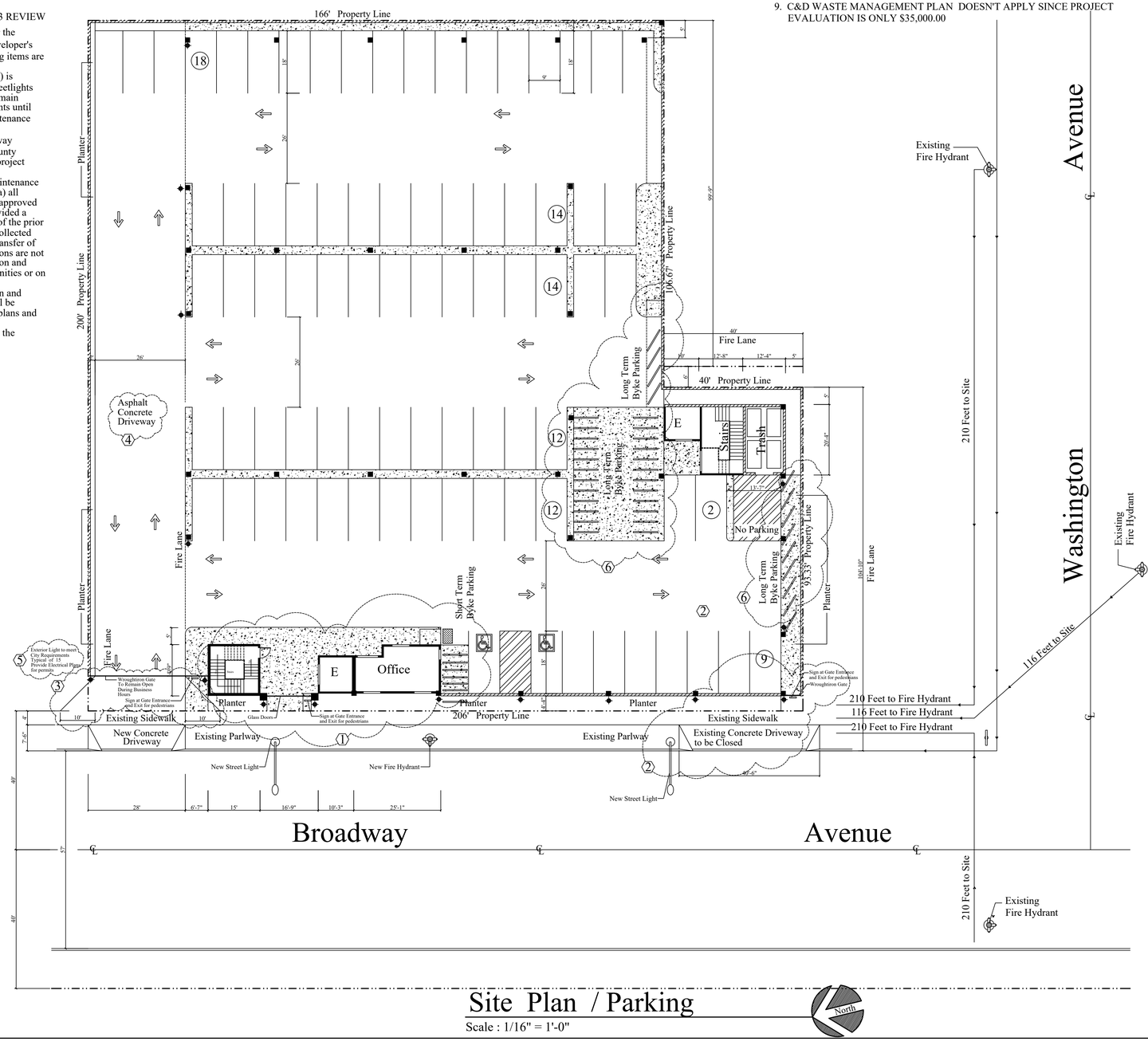
1. Provide streetlight(s) on concrete pole (s) with underground wiring along the property frontage on Broadway Avenue to the satisfaction of Public Works or as modified by Public Works. The streetlight (s) shall be designed as a County-owned and maintained system. Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic Safety and Mobility Division, Street Lighting Section, for processing and approval.
2. Upon issuance of an Agreement to Improve (R4 only), the applicant shall comply with Conditions of Acceptance requiremens listed below in order for the County Lighting Districts to pay for the future operation and maintenance of the streetlight(s). It is the sole responsibility of the applicant to ensure 1) street lighting plans are approved prior to issuance of building permits or road construction permits, whichever occurs first, and 2) street lighting improvements are installed per approved plans, 3) If phasing of the project is approved , the required street lighting improvements for each phase of the project shall be subject to the assessment balloting listed below.

SUBDIVISION, CONDITIONAL USE PERMIT (CUP) & R3 REVIEW

Prior to County Lighting Districts assuming responsibility for the operation and maintenance costs of the streetlights from a developer's account into a County Lighting Districts' acount, the following items are required:
1) The applicant (property owner or authorized representative) is responsible for the operation and maintenance costs of the streetlights installed as a condition of development. The applicant will remain responsible for the operation and maintenance of the streetlights until such time the lights are transfered into a county lighting maintenance account.
2) The County will required review and approval of the roadway improvements in accordance with approved plans prior to County assuming ownership and maintenance responsibilities of the project roadways into the County Highway System, if applicable.
3) County can assume responsibility for the operation and maintenance of the streetlights on July 1 of any given year, provided that (a) all required streetlights have been accepted and installed per the approved plans and energized to close permit, (b) the applicant has provided a written request for a transfer of billing no later tha January 1 of the prior year, and (c) property tax and assessment revenue are being collected from the collected from the benefited property owners. The transfer of billing may be delayed one or more years if the above conditions are not met. NOTE: County Lighting Districts cannot pay the operation and maintenance costs of streetlights located within gated communities or on roadways designated as a private street.
4) Prior to the County assuming responsibility of the operation and maintenance cost of the streetlights, a second field review will be conducted to ensure all streelights are installed per approved plans and no knockdown have occured.
5) Subsequent to the transfer of billing. County will authorize the release of the streetlight bond.

NOTES:

1. All property lines (Real or Assume) Easements and buildings (both existing and proposed) are shown on this Site Plan.
2. All excavation requires Underground Services Alert (USA) prior to excavation. Excavations shal be not trenches of 5 feet or more in deepth.
3. All work in the Public Right-of-way shall be done per City Standards.
4. There shall be a 2% drainage away from the building.
5. (#) Shows Direction of Attached Pictures.
6. Minimum 75% of all landscaping must be drought-tolerant
7. "The Discharge of Pollutants to any storm drainage system id prohibited. No solid waste, petroleum by-products, soil particulate, construction waste materials or wastewater generated on construction sites or by construction activities shall be placed, conveyed or discharged into the street, gutter or storm drain system"
8. COMPLY WITH COUNTY OF LOS ANGELES LOW IMPACT DEVELOPMENT TECHNICAL GUIDELINES FOR SMALL SITE DEVELOPMENTS.
9. C&D WASTE MANAGEMENT PLAN DOESN'T APPLY SINCE PROJECT EVALUATION IS ONLY $35,000.00



Site Plan / Parking

Scale : 1/16" = 1'-0"

DESIGN PLUS SERVICES
5239 W. 120th Street
Inglewood Ca 90304
Phone # (310) 941-5460
patricio.culqui026@gmail.com
Patricio Culqui
Principal

NO.	DATE	REVISION

NO.	DATE	ISSUED

OWNER: Mr. Hammid Namdori, P.O.BOX 1627, Redondo Beach, CA 90278, Phone # (310) 408-7608

LEGAL DESCRIPTION: APN 8173-023-020

DRAWING TITLE: Site Plan

JOB ADDRESS: 7914 Broadway Avenue Whittier, CA 90606

DATE: 12-16-2022

SCALE: As shown

DRAWING BY: P.C.

SHEET NO.: SP-1

LANDSCAPE GENERAL NOTES

1. Plans are base upon Civil Drawings prepared by Owner. Contractor shall review these documents confirm all dimensions and elevations and notify engineer of any discrepancies. either on the plans or observed in the field prior to commencing work.
2. All work shall be fully coordinated with other disciolinnes. All waork shall be perform by qualified licensed contractors having at least 5 years experience with similar project. unless otherwise noted requirements or contract.
3. Contractors shall be responsible for coordination of work with that of other subcontractors on the site to avoid conflicts with work sequence and delays in the progress of work by others.
4. Codes and Standards: All work shall be in accordance with standards stated in the project specifications
   AMERICAN DISABILITY ACT
   UNIFORM BUILDING CODE
   CALIFORNIA STATE TITLE 24
   CALIFORNIA STATE BOARD OF CONSUMER AFFAIRS FOR AREAS OF WORK COVERNED BY APPLICABLE LICENSE REQUIREMENTS
   CITY OF SACRAMENT, COUNTY OF SACRAMENTO
5. Prior to the commencement of work, contractors shall contact underground service alert @ 1-800-642.2244 in order to cordinate exact location of any existing underground utilities and structures. Contract Designer if any conflict or obstruction affecting the work are identified. Do not commence with work until autorized to proceed.
6. Construction Layout : Per Civil Plans and Specifications.
7. Grading and Drainage : Per Civil Plans and Specifications.
8. Lighting : Coordinate work with Civil & Electrical Plans and Specifications.
9. Constractors shall coordinate with any regulation on demolition of the existing street trees prior to demo and commencement of Landscape work.
10. Inspections: Provide minimun 48 hours prior notice to landscape designer to schedule inspections. Inspection shall include but not be limited to the following items.
    Contractor to make every effort to combine items for inspection whenever possible.
    Pre-Copnstruction site walk through.
    Irrigation mainlines and valuing - prior to authorizing maintenance period.
    Final Inspection prior to Authorizing maintenance period.
    End of Maintenance period to autorizing warranty period.
11. Submittals: Contractors shall allow 21 days review by designer for approval of submittal items. Contractor to identify lead times for production, manufacture and delivery of all submittal items Identified in the specifications and provide adequate time for review by designer delays to the work schedule resulting from inadequate time to review submittal items shall be the responsibility of the contractor.

PLANING:

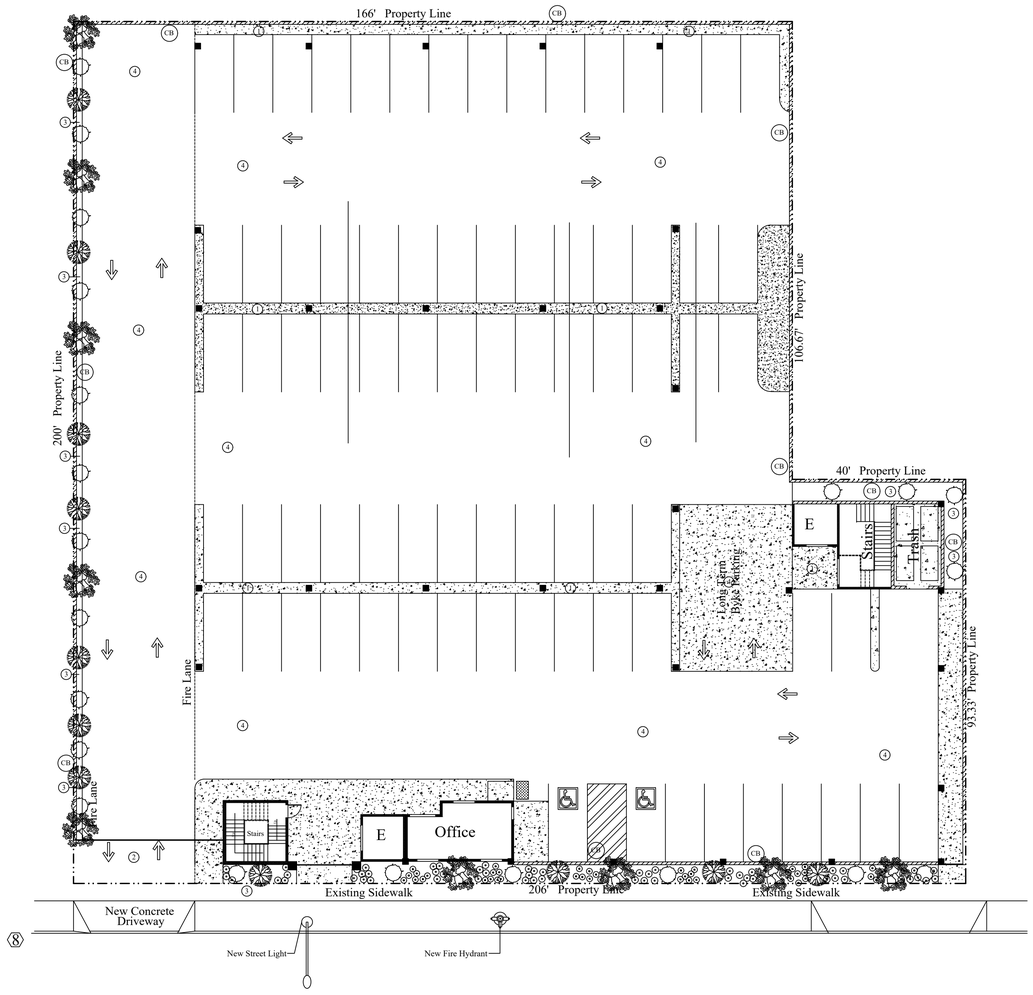
1. All work shall be perform in accordance with plans and specification by persons having at least two years experience in planting and horticultural practices, and under the direction of a qualified planing forman having at least five year experience in similar work.
2. The landscape contractor is to provide an agricultural suitability analysis for on- site and imported topsoil,results of test to be provided to landscape designer for approval and further recommendation, if any. Recommendations for amendments contained in this analysis are to be carried out before planting occur, Contractor shall follow soil amendments as recommended by soil test or better.
3. Ground Cover shall be planted as shown on the plan, including adjacent shrubs and tree watering basins as shown on the detail.
4. Plan count is for the convenience of the contractor in the case of discrepancies, the plan govern.
5. Plan material locations as shown are diagrammatic and may be subjected to change the field by the landscape designer plan locations are to be adjucted in the field as necessary to screen utilities but not to block windows, signs nor impede access.
6. The landscape designer reserves the right to make substitutions, additions, and deletions in the planting scheme as they feel necessary while work is in progress upon approval by the owner such changes are to be accompanied by equitable adjustments in the contract price if necessary.
7. All trees are be staked as shown on the tree staking/guying diagrams. Branching height of the tree shall be 6'-0" minimun above finish grade. All trees in a formal group planing shall be matching in the size and shape. All street trees to be installed in accordance with the standards and specifications of Sacramento County. Landscape designer shall be consulted regarding orientation of trees prior to planting and / or backfilling.
8. Plant trees 4'-0" minimun from face of curb at parking , wall and from edges of paving. All trees within 5' of paving areas shall have deep root barriers installed. See root barrier detail. Deep root barrier model No. UB.24.2. Install per manufacturer's specifications.
9. On grade planting back filling mix shall consist of 2 parts native topsoil and 1 part nitrified redwood soil conditioner.
10. All planting areas shall be top-dressed with 3" layer of fir fiber mulch, a shredded bark product. Submit sample to landscape disigner for approval prior to ordering.
11. The contractor shall repair any damage caused by his operations to the satisfaction of the owner's representative without any additional charge.
12. Each plant shall receive agriform slow release plant tables: 20-10-5 Composition or approved similar apply per manufacturer's specifications. Place near rootball : 6 for 24" box trees - 2 below and 4 on side of rootball. 5 for 15 gallon can trees - 1 below and 4 on side of rootball. 4 for 5 gallon can trees - 1 below and 3 on sides of rootball.
13. Tree must have an uncut leader that has a uniform taper form base to tip. Trees must meet at least normal caliper and height for container size. Overgrown or root bound trees are not acceptable.
14. Contractor to provide 90 days maintenance following authorization as part of base contract.

Plant Legend

Symbol	Botanical Name	Common Name	Size	Quantity
	Platanus racemosa	Western Sycamore	15 gal.	9
	Acer negundo	Box Elder	15 gal.	32
	Heteromels Filaginifolia	Toyon Shrub	5 gal.	11
	Rhus ovata	Sugar Bush	5 gal.	20
	Salvia apiana	White sage	1 gal.	20
(3)	Mulch			Ground Cover

Legend

Symbol	Description
(F)	Wroughiron Gates (6'-0" Maximum in Hieght)
(CB)	8" Cinter Block - Block-Wall
(CI)	8" Cinter Block with Wroughtiron bars
	Concrete Decorative at Side walks (1)
	Wroughtiron Security Gate (2)
	Asphalt Concrete (4)



Landscape Site Plan

Scale : 1/16" = 1'-0"

North

DESIGN PLUS SERVICES

5239 W. 120th Street
Inglewood Ca 90304

Phone # (310) 941-5460
patricio.culqui026@gmail.com

Patricio Culqui
Principal

NO.	DATE	ISSUED

NO	DATE	REVISION

OWNER
Mr. Hammid Namdori
P.O.BOX 1627
Redondo Beach, CA 90278
Phone # (310) 408-7608

LEGAL DISCRIPTION APN 8173-023-020

JOB ADDRESS
7914 Broadway Avenue
Whittier, CA 90606

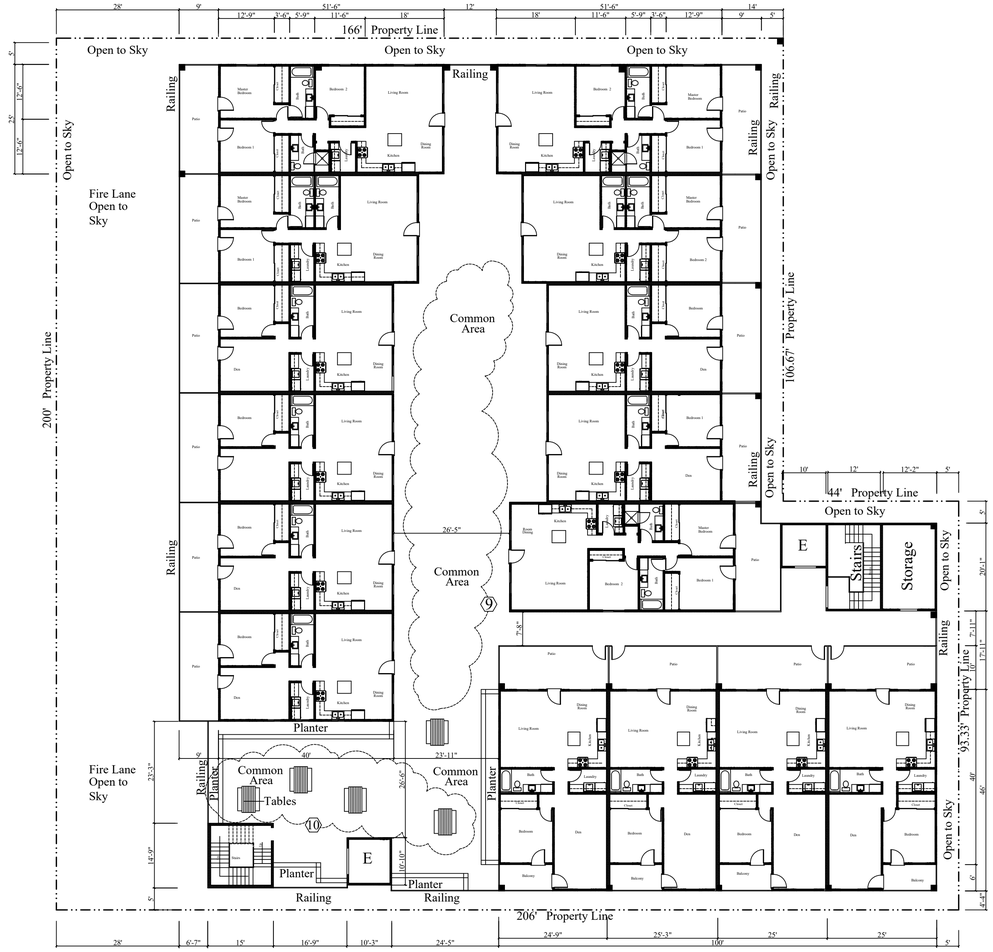
DRAWING TITLE
Site Plan

DATE:
12-16-2022

SCALE:
As shown

DRAWING BY:
P.C.

SHEET NO.
L-1



Broadway Avenue

Second Floor

Scale : 1/16" = 1'-0"

DESIGN PLUS SERVICES

5239 W. 120th Street
Inglewood Ca 90304

Phone # (310) 941-5460
patricio.culqui026@gmail.com

Patricio Culqui
Principal

NO.	DATE	ISSUED	DATE	REVISION

OWNER: Mr. Hammid Namdori
P.O.BOX 1627
Redondo Beach, CA 90278
Phone # (310) 408-7608

LEGAL DESCRIPTION: APN 8173-023-020

DRAWING TITLE: Second Floor Plan

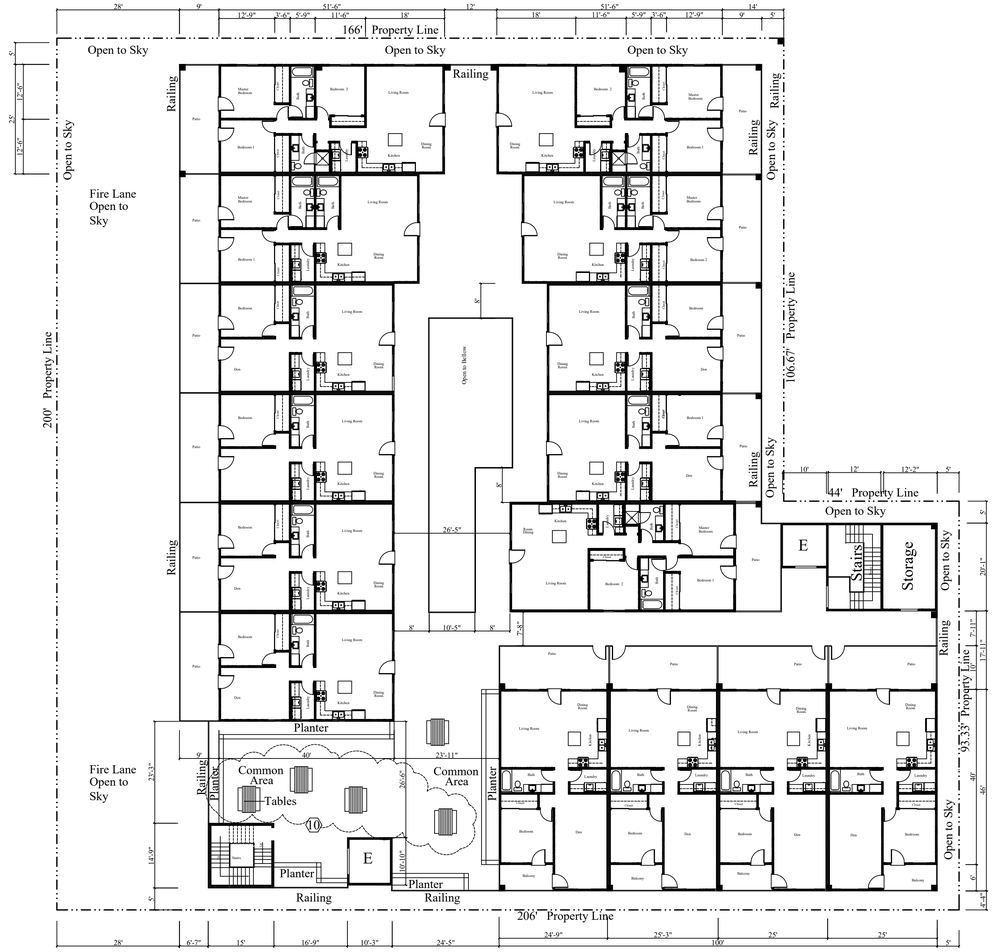
JOB ADDRESS: 7914 Broadway Avenue
Whittier, CA 90606

DATE: 12-16-2022

SCALE: As shown

DRAWING BY: P.C.

SHEET NO. A-1



Broadway Avenue

Third Floor

Scale : 1/16" = 1'-0"

North

DESIGN PLUS SERVICES

5239 W. 120th Street
Inglewood Ca 90304

Phone # (310) 941-5460
patricio.culqui026@gmail.com

Patricio Culqui
Principal

NO.	DATE	ISSUED	DATE	REVISION

OWNER: Mr. Hammid Namdori
P.O.BOX 1627
Redondo Beach, CA 90278
Phone # (310) 408-7608

LEGAL DESCRIPTION: APN 8173-023-020

DRAWING TITLE: Second Floor Plan

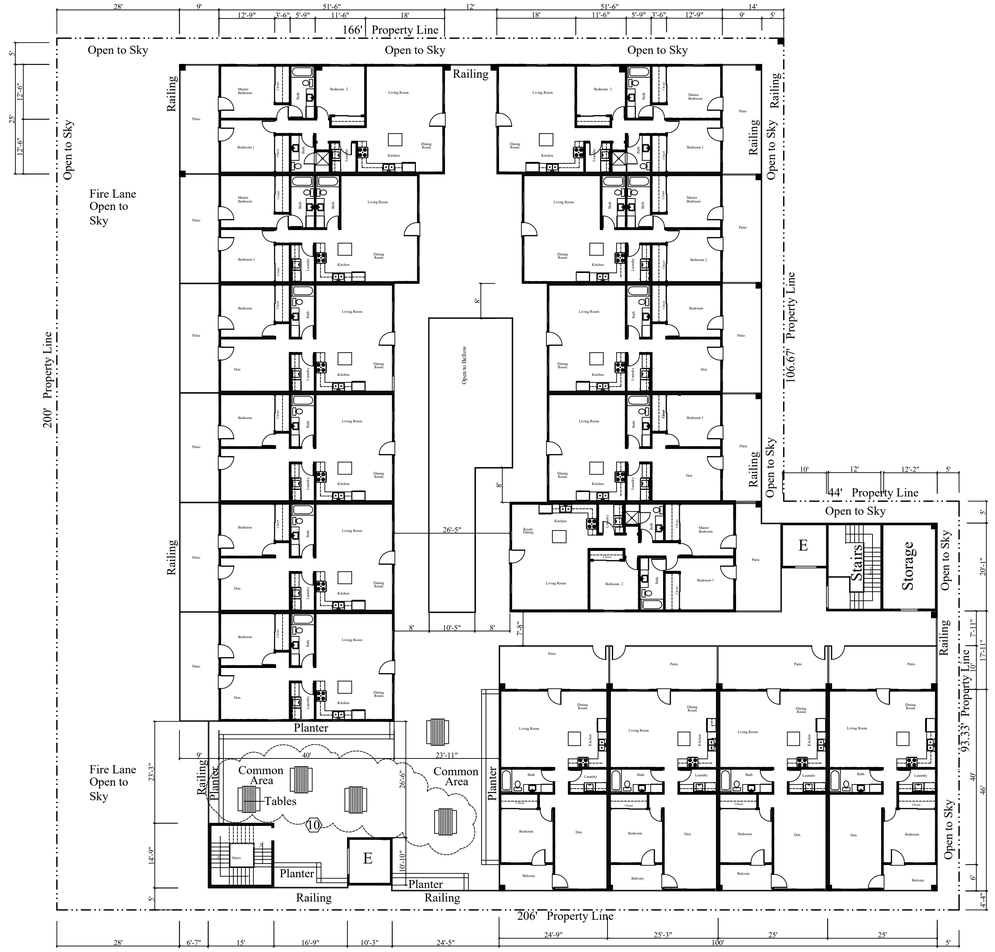
JOB ADDRESS: 7914 Broadway Avenue
Whittier, CA 90606

DATE: 12-16-2022

SCALE: As shown

DRAWING BY: P.C.

SHEET NO. A-2



Broadway Avenue

Fourth Floor

Scale : 1/16" = 1'-0"

North

DESIGN PLUS SERVICES

5239 W. 120th Street
Inglewood Ca 90304

Phone # (310) 941-5460
patricio.culqui026@gmail.com

Patricio Culqui
Principal

NO.	DATE	ISSUED	DATE	NO	REVISION

OWNER: Mr. Hammid Namdori
P.O.BOX 1627
Redondo Beach, CA 90278
Phone # (310) 408-7608

LEGAL DESCRIPTION: APN 8173-023-020

DRAWING TITLE: Second Floor Plan

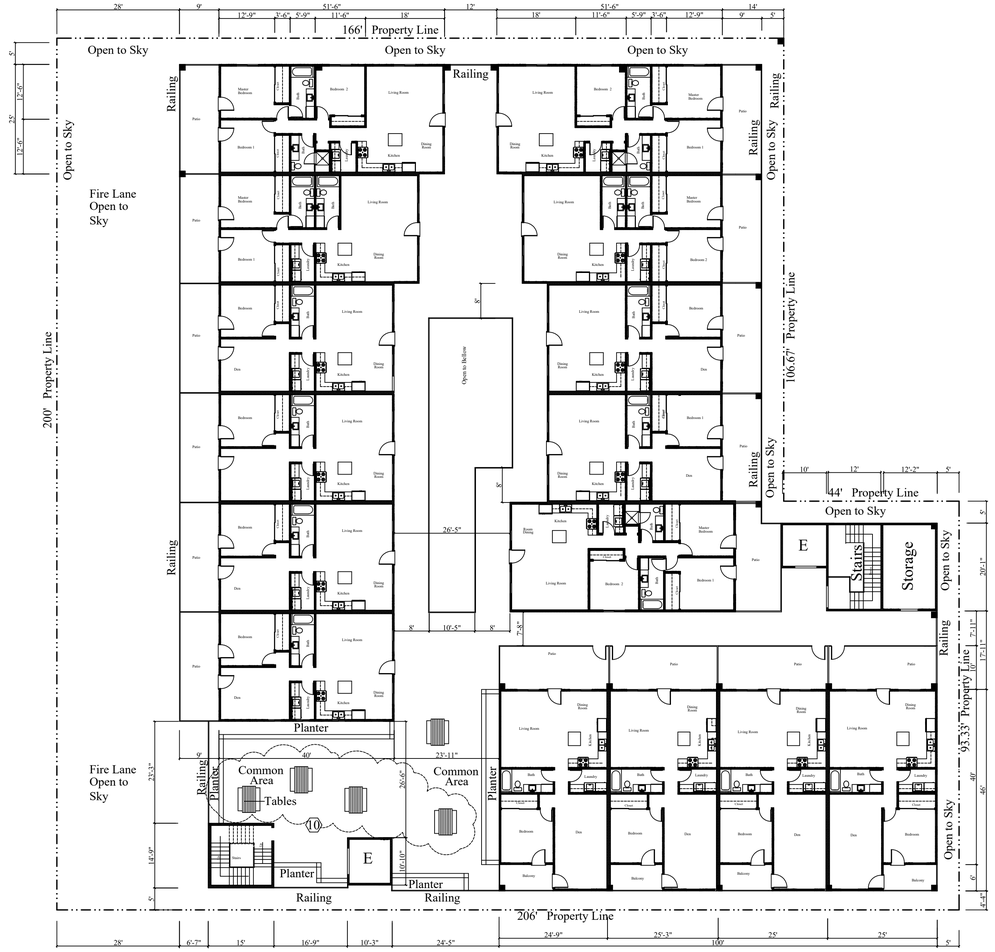
JOB ADDRESS: 7914 Broadway Avenue
Whittier, CA 90606

DATE: 12-16-2022

SCALE: As shown

DRAWING BY: P.C.

SHEET NO. A-3



Broadway Avenue

Fifth Floor

Scale : 1/16" = 1'-0"

North

DESIGN PLUS SERVICES

5239 W. 120th Street
Inglewood Ca 90304

Phone # (310) 941-5460
patricio.culqui026@gmail.com

Patricio Culqui
Principal

NO.	DATE	ISSUED	DATE	NO	REVISION

OWNER: Mr. Hammid Namdori
P.O.BOX 1627
Redondo Beach, CA 90278
Phone # (310) 408-7608

LEGAL DESCRIPTION: APN 8173-023-020

DRAWING TITLE: Second Floor Plan

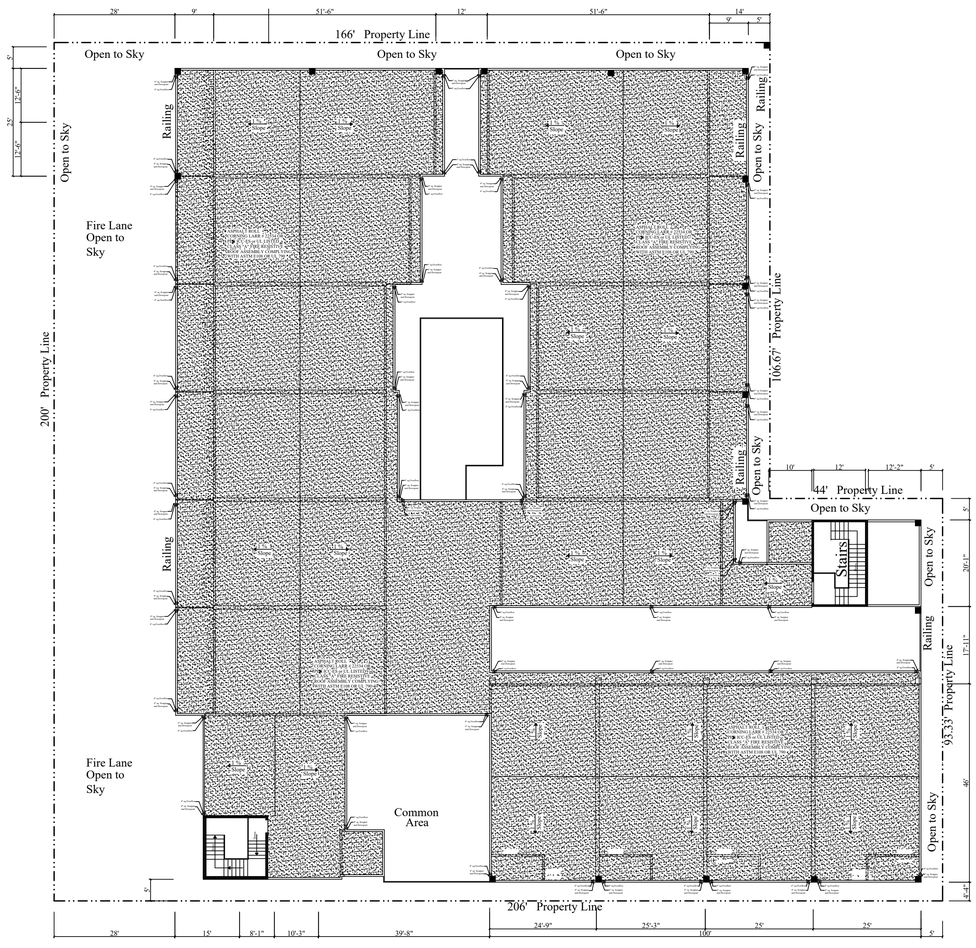
JOB ADDRESS: 7914 Broadway Avenue
Whittier, CA 90606

DATE: 12-16-2022

SCALE: As shown

DRAWING BY: P.C.

SHEET NO. A-4



Broadway Avenue

Roof Plan

Scale : 1/16" = 1'-0"

North

DESIGN PLUS SERVICES

5239 W. 120th Street
Inglewood Ca 90304

Phone # (310) 941-5460
patricio.culqui92fs@gmail.com

Patricio Culqui
Principal

NO.	DATE	ISSUED	NO	DATE	REVISION

OWNER
Mr. Hammid Namdori
P.O.BOX 1627
Redondo Beach, CA 90278
Phone # (310) 408-7608

LEGAL DESCRIPTION APN 8173-023-020

DRAWING TITLE
Second Floor Plan

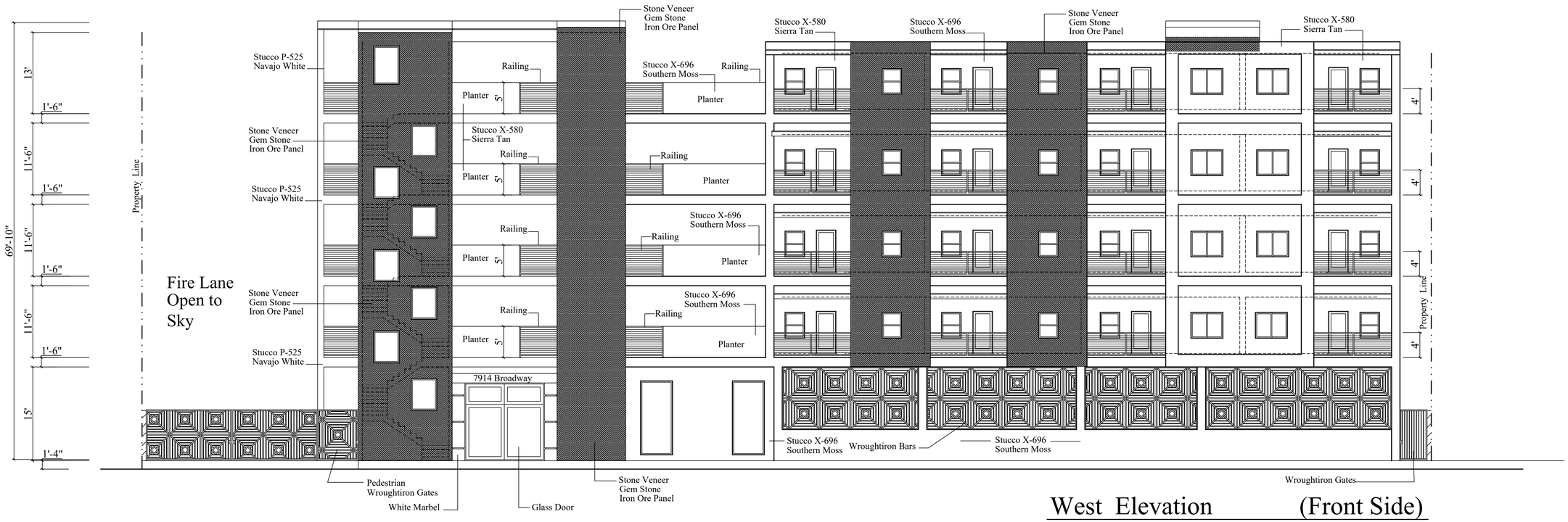
JOB ADDRESS
7914 Broadway Avenue
Whittier, CA 90606

DATE:
12-16-2022

SCALE:
As shown

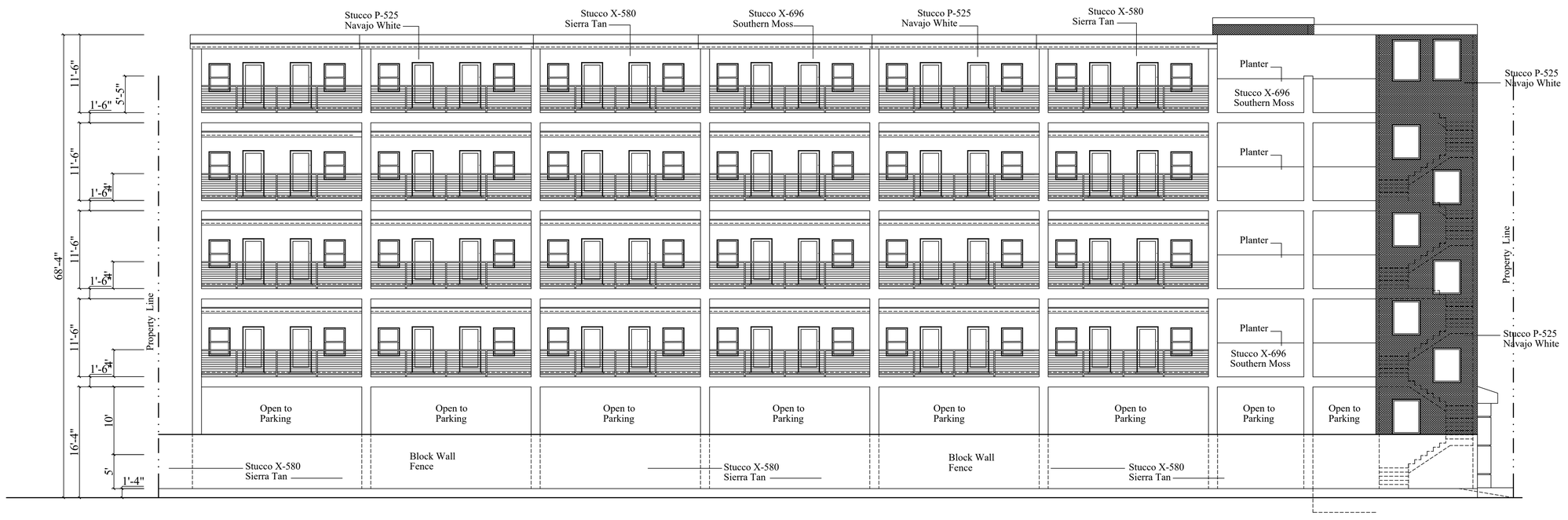
DRAWING BY:
P.C.

SHEET NO.
A-5



West Elevation (Front Side)

Scale : 1/8" = 1'-0"



North Elevation (Left Side)

Scale : 1/8" = 1'-0"

DESIGN PLUS SERVICES
5239 W. 120th Street
Inglewood Ca 90304
Phone # (310) 941-5460
patricio.colqui020@gmail.com
Patricio Colqui
Principal

NO.	DATE	ISSUED

NO.	DATE	REVISION

OWNER
Mr. Hamnid Namdori
P.O.BOX 1627
Redondo Beach, CA 90278
Phone # (310) 408-7608

LEGAL DESCRIPTION APN 8173-023-020

DRAWING TITLE
Exterior Elevations

JOB ADDRESS
7914 Broadway Avenue
Whittier, CA 90606

DATE:
11-04-2022

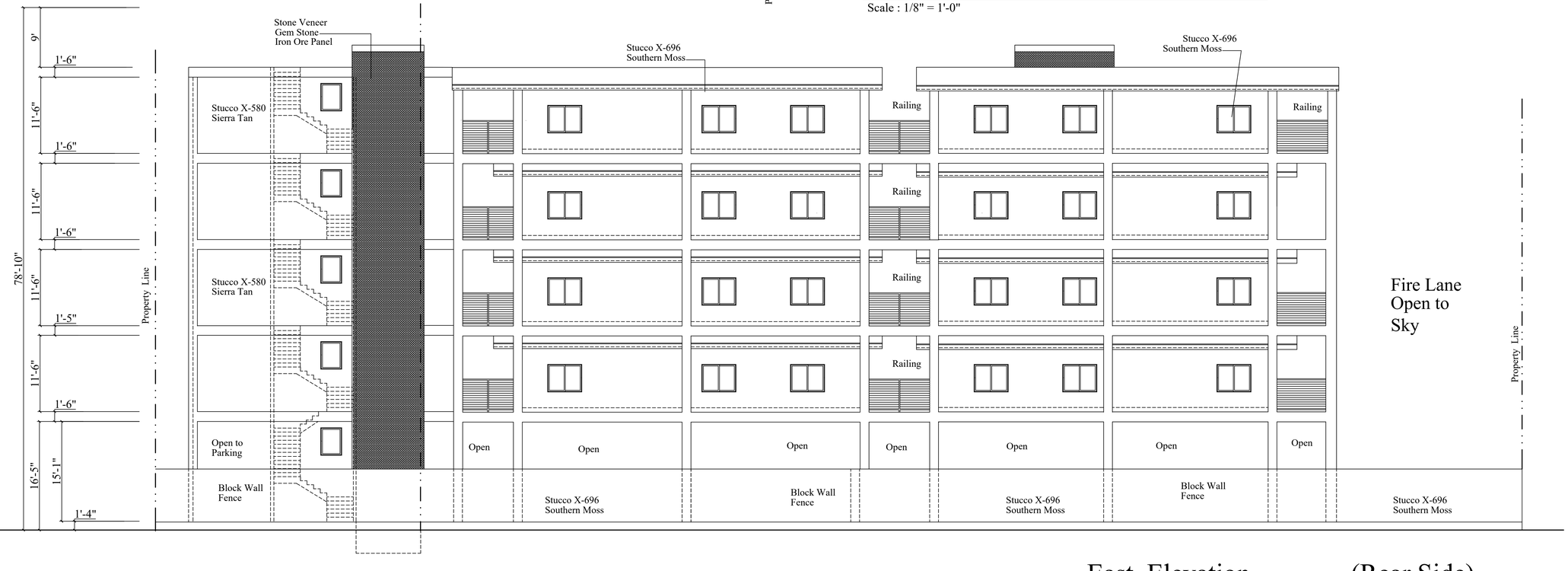
SCALE:
As shown

DRAWING BY:
P.C.

SHEET NO.
A-6

South Elevation (Right Side)

Scale : 1/8" = 1'-0"



East Elevation (Rear Side)

Scale : 1/16" = 1'-0"

DESIGN PLUS SERVICES

5239 W. 120th Street
Inglewood Ca 90304

Phone # (310) 941-5460
patricio.culqui026@gmail.com

Patricio Culqui
Principal

NO.	DATE	ISSUED

NO	DATE	REVISION

OWNER: Mr. Hammid Namdori
P.O.BOX 1627
Redondo Beach, CA 90278
Phone # (310) 408-7608

LEGAL DESCRIPTION: APN 8173-023-020

JOB ADDRESS: 7914 Broadway Avenue
Whittier, CA 90606

DRAWING TITLE: Exterior Elevations

DATE: 11-04-2022

SCALE: As shown

DRAWING BY: P.C.

SHEET NO.

A-7

n14 Broadway

LA COUNTY PLANNING

PROJECT NUMBER
PRJ2022-000557-(4)

HEARING DATE
10/29/2025

REQUESTED ENTITLEMENT(S)
General Plan Amendment No. RPPL2022001526
Zone Change No. RPPL2022001527
Administrative Housing Permit No. RPPL2023004066

PROJECT SUMMARY

OWNER / APPLICANT
Marisela Garcia

MAP/EXHIBIT DATE
12/16/2022

PROJECT OVERVIEW
General Plan Amendment from H9 (Residential 9 – 0 to 9 Dwelling Units per Net Acre) to H50 (Residential 50 – 20-50 Dwelling Units per Net Acre), Zone Change from R-1 (Single-Family Residence) to R-3 (Limited Density Multiple Residence) and Administrative Housing Permit for the waiver of the maximum height of 35 feet and the minimum 20 feet and 15 feet front and rear yards respectively with the provision of seven Very Low Income Affordable Units to allow for the development of a five-story, 60-unit apartment building with a total height of 69 feet and ten inches and front and rear yard setbacks of five feet. A separate Site Plan Review No. RPPL2022003253will be processed after approval of the Project.

LOCATION
7914 Broadway, Whittier, CA 90606

ACCESS
Broadway

ASSESSORS PARCEL NUMBER(S)
8173-023-020 / 021

SITE AREA
0.85 Acres

GENERAL PLAN / LOCAL PLAN
General Plan

ZONED DISTRICT
Whittier Downs

PLANNING AREA
Gateway

LAND USE DESIGNATION
H9

ZONE
R-1 (Single-Family Residences)

PROPOSED UNITS
60

MAX DENSITY/UNITS
9 per acre

COMMUNITY STANDARDS DISTRICT
N/A

ENVIRONMENTAL DETERMINATION (CEQA)
Mitigated Negative Declaration

KEY ISSUES

- Consistency with the Los Angeles County General Plan
- Satisfaction of the following portions of Title 22 of the Los Angeles County Code:
  - Section 22.180.040 (Plan Amendment Findings and Decision Requirements)
  - Section 22.198.050 (Zone Change Findings and Decision Requirements)
  - Section 22.18.040 (Development Standards for Residential Zones)
  - Section 22.166.040 (Administrative Housing Permit)

CASE PLANNER:
Carl Nadela

PHONE NUMBER:
(213) 893 - 7010

E-MAIL ADDRESS:
cnadela@planning.lacounty.gov

LOS ANGELES COUNTY
DEPARTMENT OF REGIONAL PLANNING
FINDINGS OF THE REGIONAL PLANNING COMMISSION
AND ORDER

PROJECT NO. PRJ2022-000557-(4)
ADMINISTRATIVE HOUSING PERMIT NO. RPPL2023004066

RECITALS

1. **HEARING DATE(S).** The Los Angeles County ("County") Regional Planning Commission ("Commission") conducted a duly-noticed public hearing on October 29, 2025, in the matter of Project No. PRJ2022-000557-(4) ("Project"), consisting of Administrative Housing Permit ("AHP") No. RPPL2023004066. The AHP was heard concurrently with General Plan Amendment No. RPPL2022001526 ("Plan Amendment") and Zone Change No. RPPL2022001527 ("Zone Change").

2. **HEARING PROCEEDINGS.** The Project was first scheduled for a Commission public hearing on April 17, 2024. On that date, Staff requested that the Project be taken off calendar to reevaluate the Project's environmental analysis and consider concerns received from the public regarding traffic and the existing road conditions in the area of the Project Site. The Commission continued the matter off calendar without opening the public hearing.

   Reserved for October 29, 2025 public hearing proceedings.

3. **ENTITLEMENT REQUESTED.** The permittee, Marisela Garcia ("permittee"), requests the Project to authorize the development of a five-story, 60-unit apartment building ("Project") on a property located at 7914 Broadway Avenue, in the unincorporated community of West Whittier – Los Nietos ("Project Site").

4. **ENTITLEMENT REQUIRED**. The Administrative Housing Permit is a request to allow a 40.5% density bonus and two development waivers – an increase in the maximum allowed building height from 35 feet to 69 feet and ten inches and a reduction of the front and rear yards from 20 and 15 feet respectively, to five feet (three feet rear yard if accounting for the projection of some parking spaces in the rear).

5. **RELATED ENTITLEMENT**. The Plan Amendment is a related request to amend the General Plan Land Use Policy Map for the Project Site from H9 (Residential 9 – 0 to 9 Dwelling Units per Net Acre) to H50 (Residential 50 – 20 to 50 Dwelling Units per Net Acre).

6. **RELATED ENTITLEMENT**. The Zone Change is a related request to amend the Project Site's zoning from Zone R-1 (Single-Family Residence) to Zone R-3 (Limited Density Multiple Residence).

7. **RELATED ENTITLEMENT**. Site Plan Review ("SPR") No. RPPL2022003252 is a related request to allow the development of a five-story, 60-unit apartment building. The SPR would be approved only after adoption of the Plan Amendment and Zone Change by the County Board of Supervisors ("Board") and the approval of the AHP.

8. **BOARD APPROVAL.** The approval of the AHP will not become effective unless and until the Board of Supervisors has adopted the Plan Amendment and Zone Change, and both have become effective.

9. **LOCATION.** The Project is located at 7914 Broadway, in the unincorporated community of West Whittier – Los Nietos, within the Whittier Downs Zoned District and Gateway Planning Area.

10. **LAND USE DESIGNATION.** The Project Site is located within the H9 land use category of the General Plan.

11. **ZONING.** The Project Site is currently zoned R-1. Pursuant to County Code Section 22.18.030 (Land Use Regulations for Zones R-A, R-1, R-2, R-3, R-4, and R-5), an R-3 zone is required for apartment buildings.

12. **SURROUNDING LAND USES AND ZONING**

LOCATION	GENERAL PLAN LAND USE POLICY	ZONING	EXISTING USES
NORTH	H9	R-1	Single-Family Residences ("SFRs")
EAST	CG (General Commercial), P (Public and Semi-Public)	C-M-BE (Commercial Manufacturing – Billboard Exclusion), P-R (Parking Restricted), R-1	Self-storage facility, school grounds
SOUTH	CG	C-2-BE (Neighborhood Commercial – Billboard Exclusion)	Various commercial and office uses
WEST	H9	R-1	SFRs

13. **PROJECT AND SITE PLAN DESCRIPTION.**

A. Existing Site Conditions

The Project Site is 0.85 acres in size and consists of two legal lots. The Project Site is rectangular in shape with flat topography. One parcel is developed with an SFR and the other parcel is vacant.

B. Site Access

The Project Site is accessible via Broadway, an 80-foot side Secondary Highway on the County Master Plan of Highways to the west. Primary access to the Project Site will be via an ingress/egress driveway off of Broadway as well as a pedestrian-only gate on Broadway.

C. Site Plan

The site plan depicts the Project Site with a new five-story, 60-unit apartment building. The building form is a rectangular L-shape and reaches a maximum height of 69 feet and 10 inches. The building contains 40 one-bedroom units, 8 two-bedroom units and 12 three-bedroom units. Primary access to the building is from a surface parking lot and pedestrian-only access gate on the ground floor. A six-foot high decorative block wall is depicted around the northern, southern and eastern property lines. A landscaping plan indicates several trees on the northern and western boundaries of the Project Site.

D. Affordable Housing

The Project will contain seven rental dwelling units restricted to lower income households earning up to 50% of the Area Median Income ("AMI"). The units will be permanently dedicated as affordable units pursuant to Mitigation Measure 17.1.2 of the Project's Mitigation Monitoring and Reporting Program ("MMRP").

E. Parking

The Project will provide a total of 80 surface parking spaces, inclusive of guest parking spaces. Two of the 80 parking spaces are accessible in compliance with the Americans with Disabilities Act. The Project will also provide six short-term and 37 long-term bicycle parking spaces.

14. **CEQA DETERMINATION.** Prior to the Commission's public hearing on the Project, an Initial Study was prepared for the Project in compliance with the California Environmental Quality Act (Public Resources Code section 21000, et seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines for the County. Based on the Initial Study, LA County Planning staff determined that a Mitigated Negative Declaration ("MND") was the appropriate environmental document for the Project. The mitigation measures necessary to ensure the Project will not have a significant effect on the environment are contained in the MMRP prepared for the Project.

The areas of environmental impact found to be less than significant with project mitigation incorporated include the following:

- Aesthetics. The proposed apartment building has the potential to have some impacts on the existing visual character of the area. However, the building has been designed in compliance with the Title 22 (Planning and Zoning) of

the County Code, which requires structures to be appropriately setback from the property lot lines. In addition, there is a 28-foot-wide setback from the northern property line, which faces the single-family residential neighborhood to the north. Mitigation measures to address the potential visual impacts of the Project have been incorporated into the MMRP, including the construction of a six-foot high decorative block wall around the northern, southern and eastern property lines as well as the planting of trees around the perimeter of the site to break up and soften the façade of the proposed building and improve the overall aesthetics of the structure.

- Noise. While the proposed project will result in some noise impacts during the operation of the apartment building, it will not be substantially different from what is already occurring at the existing single-family residence at the Project Site or at the other residences located to the north, nor at the existing commercial and multi-family uses located to the south. The proposed use will also need to comply with the Los Angeles County Noise Ordinance. In addition to the noise impacts during operation, there will also be noise impacts during the construction stage. In order to ensure that the Project complies with the Construction Noise Requirements of County Code Section 12.08.440 (Construction noise) for both mobile and stationary equipment, mitigation measures have been incorporated into the Project's MMRP to reduce the noise impacts of the Project.
- Transportation. According to the Transportation Impact Analysis prepared for the Project dated February 20, 2025, the Project is expected to exceed the Vehicle Miles Traveled (VMT) impact criteria by approximately 5.7%. Several VMT mitigation measures from the California Air Pollution Control Officers Association Handbook for Analyzing Greenhouse Gas Emission Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021 CAPCOA Handbook) have been incorporated into the Project's MMRP to address this. The proposed mitigations are expected to reduce the VMT generated by the project by approximately 32.3%. After the VMT mitigation measures are implemented, the project will have both project and cumulative transportation impacts that are less than significant.
- Tribal Cultural Resources. The Gabrieleño Band of Mission Indians – Kizh Nation ("Tribe") has indicated that the Project Site is located within the Gabrieleño community of Hahamongna /Acurangna. Mitigation measures have been incorporated, including the retention of a Native American Monitor, the holding of at least one pre-construction sensitivity/educational meeting, conducting daily monitoring during ground-disturbing activities and the immediate cessation of development activities if tribal cultural resources are found at the Project Site.

15. **PUBLIC COMMENTS.**

In 2024, Staff has received 19 emails/letters and one phone call from the public in opposition to the Project and three emails/letters in support.

Concerns raised were about the following:

- effects of changing the R-1 zoning,
- addition of the proposed 60 new dwelling units at the Project Site and the large cumulative number of units being added to the area from the Project (60 units) and from a project in the City of Santa Fe Springs (119 units),
- lack of adequate notice for the original April 17, 2024 public hearing,
- more traffic, congestion and pollution in the area,
- speeding vehicles being a safety risk,
- parking on residential streets,
- strain on local infrastructure,
- worsening of potholes in the area due to condition of roadways and increased traffic,
- no left turn signal on Broadway and Washington,
- impacts of the new Metro station, and
- increase in vandalism and crime due to denser population.

The letters of support cited the following reasons:

1. lack of available rental units for people working in the area, resulting in long and costly commutes,
2. need for quality housing in the area, and
3. shortage of housing supply leading to increasing rents.

16. **AGENCY RECOMMENDATIONS.**

A. County Department of Public Works: Recommended approval in a letter dated August 2, 2023.

B. County Fire Department: Recommended clearance to public hearing with conditions in a letter dated July 20, 2023.

C. County Department of Public Health: Recommended clearance to public hearing with conditions in a letter dated August 30, 2022.

17. **LEGAL NOTIFICATION.** Pursuant to Section 22.222.120 (Public Hearing Procedure) of the County Code, the community was properly notified of the public hearing by email, mail, newspaper (Whittier Daily News) and property posting. Additionally, the Project was noticed and case materials were available on LA County Planning's website. On September 10, 2025, a total of 74 Notices of Public Hearing were mailed to all property owners as identified on the County Assessor's record within a 500-foot radius from the Project Site, as well as to those on the courtesy mailing list for the Whittier Downs Zoned District and to any additional interested parties.

GENERAL PLAN CONSISTENCY FINDINGS

18. **LAND USE POLICY.** The Commission finds that the Project is consistent with the goals and policies of the General Plan because the proposed H50 land use designation is intended for multi-family residences, a category into which this Project falls. The Commission further finds that the Project promotes infill development, as well as healthy, equitable, mixed-income neighborhoods with a variety of housing types near jobs and services.

19. **GOALS AND POLICIES.** The Commission finds that the Project is consistent with the goals and policies of the General Plan's Land Use Element and Housing Element.

    The following policies of the General Plan are applicable to the Project:

    - *Land Use Element Policy LU 1.3: In the review of project-specific amendments to the General Plan, ensure that they support the Guiding Principles.*
    - *Land Use Element Policy LU 1.4: In the review of a project-specific amendment(s) to the General Plan, ensure that the project-specific amendment(s):*
        - *Is consistent with the goals and policies of the General Plan;*
        - *Shall benefit the public interest and is necessary to realize an unmet local or regional need.*

    The Project Site is located in an urban area served by existing public utilities, infrastructure and services, including schools; parks; and police, fire and medical services. The area surrounding the Project Site is characterized by a mix of SFRs and multi-family residences, commercial and institutional uses, and public amenities. As with the rest of the County, there is still an inadequate supply of multi-family residential units to meet the demand for such units in the area. The Project will help address this need by providing one, two and three-bedroom apartment units for the area. Furthermore, the proposed location of a Metro station at the nearby intersection makes the immediate vicinity of the Project Site ideal for transit-oriented development such as the proposed Project. The design of the proposed Project is also oriented towards pedestrian accessibility by emphasizing its pedestrian entrance, locating its office on the ground floor adjacent to the sidewalk and providing landscaping along its entire building frontage immediately adjacent to the sidewalk. With these design features and the provision of affordable housing units, the Project contributes to the creation of a walkable, healthy, livable and equitable community in the area.

- *Land Use Element Policy LU 4.1: Encourage infill development in urban and suburban areas on vacant, underutilized and brownfield sites.*

With one parcel being vacant and another developed with an SFR on an almost-half-acre lot, the Project Site is currently underutilized and located in an urban area served by existing public services and infrastructure. The area surrounding the Project Site is characterized by a mix of SFRs and multi-family residences, commercial and institutional uses and public amenities. The Project qualifies as infill development and would not consume raw, undeveloped land; contribute to sprawl; or negatively impact the County's natural resources.

- *Land Use Element Policy LU 5.1: Encourage a mix of residential land use designations and development regulations that accommodate various densities, building types and styles.*
- *Housing Element Policy 1.3: Coordinate with the private sector in the development of housing for acutely low, extremely low, very low, low, and moderate income households and those with special needs. Where appropriate, promote such development through incentives, Development Agreements, specific plans, and/or inclusionary housing requirements.*
- *Housing Element Policy 3.1: Promote mixed income neighborhoods and a diversity of housing types throughout the unincorporated areas to increase housing choices for all economic segments of the population.*

The housing stock in the vicinity of the Project Site is a mix of SFRs and multi-family residences. Upon completion, the Project will add a total of 60 new one-, two- and three-bedroom apartment units, seven of which will be Very Low Income affordable residential dwelling units restricted to households earning up to 50% AMI. In exchange, the Project has been granted a density bonus of 40.5% and two waivers of required development standards. As a result, the Project will help provide a better mix and variety of housing types with different affordability levels in the area.

- *Land Use Element Policy LU 7.1: Reduce and mitigate the impacts of incompatible land uses, where feasible, using buffers and other design techniques.*
- *Land Use Element Policy LU 10.3: Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament.*

The Project Site is located on the southern edge of a single-family residential neighborhood that is primarily located to the north. The Project site is immediately adjacent to various commercial and industrial uses that are oriented towards Washington Boulevard, particularly around its intersection with Broadway Avenue. On its eastern side is the southern side of a school ground. Due to its location, the impacts of the proposed Project will primarily be on the SFRs located on the northern and western sides of the Project Site. The Project has been designed to be

aesthetically pleasing to these areas to the greatest extent possible. The Project also includes street improvements on Washington Boulevard to improve its capacity to accommodate the potential increase in the number of vehicles turning left from Washington Boulevard to Broadway Avenue as a result of the Project.

A major redevelopment project is underway for a mixed-use project on the other side of the intersection within the City of Santa Fe Springs. The intersection will also be the location of a future station for the Metro E (formerly Gold) Line southeast extension as part of the Eastside Transit Corridor Phase 2 Project. The proposed five-story, 60-unit apartment building is compatible with both present and future developments in the area. These developments will transition the general vicinity of the Project Site into a much more dense and mixed-use area. The proposed Project will provide a buffer for the residential areas to the north and will help ensure that any redevelopment that occurs in the area will end at the block where the Project Site is located.

ZONING CODE CONSISTENCY FINDINGS

20. **PERMITTED USE IN ZONE.** The Commission finds that the Project is consistent with the proposed R-3 zoning classification as an apartment building is permitted in such zone with an SPR pursuant to County Code Section 22.18.030 (Land Use Regulations for Zones R-A, R-1, R-2, R-3, R-4 and R-5). SPR RPPL2022003252 will be approved after adoption of the Plan Amendment and Zone Change by the Board and the approval of the AHP.

21. **REQUIRED YARDS.** The Commission finds that the Project is consistent with the standards identified in County Code Section 22.18.040 (Development Standards for Residential Zones), as modified by the AHP. The minimum required front, rear and side yards as 20 feet, 15 feet and five feet respectively. The Project will provide a uniform front, rear and side yard setback of five feet. This will be authorized as a development waiver as part of the Administrative Housing Permit associated with the Project.

22. **HEIGHT.** The Commission finds that the Project is consistent with the standard identified in County Code Section 22.18.040 (Development Standards for Residential Zones), as modified by the AHP. The maximum allowed height of any structure in the R-3 zone is 35 feet. The Project will have a maximum height of 69 feet and 10 inches. This will be authorized as a development incentive as part of the AHP associated with the Project.

23. **PARKING.** The Commission finds that the Project is consistent with the standard identified in County Code Section 22.120.080 (Density Bonus – Parking). A total of 80 parking spaces are required for the 40 one-bedroom, eight two-bedroom and 12 three-bedroom apartment units proposed by the Project. The Project provides 80 parking spaces on the ground floor of the apartment building.

24. **BICYCLE PARKING.** The Commission finds that the Project is consistent with the standard identified in County Code Section 22.112.100 (Bicycle Parking Spaces and Bicycle Facilities). A minimum of six short-term and 30 long-term bicycle parking spaces is required for the 60 apartment units proposed by the Project. A total of six short-term and 33 long-term bicycle parking spaces are provided on the ground floor of the apartment building.

25. **TREE PLANTING.** The Commission finds that the Project is consistent with the standards identified in County Code Section 22.126.030 (Tree Planting Requirements). The Project includes nine Western Sycamore and 11 Box Elder trees. This exceeds the eight trees required for the 36,624-square-foot building footprint for the Project.

26. **INCLUSIONARY UNITS.** The Commission finds that the Project is not subject to the Inclusionary Zoning Ordinance because it is a rental project within the Gateway Submarket Area.

27. **REVIEW AUTHORITY.** Pursuant to County Code Section 22.166.040.A (Administrative Housing Permit – Review Authority), the Board is the appropriate Review Authority for this AHP since it is concurrent with a Plan Amendment and Zone Change, which will be reviewed and acted upon by the Board.

ADMINISTRATIVE HOUSING PERMIT FINDINGS

28. **The Commission finds that the application meets all the requirements for an Administrative Housing Permit.** The Project is for the development of a five-story, 60-unit apartment building. The AHP allows for a density bonus of 17 additional units in addition to the base density of 43 units allowed for the Project Site and a waiver of the maximum height of 35 feet and the minimum 20 feet and 15 feet front and rear yards respectively to allow for a total height of 69 feet and ten inches and front and rear yard setbacks of five feet for providing seven affordable units as part of the Project. The apartment building is composed of 40 one-bedroom units, eight two-bedroom units and 12 three-bedroom units. The seven affordable units will be composed of four one-bedroom units, one two-bedroom units and two three-bedroom units. The units will be permanently dedicated as affordable units pursuant to Mitigation Measure 17.1.2 of the Project's MMRP.

ENVIRONMENTAL FINDINGS

29. After consideration of the MND and MMRP, together with the comments received during the public review process, the Commission finds on the basis of the whole record before it that there is no substantial evidence that the Project as conditioned will have a significant effect on the environment, and further finds that the MND reflects the independent judgment and analysis of the Commission.

30. The Commission finds that the MMRP, prepared in conjunction with the MND, identifies in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment from the Project. The Commission further finds

that the MMRP's requirements are incorporated into the conditions of approval for this Project, and that approval of this Project is conditioned on the permittee's compliance with the attached conditions of approval and MMRP.

31. The Commission finds that the permittee is subject to payment of the California Department of Fish and Wildlife fees related to the Project's effect on wildlife resources pursuant to section 711.4 of the California Fish and Game Code.

ADMINISTRATIVE FINDINGS

32. **PUBLIC MEETINGS.** The Commission finds that pursuant to SB 330 (The Housing Crisis Act), the number of publicly held meetings do not exceed the five-meeting limit. A total of two meetings occurred on the following dates:

    - Regional Planning Commission Hearing held on April 17, 2024 and
    - Regional Planning Commission Hearing held on October 29, 2025.

33. **LOCATION OF DOCUMENTS.** The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is at LA County Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Puente Whittier Development Services Section, LA County Planning.

BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION CONCLUDES THAT:

A. The application that meets all the requirements for an Administrative Housing Permit.

THEREFORE, THE REGIONAL PLANNING COMMISSION:

1. Recommends that the Board: Certify that the MND for the Project was completed in compliance with CEQA and the State and County CEQA Guidelines related thereto; certify that it independently reviewed and considered the information contained in the MND, and that the MND reflects the independent judgment and analysis of the Commission as to the environmental consequences of the Project; adopt the MMRP; find that the MMRP is adequately designed to ensure compliance with the mitigation measures during Project implementation; and determine that on the basis of the whole record before the Commission that there is no substantial evidence that the Project will have a significant effect on the environment; and adopt the MND; and

2. Recommends that the Board: Approve **ADMINISTRATIVE HOUSING PERMIT NO. RPPL2023004066** subject to the attached conditions.

ACTION DATE: October 29, 2025

DD:SMT:MM:CN
9/10/2025

LOS ANGELES COUNTY
DEPARTMENT OF REGIONAL PLANNING

DRAFT CONDITIONS OF APPROVAL
PROJECT NO. PRJ2022-000557-(4)
ADMINISTRATIVE HOUSING PERMIT NO. RPPL2023004066

PROJECT DESCRIPTION

The project is an Administrative Housing Permit for the waiver of the maximum height of 35 feet and the minimum 20 feet and 15 feet front and rear yards respectively with the provision of seven Very Low Income Affordable rental units to allow for the development of a five-story, 60-unit apartment building with a total height of 69 feet and 10 inches and front and rear yard setbacks of five feet subject to the following conditions of approval:

GENERAL CONDITIONS

1. **Permittee**. Unless otherwise apparent from the context, the term “Permittee” shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.

2. **Affidavit of Acceptance**. This grant shall not be effective for any purpose until the Permittee, and the owner of the subject property if other than the Permittee, have filed at the office of the Los Angeles County ("County") Department of Regional Planning (“LA County Planning”) their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and until all required monies have been paid pursuant to Condition Nos. 10 and 13. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 4, 5, 8, and 10 shall be effective pursuant to County Code Section 22.222.230 (Effective Date of Decision and Appeals).

3. **Date of Final Approval**. Unless otherwise apparent from the context, the term “date of final approval” shall mean the date the County’s action becomes effective pursuant to County Code Section 22.222.230 (Effective Date of Decision and Appeals).

4. **Indemnification**. The Permittee shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of Government Code section 65009 or any other applicable limitations period. The County shall promptly notify the Permittee of any claim, action, or proceeding and the County shall reasonably cooperate in the defense. If the County fails to promptly notify the Permittee of any claim, action, or proceeding, or if the County fails to cooperate reasonably in the defense, the Permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

5. **Litigation Deposit**. In the event that any claim, action, or proceeding as described above is filed against the County, the Permittee shall within ten days of the filing make an initial deposit with LA County Planning in the amount of up to $5,000.00, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in LA County Planning's cooperation in the

defense, including but not limited to, depositions, testimony, and other assistance provided to Permittee or Permittee's counsel.

If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the Permittee shall deposit additional funds sufficient to bring the balance up to the amount of $5,000.00. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.

At the sole discretion of the Permittee, the amount of an initial or any supplemental deposit may exceed the minimum amounts defined herein. Additionally, the cost for collection and duplication of records and other related documents shall be paid by the Permittee according to County Code Section 2.170.010 (Fees for Providing County Records).

6. **Invalidation**. If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the permit shall be void and the privileges granted hereunder shall lapse.

7. **Recordation**. Upon any transfer or lease of the property during the term of this grant, the Permittee, or the owner of the subject property, if other than the Permittee, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.

8. **Expiration**. This grant shall expire unless used within two (2) years from the date of decision for this grant. A single one-year time extension may be requested in writing and with the payment of the applicable fee prior to such expiration date.

9. **Library Facilities Mitigation Fees**. Prior to the issuance of any building permit(s), the Permittee shall remit all applicable library facilities mitigation fees to the County Librarian and pay the fees in effect at the time of payment, pursuant to County Code Chapter 22.264 (Library Facilities Mitigation Fee). Questions regarding fee payment can be directed to the County Librarian at (562) 940-8430. The Permittee shall provide proof of payment upon request from LA County Planning.

10. **Environmental Document Filing Fees.** Within five (5) working days from the day after your appeal period ends, the Permittee shall remit processing fees at the County Registrar-Recorder/County Clerk Office (i.e. County Clerk Office), payable to the County of Los Angeles, in connection with the filing and posting of a Notice of Determination ("NOD") for this project and its entitlements in compliance with section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Wildlife pursuant to section 711.4 of the California Fish and Game Code, the Permittee shall pay the fees in effect at the time of the filing of the NOD, as provided for in section 711.4 of the Fish and Game Code, currently **$3,043.75** ($2,968.75 for a Negative Declaration or Mitigated Negative Declaration plus $75.00 processing fee), or **$4,198.50** ($4,123.50 for an Environmental Impact Report plus $75.00 processing fee). No land use project subject to this requirement is final, vested or operative until the fee is paid.

11. **Mitigation Monitoring and Reporting Program**. The Permittee shall comply with all mitigation measures identified in the Mitigation Monitoring and Reporting Program ("MMRP"), which are incorporated by this reference as if set forth fully herein.

12. **Covenant and Agreement**. Within thirty (30) days of the date of final approval of the grant by the County, the Permittee shall record a covenant and agreement, which attaches the MMRP and agrees to comply with the mitigation measures imposed by the Mitigated Negative Declaration for this project, in the Recorder's Office. Prior to recordation of the covenant, the Permittee shall submit a draft copy of the covenant and agreement to LA County Planning for review and approval. As a means of ensuring the effectiveness of the mitigation measures, the Permittee shall submit annual mitigation monitoring reports to LA County Planning for approval or as required. The reports shall describe the status of the Permittee's compliance with the required mitigation measures.

13. **Mitigation Monitoring and Reporting Program Deposit**. The Permittee shall deposit an initial sum of **$6,000.00** with LA County Planning within thirty (30) days of the date of final approval of this grant in order to defray the cost of reviewing and verifying the information contained in the reports required by the MMRP. The Permittee shall replenish the mitigation monitoring account if necessary until all mitigation measures have been implemented and completed.

14. **Revocation**. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission ("Commission") or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance, or as otherwise authorized pursuant to County Code Chapter 22.238 (Modifications and Revocations). Failure of the Permittee to cease any development or activity not in full compliance shall be a violation of these conditions and may result in revocation.

15. **County Fire Code.** All development pursuant to this grant shall comply with the requirements of Title 32 (Fire Code) of the County Code to the satisfaction of the County Fire Department ("Fire").

16. **County Public Works Requirements**. All development pursuant to this grant shall comply with the requirements of the County Department of Public Works ("Public Works") to the satisfaction of said department.

17. **County Zoning Code.** All development pursuant to this grant shall comply with the requirements of Title 22 (Planning and Zoning) of the County Code and of the specific zoning of the subject property.

18. **Maintenance.** The Permittee shall maintain the subject property in a neat and orderly fashion. The Permittee shall maintain free of litter all areas of the premises over which the Permittee has control.

19. **Graffiti.** All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by LA County Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

    In the event of graffiti or other extraneous markings occurring, the Permittee shall remove or cover said markings, drawings, or signage within 48 hours, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

PERMIT SPECIFIC CONDITIONS – ADMINISTRATIVE HOUSING PERMIT

20. **Housing Permit.** The Administrative Housing Permit includes a density bonus of 17 additional units in addition to the base density of 43 units allowed for the Project Site and a waiver of the maximum height of 35 feet and the minimum 20 feet and 15 feet front and rear yards respectively to allow for a total height of 69 feet and ten inches and front and rear yard setbacks of five feet for providing seven Very Low Income (50% Area Median Income) affordable units as part of the Project

PROJECT SITE-SPECIFIC CONDITIONS

21. **County Public Works Department Conditions.** The permittee shall comply with all conditions set forth in the attached County Public Works Department letter dated August 2, 2023.

22. **County Fire Department Conditions.** The permittee shall comply with all conditions set forth in the attached County Public Works Department letter dated July 20, 2023.

Attachments:
Exhibit D-1 Public Works Department Letter dated August 2, 2023
Exhibit D-2 Fire Department Letter dated July 20, 2023
Exhibit D-3 Mitigation Monitoring and Reporting Program (pages 1- 7)

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

MARK PESTRELLA, Director

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

August 2, 2023

IN REPLY PLEASE
REFER TO FILE: LD-3

TO: Edward Rojas
LDCC/Site Plan Review Section
Department of Regional Planning

Attention Carl Nadela

FROM: James Chon
Land Development Division

SITE PLAN REVIEW- MINISTERIAL (RPPL2022003252)
7914 BROADWAY
ASSESSOR'S MAP BOOK 8173, PAGE 23, PARCELS 20 AND 21
UNINCORPORATED WHITTIER

As requested, Public Works reviewed the site plan for the proposed project. The project proposes to construct a new five-story, 60-unit apartment building on vacant land.

☒ Public Works recommends approval of the "conceptually approved" site plan dated July 25, 2023 (see attached). The following conditions will become applicable upon approval of the site plan by Regional Planning:

☐ Public Works does **NOT** recommend approval of this site plan.

1. Road

1.1. Prior to issuance of a grading or building permit (whichever comes first), submit street improvement plans to Public Works (through the EPIC-LA portal under "Public Improvement Plans: Street Plans") that reflects the following for review and approval:

Be advised that we currently have no known County construction project within the limits of your project. Should a County project be scheduled and constructed ahead of the applicant's development, a pavement moratorium may be imposed that would restrict any pavement work for two years. Exceptions could be made if acceptable rehabilitation measures are provided. The applicant is encouraged to monitor http://pw.lacounty.gov/gmed/lacroads/Find.aspx periodically to determine if

any future County projects have been scheduled or to determine whether a pavement moratorium currently exist along streets fronting the project location.

1.1.1. Provide 20-foot setback for the proposed vehicular gate to avoid queuing in the right of way.

1.1.2 Construct the proposed driveway approach on Broadway to comply with current American with Disabilities Act standards.

1.1.3 Close the unused driveway approach on Broadway with standard curb, gutter, and full-width sidewalk.

1.1.4. Provide and maintain 10' x 10' pedestrian sight triangle on the driveway approach. Nothing higher than 3.5 feet high in these pedestrian sight triangles.

1.1.5. Repair or replace any street improvements damaged during construction.

1.1.6. Plant street trees (minimum 24-inch box) on Broadway and provide irrigation.

1.1.7. Underground all new utilities.

1.1.8. Provide a covenant for the private maintenance of drainage devices, if any.

1.1.9. Comply with the attached street lighting requirements memo dated May 19, 2022.

1.1.10. Submit a sewer area study for review and approval prior to the execution of an Agreement to Improve.

1.2. Prior to issuance of a building permit, execute an Agreement to Improve for the street improvements.

1.3. Prior to issuance of a Certificate of Occupancy, construct all required street improvements.

If you have any questions or require additional information, please contact Kevin Godoy of Public Works, Land Development Division, at (626) 458-5932 or kgodoy@pw.lacounty.gov.

KG:la
RPPL2022004855 - 12501 S alameda street unit 1.docx

Attach.

LOS ANGELES COUNTY PUBLIC WORKS
TRAFFIC SAFETY AND MOBILITY DIVISION
SUBDIVISION, CONDITIONAL USE PERMIT (CUP) & R3 REVIEW
STREET LIGHTING REQUIREMENTS

Date: 05/19/2022

TO: Jose Suarez
Project Entitlement & CEQA Section
Land Development Division

Attention Joseph Nguyen

FROM: Inez Yeung
Street Lighting Section
Traffic Safety and Mobility Division
Prepared by Whitley Huy

STREET LIGHTING REQUIREMENTS
RPPL2022003252 7914 Broadway Avenue L 033-2022

☐ Provide streetlights on concrete poles with underground wiring on all streets and highways within TR/PM/L - _____ and around to the satisfaction of Public Works or as modified by Public Works. The streetlights shall be designed as a County-owned and maintained system. Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic Safety and Mobility Division, Street Lighting Section, for processing and approval.

☒ Provide streetlight(s) on concrete pole(s) with underground wiring along the property frontage on Broadway Avenue to the satisfaction of Public Works or as modified by Public Works. The streetlight(s) shall be designed as a County-owned and maintained system. Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic Safety and Mobility Division, Street Lighting Section, for processing and approval.

☐ Provide streetlights on concrete poles with underground wiring on non-gated "private and public future" street(s) along the property frontage on _____ to the satisfaction of Public Works or as modified by Public Works. The streetlights shall be designed as a County-owned and maintained system. Provide centerline of 16' wide easement to the County of Los Angeles for streetlight and auxiliary device purposes and an easement for streetlight and auxiliary device ingress and egress (over the entire road). Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic Safety and Mobility Division, Street Lighting Section, for processing and approval.

☐ Provide streetlights on concrete poles with underground wiring on gated "private and future" street(s) _____ to the satisfaction of Public Works or as modified by Public Works. The streetlights shall be designed as Southern California Edison owned and maintained system. The operation and maintenance of the streetlights shall remain the responsibility of the owner/developer/Home Owners Association until such time as the street(s) are accepted for maintenance by the County. Assessments will be imposed on the development served by gated "private and future" street(s) as a result of streetlight benefits derived from existing or future streetlights on adjacent public roadways.

☐ New streetlights are not required.

STREETLIGHT ACCEPTANCE REQUIREMENTS:

☐ Upon CUP approval (CUP only), the applicant shall comply with assessment balloting requirments listed below listed below in order for the County Lighting Districts to pay for the future operation and maintenance of the streetlight(s). It is the sole responsibility of the applicant to ensure 1) street lighting plans are approved prior to issuance of building permits or road construction permits, whichever occurs first, and 2) street lighting improvements are installed per approved plans prior to the issuance of a certificate of occupancy.

☒ Upon issuance of an Agreement to Improve (R4 only), the applicant shall comply with Conditions of Acceptance requiremens listed below in order for the County Lighting Districts to pay for the future operation and maintenance of the streetlight(s). It is the sole responsibility of the applicant to ensure 1) street lighting plans are approved prior to issuance of building permits or road construction permits, whichever occurs first, and 2) street lighting improvements are installed per approved plans prior to the issuance of a certificate of occupancy.

☐ Upon tentative map/parcel map approval (subdivision only), the applicant (property owner or authorized representative) shall comply with the Conditions of Acceptance requirments listed below in order for the County Lighting Districts to pay the future operation and maintenance costs of the streetlight(s). It is the sole responsibility of the applicant to: 1) secure approval of the street lighting plans prior to map recordation, 2) ensure the required street lighting improvements are installed per approved plans, 3) If phasing of the project is approved, the required street lighting improvements for each phase of the project shall be subject to the assessment balloting listed below.

CONDITIONS OF ACCEPTANCE FOR STREETLIGHT TRANSFER OF BILLING:

Prior to County Lighting Districts assuming responsibility for the operation and maintenance costs of the streetlights from a developer's account into a County Lighting Districts' account, the following items are required:

1) The applicant (property owner or authorized representative) is responsible for the operation and maintenance costs of the streetlights installed as a condition of development. The applicant will remain responsible for the operation and maintenance of the streetlights until such time the lights are transfered into a county lighting maintenance account.

2) The County will require review and approval of the roadway improvements in accordance with approved plans prior to County assuming ownership and maintenance responsibilities of the project roadways into the County Highway System, if applicable.

3) County can assume responsibility for the operation and maintenance of the streetlights on July 1 of any given year, provided that (a) all required streetlights have been accepted and installed per the approved plans and energized to close permit, (b) the applicant has provided a written request for a transfer of billing no later than January 1 of the prior year, and (c) property tax and assessment revenue are being collected from the benefitted property owners. The transfer of billing may be delayed one or more years if the above conditions are not met. NOTE: County Lighting Districts cannot pay the operation and maintenance costs of streetlights located within gated communities or on roadways designated as a private street.

4) Prior to the County assuming responsibility of the operation and maintenance cost of the streetlights, a second field review will be conducted to ensure all streetlights are installed per approved plans and no knockdown have occured.

5) Subsequent to the transfer of billing, County willl authorize the release of the streetlight bond.

PROJECT DATA

Project Description

A new 60 Unit Apartment Building 5 Stories

ZONING OCCUPANCY

Occupancy : Group	R-DIV 3 NO. OF UNITS 2
Construction Type	Type V

DEVELOPMENT PROGRAM

PROJECT LOCATION : 7914 Broadway Avenue - Whittier CA 90606

Owner Name:

LEGAL DESCRIPTION:

ZONING R-4	LAND USE DEVELOPMENT H50

GENERAL BUILDING INFORMATION

Lot Area : 36,624 sq. ft Total Living Area :64,000 sq. ft.

	UNIT A	UNIT B		
Units 1 Bedroom 1000 sq.ft.	40			
Units 2 Bedroom 1141 sq.ft.		8		
Units 3 Bedroom 1287 sq.ft.		12		
TOTAL UNITS LIVING FLOOR AREA	54,582			
TOTAL LIVING FLOOR AREA	54,936			

FIRE SPRINKLER SYSTEM

PROPOSED SPRINKLER SYSTEM NFPA 13

ZONING INFORMATION

AREA:

	REQUIRED	PROVIDED
Maximun Lot Coverage		
Lot Coverage		

PARKING AND DRIVEWAYS

Parking for One Bedroom Units 40	1. per unit = 40	40
Parking for Two Bedroom Units 8	1.5 per unit + .5 = 16	16
Parking for Three Bedroom Units 12	1.5 per unit + .5 = 24	24
Total Parking	80	

PARKING PROVIDED

Handicapped Parking		2
Guest Parking		
Total Parking		81
Long Term Bike Parking		33
Short-Term Bike Parking		6

OPEN SPACE

Total	
Private per Unit	250 sq. ft.
Total Private Open Space Provided	16000 sq. ft.
Common Per Unit Unit A:	

LANDSCAPING

New Landscape Main Floor	1608 sq. ft.
Landscape on each Floor on Planters	605 sq. ft. x 4 = 2420 sq. ft.
Total Landscape	4288 sq. ft. or 11%

PRIVATE STORAGE SPACE

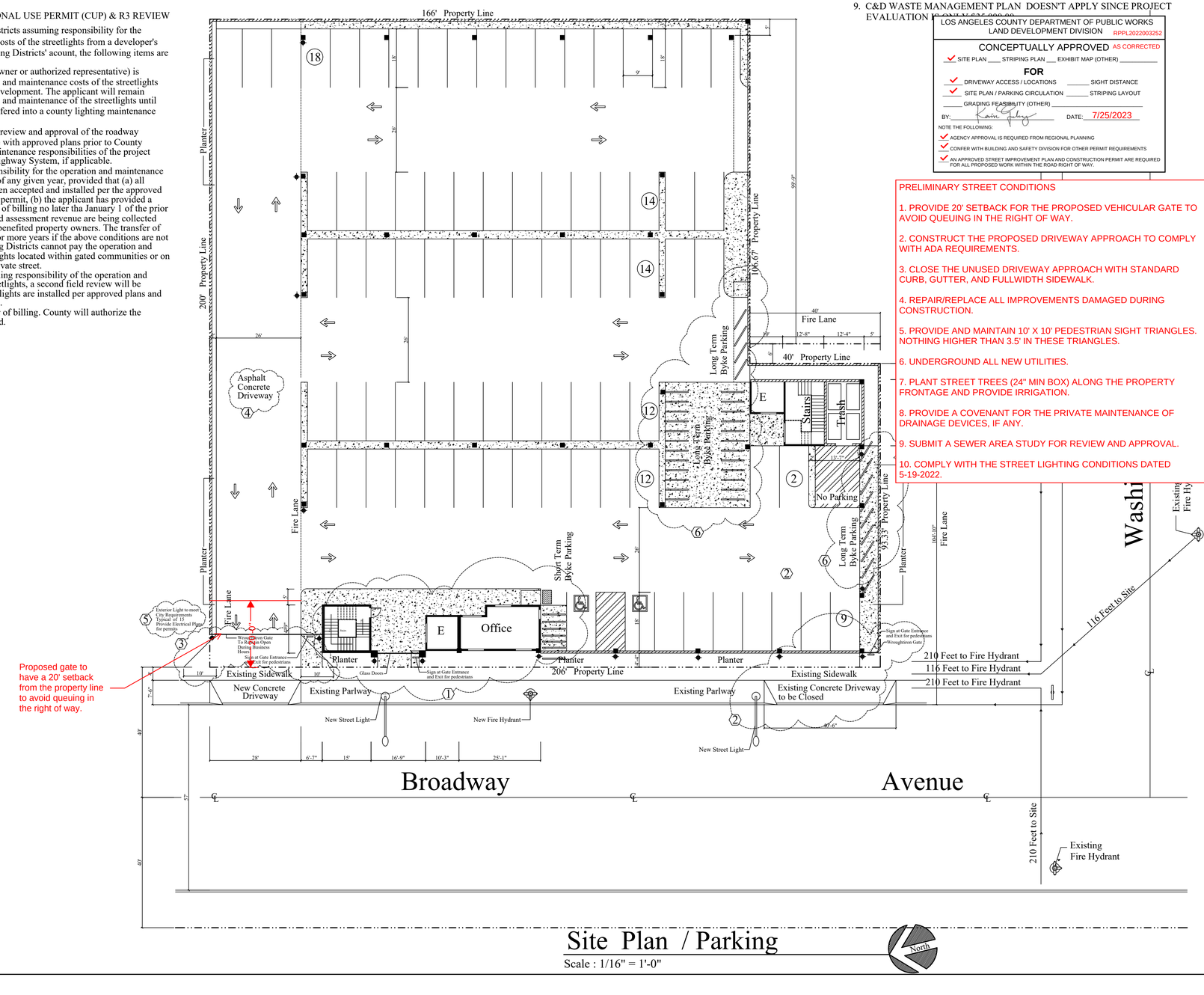
Cubic Feet Per Unit Unit :	
Unit :	
Unit :	

LOS ANGELES COUNTY PUBLIC WORKS
TRAFFIC SAFETY AND MOBILITY DIVISION
SUBDIVISION, CONDITIONAL USE PERMIT (CUP) & R3 REVIEW
STREET LIGHTING REQUIREMENTS

1. Provide streetlight(s) on concrete pole (s) with underground wiring along the property frontage on Broadway Avenue to the satisfaction of Public Works or as modified by Public Works. The streetlight (s) shall be designed as a County-owned and maintained system. Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic Safety and Mobility Division, Street Lighting Section, for processing and approval.
2. Upon issuance of an Agreement to Improve (R4 only), the applicant shall comply with Conditions of Acceptance requiremens listed below in order for the County Lighting Districts to pay for the future operation and maintenance of the streetlight(s). It is the sole responsibility of the applicant to ensure 1) street lighting plans are approved prior to issuance of building permits or road construction permits, whichever occurs first, and 2) street lighting improvements are installed per approved plans, 3) If phasing of the project is approved , the required street lighting improvements for each phase of the project shall be subject to the assessment balloting listed below.

SUBDIVISION, CONDITIONAL USE PERMIT (CUP) & R3 REVIEW

Prior to County Lighting Districts assuming responsibility for the operation and maintenance costs of the streetlights from a developer's account into a County Lighting Districts' acount, the following items are required:
1) The applicant (property owner or authorized representative) is responsible for the operation and maintenance costs of the streetlights installed as a condition of development. The applicant will remain responsible for the operation and maintenance of the streetlights until such time the lights are transfered into a county lighting maintenance account.
2) The County will required review and approval of the roadway improvements in accordance with approved plans prior to County assuming ownership and maintenance responsibilities of the project roadways into the County Highway System, if applicable.
3) County can assume responsibility for the operation and maintenance of the streetlights on July 1 of any given year, provided that (a) all required streetlights have been accepted and installed per the approved plans and energized to close permit, (b) the applicant has provided a written request for a transfer of billing no later tha January 1 of the prior year, and (c) property tax and assessment revenue are being collected from the collected from the benefited property owners. The transfer of billing may be delayed one or more years if the above conditions are not met. NOTE: County Lighting Districts cannot pay the operation and maintenance costs of streetlights located within gated communities or on roadways designated as a private street.
4) Prior to the County assuming responsibility of the operation and maintenance cost of the streetlights, a second field review will be conducted to ensure all streelights are installed per approved plans and no knockdown have occured.
5) Subsequent to the transfer of billing. County will authorize the release of the streetlight bond.



Proposed gate to have a 20' setback from the property line to avoid queuing in the right of way.

Site Plan / Parking

Scale : 1/16" = 1'-0"

NOTES:

1. All property lines (Real or Assume) Easements and buildings (both existing and proposed) are shown on this Site Plan.
2. All excavation requires Underground Services Alert (USA) prior to excavation. Excavations shal be not trenches of 5 feet or more in deepth.
3. All work in the Public Right-of-way shall be done per City Standards.
4. There shall be a 2% drainage away from the building.
5. (#) Shows Direction of Attached Pictures.
6. Minimum 75% of all landscaping must be drought-tolerant
7. "The Discharge of Pollutants to any storm drainage system id prohibited. No solid waste, petroleum by-products, soil particulate, construction waste materials or wastewater generated on construction sites or by construction activities shall be placed, conveyed or discharged into the street, gutter or storm drain system"
8. COMPLY WITH COUNTY OF LOS ANGELES LOW IMPACT DEVELOPMENT TECHNICAL GUIDELINES FOR SMALL SITE DEVELOPMENTS.
9. C&D WASTE MANAGEMENT PLAN DOESN'T APPLY SINCE PROJECT EVALUATION IS ONLY 625,000.00

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION RPPL2022003252

CONCEPTUALLY APPROVED AS CORRECTED

☑ SITE PLAN ___ STRIPING PLAN ___ EXHIBIT MAP (OTHER) _____

FOR

☑ DRIVEWAY ACCESS / LOCATIONS _____ SIGHT DISTANCE
☑ SITE PLAN / PARKING CIRCULATION _____ STRIPING LAYOUT
_____ GRADING FEASIBILITY (OTHER) _____

BY: Kevin Cisneros DATE: 7/25/2023

NOTE THE FOLLOWING:

☑ AGENCY APPROVAL IS REQUIRED FROM REGIONAL PLANNING
☑ CONFER WITH BUILDING AND SAFETY DIVISION FOR OTHER PERMIT REQUIREMENTS
☑ AN APPROVED STREET IMPROVEMENT PLAN AND CONSTRUCTION PERMIT ARE REQUIRED FOR ALL PROPOSED WORK WITHIN THE ROAD RIGHT OF WAY.

PRELIMINARY STREET CONDITIONS

1. PROVIDE 20' SETBACK FOR THE PROPOSED VEHICULAR GATE TO AVOID QUEUING IN THE RIGHT OF WAY.
2. CONSTRUCT THE PROPOSED DRIVEWAY APPROACH TO COMPLY WITH ADA REQUIREMENTS.
3. CLOSE THE UNUSED DRIVEWAY APPROACH WITH STANDARD CURB, GUTTER, AND FULLWIDTH SIDEWALK.
4. REPAIR/REPLACE ALL IMPROVEMENTS DAMAGED DURING CONSTRUCTION.
5. PROVIDE AND MAINTAIN 10' X 10' PEDESTRIAN SIGHT TRIANGLES. NOTHING HIGHER THAN 3.5' IN THESE TRIANGLES.
6. UNDERGROUND ALL NEW UTILITIES.
7. PLANT STREET TREES (24" MIN BOX) ALONG THE PROPERTY FRONTAGE AND PROVIDE IRRIGATION.
8. PROVIDE A COVENANT FOR THE PRIVATE MAINTENANCE OF DRAINAGE DEVICES, IF ANY.
9. SUBMIT A SEWER AREA STUDY FOR REVIEW AND APPROVAL.
10. COMPLY WITH THE STREET LIGHTING CONDITIONS DATED 5-19-2022.

DESIGN PLUS SERVICES
5239 W. 120th Street
Inglewood Ca 90304
Phone # (310) 941-5460
patricio.culqui026@gmail.com
Patricio Culqui
Principal

NO.	DATE	REVISION
NO.	DATE	ISSUED

OWNER: Mr. Hammid Namdori, P.O.BOX 1627, Redondo Beach, CA 90278, Phone # (310) 408-7608

LEGAL DESCRIPTION: APN 8173-023-020

DRAWING TITLE: Site Plan

JOB ADDRESS: 7914 Broadway Avenue Whittier, CA 90606

DATE: 12-16-2022

SCALE: As shown

DRAWING BY: P.C.

SHEET NO. SP-1

COUNTY OF LOS ANGELES FIRE DEPARTMENT
FIRE PREVENTION DIVISION

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4293, Fax (323) 890-9783

EPIC-LA NUMBER:	RPPL2022001527	PROJECT NUMBER:	Apartments @ 7914 Broadway
CITY/COMMUNITY:	West Whittier/Los Nietos	STATUS:	Cleared
PROJECT ADDRESS:	7914 Broadway Whittier, CA 90606	DATE:	07/20/2023

CONDITIONS

1. The Fire Department's Land Development Unit has determined the Fire Apparatus Access Roads as shown on the site plan in compliance with the County of Los Angeles Fire Code.
2. New public fire hydrant(s) will be required for this development along Broadway Ave. The location of the new fire hydrants will be determined once the Fire Flow Availability Form 196 is submitted during the Fire Department review of the architectural plan prior to building permit issuance. All fire hydrants shall measure 6”x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal, and shall be installed in accordance with the County of Los Angeles Fire Code.
3. Review and approval by the Fire Department's Fire Prevention Engineering Section Building Plan Check Unit is required for this project prior to building permit issuance. Plans should be submitted through EPIC-LA under the following plan type Fire Engineering - Building Plan Check Unit - Multi-Family Residence. Contact the Commerce office at (323) 890-4125 for details on their submittal requirements.

For any questions regarding the report, please contact Juan Padilla at (323) 890-4243 or Juan.Padilla@fire.lacounty.gov.

Reviewed by:

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. PRJ2022-000557-(4) / PLAN AMENDMENT NO. RPPL2022001526 / ZONE CHANGE NO. RPPL2022001527 / ENVIRONMENTAL PLAN NO. RPPL2023003948

#	Environmental Factor	Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
1.1	Aesthetics	Plant and maintain trees along the western and southern property lines.				
1.1.1	Aesthetics	The project applicant/developer shall plant a total of eleven (11) 15-gallon Box Elder (or equivalent as approved by County Planning) trees on the property. Four (4) trees shall be spread out evenly to the greatest extent feasible along the western property line and five (5) trees shall be spread out evenly to the greatest extent feasible on the northern property line. The trees shall be continuously maintained in a good and healthy condition. If any tree dies, a replacement tree shall be planted within 30 days of the death of the tree.	Plant and maintain nine Western Sycamore (or equivalent) trees on the property.	Prior to issuance of Occupancy Permit	Applicant and subsequent owner(s)	Regional Planning
1.1.2	Aesthetics	The project applicant/developer shall plant a total of nine (9) 15-gallon Western Sycamore (or equivalent as approved by County Planning) trees on the property. Four (4) trees shall be spread out evenly to the greatest extent feasible along the western property line and seven (7) trees shall be spread out evenly to the greatest extent feasible on the northern property line. The trees shall be continuously maintained in a good and healthy condition. If any tree dies, a replacement tree shall be planted within 30 days of the death of the tree.	Plant and maintain eleven Box Elder (or equivalent) trees on the property.	Prior to issuance of Occupancy Permit	Applicant and subsequent owner(s)	Regional Planning
1.2	Aesthetics	Construct and maintain a six-foot high decorative block wall along the northern, southern and eastern property lines of the Project Site.				
1.2.1	Aesthetics	The project applicant/developer shall construct and continuously maintain in good condition a six-foot high block wall along the northern, southern and eastern property lines of the Project Site. Any damage shall be repaired within 30 days. Any grafitti shall be removed within 24 hours.	Construct and maintain a six-foot high decorative block wall along the northern, southern and eastern property lines of the Project Site.	Prior to issuance of Occupancy Permit	Applicant and subsequent owner(s)	Regional Planning
9.1	Hazards and Hazardous Materials	Implement Monitoring and Screening of Hazardous Materials during construction activities				
9.1.1	Hazards and Hazardous Materials	Upon demolition of the existing residence, a survey shall be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual.	Conduct survey for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk	Upon demolition of the existing residence	Applicant and subsequent owner(s)	Regional Planning/Public Works
9.1.2	Hazards and Hazardous Materials	All imported soil and fill material should be tested to ensure any contaminants of concern are within DTSC's and U.S. Environmental Protection Agency (USEPA) Regional Screen Levels (RSLs) for the intended land use. To minimize the possibility of introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material meets screening levels outlined in the PEA for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of the prior land use. Additional information can be found by visiting DTSC's Human and Ecological Risk Office (HERO) webpage	Testing of imported soil and fill materials	Upon importation of soil and fill materials at the Project Site	Applicant and subsequent owner(s)	Regional Planning/Public Works
13.1	Noise	Implement Noise Mitigation Measures during construction activities				

13.1.1	Noise	Stationary noise sources (e.g. generators and compressors) shall be located as far from residential receptor locations as is feasible.	Locate stationary noise sources as far from residential zones as possible	Prior to start of construction activities	Applicant	Regional Planning/Public Health
13.1.2	Noise	A temporary sound barrier shall be installed at the property lines of the proposed Project Site to mitigate noise impacts on all surrounding properties.	Install temporary sound barrier at property lines	Prior to start of construction activities	Applicant	Regional Planning/Public Health
13.1.3	Noise	No Heating, Ventilation, and Air Conditioning (HVAC) unit will be installed outdoors.	No HVAC unit shall be intalled outdoors.	Prior to issuance of Occupancy Permit	Applicant	Regional Planning/Public Health
17.1	Transportation	Implement CAPCOA Mitigation Measures T-1 and T-4				
17.1.1	Transportation	Increase Residential Density (T-1): The project is designed with a higher density of dwelling units compared to the average residential density in the country. A new Traffic Impact Analysis shall be submitted to Public Works for review and approval if there are any changes to the residential density.	Design the proposed Project with a higher density of dwelling units compared to the average residential density in the country	Prior to Regional Planning approval	Applicant	Regional Planning
17.1.2	Transportation	Integrate Affordable and Below Market Rate Housing (T-4): The project will permanently dedicate seven affordable housing dwelling units. A new Traffic Impact Analysis shall be submitted to Public Works for review and approval if there are any changes to the number of affordable housing dwelling units.	Permanently dedicate seven affordable housing dwelling units	Prior to issuance of Building Permits	Applicant and subsequent owner(s)	Regional Planning/Los Angeles County Development Authority
17.2	Transportation	Implement Traffic Control Measures				
17.2.1	Transportation	The project shall extend the left turn lane approximately 150 feet and install Keep Clear Pavement Markings per the TIA dated February 20, 2025. (Location: Broadway Avenue at Washington Boulevard)	Extend the left turn lane approximately 150 feet and install Keep Clear Pavement Markings per the TIA dated February 20, 2025. (Location: Broadway Avenue at Washington Boulevard)	Prior to issuance of Occupancy Permit	Applicant	Regional Planning/Public Works
17.2.2	Transportation	The project shall submit a signing and striping plan through EPIC-LA under “Public Improvement Plans: Signing and Striping Plan” directly to Public Works for review and approval based on proposed improvements found in the TIA dated February 20, 2025. (Location: Broadway Avenue at Washington Boulevard)	Submit and implement to the stasfaction of Public Works a signing and striping plan through EPIC-LA under “Public Improvement Plans: Signing and Striping Plan” directly to Public Works for review and approval based on proposed improvements found in the TIA dated February 20, 2025. (Location: Broadway Avenue at Washington Boulevard)	Prior to issuance of Occupancy Permit	Applicant	Regional Planning/Public Works
18.1	Tribal Cultural Resources	Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities				
18.1.1	Tribal Cultural Resources	The project applicant/developer shall retain a Native American monitor from (or approved by) the Gabrieleño Band of Mission Indians – Kizh Nation (the “Kizh” or the “Tribe”) - the direct lineal descendants of the project location. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project, at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading,. excavation, drilling, and trenching.	Retain Native American Monitor	Prior to Commencement of Ground-Disturbing Activities	Applicant and subsequent owner(s)	Regional Planning
18.1.2	Tribal Cultural Resources	A copy of the executed monitoring agreement shall be provided to the lead agency prior to the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity.	Provide copy of executed monitoring agreement	Prior to Commencement of Ground-Disturbing Activities	Applicant and subsequent owner(s)	Regional Planning

18.1.3	Tribal Cultural Resources	The project applicant/developer shall provide the Tribe with a minimum of 30 days advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project.	Provide minimum 30 day notice of commencement of Ground-Disturbing Activities	Minimum of 30 days prior to commencement of Ground Disturbing Activities	Applicant and subsequent owner(s)	Regional Planning
18.1.4	Tribal Cultural Resources	The project applicant/developer shall hold at least one (1) pre-construction sensitivity/educational meeting prior to the commencement of any ground-disturbing activities, where at a senior member of the Tribe will inform and educate the project's construction and managerial crew and staff members (including any project subcontractors and consultants) about the TCR mitigation measures and compliance obligations, as well as places of significance located on the project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the project's compliance with the TCR mitigation measures.	Hold at least one (1) pre-construction sensitivity educational meeting	Prior to Commencement of Ground-Disturbing Activities	Applicant and subsequent owner(s)	Regional Planning
18.1.5	Tribal Cultural Resources	The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request.	Complete daily monitoring logs	During Ground-Disturbing Activities	Native American Monitor	Applicant and subsequent owner(s)
18.1.6	Tribal Cultural Resources	Native American monitoring for the project shall conclude upon the latter of the following: (1) written confirmation from a designated project point of contact to the Tribe that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site project location are complete; or (2) written notice by the Tribe to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the project site and at any off-site project location possesses the potential to impact TCRs.	Conclude Native American Monitoring for the project.	Upon receipt of written confirmation and notice	Applicant and subsequent owner(s)	Regional Planning / Native American Monitor
18.2	Tribal Cultural Resources	Discovery of TCRs, Human Remains, and/or Grave Goods.				
18.2.1	Tribal Cultural Resources	Upon the discovery of a TCR, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Tribe shall be immediately informed of the discovery, and a Kizh monitor and/or Kizh archaeologist will promptly report to the location of the discovery to evaluate the TCR and advise the project manager regarding the matter, protocol, and any mitigating requirements. No project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Tribe has completed its assessment/evaluation/recovery of the discovered TCR and surveyed the surrounding area.	Cease all construction activities in the immediate vicinity of the discovery	Discovery of TCR	Applicant and subsequent owner(s)	Regional Planning
18.2.2	Tribal Cultural Resources	The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate in its sole discretion, and for any purpose the Tribe deems appropriate, including but not limited to, educational, cultural and/or historic purposes.	Recover and retain all discovered TCR's	Discovery of TCR	Native American Monitor	Applicant and subsequent owner(s)/Regional Planning

18.2.3	Tribal Cultural Resources	If Native American human remains and/or grave goods are discovered or recognized on the project site or at any off-site project location, then all construction activities shall immediately cease. Native American “human remains” are defined to include “an inhumation or cremation, and in any state of decomposition or skeletal completeness.” (Pub. Res. Code § 5097.98 (d)(1).) Funerary objects, referred to as “associated grave goods,” shall be treated in the same manner and with the same dignity and respect as human remains. (Pub. Res. Code § 5097.98 (a), d)(1) and (2).)	Cease all construction activities	Discovery or recognition of Native American human remains and/or grave goods on the project site	Applicant and subsequent owner(s)	Regional Planning
18.2.4	Tribal Cultural Resources	Any discoveries of human skeletal material or human remains shall be immediately reported to the County Coroner (Health & Safety Code § 7050.5(c); 14 Cal. Code Regs. § 15064.5(e)(1)(B)), and all ground-disturbing project ground-disturbing activities on site and in any other area where the presence of human remains and/or grave goods are suspected to be present, shall immediately halt and remain halted until the coroner has determined the nature of the remains. (14 Cal. Code Regs. § 15064.5(e).) If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.	Report to County Coroner Office	Discovery of human skeletal remains or human remains	Applicant and subsequent owner(s)	Regional Planning
18.2.5	Tribal Cultural Resources	Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or grave goods, if the Tribe determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribal monitor and/or archaeologist deems necessary). (14 Cal. Code Regs. § 15064.5(f).)	Tribe determines that resuming construction activities are acceptable	Determination that resuming construction activities are acceptable	Native American Monitor	Regional Planning/Applicant and subsequent owner(s)
18.2.6	Tribal Cultural Resources	Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or grave goods.	Preservation in place	Discovery or recognition of Native American human remains and/or grave goods on the project site	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.2.7	Tribal Cultural Resources	Any historic archaeological material that is not Native American in origin (non-TCRs) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.	Curation and/or donation of historical archaeological material that is not Native American in origin	Discovery of historical archaeological material that is not Native American in origin	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.2.8	Tribal Cultural Resources	Any discovery of human remains and/or grave goods discovered and/or recovered shall be kept confidential to prevent further disturbance.	Keep confidential any discovery of human remains and/or grave goods discovered and/or recovered at the site	Upon discovery of human remains and/or grave goods	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3	Tribal Cultural Resources	Procedures for Burials, Funerary Remains, and Grave Goods				
18.3.1	Tribal Cultural Resources	As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented for all discovered Native American human remains and/or grave goods. Tribal Traditions include, but are not limited to, the preparation of the soil for burial, the burial of funerary objects and/or the deceased, and the ceremonial burning of human remains.	Implement Koo-nas-gna Burial Policy	Upon discovery of Native American human remains and/or grave goods	Native American Monitor	Applicant/Regional Planning

18.3.2	Tribal Cultural Resources	If the discovery of human remains includes four (4) or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.	Creation of separate treatment plan	Upon discovery of human remains that include four (4) or more burials	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.3	Tribal Cultural Resources	The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated “grave goods” (aka, burial goods or funerary objects) are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later, as well as other items made exclusively for burial purposes or to contain human remains. Cremations will either be removed in bulk or by means necessary to ensure complete recovery of all sacred materials.	Treat prepared soil and cremation soil in the same manner as bone fragments that remain intact. Remove cremations by bulk or by means necessary to ensure complete recovery of all sacred materials	Upon discovery of Native American human remains and/or grave goods	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.4	Tribal Cultural Resources	In the case where discovered human remains cannot be fully recovered (and documented) on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to divert the project while keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.	Cover remains with muslin cloth and steel plate or posting of 24-hour guard outside of working hours	If discovered human remains cannot be fully recovered and documented on the same day	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.5	Tribal Cultural Resources	In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. The site of reburial/repatriation shall be agreed upon by the Tribe and the landowner, and shall be protected in perpetuity.	Designate site location within the Project Site for the respectful reburial of the human remains and/or ceremonial objects. Protect in perpetuity reburial/repatriation site.	If preservation in place for Native American human remains and/or grave goods discovered at the site is not possible	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.6	Tribal Cultural Resources	Each occurrence of human remains and associated grave goods will be stored using opaque cloth bags. All human remains, grave goods, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items will be retained and shall be reburied within six months of recovery.	Storage and reburial of human remains and association grave goods	Upon discovery of Native American human remains and/or grave goods	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.7	Tribal Cultural Resources	The Tribe will work closely with the project’s qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery and data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.	Data recovery	If data recovery is approved by the Tribe	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
22	Mitigation Compliance	As a means of ensuring compliance of above mitigation measures, the applicant and subsequent owner(s) are responsible for submitting compliance report to the Department of Regional Planning for review, and for replenishing the mitigation monitoring account if necessary until such as all mitigation measures have been implemented and completed.	Submittal and approval of compliance report and replenishing mitigation monitoring account	Yearly and as required until all measures are completed.	Applicant and subsequent owner(s)	Regional Planning

$0(1'0(17 72¸ *(1(5$/ 3/$1 ˇ

&20081,7<¸ :(67 :+,77,(5 /26 1,(726

3/$1 $0(1'0(17 5¸33/ ˇ ˇ

21¸

&$7(*25< +″ 72 +ˇ

352326('¸ 5(6,'(17,$/ ˇ '8 1(7 $&

5LJKW RI :D\

/RW

&XW 'HHG

3ODQ $PHQGPHQW $UHD

$VVHVVRU 3DUFHO

7KH $VVHVSRU ,GHQWLILFDWLRQ 1XPEHU $,1 LV WR EH XVHG UHIHUHQFH RQO\ LQ DGGLWLRQ WR DQ\ UHFRUGHG WUDFW R ERXQGDULHV ODEHOHG LQ WKH PDS 7K OD\HU VKDO UHSUHVHQW WKH GLJLWDO GHVFULSWLRQ KH 3ODQ $PH DUHD DQG FRXOG UHSUHVHQW ZKROH RU SRJWLRQV RI D SDU WKH $VVHVSRU *,6 GDWDEDVH DV RI WKH GDWH UHFRUGHG LQ 3ODQ $PHQGPHQW DERYH

)HHW

7+(5(*,21$/ 3/$11,1* &200,66,21
&2817< 2) /26 $1*(/(6
3$0 2 &21125 &+$,5
$0< - %2'(. $,&3 ',5(&725 2) 5(*,21$/ 3/$11,1*

&+$1*(2) 35(&,6(3/$1

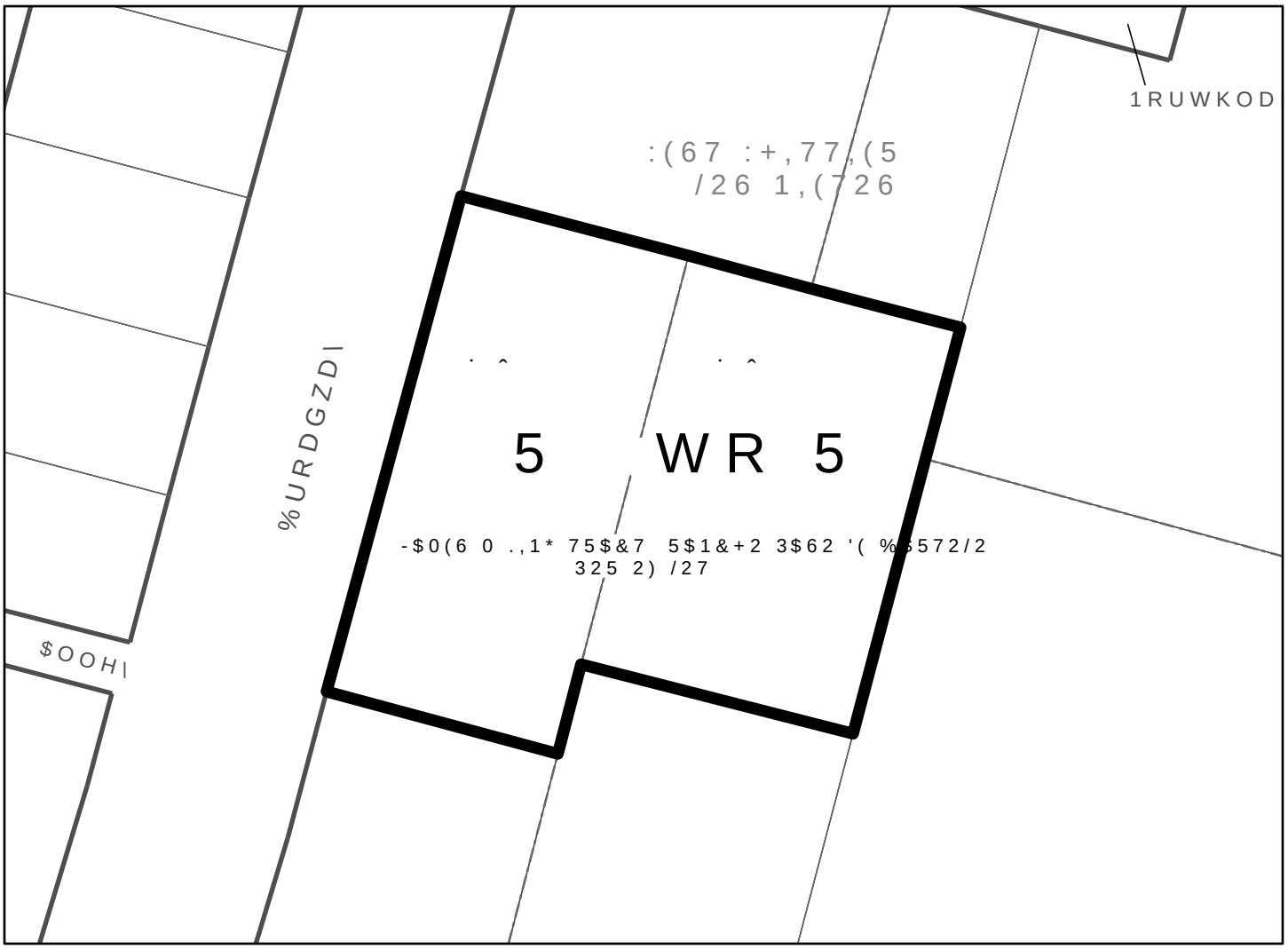
=21(' ',675,&7 :+,77,(5 '2:16

$'237(' %< 25',1$1&(

21

=21,1* &$6(6/

$0(1',1* 6(&7,21 ˇ ˇ 2) 7+(&2817< &2'(



5LJKW RI :D\

/RW

&XW 'HHG

=&2 $UHD

$VVHVVRU 3DUFHO

7KH $VVHVVRU ,GHQWLILFDWLRQ 1XPEHU $,1 LV WR EH XVHG UHIHUHQFH RQO\ LQ DGGLWLRQ WR DQ\ UHFRUGHG WUDFW R ERXQGDULHV ODEHOHG LQ WKH PDS 7K OD\HU VKDO UHSUHVHQW WKH GLJLWDO GHVFULSWLRQ KH]RQH FKDQ DQG FRXOG UHSUHVHQW ZKROH RU SRUWLRQV RI D SDUFHO S $VVHVVRU *,6 GDWDEDVH DV RI WKH GDWH UHFRUGHG LQ WKH &KDQJH 2UGLQDQFH DERYH

)HHW

7+(5(*,21$/ 3/$11,1* &200,66,21
&2817< 2) /26 $1*(/(6
3$0 2 &21125 &+$,5
$0< - %2'(. $,&3 ',5(&725 2) 5(*,21$/ 3/$11,1*

LA COUNTY PLANNING

GENERAL PLAN AMENDMENT STATEMENT OF FINDINGS

The applicant for a General Plan Amendment Application shall substantiate the following:

(Do not repeat the statement or provide Yes/No responses. If necessary, attach additional pages.)

A. The proposed amendment supports the Guiding Principles of the General Plan:

1. The proposed amendment employs Smart Growth.

The quality of this project give high quality of life that make these communities economically competitive, creates business opportunities for the people who work in this community and give them the opportunity to live close to their jobs and by designing such neighborhoods that have homes near shops, offices, schools, houses of worship, and the other amenities, communities give residents to use, bicycling, taking public transportation, or driving as they go about their daily life.

2. The proposed amendment ensures that community services and infrastructure are sufficient to accommodate growth.

This community do not have enough quality of housing. And this project do not have any negative impact on infrastructure.

3. The proposed amendment provides the foundation for a strong and diverse economy.

The proposed project bring a strong and diverse economy to your community by bringing more people to your city and more businesses that leads to the growth of supporting industries and more people in the community that means more daycare centers, schools, constructions, a diversified economy opens the doors for providing the goods and services a growing community needs. That is going to generate more properties taxes and sales taxes for the government agencies.

4. The proposed amendment promotes excellence in environmental resource management.

This project would improve indoor and outdoor quality of life by increasing efficiency on our energy resources, green structures are capable of reducing the environmental impact on such resources, which can potentially be protected and preserved for future generations.

5. The proposed amendment provides healthy, livable and equitable communities.

This project is going to be all new with quality housing for everyone like to live there with socially integrated housing that is stable near transit, appropriate for who is looking for healthy livable community.

B. The proposed amendment is consistent with the goals and policies of the General Plan.
Yes, this project meet the requirements of your general plan by providing healthy, livable, safety and energy efficiency to your communities.
C. The proposed amendment will benefit the public interest and is necessary to realize an unmet local or regional need.
As you know, that california has an immense shortage of housing specially county of whittier. This project is going to help the community by living close to work and shop in your community.
D. FOR CONSERVATION (OS-C) DESIGNATED LANDS ONLY **The proposed amendment to convert the OS-C designated property to another land use designation(s) does not contribute to the overall loss of open space that protects water quality, provides natural habitats, and contributes to improved air quality.**
N/A
E. FOR LANDS WITHIN THE EMPLOYMENT PROTECTION DISTRICT (EPD) OVERLAY ONLY **The proposed amendment to convert lands within the EPD Overlay to a non-industrial land use designation(s):**
1. Is located on a parcel that adjoins a parcel with a comparable use, at a comparable scale and intensity.
N/A
2. Will not negatively impact the productivity of neighboring industrial activities.
N/A

3. Is necessary to promote the economic value and the long-term viability of the site.
N/A
4. Will not subject future residents to potential noxious impacts, such as noise, odors or dust or pose significant health and safety risks.
N/A
F. FOR LANDS WITHIN THE AGRICULTURAL RESOURCE AREAS (ARAs) ONLY **The proposed amendment to convert lands within the ARAs:**
1. Is located on a parcel that adjoins another parcel with a comparable use, at a comparable scale and intensity.
N/A
2. Will not negatively impact the productivity of neighboring agricultural activities.
N/A

STATEMENT OF FINDINGS

Pursuant to County Code Section 22.198.050: Findings and Decision, the applicant shall substantiate the following facts:

(Do not repeat the statements or provide one word or Yes/No responses. If necessary, attach additional pages.)

B.1. Modified conditions warrant a revision in the Zoning Map as it pertains to the area or district under consideration.
As you modified conditions warrant a revision in the zoning map from to higher density that help not only with all new state laws and propositions and help county to help their residents for more better quality of housing and availability and help and improve the subject areas.
B.2. A need for the proposed zone classification exists within such area or district.
The subject community need more quality housing.And in need of more housing because of the shortage of housing specially around the subject property we do not have to many residential rental buildings that could serve the area.
B.3. The particular property under consideration is a proper location for said zone classification within such area or district.
Yes, the subject property that is located at 7914 Broadway is going to be close to near future transit and is a proper location for zone classification could accommodate your housing needs.

B.4. The zone classification at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice.
Yes, such of this zone classification bring a very nice quality housing that bring public health, safety and general welfare to community and help your residents for better housing availability with in good zoning practice.
B.5. The Zone Change is consistent with the General Plan.
Yes, the zone change is going to be consistent with your general plan that mix with some low, medium, and high density.
B.6. If the Zone Change will permit any uses prohibited by the existing zoning, that such Zone Change will not result in a need for a greater water supply for adequate fire protection or that the existing and proposed sources of water will provide an adequate water supply.
Yes, you have in your record that water company of county of Whittier provided to you that by zone change on subject property we are going to have adequate water supply both for your residents and fire protection. There is no negative impact on this project.

LA COUNTY PLANNING

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

PROPOSED ENVIRONMENTAL DETERMINATION

DETERMINATION DATE:	September 25, 2025
PROJECT NUMBER:	PRJ2022-000557-(4)
PERMIT NUMBERS:	General Plan Amendment RPPL2022001526 Zone Change RPPL2022001527 Administrative Housing Permit RPPL2023004066 Environmental Assessment RPPL2023003948 Ministerial Site Plan Review RPPL2022003252
SUPERVISORIAL DISTRICT:	4
PROJECT LOCATION:	7914 Broadway, Whittier, CA 90606
OWNER:	Marisela Garcia
APPLICANT:	Marisela Garcia
CASE PLANNER:	Carl Vincent Nadela, AICP, Principal Regional Planner cnadela@planning.lacounty.gov

Los Angeles County ("County") completed an Initial Study to evaluate the potential environmental impacts of the above-mentioned project. The Initial Study indicated that the project could potentially result in significant adverse effects on the environment, but those effects would be avoided or reduced to a less than significant level through project design modification and/or implementation of the recommended feasible mitigation measures. Therefore, the County proposes that a Mitigated Negative Declaration is the appropriate environmental documentation under the California Environmental Quality Act ("CEQA"). Accordingly, the enclosed Mitigation Monitoring & Reporting Program ("MMRP") will need to be signed by the applicant and returned to the project planner.

Attached: Initial Study – Mitigated Negative Declaration
Mitigation Monitoring and Reporting Program (MMRP)

Environmental Checklist Form (Initial Study)

County of Los Angeles, Department of Regional Planning

Project title: Broadway Avenue Apartments / Project No. PRJ2022-000557-(4) / Case Nos. General Plan Amendment No. RPPL2022001526, Zone Change No. RPPL2022001527, Environmental Plan No. RPPL2023003948

Lead agency name and address: Los Angeles County, 320 West Temple Street, Los Angeles, CA 90012

Contact Person and phone number: Carl Nadela, 213-974-6411

Project sponsor's name and address: Marisela Garcia, 20520 Entradero Ave Torrance, CA 90503

Project location: 7914 Broadway Ave., unincorporated Whittier, CA 90606
APNs: 8173-023-020 *USGS Quad*: Whittier

Gross Acreage: 0.85 acres

General plan designation: H9 (Residential 9 – 0-9 du/net ac)

Community/Area wide Plan designation: N/A

Zoning: R-1 (Single-Family Residence)

Description of project: The Project is for a General Plan Amendment and a Zone Change to change the land use policy designation from H9 (Residential 9 – 0-9 du/net ac) to H50 (Residential 50 – 20-50 du/net ac) and the zone from R-1 to R-3, respectively, to allow for the development of a five story, 60-unit apartment building on two parcels, one of which is currently vacant and the other is developed with a Single-Family Residence. The Project also includes a ministerial Site Plan Review to authorize the actual development of the proposed building and an Administrative Housing Permit to allow for a density bonus of 17 additional units in addition to the base density of 43 units allowed for the 0.85-acre Project Site as an incentive for providing 7 affordable units as part of the Project. Any grading associated with the Project will be limited to the 0.85-ac Project Site. Since the Project Site has already been previously disturbed and developed, potential impacts to cultural resources associated with the Project are expected to be minimal.

Surrounding land uses and setting: The Project Site is located on the southern edge of a single-family residential neighborhood that is primary located to the north. The Project site is immediately adjacent to various commercial and industrial uses to the south that are oriented towards Washington Boulevard, particularly around its intersection with Broadway Avenue. On its eastern side is the southern side of a school grounds. Due to its location, the impacts of the proposed Project will primarily be on the SFRs located on the northern and western sides of the Project Site. The Project has been designed to be aesthetically pleasing to these areas to the greatest extent possible. A major redevelopment project is underway for a mixed-use project on the other side of the intersection within the City of Santa Fe Springs. The intersection will also be the location of a future station for the Metro L (Gold) Line southeast extension as part of the Eastside Transit Corridor Phase 2 Project. The proposed five-story, 60-unit apartment building is compatible with both present and future developments in the area. These developments will transition the general vicinity of the Project Site into a much denser and more mixed-use area. The proposed Project will provide a buffer for the

residential areas to the north and will help ensure that any redevelopments that occurs in the area will end at the block where the Project Site is located.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Yes. Notification was requested by the Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno Tongva-San Gabriel Band of Mission Indians, and the Gabrielino Tongva Indians of California. Consultation was requested by the Gabrieleno Band of Mission Indians – Kizh Nation. Consultation was conducted through email on September 21, 2023. Consultation was concluded on September 22, 2023 when the tribe indicated that the mitigation measures incorporated into the Project's Mitigation Monitoring and Reporting Program (MMRP) "looks good".

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

Public Agency	*Approval Required*
Los Angeles County Department of Public Works	Building Permits

Major projects in the area:

Project/Case No.	*Description and Status*
SFS Mixed Use Project	Mixed Use Project, Under Construction
Metro L Station	Construction of Metro Station, Planning work ongoing

Reviewing Agencies:

Responsible Agencies

- ☐ None
- Regional Water Quality Control Board:
  - ☒ Los Angeles Region
  - ☐ Lahontan Region
- ☐ Coastal Commission
- ☐ Army Corps of Engineers
- ☐ LAFCO

Special Reviewing Agencies

- ☒ None
- ☐ Santa Monica Mountains Conservancy
- ☐ National Parks
- ☐ National Forest
- ☐ Edwards Air Force Base
- ☐ Resource Conservation District of Santa Monica Mountains Area
- ☐

Regional Significance

- ☒ None
- ☐ SCAG Criteria
- ☐ Air Quality
- ☐ Water Resources
- ☐ Santa Monica Mtns. Area
- ☐

Trustee Agencies

- ☒ None
- ☐ State Dept. of Fish and Wildlife
- ☐ State Dept. of Parks and Recreation
- ☐ State Lands Commission
- ☐ University of California (Natural Land and Water Reserves System)

County Reviewing Agencies

- ☒ Department of Public Works
- ☒ Fire Department
  - -Planning Division
  - - Land Development Unit
- ☒ Sanitation District
- ☒ Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise)
- ☐ Sheriff Department
- ☐ Parks and Recreation
- ☐ Subdivision Committee
- ☐

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project.

☒ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture/Forestry	☒ Hazards/Hazardous Materials	☐ Recreation
☐ Air Quality	☐ Hydrology/Water Quality	☒ Transportation
☐ Biological Resources	☐ Land Use/Planning	☒ Tribal Cultural Resources
☐ Cultural Resources	☐ Mineral Resources	☐ Utilities/Services
☐ Energy	☒ Noise	☐ Wildfire
☐ Geology/Soils	☒ Population/Housing	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Department.)
On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Carl Nadela _____ 8/19/2025
Signature (Prepared by) Date

Maria Masis _____ 8/19/2025
Signature (Approved by) Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, General Plan EIR, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.

1. AESTHETICS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Be visible from or obstruct views from a regional riding, hiking, or multi-use trail?	☐	☐	☐	☒
c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
d) Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from publicly accessible vantage point)	☐	☒	☐	☐
e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

Official State Scenic Highways are designated by the California Department of Transportation (Caltrans). According to Caltrans, "[t]he stated intent (Streets and Highway Code Section 260) of the California Scenic Highway Program is to protect and enhance California's natural beauty and to protect the social and economic values provided by the State's scenic resources" (State of California Department of Transportation, California Scenic Highway Program, website: http://www.dot.ca.gov/dist3/departments/mtce/scenic.htm, accessed July 7, 2015). While there are numerous designated Scenic Highways across the state, the following have been designated in Los Angeles County: Angeles Crest Highway (Route 2) from just north of Interstate 210 to the Los Angeles/San Bernardino County Line, two segments of Mulholland Highway from Pacific Coast Highway to Kanan Dume Road and from west of Cornell road to east of Las Virgenes Road, and Malibu Canyon-Las Virgenes Highway from Pacific Coast Highway to Lost Hills Road.

In addition to scenic highways, unincorporated Los Angeles County identifies ridgelines of significant aesthetic value that are to be preserved in their current state. This preservation is accomplished by limiting the type and amount of development near them. These "Significant Ridgelines" ("Major Ridgelines" on Santa

Catalina Island) are designated by the General Plan or applicable Area/Community Plan, Local Coastal Program, or Community Standards District.

Riding and hiking trails have been designated throughout unincorporated Los Angeles County. At present, there are officially adopted trails in the Antelope Valley, the Santa Clarita Valley, and the Santa Monica Mountains designated by the General Plan or applicable Area/Community Plan and Local Coastal Program.

There are no significant scenic resources that exist on the Project Site and in the surrounding area.

There are no trails in the vicinity of the project site.

There are no scenic highways or hillside management areas in the vicinity of the site.

The proposed new structure has the potential to have some impacts on the existing visual character of the area. However, the structure has been designed in compliance with the Los Angeles County Zoning Code, which requires structures to be appropriately setback from the property lot lines. In addition, there is a 28-foot-wide setback from the northern property line, which faces the single-family residential neighborhood to the north. The best mitigation for the potential visual impacts is the planting of trees around the perimeter of the site to break up and soften the façade of the proposed building and improve the overall aesthetics of the structure.

The proposed new structure has the potential to create new sources of shadows in the periphery of the Project Site. However, the structure has been set back from the property lot lines, particularly from the north. In addition to the width of Broadway Avenue, this site design helps ensure that the impact of shadows, light or glare from the proposed structure on the nearby residential neighborhoods will be less than significant. On the western side are an industrial storage use and school grounds and on the south is a commercial use that has the potential of being redeveloped into a multi-story mixed-use or commercial use, given its very close proximity to the future location of the proposed Metro L Line station. Given the nature of the uses located in these areas, the impacts of shadows, light or glare on these sides of the Project Site will not be significant.

2. AGRICULTURE / FOREST

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data that are used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called *Prime Farmland*. The maps are updated every two years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance. FMMP produces *Important Farmland Maps*, which are a hybrid of resource quality (soils) and land use information.

The California Land Conservation Act of 1965--commonly referred to as the Williamson Act--enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Local governments receive an annual subvention of forgone property tax revenues from the state via the Open Space Subvention Act of 1971. The only Williamson Act contract lands in the County are

located on Catalina Island and held by the Catalina Island Conservancy as set asides for open space and recreational purposes. Therefore, there are no agricultural Williamson Act contracts in the remainder of the unincorporated County.

Agricultural Resource Areas (ARAs) are a County identification tool that indicates land where commercial agriculture is taking place and/or is believed to have a future potential based on the presence of prime agricultural soils, compatible adjacent land uses, and existing County land use policy. In addition to ARAs, the County has two agricultural zones: A-1 (Light Agriculture) and A-2 (Heavy Agriculture).

California Public Resources Code section 12220(g) defines forest land as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." California Public Resources Code section 4526 defines timberland as land, other than land owned by the federal government and land designated by the State Board of forestry and Fire Protection as experimental forest land that is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the State Board of Forestry and fire Protection for each district after consultation with the respective forest district communities. California Public Resources Code section 51104(g) defines "Timberland production zones" or "TPZ" as an area which has been zoned and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses.

The County contains important and prime farmland, and the Angeles National Forest and a portion of the Los Padres National forest are also located in the County. The County does not have any zone that is strictly used for forest uses or timberland production. However, the Angeles National Forest, and a portion of the Los Padres National forest are located in the County, and the Watershed Zone allows for any use owned and maintained by the Forest Service of the United States Department of Agriculture, and any authorized leased use designated to be part of the Forest Service overall recreational plan of development, including logging. In addition, Los Angeles County has been mapped by the CalFire's FRAP to identify the different categories of land cover capable of being sustained therein, including forests, woodlands, wetlands, and shrubs, for example.

The project site is located in a developed, sub-urban area. The project site is not located on any farmland of forest land, nor is it zoned for agriculture or designated as Agriculture Resource Areas.

3. AIR QUALITY

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

The air pollutants that are regulated by the Federal and California Clean Air Acts fall under three categories, each of which are monitored and regulated:

- Criteria air pollutants;
- Toxic air contaminants (TACs); and,
- Global warming and ozone-depleting gases.

In 1970, the U.S. Environmental Protection Agency (EPA) identified six "criteria" pollutants they found to be the most harmful to human health and welfare. They are:

- Ozone (O_3);
- Particulate Matter (PM);
- Carbon Monoxide (CO);
- Nitrogen Dioxide (NO_2);
- Sulfur Dioxide (SO_2); and,
- Lead (Pb).

The Federal government and the State of California have established air quality standards designed to protect public health from these criteria pollutants. Among the federally identified criteria pollutants, the levels of ozone, particulate matter, and carbon monoxide in Los Angeles County continually exceed federal and state health standards and the County is considered a non-attainment area for these pollutants.

In response to the region's poor air quality, the South Coast Air Quality Management District (SCAQMD) & the Antelope Valley Air Quality Management District (AVAQMD) were created. The SCAQMD and the AVAQMD are responsible for monitoring air quality as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the region. The SCAQMD implements a wide range of programs and regulations, most notably, the Air Quality Management Plan (AQMP). The SCAQMD jurisdiction covers approximately 10,743 square-miles and includes all of Los Angeles County except for the Antelope Valley, which is covered by the Antelope AVAQMD.

Sensitive receptors are uses such as playgrounds, schools, senior citizen centers, hospitals or other uses that would be more highly impacted by poor air quality. AQMD Rule 402, which states "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

The Project proposes to develop a 60-unit apartment building at a currently single-family residential lot. The Project Site is located very near to the proposed location of the Metro L (Gold) Line station. The substantial increase in residential density at a location where a high-quality transit stop will reduce overall Vehicle Miles Travelled per capita in the area and will help with the implementation of adopted air quality plans in Los Angeles County.

There are no major sources of pollutants in the area that the residents of the proposed apartment building will be exposed to, except for the regular air pollution from the vehicles travelling along Washington Boulevard and Broadway Avenue, as well as the 605 Freeway located about three-fourths of a mile to the west.

The Project Site will remain to be residential property and will not result in any other type of pollutant that are already being emitted by the existing residential uses at and around the Project Site.

4. BIOLOGICAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☐	☐	☐	☒
b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States or California, as defined by § 404 of the federal Clean Water Act or California Fish & Game code § 1600, et seq. through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.)?	☐	☐	☐	☒
f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A.	☐	☐	☐	☒

County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 22.102), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44)?				
g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

Biological resources are identified and protected through various federal, state, regional, and local laws and ordinances. The federal Endangered Species Act and the California Endangered Species Act (CESA) state that animals and plants that are threatened with extinction or are in a significant decline will be protected and preserved. The State Department of Fish and Wildlife created the California Natural Diversity Database (CNDDB), which is a program that inventories the status and locations of rare plants and animals in California.

Section 404 of the Clean Water Act defines wetlands as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."

The County's primary mechanism to conserve biological diversity is an identification tool and planning overlay called Significant Ecological Areas (SEA). SEAs are ecologically important land and water systems that are valuable as plant and/or animal communities, often integral to the preservation of threatened or endangered species, and conservation of biological diversity in the County. These areas also include nearly all of the wildlife corridors in the County, as well as oak woodlands and other unique and/or native trees.

Sensitive biological resources in the Coastal Zone are known as Environmentally Sensitive Habitat Areas (ESHAs). ESHAs are defined in the Coastal Act as areas "in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. On Santa Catalina Island, there are both ESHAs and SEAs. In the Coastal Zone segment of the Santa Monica Mountains, sensitive biological resources are designated as Sensitive Environmental Resource Areas (SERAs) by the Malibu Land Use Plan, which contains terrestrial and marine resources that, because of their characteristics and/or vulnerability, require special protection. SERAs include the following sub-categories: ESHAs; Significant Woodlands and Savannahs; Significant Watersheds; the Malibu Cold Creek Resource Management Area; and Wildlife Migration Corridors.

The Project Site is located in a developed, sub-urban area. There are no habitats of sensitive or special status species, sensitive natural communities, wetlands, fish or wildlife species, oak woodlands, protected biological resources or other sensitive environmental areas in the vicinity.

5. CULTURAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Project Site is located in a developed, suburban area. There are no significant historical, archaeological, paleontological and geologic resources at the site or in the general vicinity.

There are also no known cemeteries in the area, either formal or informal.

6. ENERGY

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewal energy or energy efficiency?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Project is required comply with all applicable Green Building Standards and Low Impact Development standards, which are required by the California and/or Los Angeles County Building Codes. Thus, it is not expected that the project will conflict with the Green Building Standards Code or involve the inefficient use of energy resources.

7. GEOLOGY AND SOILS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction and lateral spreading?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch. 22.104)?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 prohibits the location of most structures for human occupancy across the traces of active faults and lessens the impacts of fault rupture. The Seismic Hazards Mapping Act requires the California Geological Survey to prepare Seismic Hazard Zone Maps that show areas where earthquake induced liquefaction or landslides have historically occurred, or where there is a high potential for such occurrences. Liquefaction is a process by which water saturated granular soils transform from a solid to a liquid state during strong ground shaking. A landslide is a general term for a falling, sliding or flowing mass of soil, rocks, water, and debris. The County General Plan prohibits the construction of most structures for human occupancy adjacent to new faults until a comprehensive fault study that addresses the potential for fault rupture has been completed. .

More than 50 percent of the unincorporated areas are comprised of hilly or mountainous terrain. The vast majority of hillside hazards include mud and debris flows, active deep-seated landslides, hillside erosion, and man induced slope instability. These geologic hazards include artificially saturated or rainfall saturated slopes, the erosion and undercutting of slopes, earthquake induced rock falls and shallow failures, and natural or artificial compaction of unstable ground. The Hillside Management Area (HMA) Ordinance regulates development in hillsides of 25 percent slope or greater to address these potential hazards.

The Project Site is located about 4 miles west of the Whittier Fault. The Project Site is subject to strong seismic ground shaking as much as any other part of Los Angeles County. The Project Site is located in a Liquefaction Zone. The Project Site is not in a landslide zone and does not contain unstable or expansive soil. The Project Site has a very flat topography and is already developed with single-family residence on one lot. The Project will not result in any substantial soil erosion or loss of topsoil. The Project is not located on expansive soil. The final structural, grading and drainage plan of the project will be reviewed by the Los Angeles County Public Works Building and Safety Division to comply with all applicable regulations. This will ensure that the negative effects of any seismic and geologic hazard are adequately addressed as prescribed by State and County regulations.

The Project also does not propose any onsite wastewater treatment facility.

The Project Site is also not in a Hillside Management Area.

8. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Project proposes to develop a 60-unit apartment building at a currently single-family residential lot. The Project Site is located very near to the proposed location of the Metro L (Gold) Line station. The substantial increase in residential density at a location where a high-quality transit stop will help with the County's efforts to reduce GHG emissions within the County and with the implementation of County's Community Climate Action Plan (CCAP).

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Substantially impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, because the project is located:				
i) within a high fire hazard area with inadequate access?	☐	☐	☐	☒
ii) within an area with inadequate water and pressure to meet fire flow standards?	☐	☐	☒	☐

iii) within proximity to land uses that have the potential for dangerous fire hazard?	☐	☐	☒	☐
h) Does the proposed use constitute a potentially dangerous fire hazard?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

Hazardous materials are generally defined as any material that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or future hazard to human health and safety or to the environment, if released into the workplace or the environment (Health and Safety Code (H&SC), §25501(o)). The California Department of Toxic Substances (DTSC) is responsible for classifying hazardous materials in the state of California. Hazardous materials are commonly stored and used by a variety of businesses and are commonly encountered during construction activities.

DTSC oversees the cleanup of disposal and industrial sites that have resulted in contamination of soil and groundwater. In close cooperation with the United States Environmental Protection Agency, DTSC administers both state and federal hazardous waste programs including The Resource Conservation and Recovery Act (RCRA) the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, 42 U.S.C. § 9601–9675), the Toxic Substances Control Act (TSCA) and a number of other State and Federal bodies of law dealing with hazardous materials and the environment. The Envirostar database lists properties regulated by DTSC where extensive investigation and/or cleanup actions are planned or have been completed at permitted facilities and clean-up sites. No hazardous materials sites or properties listed in compliance with California Government Code, Section 65962.5 (e.g., Comprehensive Environmental Response, Compensation and Liability Information System [CERCLIS], Resource Conservation and Recovery Act [RCRA]) are located on the project site. Any sites within the general vicinity are not likely to have contaminated the project site.

Projects in close proximity to airports are within the jurisdiction of the Airport Land Use Commission (ALUC). The Regional Planning Commission meets in the capacity of the ALUC to consider projects requiring ALUC review and it makes a determination of the compatibility of the proposed project with the nearby airport.

The Office of Emergency Management is responsible for organizing and directing the preparedness efforts of the Emergency Management Organization of Los Angeles County. The OEM is the day-today Los Angeles County Operational Area coordinator for the County. The emergency response plan for the unincorporated areas is the Operational Area Emergency Response Plan (OAERP), which is prepared by OEM. The OAERP strengthens short and long-term emergency response and recovery capability and identifies emergency procedures and emergency management routes in the County. The disaster response plan is the County Local All Hazards Mitigation Plan.

The Project Site will remain to be residential property and will not utilize any other hazardous materials that are already being emitted by the existing residential uses at and around the Project Site. The Project Site is currently developed with a single-family residence. Upon demolition of the existing residence, a survey will be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual. All imported soil and fill material shall be tested to ensure any contaminants of concern are within DTSC's and U.S. Environmental Protection Agency (USEPA) Regional Screen Levels (RSLs) for the intended land use. To minimize the possibility of introducing

contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material meets screening levels outlined in the PEA for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of the prior land use. Additional information can be found by visiting DTSC's Human and Ecological Risk Office (HERO) webpage

The Project Site is also not in the vicinity of any airport.

The proposed project is limited to a relatively small development footprint and will not interfere with any emergency or evacuation plan.

The site is also not located within a Fire Hazard zone. The design and water pressure of the project are required to meet the Fire Code requirements. The Project Site is located in an area primarily developed with single-family residences with some commercial, multi-family residential, and storage uses in the vicinity as well. It is not in proximity to land uses that have the potential for dangerous fire hazard. The proposed 60-unit apartment building will not be significantly more of a fire hazard than the existing single-family residence at the Project Site.

10. HYDROLOGY AND WATER QUALITY

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on-or off-site?	☐	☐	☐	☒
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☐	☒
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84?	☐	☐	☐	☒
e) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?	☐	☐	☐	☒

f) In flood hazard , tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
g) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

Los Angeles County is split between two water quality regions: the Los Angeles Region and the Lahontan Region. Each regional board prepares and maintains a Basin Plan which identifies narrative and numerical water quality objectives to protect all beneficial uses of the waters of that region. The Basin Plans achieve the identified water quality objectives through implementation of Waste Discharge Requirements (WDRs) and by employing three strategies for addressing water quality issues: control of point source pollutants, control of nonpoint source pollutants, and remediation of existing contamination.

Point sources of pollutants are well-defined locations at which pollutants flow into water bodies (discharges from wastewater treatment plants and industrial sources, for example). These sources are controlled through regulatory systems including permitting under California's Waste Discharge Requirements and the National Pollutant Discharge Elimination System (NPDES) program; permits are issued by the appropriate Regional Water Quality Control Board and may set discharge limitation or other discharge provisions.
Nonpoint sources of pollutants are typically derived from project site runoff caused by rain or irrigation and have been classified by the United States Environmental Protection Agency (USEPA) into one of the following categories: agriculture, urban runoff, construction, hydromodification, resource extraction, silviculture, and land disposal, according to the Basin Plan for the Los Angeles Regional Water Quality Control Board. This type of pollution is not ideally suited to be addressed by the same regulatory mechanisms used to control point sources. Instead, California's Nonpoint Source Management Plan describes a three-tiered approach including the voluntary use of Best Management Practices, the regulatory enforcement of the use of Best Management Practices, and effluent limitations. Generally speaking, each Regional Water Quality Control Board implements the least restrictive tier until more stringent enforcement is necessary.

The Los Angeles Regional Water Quality Control Board addresses on-site drainage through its construction, industrial, and municipal permit programs. These permits require measures to minimize or prevent erosion and reduce the volume of sediments and pollutants in a project's runoff and discharges based upon the size of the project site.

During the construction phase of a proposed project, the pollutants of greatest concern are sediment, which may run off the project site due to site grading or other site preparation activities, and hydrocarbon or fossil fuel remnants from the construction equipment. Construction runoff is regulated by the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. This permit applies to all construction which disturbs an area of at least one acre.

The Los Angeles County Low Impact Development Ordinance is designed to promote sustainability and improve the County's watersheds by preserving drainage paths and natural water supplies in order to '…retain, detain, store, change the timing of, or filter stormwater or runoff.'

FEMA, the Federal Emergency Management Agency, prepares hydrological studies throughout the country, called Flood Insurance Studies, in order to identify areas that are prone to flooding. From the results of these studies, FEMA prepares Flood Insurance Rate Maps (FIRMs) that are designed to geographically depict the

location of areas prone to flooding for purposes of determining risk assessment for flood insurance. An area that has been designated a 100-year flood plain is considered likely to flood under the 100-year storm event.

Dam inundation areas are areas that have been identified as being potentially susceptible to flooding from a catastrophic failure of one or more of the dams in Los Angeles County. These areas were mapped in accordance with California Government Code Section 8589.5 and do not suggest with certainty that a particular plot of land would be inundated given a catastrophic dam failure.

A seiche is the sudden oscillation of water that occurs in an enclosed, landlocked body of water due to wind, earthquake, or other factors. A tsunami is an unusually large wave or set of waves that is triggered in most cases by a seaquake or an underwater volcanic eruption. A mudflow is flow consisting predominantly of earthen materials/soil and water.

The proposed 60-unit apartment building is similar to a number of other apartment buildings located just south of the Project Site. The Project will not result in substantially different waste discharge from these other existing uses in the vicinity of the Project Site.

The Project will be served by public water systems and will not draw from groundwater systems. It will also not result in the creation of impervious surfaces aside from those already contemplated by the General Plan for the Project Site. It will not result in any impacts on the groundwater supply in the area.

The final structural, grading and drainage plan of the project will be reviewed by the Los Angeles County Public Works Building and Safety Division to comply with all applicable Low Impact Development requirements and other applicant regulations. This will ensure that any potential issues regarding erosion, siltation, and surface runoff are adequately addressed as prescribed by State and County regulations.

The area is not within a flood way, flood plain or flood hazard area and therefore would not place housing or any type of structure in such a flood hazard area, nor would it expose people or structures to significant risk of loss, injury or death involving flooding.

The Project will be served by public wastewater services and is required to obtain confirmation from the relevant service provider that the Project can be adequately served by the provider's existing capacity. The Project will not utilize an onsite wastewater treatment system.

11. LAND USE AND PLANNING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project site is located near Washington Boulevard, which is a major thoroughfare, and at the southern edge of a residential community. Thus, it does not physically divide any established community.

The Los Angeles County General Plan currently designates the site as H9 (Residential 9 – 0 to 9 dwelling units per net acre), which is intended for single family residences. The Project proposes a Plan Amendment to H50 (Residential 50 – 20 to 50 dwelling units per net acre) to allow for the proposed 60-unit apartment building at the site. Given its location at the southern edge of the sing-family residential neighborhood, adjacent to existing commercial and storage uses and proximity to the future location the a Metro L (Gold) line station, the proposed Plan Amendment does not conflict with the General Plan policies governing such amendments.

The Project Site is also not located within or in the vicinity of any Hillside Management Areas or Significant Ecological Areas.

12. MINERAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

The County depends on the State of California's Geological Survey (State Department of Conservation, Division of Mines and Geology) to identify deposits of regionally- significant aggregate resources. These clusters or belts of mineral deposits are designated as Mineral Resources Zones (MRZ-2s), and there are four major MRZ-2s are designated in the County: the Little Rock Creek Fan, Soledad Production Area, Sun Valley Production Area, and Irwindale Production Area. The California Department of Conservation protects mineral resources to ensure adequate supplies for future production.

The California Surface Mining and Reclamation Act of 1975 (SMARA) was adopted to encourage the production and conservation of mineral resources, prevent or minimize adverse effects to the environment, and protect public health and safety. In addition, Title 22 of the Los Angeles County Code (Chapter 22.190) requires that applicants of surface mining projects submit a Reclamation Plan prior to receiving a permit to mine, which must describe how the excavated site will ultimately be remediated and transformed into another use.

Small-scale oil production still occurs in many parts of the County, including the Baldwin Hills and the Santa Clarita Valley. The California Division of Oil, Gas, and Geothermal Resources (DOGGR) permits and tracks each operating production well and natural gas storage well and ultimately monitors the decommissioning process.

The Project Site is located in a developed suburban area. There are no known mineral resources in the area. The project site is not located in, nor is it in the vicinity of, any Mineral Resource Zones as indicated in the General Plan or the State of California's Geological Survey.

13. NOISE

Would the project result in:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code,Title 12, Chapter 12.08), or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project will conform to Los Angeles County Code Title 12, Chapter 12.08 (Noise Control Ordinance). Section 12.08.390 of the County Code provides a maximum exterior noise level of 45 decibels (dB) between 10:00 p.m. and 7:00 a.m. (nighttime) and 50 dB from 7:00 a.m. to 10:00 p.m. (daytime) in Noise Zone II (residential areas).

Noise generated by construction equipment during the construction phase of the project may result in a substantial temporary increase in ambient noise levels. Construction activities will be conducted according to best management practices, including maintaining construction vehicles and equipment in good working order by using mufflers where applicable, limiting the hours of construction, and limiting the idle time of diesel engines. Noise from construction equipment will be limited by compliance with the Noise Control Ordinance and County Code Section 12.12.

While the proposed project will result in some noise impacts, it will not be substantially different from what is already occurring at the existing single-family residence at the Project Site or at the other residences located to the north nor at the existing commercial and multi-family uses located to the south. The proposed use will also need to comply with the Los Angeles County Noise Ordinance. In order to ensure that the Project complies with the Construction Noise Requirements of County Code 12.08.440 for both mobile and stationary equipment, mitigation measures have been incorporated into the Project's MMRP to reduce the noise impacts of the Project.

Existing background noise levels at the site were measured using a sound level meter (Larson Davis Sound Advisor 831C) set to A-weighting (dBA), at the subject property located at 11401 Washington Blvd, Whitter, CA 90606 on September 26, 2023. These noise level results exceeded L50, L25, L8.3, L1.7 and L0 standards. As a result, the background noise levels become the exterior noise standard. Based on the proposed site plan and findings, noise generated from the proposed project operations (i.e., trash pickup, vehicle idling, exhaust, and alarms) would likely not exceed the exterior noise standards due to the construction of the proposed 8-foot cement block wall which would likely attenuate common noise generated.; the common outdoor area being surrounded by four sides of the building.; and residential parking primarily not being located along the perimeter.

The project site is not located within the vicinity of any airport or airstrip what would result in significant levels of noise impact on the project.

14. POPULATION AND HOUSING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

Typical local thresholds of significance for housing and population growth include effects that would induce substantial growth or concentration of a population beyond a city's or county's projections; alter the location, distribution, density, or growth rate of the population beyond that projected in the city or county general plan housing element; result in a substantial increase in demand for additional housing, or create a development that significantly reduces the ability of the county to meet housing objectives set forth in the city or county general plan housing element.

The Los Angeles County General Plan and Housing Element uses population, household, and employment projections from a growth forecast that is developed from the Southern California Association of Governments 2008 Regional Transportation Plan (RTP). The population projections and household projections for unincorporated County are organized by eight SCAG sub-regions.

The proposed project is located in the Gateway Planning Area. As per the General Plan, there are currently 25,559 housing units in the Planning Area based on assessor parcel data and the projected buildout in 2035 is 27,797 units. The maximum allowable housing capacity in the Planning area is 92,124 units, based on the adopted General Plan land use designations. SCAG has also established the County's RHNA allocation at 90,052 units. The proposed Project will not result in a substantial unplanned population growth and will instead help the County achieve its RHNA goals.

15. PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Sheriff protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Libraries?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

Fire suppression services in unincorporated Los Angeles County are provided by the Los Angeles County Fire Department (LACoFD), which has 22 battalions providing services to 58 cities and the whole unincorporated area of Los Angeles County. The LACoFD uses national guidelines of a 5-minute response time for the 1st-arriving unit for fire and EMS responses and 8 minutes for the advanced life support (paramedic) unit in urban areas, and 8-minute response time for the 1st-arriving unit and 12 minutes for advanced life support (paramedic) unit in suburban areas.

Law enforcement services within the unincorporated Los Angeles County are provided by the Los Angeles County Sheriff's Department. The Los Angeles County Sheriff's Department strives to maintain a service ratio of approximately one officer for every 1,000 residents within the communities it serves.

In Los Angeles County, parks are operated and maintained by the Department of Parks and Recreation. As of 2010, there were approximately 153 recreational facilities managed by the Department of Parks and Recreation totaling approximately 65,528 acres of recreation and open space. The Los Angeles County General Plan, Regional Recreation Areas Plan, provides the standard for the allocation of parkland in the unincorporated county. This standard is four acres of local parkland per 1,000 residents and six acres of regional parkland per 1,000 residents. For subdivision projects, the Quimby Act permits the County, by ordinance, to require the dedication of parkland or the payment of an in-lieu fee to achieve the parkland-to-

population ratio sought in the General Plan. Further, as a condition of a zone change approval, General Plan amendment, or Specific Plan approval, the County may require the applicant pursuing the subdivision to dedicate and/or improve land according to the following General Plan standards. This requirement is justified as long as an appropriate nexus between the proposed project and the dedication can be shown.

In the unincorporated portions of Los Angeles County, as well as in 50 of the 88 cities within the County, library services are provided by the County of Los Angeles Public Library. There are approximately 84 libraries operated by the County with roughly 7.5 million volumes in its book collection. The County of Los Angeles Public Library is a special district and is primarily funded by property taxes, but other funding mechanisms include a Mello-Roos Community Facilities District, developer impact fees, developer agreements, and a voter-approved special tax.

According to the General Plan, the Library's planning guidelines specify that 2.75 library material items should be available per capita as well as 0.5 gross square feet of library space per capita. The Public Library also imposes a mitigation fee on residential development based on the cost estimation of providing the appropriate library facilities and services to each library planning area. The current fees are listed in County Code Section 22.246.040.

The project site is not located in a Fire Hazard zone and is served by the LA County Fire Department Station 17.

The project is also served by the LA County Sheriff's Department Pico Rivera Station.

The project is located within the Whittier City Elementary School District and the Whittier Union High School District.

The nearest county libraries to the site are the Los Nietos and the Sorensen Libraries.

The Project proposed a net increase of 59 dwelling units at the Project Site. This increase has been determined to be within the existing capacity of the public utility providers currently serving the Project Site. It is not expected that the Project will have any significant effects on public utilities and facilities in the area.

16. RECREATION

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
c) Would the project interfere with regional open space connectivity?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Los Angeles County General Plan standard for the provision of parkland is four acres of local parkland per 1,000 residents of the population in the County's unincorporated areas, and six acres of regional parkland per 1,000 residents of the County's total population.

The Project proposed a net increase of 59 dwelling units at the Project Site. This increase has been determined by the Los Angeles County Department of Parks and Recreation to be within the existing capacity of the neighborhood parks and recreational facilities in the vicinity of the Project Site. It is not expected that the Project will have any significant effects on the parks and other recreational facilities in the area.

The project also does not include the development of any new neighborhood and regional parks, multi-use trails or other recreational facilities. The Project Site is not located in the vicinity of any regional trails or contiguous regional open spaces.

17. TRANSPORTATION

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☒	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Project proposes to develop a 60-unit apartment building at a currently single-family residential lot in the unincorporated community of West Whittier – Los Nietos. The Project includes seven affordable housing dwelling units. The Project Site is located northeast of the intersection of Washinton Boulevard and Broadway Avenue, which are both heavily travelled roadways. The Project Site is located very near to the proposed location of the Metro L (Gold) Line station. The Project Site is also located along an existing Class II Bike Path.

The substantial increase in residential density at a location where a high-quality transit stop is a proposed and a Class II bike path is existing will support the programs, plans, and policies of the General Plan regarding the promotion of transit, bicycle and pedestrian facilities.

According to the Transportation Impact Analysis dated February 20, 2025 (See Appendix A), the project is expected to exceed the Vehicle Miles Traveled (VMT) impact criteria by approximately 5.7%. The project proposed the following VMT mitigations from the California Air Pollution Control Officers Association Handbook for Analyzing Greenhouse Gas Emission Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021 CAPCOA Handbook):

Land Use

- Increase Residential Density (T-1): The project is designed with a higher density of dwelling units compared to the average residential density in the country. A new Traffic Impact Analysis shall be submitted to Public Works for review and approval if there are any changes to the residential density.

- Integrate Affordable and Below Market Rate Housing (T-4): The project will permanently dedicate seven affordable housing dwelling units. A new Traffic Impact Analysis shall be submitted to Public Works for review and approval if there are any changes to the number of affordable housing dwelling units.

The proposed mitigations are expected to reduce the VMT generated by the project by approximately 32.3%. After the VMT mitigation measures are implemented, the project will have both project and cumulative transportation impacts that are less than significant.

The Project is typical of apartment buildings that are located in medium-density urban and sub-urban areas. The surrounding land uses are mostly composed of single- and multi-family residences, and a few commercial and light-industrial uses. The Project does not have any design features nor is an incompatible use that will increase hazards in the area. The Project will meet County design standards.

The Los Angeles County Fire Department has also reviewed the project and has determined that the project has adequate emergency access.

18. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or	☐	☐	☐	☒
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Gabrieleno Band of Mission Indians – Kizh Nation ("Tribe") has indicated that the Project Site is located within the Gabrieleno community of Hahamonga / Acurangna. All of the Tribe's mainland villages overlapped each other to help facilitate the movement of tribal cultural resources (TCR) throughout the landscape and also to their sister tribes outside of their traditional ancestral territory. Village use areas were usually shared between village areas and were commonly used by two or more adjoining villages depending on the type, quantity, quality, and availability of natural resources in the area. Therefore, human activity can be pronounced within the shared use areas due to the combined use by multiple villages and TCR's may be present in the soil layers from the thousands of years of human activity within that landscape.

The Tribe also indicated that there were many tribal trade routes around the Project Area. Trade routes were heavily used by their Tribe for movement of trade items, visiting of family, going to ceremony, accessing recreation areas, and accessing foraging areas. Within and around these routes contained seasonal or permanent ramadas or trade depots, seasonal and permanent habitation areas, and often still contain isolated burials and cremations from folks who died along the trail. These isolated burials are not associated with a village community burial site or ceremonial burial site, rather the location is simply where the person died and

was buried where they died. Therefore, isolated burials are more concentrated and likely to occur in proximity to our trade routes, especially the major trade routes.

The Tribe has reviewed the Project's MMRP and has indicated that it is sufficient from their perspective.

19. UTILITIES AND SERVICE SYSTEMS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

All public wastewater disposal (sewer) systems are required to obtain and operate under the terms of an NPDES (National Pollution Discharge Elimination System) permit, which is issued by the local Regional Water Quality Control Board (RWQCB). The NPDES is a permitting program that established a framework for regulating municipal, industrial, and construction stormwater discharges into surface water bodies and stormwater channels.

The Los Angeles and Lahontan Regional Water Quality Control Boards are responsible for implementing the federally-mandated NPDES program in the County through the adoption of an Order, which is effectively the NPDES Permit for that region. The Los Angeles Regional Board's Permit designates 84 cities within the Board's region as permittees, and the County as the principal permittee of the NPDES Permit. The NPDES Permit defines the responsibilities of each permittee to control pollutants, including the adoption and

enforcement of local ordinances and monitoring programs. The principal permittee is responsible for coordinating activities to comply with the requirements set forth in the NPDES Permit, but is not responsible for ensuring the compliance of any other permittee. The County's Stormwater Ordinance requires that the discharge, deposit, or disposal of any stormwater and/or runoff to storm drains must be covered by a NPDES permit.

For the unincorporated areas, in accordance with the NPDES Permit, the County implements LID standards at the project site level to address pollutants generated by specific activities and types of development. The main purpose of this planning program is to identify new construction and redevelopment projects that could contribute to stormwater pollution, and to mitigate run-off from those projects by requiring that certain Best Management Practices be implemented during and after construction. Moreover, the LID standards prevents erosion by controlling runoff rates, protecting natural slopes and channels, and conserving natural areas.

The Los Angeles County Integrated Waste Management Plan (IWMP), which is compiled by the interagency Integrated Waste Management Task Force and updated annually, has identified landfills with sufficient disposal capacity for the next 15 years, assuming current growth and development patterns remain the same. In addition to the projections of the IWMP (see above), all projects must comply with other documents required by the California Integrated Waste Management Act of 1989 (AB 939).

The project site will utilize existing public utilities at the site, including public water and sewer. Water will be provided by the San Gabriel Water Company; electricity will be provided by Southern California Edison; wastewater treatment services will be provided by the Sanitation Districts of Los Angeles County; and solid waste management service is provided by Waste and Recycling Services, Inc.. The relevant utilities have sent letters indicating their Intent to Serve the site.

20. Wildfire

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, Would the project:				
a) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

All public wastewater disposal (sewer) systems are required to obtain and operate under the terms of an NPDES (National Pollution Discharge Elimination System) permit, which is issued by the local Regional Water Quality Control Board (RWQCB). The NPDES is a permitting program that established a framework for regulating municipal, industrial, and construction stormwater discharges into surface water bodies and stormwater channels.

The proposed project is located in a suburban area that is outside a high fire hazard area and has adequate emergency and evacuation access. The proposed project is located in a relatively flat area and is not within an area prone to flooding.

The proposed project is located in a suburban area that is not at high risk of wildfires.

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒

The project site is located in a developed, sub-urban area where there are no significant habitats of fish or wildlife species or plants. The Project is not expected to have any significant impacts on these species.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☐	☒

The substantial increase in residential density at a location where a high-quality transit stop is proposed and a Class II bike path is existing supports the long-term environmental goal of promoting the increased of transit, bicycle and pedestrian facilities.

c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒

A mixed-use project is currently underway at the southwest corner of Washington Boulevard and Broadway Avenue. The proposed construction of the proposed Metro L (Gold) Line Station will likely result in in the development of more mixed-use and multi-family residential uses in this vicinity. While these future possible projects will result in cumulatively considerable impacts, they are in line with and in support of the General Plans goals and policies of locating high-density uses in areas with high quality transit.

d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

The proposed Project is a typical and compatible use for the area. It is not expected to have any adverse effects on human beings, either directly or indirectly

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. PRJ2022-000557-(4) / PLAN AMENDMENT NO. RPPL2022001526 / ZONE CHANGE NO. RPPL2022001527 / ENVIRONMENTAL PLAN NO. RPPL2023003948

#	Environmental Factor	Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
1.1	Aesthetics	Plant and maintain trees along the western and southern property lines.				
1.1.1	Aesthetics	The project applicant/developer shall plant a total of eleven (11) 15-gallon Box Elder (or equivalent as approved by County Planning) trees on the property. Four (4) trees shall be spread out evenly to the greatest extent feasible along the western property line and five (5) trees shall be spread out evenly to the greatest extent feasible on the northern property line. The trees shall be continuously maintained in a good and healthy condition. If any tree dies, a replacement tree shall be planted within 30 days of the death of the tree.	Plant and maintain nine Western Sycamore (or equivalent) trees on the property.	Prior to issuance of Occupancy Permit	Applicant and subsequent owner(s)	Regional Planning
1.1.2	Aesthetics	The project applicant/developer shall plant a total of nine (9) 15-gallon Western Sycamore (or equivalent as approved by County Planning) trees on the property. Four (4) trees shall be spread out evenly to the greatest extent feasible along the western property line and seven (7) trees shall be spread out evenly to the greatest extent feasible on the northern property line. The trees shall be continuously maintained in a good and healthy condition. If any tree dies, a replacement tree shall be planted within 30 days of the death of the tree.	Plant and maintain eleven Box Elder (or equivalent) trees on the property.	Prior to issuance of Occupancy Permit	Applicant and subsequent owner(s)	Regional Planning
1.2	Aesthetics	Construct and maintain a six-foot high decorative block wall along the northern, southern and eastern property lines of the Project Site.				
1.2.1	Aesthetics	The project applicant/developer shall construct and continuously maintain in good condition a six-foot high block wall along the northern, southern and eastern property lines of the Project Site. Any damage shall be repaired within 30 days. Any grafitti shall be removed within 24 hours.	Construct and maintain a six-foot high decorative block wall along the northern, southern and eastern property lines of the Project Site.	Prior to issuance of Occupancy Permit	Applicant and subsequent owner(s)	Regional Planning
9.1	Hazards and Hazardous Materials	Implement Monitoring and Screening of Hazardous Materials during construction activities				
9.1.1	Hazards and Hazardous Materials	Upon demolition of the existing residence, a survey shall be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual.	Conduct survey for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk	Upon demolition of the existing residence	Applicant and subsequent owner(s)	Regional Planning/Public Works
9.1.2	Hazards and Hazardous Materials	All imported soil and fill material should be tested to ensure any contaminants of concern are within DTSC's and U.S. Environmental Protection Agency (USEPA) Regional Screen Levels (RSLs) for the intended land use. To minimize the possibility of introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material meets screening levels outlined in the PEA for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of the prior land use. Additional information can be found by visiting DTSC's Human and Ecological Risk Office (HERO) webpage	Testing of imported soil and fill materials	Upon importation of soil and fill materials at the Project Site	Applicant and subsequent owner(s)	Regional Planning/Public Works
13.1	Noise	Implement Noise Mitigation Measures during construction activities				

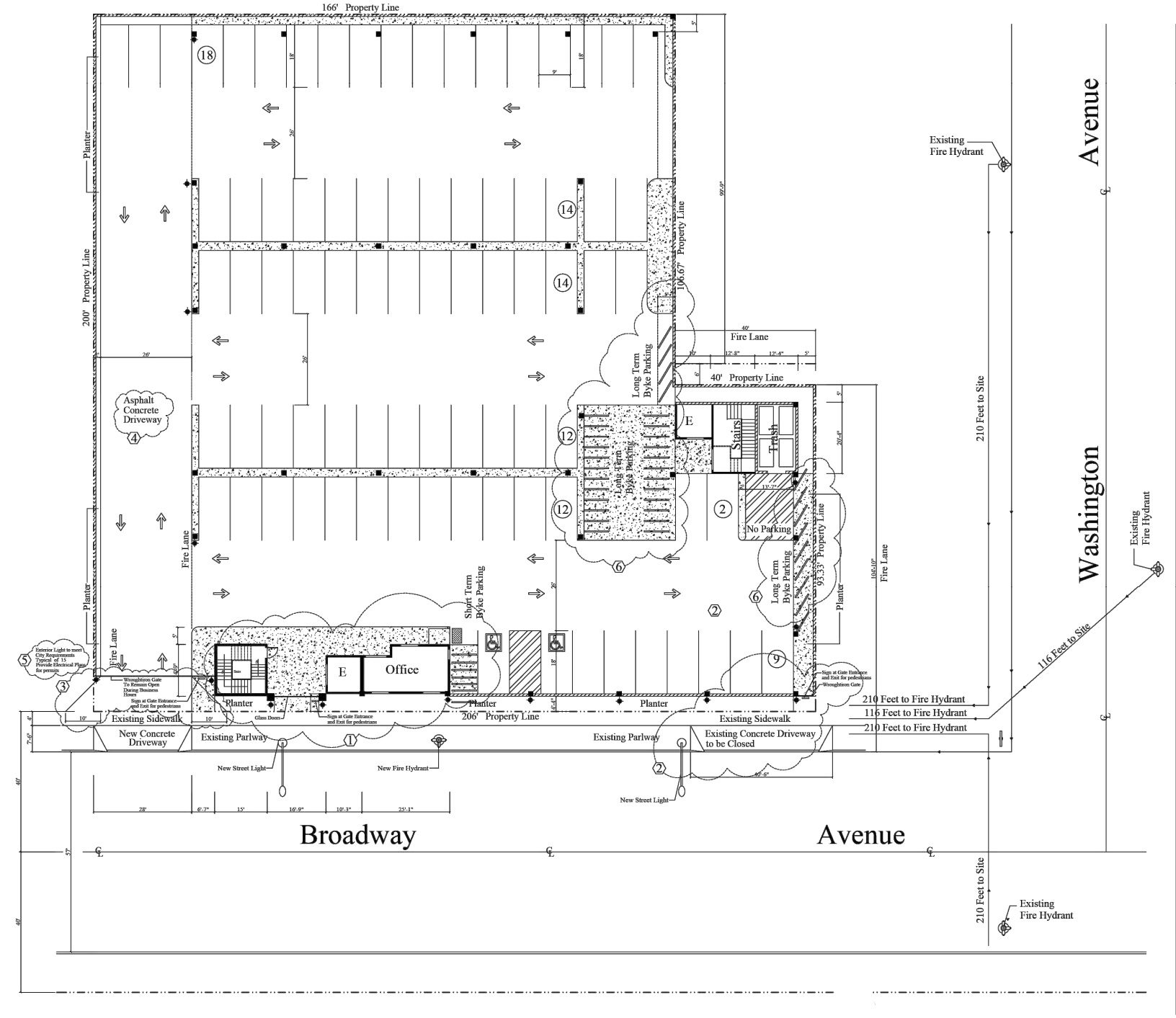
13.1.1	Noise	Stationary noise sources (e.g. generators and compressors) shall be located as far from residential receptor locations as is feasible.	Locate stationary noise sources as far from residential zones as possible	Prior to start of construction activities	Applicant	Regional Planning/Public Health
13.1.2	Noise	A temporary sound barrier shall be installed at the property lines of the proposed Project Site to mitigate noise impacts on all surrounding properties.	Install temporary sound barrier at property lines	Prior to start of construction activities	Applicant	Regional Planning/Public Health
13.1.3	Noise	No Heating, Ventilation, and Air Conditioning (HVAC) unit will be installed outdoors.	No HVAC unit shall be intalled outdoors.	Prior to issuance of Occupancy Permit	Applicant	Regional Planning/Public Health
17.1	Transportation	Implement CAPCOA Mitigation Measures T-1 and T-4				
17.1.1	Transportation	Increase Residential Density (T-1): The project is designed with a higher density of dwelling units compared to the average residential density in the country. A new Traffic Impact Analysis shall be submitted to Public Works for review and approval if there are any changes to the residential density.	Design the proposed Project with a higher density of dwelling units compared to the average residential density in the country	Prior to Regional Planning approval	Applicant	Regional Planning
17.1.2	Transportation	Integrate Affordable and Below Market Rate Housing (T-4): The project will permanently dedicate seven affordable housing dwelling units. A new Traffic Impact Analysis shall be submitted to Public Works for review and approval if there are any changes to the number of affordable housing dwelling units.	Permanently dedicate seven affordable housing dwelling units	Prior to issuance of Building Permits	Applicant and subsequent owner(s)	Regional Planning/Los Angeles County Development Authority
17.2	Transportation	Implement Traffic Control Measures				
17.2.1	Transportation	The project shall extend the left turn lane approximately 150 feet and install Keep Clear Pavement Markings per the TIA dated February 20, 2025. (Location: Broadway Avenue at Washington Boulevard)	Extend the left turn lane approximately 150 feet and install Keep Clear Pavement Markings per the TIA dated February 20, 2025. (Location: Broadway Avenue at Washington Boulevard)	Prior to issuance of Occupancy Permit	Applicant	Regional Planning/Public Works
17.2.2	Transportation	The project shall submit a signing and striping plan through EPIC-LA under “Public Improvement Plans: Signing and Striping Plan” directly to Public Works for review and approval based on proposed improvements found in the TIA dated February 20, 2025. (Location: Broadway Avenue at Washington Boulevard)	Submit and implement to the stasfaction of Public Works a signing and striping plan through EPIC-LA under “Public Improvement Plans: Signing and Striping Plan” directly to Public Works for review and approval based on proposed improvements found in the TIA dated February 20, 2025. (Location: Broadway Avenue at Washington Boulevard)	Prior to issuance of Occupancy Permit	Applicant	Regional Planning/Public Works
18.1	Tribal Cultural Resources	Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities				
18.1.1	Tribal Cultural Resources	The project applicant/developer shall retain a Native American monitor from (or approved by) the Gabrieleño Band of Mission Indians – Kizh Nation (the “Kizh” or the “Tribe”) - the direct lineal descendants of the project location. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project, at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading,. excavation, drilling, and trenching.	Retain Native American Monitor	Prior to Commencement of Ground-Disturbing Activities	Applicant and subsequent owner(s)	Regional Planning
18.1.2	Tribal Cultural Resources	A copy of the executed monitoring agreement shall be provided to the lead agency prior to the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity.	Provide copy of executed monitoring agreement	Prior to Commencement of Ground-Disturbing Activities	Applicant and subsequent owner(s)	Regional Planning

18.1.3	Tribal Cultural Resources	The project applicant/developer shall provide the Tribe with a minimum of 30 days advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project.	Provide minimum 30 day notice of commencement of Ground-Disturbing Activities	Minimum of 30 days prior to commencement of Ground Disturbing Activities	Applicant and subsequent owner(s)	Regional Planning
18.1.4	Tribal Cultural Resources	The project applicant/developer shall hold at least one (1) pre-construction sensitivity/educational meeting prior to the commencement of any ground-disturbing activities, where at a senior member of the Tribe will inform and educate the project's construction and managerial crew and staff members (including any project subcontractors and consultants) about the TCR mitigation measures and compliance obligations, as well as places of significance located on the project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the project's compliance with the TCR mitigation measures.	Hold at least one (1) pre-construction sensitivity educational meeting	Prior to Commencement of Ground-Disturbing Activities	Applicant and subsequent owner(s)	Regional Planning
18.1.5	Tribal Cultural Resources	The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request.	Complete daily monitoring logs	During Ground-Disturbing Activities	Native American Monitor	Applicant and subsequent owner(s)
18.1.6	Tribal Cultural Resources	Native American monitoring for the project shall conclude upon the latter of the following: (1) written confirmation from a designated project point of contact to the Tribe that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site project location are complete; or (2) written notice by the Tribe to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the project site and at any off-site project location possesses the potential to impact TCRs.	Conclude Native American Monitoring for the project.	Upon receipt of written confirmation and notice	Applicant and subsequent owner(s)	Regional Planning / Native American Monitor
18.2	Tribal Cultural Resources	Discovery of TCRs, Human Remains, and/or Grave Goods.				
18.2.1	Tribal Cultural Resources	Upon the discovery of a TCR, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Tribe shall be immediately informed of the discovery, and a Kizh monitor and/or Kizh archaeologist will promptly report to the location of the discovery to evaluate the TCR and advise the project manager regarding the matter, protocol, and any mitigating requirements. No project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Tribe has completed its assessment/evaluation/recovery of the discovered TCR and surveyed the surrounding area.	Cease all construction activities in the immediate vicinity of the discovery	Discovery of TCR	Applicant and subsequent owner(s)	Regional Planning
18.2.2	Tribal Cultural Resources	The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate in its sole discretion, and for any purpose the Tribe deems appropriate, including but not limited to, educational, cultural and/or historic purposes.	Recover and retain all discovered TCR's	Discovery of TCR	Native American Monitor	Applicant and subsequent owner(s)/Regional Planning

18.2.3	Tribal Cultural Resources	If Native American human remains and/or grave goods are discovered or recognized on the project site or at any off-site project location, then all construction activities shall immediately cease. Native American “human remains” are defined to include “an inhumation or cremation, and in any state of decomposition or skeletal completeness.” (Pub. Res. Code § 5097.98 (d)(1).) Funerary objects, referred to as “associated grave goods,” shall be treated in the same manner and with the same dignity and respect as human remains. (Pub. Res. Code § 5097.98 (a), d)(1) and (2).)	Cease all construction activities	Discovery or recognition of Native American human remains and/or grave goods on the project site	Applicant and subsequent owner(s)	Regional Planning
18.2.4	Tribal Cultural Resources	Any discoveries of human skeletal material or human remains shall be immediately reported to the County Coroner (Health & Safety Code § 7050.5(c); 14 Cal. Code Regs. § 15064.5(e)(1)(B)), and all ground-disturbing project ground-disturbing activities on site and in any other area where the presence of human remains and/or grave goods are suspected to be present, shall immediately halt and remain halted until the coroner has determined the nature of the remains. (14 Cal. Code Regs. § 15064.5(e).) If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.	Report to County Coroner Office	Discovery of human skeletal remains or human remains	Applicant and subsequent owner(s)	Regional Planning
18.2.5	Tribal Cultural Resources	Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or grave goods, if the Tribe determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribal monitor and/or archaeologist deems necessary). (14 Cal. Code Regs. § 15064.5(f).)	Tribe determines that resuming construction activities are acceptable	Determination that resuming construction activities are acceptable	Native American Monitor	Regional Planning/Applicant and subsequent owner(s)
18.2.6	Tribal Cultural Resources	Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or grave goods.	Preservation in place	Discovery or recognition of Native American human remains and/or grave goods on the project site	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.2.7	Tribal Cultural Resources	Any historic archaeological material that is not Native American in origin (non-TCRs) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.	Curation and/or donation of historical archaeological material that is not Native American in origin	Discovery of historical archaeological material that is not Native American in origin	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.2.8	Tribal Cultural Resources	Any discovery of human remains and/or grave goods discovered and/or recovered shall be kept confidential to prevent further disturbance.	Keep confidential any discovery of human remains and/or grave goods discovered and/or recovered at the site	Upon discovery of human remains and/or grave goods	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3	Tribal Cultural Resources	Procedures for Burials, Funerary Remains, and Grave Goods				
18.3.1	Tribal Cultural Resources	As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented for all discovered Native American human remains and/or grave goods. Tribal Traditions include, but are not limited to, the preparation of the soil for burial, the burial of funerary objects and/or the deceased, and the ceremonial burning of human remains.	Implement Koo-nas-gna Burial Policy	Upon discovery of Native American human remains and/or grave goods	Native American Monitor	Applicant/Regional Planning

18.3.2	Tribal Cultural Resources	If the discovery of human remains includes four (4) or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.	Creation of separate treatment plan	Upon discovery of human remains that include four (4) or more burials	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.3	Tribal Cultural Resources	The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated “grave goods” (aka, burial goods or funerary objects) are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later, as well as other items made exclusively for burial purposes or to contain human remains. Cremations will either be removed in bulk or by means necessary to ensure complete recovery of all sacred materials.	Treat prepared soil and cremation soil in the same manner as bone fragments that remain intact. Remove cremations by bulk or by means necessary to ensure complete recovery of all sacred materials	Upon discovery of Native American human remains and/or grave goods	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.4	Tribal Cultural Resources	In the case where discovered human remains cannot be fully recovered (and documented) on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to divert the project while keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.	Cover remains with muslin cloth and steel plate or posting of 24-hour guard outside of working hours	If discovered human remains cannot be fully recovered and documented on the same day	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.5	Tribal Cultural Resources	In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. The site of reburial/repatriation shall be agreed upon by the Tribe and the landowner, and shall be protected in perpetuity.	Designate site location within the Project Site for the respectful reburial of the human remains and/or ceremonial objects. Protect in perpetuity reburial/repatriation site.	If preservation in place for Native American human remains and/or grave goods discovered at the site is not possible	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.6	Tribal Cultural Resources	Each occurrence of human remains and associated grave goods will be stored using opaque cloth bags. All human remains, grave goods, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items will be retained and shall be reburied within six months of recovery.	Storage and reburial of human remains and association grave goods	Upon discovery of Native American human remains and/or grave goods	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.7	Tribal Cultural Resources	The Tribe will work closely with the project’s qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery and data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.	Data recovery	If data recovery is approved by the Tribe	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
22	Mitigation Compliance	As a means of ensuring compliance of above mitigation measures, the applicant and subsequent owner(s) are responsible for submitting compliance report to the Department of Regional Planning for review, and for replenishing the mitigation monitoring account if necessary until such as all mitigation measures have been implemented and completed.	Submittal and approval of compliance report and replenishing mitigation monitoring account	Yearly and as required until all measures are completed.	Applicant and subsequent owner(s)	Regional Planning

WASHINGTON BOULEVARD AT BROADWAY AVENUE
MULTIFAMILY RESIDENTIAL PROJECT
TRAFFIC IMPACT STUDY & VMT ANALYSIS
County of Los Angeles, California



WASHINGTON BOULEVARD AT BROADWAY AVENUE MULTIFAMILY RESIDENTIAL PROJECT TRAFFIC IMPACT STUDY County of Los Angeles, California

Prepared for:

HAMMID NAMDORI
P.O. Box 1627
Redondo Beach, CA 90278

Prepared by:

RK ENGINEERING GROUP, INC.
1401 Dove Street, Ste. 540
Newport Beach, CA 92660

Justin Tucker, P.E., T.E.
Nhi Ly, T.E.

February 20, 2025
(Revision to January 23, 2025 Report)

1401 dove street, ste. 540
newport beach, ca 92660
(949) 474-0809
rkengineer.com

Table of Contents

Section **Page**

1.0 Introduction 1-1

1.1 Purpose of Report & Study Objectives 1-1

1.2 Site Location & Project Description 1-1

1.3 Traffic Study Area & Analysis Scenarios 1-2

2.0 Circulation System & Existing Conditions 2-1

2.1 Traffic Controls & Intersection Geometrics 2-1

2.2 Existing Traffic Volumes 2-1

2.3 Existing Potential Pedestrian Destinations 2-1

2.4 County of Los Angeles General Plan 2035 Mobility Element 2-1

3.0 Future Traffic Volumes 3-1

3.1 Future Planned Improvements 3-1

3.2 Project Traffic Conditions 3-1

3.2.1 Project Trip Generation 3-1

3.2.2 Project Trip Distribution & Assignment 3-2

3.2.3 Modal Split 3-2

3.2.4 Project Peak Hour Traffic Volumes 3-3

3.3 Background Traffic 3-3

3.3.1 Method of Projection 3-3

3.3.2 Cumulative Projects Traffic Volumes 3-3

3.4 Project Opening Year (2026) Without Project Conditions Traffic Volumes 3-5

3.5 Project Opening Year (2026) With Project Conditions Traffic Volumes 3-5

4.0 CEQA Vehicle Miles Traveled (VMT) Analysis 4-1

4.1 Vehicle Miles Traveled (VMT) Screening Criteria 4-1

4.2 VMT Screening Assessment 4-1

4.3 Vehicle Miles Traveled (VMT) Impact Criteria 4-2

4.4 Project VMT Impact Assessment 4-2

Table of Contents

Section **Page**

4.5 CAPCOA Transportation Demand Management Measures 4-2

4.6 Recommended CAPCOA TDM Measures 4-3

5.0 Operational Analysis 5-1

5.1 Traffic Access Management Analysis Screening Criteria 5-1

5.2 Traffic Access Management Analysis Screening Assessment 5-1

5.3 Existing Conditions Queue Analysis 5-2

5.4 Project Opening Year (2026) With Project Conditions Queue Analysis 5-3

5.5 Queue Analysis Findings and Recommendations 5-4

6.0 Construction Phase Analysis 6-1

6.1 Construction Phase Analysis Screening Criteria 6-1

6.2 Construction Phase Analysis Screening Assessment 6-1

7.0 Local Residential Street Cut-Through Analysis 7-1

7.1 LRSTM Screening Criteria 7-1

7.2 Study Intersection Peak Hour Level of Service Analysis Methodology 7-2

7.3 Existing Conditions Level of Service 7-3

7.4 Project Opening Year (2026) With Project Conditions Level of Service 7-3

7.5 LRSTM Screening Assessment 7-4

8.0 Additional Site Access Analysis 8-1

8.1 Additional Site Access Analysis Screening Criteria 8-1

8.2 Additional Site Access Analysis Screening Assessment 8-1

9.0 Findings and Recommendations 9-1

9.1 Site Location & Project Description Summary 9-1

9.2 Traffic Study Area & Analysis Scenarios Summary 9-1

9.3 Project Trip Generation Summary 9-2

9.4 CEQA VMT Analysis Summary 9-2

9.5 Operational Analysis Summary 9-2

Table of Contents

Section **Page**

9.6 Construction Phase Analysis Summary 9-3
9.7 Local Residential Street Cut-Through Analysis Summary 9-3
9.8 Additional Site Access Analysis Summary 9-3

List of Exhibits

Exhibits

Location Map 1-1

Site Plan 1-2

Study Area 1-3

Existing & Project-Specific Lane Geometry and Traffic Controls 2-1A

Future Planned Lane Geometry and Traffic Controls 2-1B

Existing Traffic Volumes 2-2

Existing Potential Pedestrian Destinations 2-3

County of Los Angeles General Plan 2035 Mobility Element's Highway Plan Policy Map 2-4

County of Los Angeles Existing Bikeways Map 2-5

County of Los Angeles General Plan 2035 Mobility Element's Bicycle Master Plan 2-6

Project Trip Distribution 3-1

Project Traffic Volumes 3-2

Local Jurisdictions Within 1-Mile Buffer of Project Site 3-3

Cumulative Projects Location Map 3-4

Cumulative Projects Traffic Volumes 3-5

Project Opening Year (2026) Without Project Conditions Traffic Volumes 3-6

Project Opening Year (2026) With Project Conditions Traffic Volumes 3-7

Conceptual Roadway Improvements 5-1

List of Tables

Tables

ITE Trip Generation Rates 3-1

Project Trip Generation 3-2

Traffic Volume Growth Calculations 3-3

Cumulative Projects Trip Generation 3-4

Project VMT Impact Assessment 4-1

VMT Reduction Calculations Summary 4-2

Study Intersection Queue Analysis Summary – Existing Conditions 5-1

Study Intersection Queue Analysis Summary – Project Opening Year (2026) With Project Conditions 5-2

Study Intersection LOS Analysis Summary – Existing Conditions 7-1

Study Intersection LOS Analysis Summary – Project Opening Year (2026) With Project Conditions 7-2

List of Appendices

Appendices

E-Mail Correspondence with Mr. Carl Nadela Regarding Affordable Units ..... A

Traffic Count Worksheets ..... B

County of Los Angeles VMT Tool Worksheet Print-Out C

APNs 8173-023-020 and 8173-023-021 Parcel Map ..... D

CAPCOA VMT Mitigation Measures Calculations Worksheets ..... E

Traffic Signal Timing Plans ..... F

Intersection Analysis Worksheets for Existing Conditions ..... G

Intersection Analysis Worksheets for Project Opening Year (2026) With Project Conditions ... H

1.0 Introduction

1.1 Purpose of Report & Study Objectives

The purpose of this traffic impact study is to evaluate the Washington Avenue at Broadway Avenue Multifamily Residential Project (hereinafter referred to as "Project") from a traffic and circulation standpoint and to determine whether the Project has a significant traffic impact.

This traffic study has been conducted pursuant to the *Los Angeles County Public Works Transportation Impact Analysis Guidelines,* dated July 23, 2020 (TIA Guidelines) and the California Environmental Quality Act (CEQA) requirements.

1.2 Site Location & Project Description

The Washington Boulevard at Broadway Avenue Multifamily Residential Project (hereinafter referred to as "project") is located within the Gateway Planning Area of Unincorporated Los Angeles County and within Los Angeles County Supervisorial District #4. Specifically, the site project is located at 7914 Broadway Avenue, generally located near the intersection of Broadway Avenue and Washington Boulevard.

The project characteristics are as follows:

- Assessor's Parcel Numbers (APN): 8173-023-020 and 8173-023-021
- Project's Type w/ID#: (R) 85860326429
- Project's RPPL#: RPPL2023003948
- Project's Assigned DRP Planner: Mr. Carl Nadela

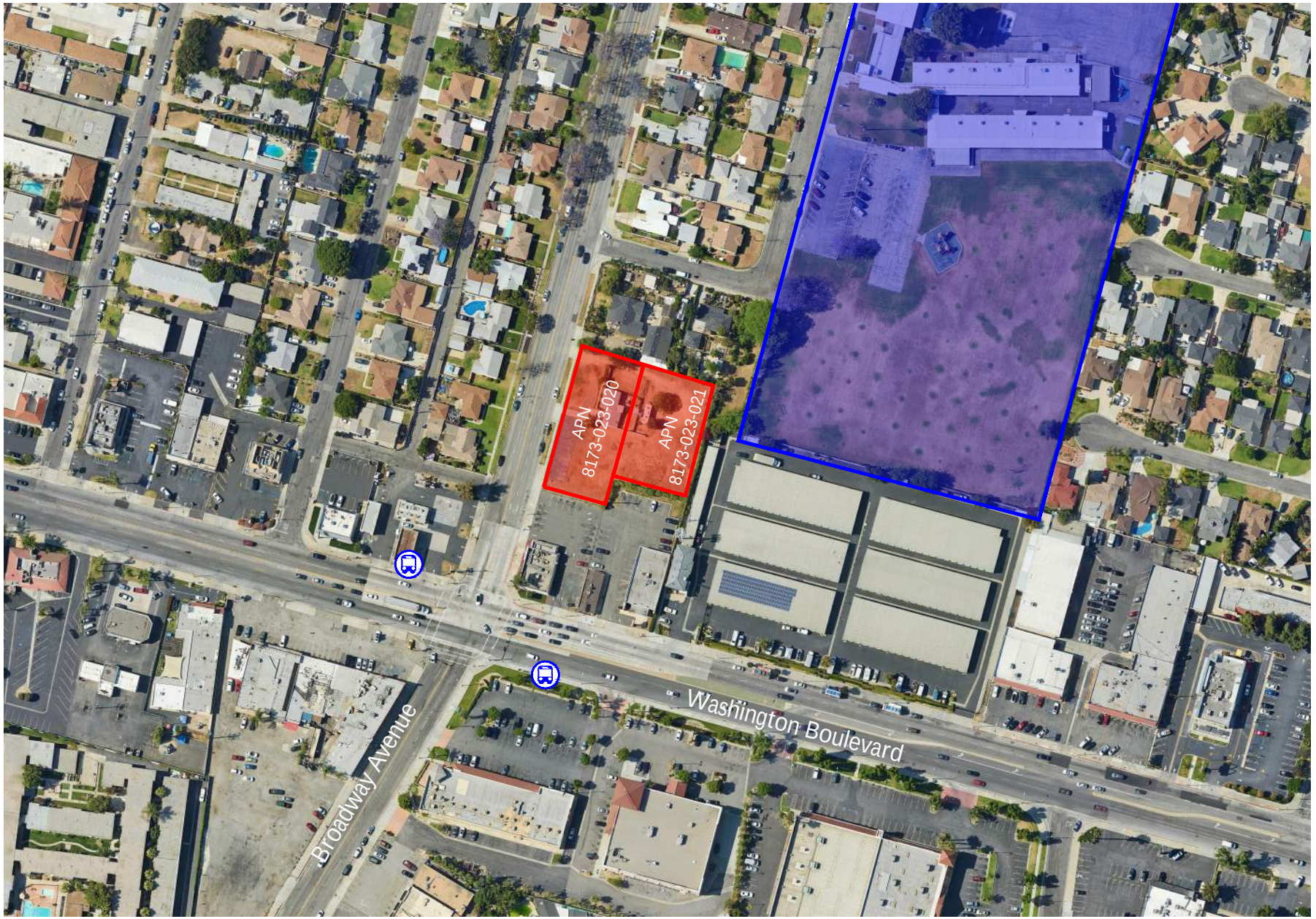
The project proposes to raze the existing single-family residence and construct a five-story multifamily apartment building consisting of sixty (60) dwelling units (DU), which includes seven (7) affordable housing DU. Access to the project is proposed via one (1) full-access unsignalized driveway located along Broadway Avenue. A total of 81 on-site parking spaces are proposed. The project is planned to open in 2026 and will be evaluated in one (1) single phase.

RK has coordinated with Mr. Carl Nadela to confirm the number of proposed housing dwelling units, which has been agreed to be seven (7) affordable housing DUs. This email correspondence with Mr. Carl Nadela is provided in **Appendix A**.

Exhibit 1-1 shows the location map of the proposed project. **Exhibit 1-2** shows the proposed site plan.

Exhibit 1-1

Location Map



Legend:

= Project Site

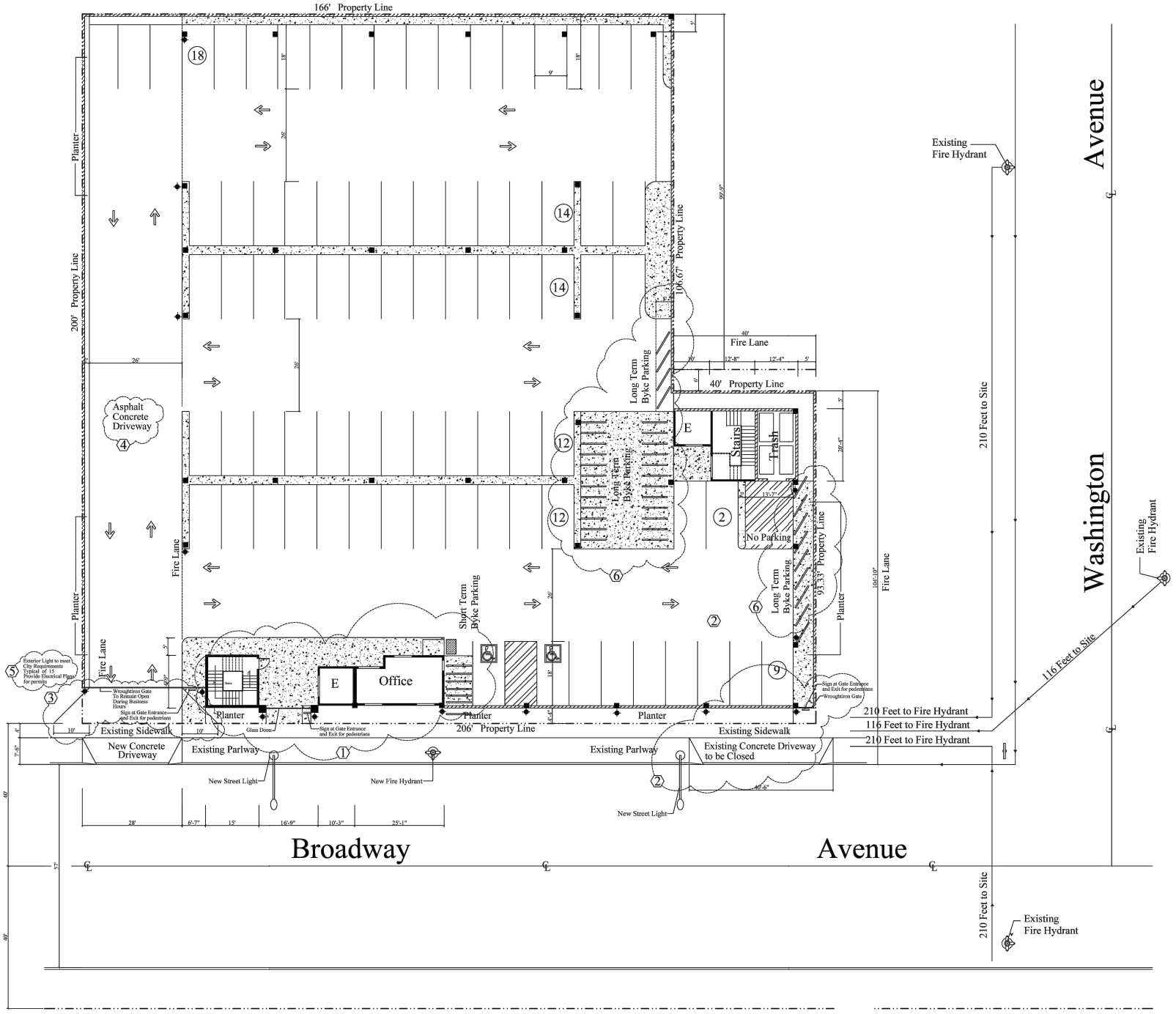
= Adjacent Cornerstone Preschool

= Nearby Bus Stops Within Vicinity of Project Site

N

Exhibit 1-2

Site Plan



1.3 Traffic Study Area & Analysis Scenarios

Exhibit 1-3 illustrates the traffic analysis study area. The study area consists of two (2) off-site study intersections and one (1) project access driveway as listed below. All study intersections are located within the Unincorporated County of Los Angeles:

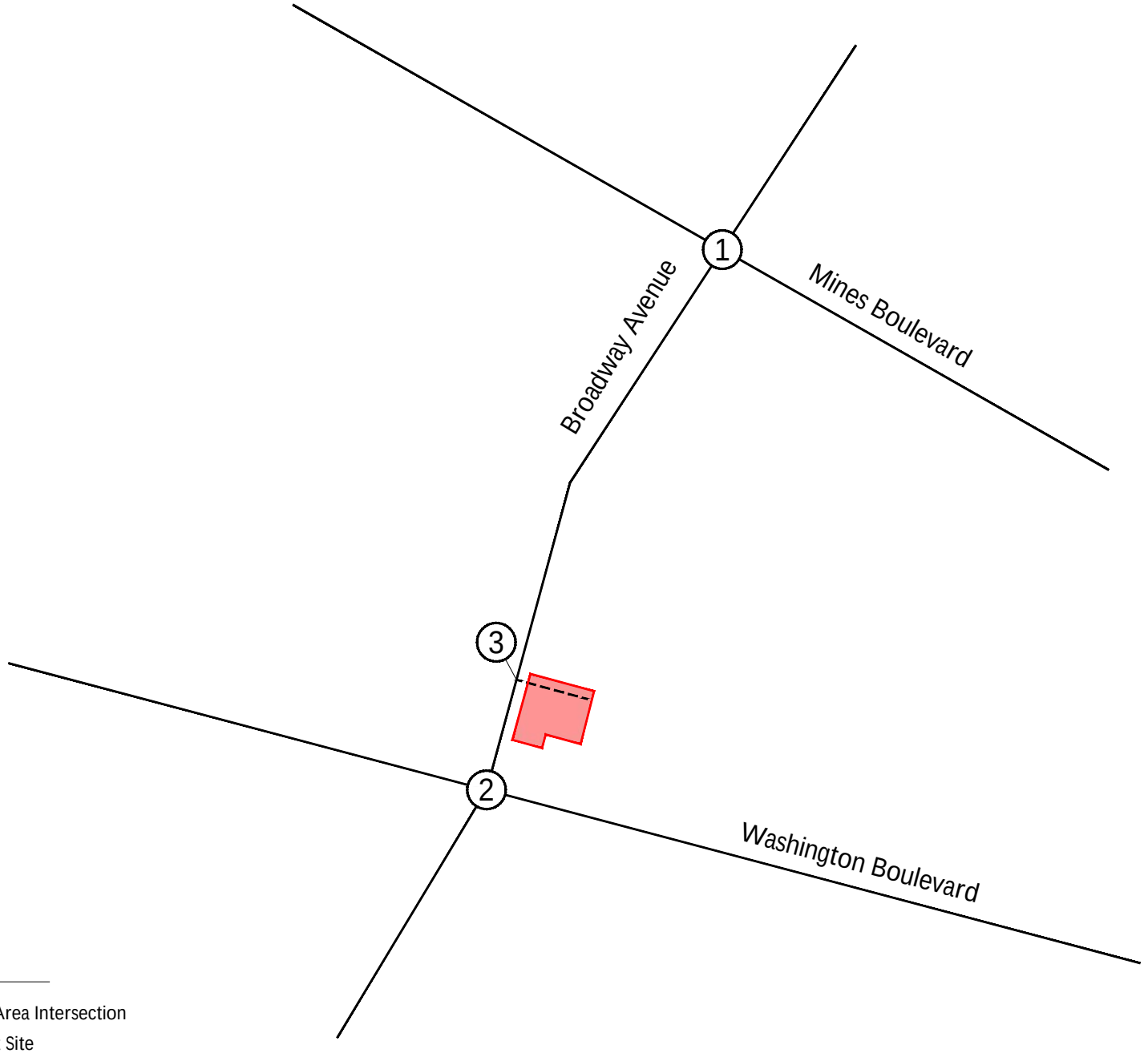
1. Broadway Avenue (N/S) at Mines Boulevard (E/W);
2. Broadway Avenue (N/S) at Washington Boulevard (E/W); and
3. Broadway Avenue (N/S) at Project Access Driveway (E/W) [FUTURE INTERSECTION].

The analysis evaluates traffic conditions of the three (3) study intersections for the following scenarios during the weekday (7:00 AM to 9:00 AM) and weekday PM (4:00 PM to 6:00 PM) peak periods, in accordance with the applicable jurisdictional traffic impact analysis guidelines for the Unincorporated County of Los Angeles.

- Existing Conditions; and
- Opening Year (2026) With Project Conditions.

Exhibit 1-3

Study Area



Legend:

1 = Study Area Intersection

= Project Site

= Project Access Driveway

N

2.0 Circulation System & Existing Conditions

This section provides a discussion of existing study area conditions and traffic volumes.

2.1 Traffic Controls & Intersection Geometrics

Exhibit 2-1A identifies the existing and project-specific roadway conditions for the study area roadways. **Exhibit 2-1B** identifies the future planned roadway conditions for the study area roadways. The number of through traffic lanes for existing/planned/ project-specific roadways and the existing/planned/project-specific intersection controls are identified. The type of traffic control and number of lanes at an intersection are key inputs for the calculation of level of service.

2.2 Existing Traffic Volumes

Existing conditions intersection level of service calculations are based upon manual AM and PM peak hour turning movement counts taken in May 2024 during typical weekday conditions. The weekday AM and PM peak hour traffic volumes were determined by counting the two-hour peak period from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM, respectively, and using the highest hour within each two-hour peak period.

The traffic count worksheets are included in **Appendix B**. Existing traffic volumes are provided in **Exhibit 2-2.**

2.3 Existing Potential Pedestrian Destinations

The project is located near many potential pedestrian destinations such as the shopping plazas located directly south, east, and west of the Project. Additionally, preschools are located northeast and southwest of the Project.

Exhibit 2-3 illustrates the existing potential pedestrian destinations located within 1,320 feet of the project.

It should be noted that an area map illustrating the location of the project and related future projects is discussed in Section 3.2.2. and shown in Exhibit 3-4.

2.4 County of Los Angeles General Plan 2035 Mobility Element

Exhibit 2-4 illustrates the County of Los Angeles General Plan 2035 Mobility Element's Highway Plan Policy Map. As shown in Exhibit 2-4, the classification for the roadway segments of the study intersections that appear as a major route or is part of a highway system that serves as principal network for through traffic are as follows:

Exhibit 2-1A

Existing & Project-Specific Lane Geometry and Traffic Controls

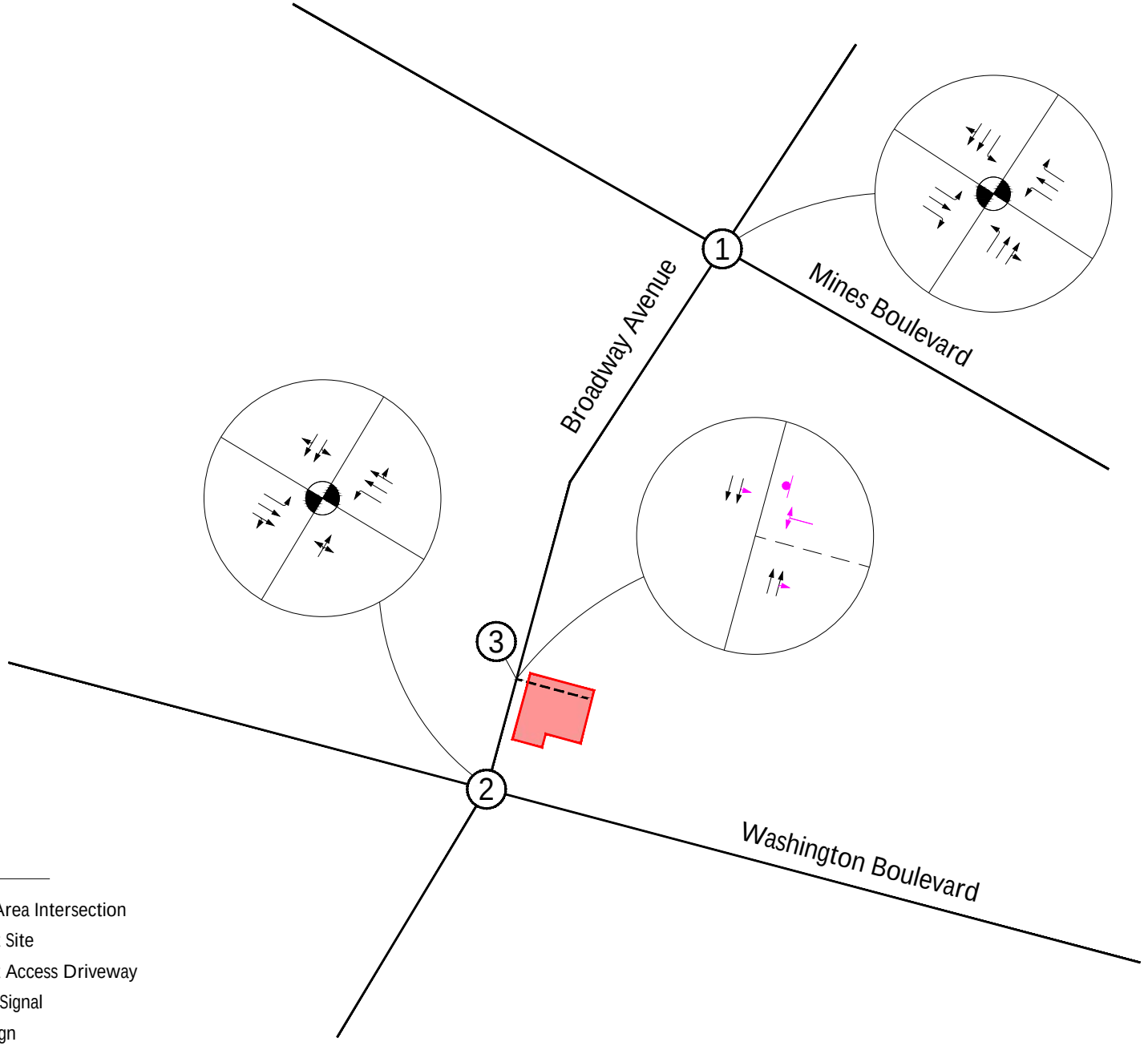
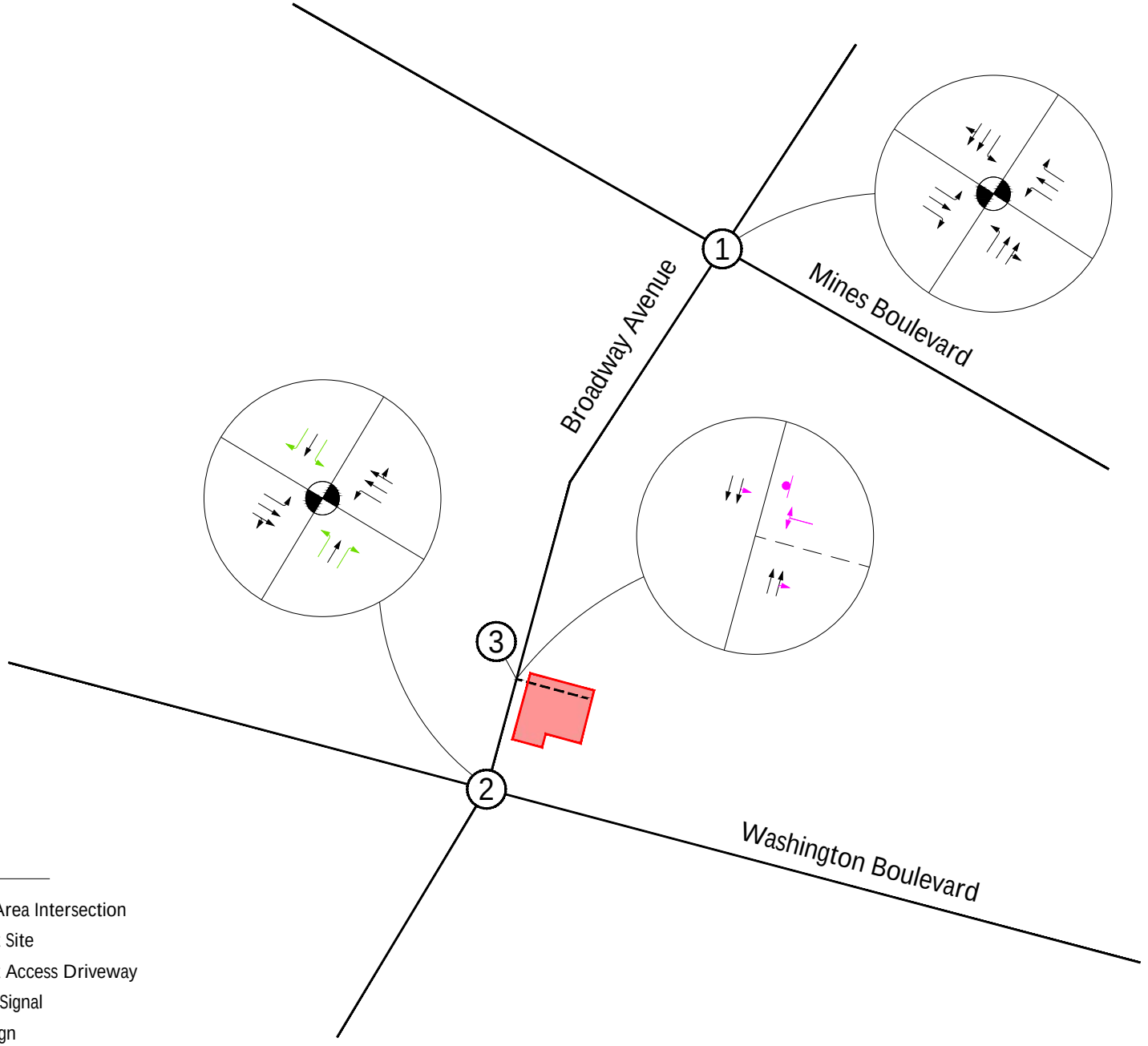


Exhibit 2-1B

Future Planned Lane Geometry and Traffic Controls



Legend:

- 1 = Study Area Intersection
- = Project Site
- = Project Access Driveway
- = Traffic Signal
- = Stop Sign
- = Project-Specific Lane Geometry & Traffic Controls
- = Future Planned Intersection Improvements

N

Exhibit 2-2

Existing Traffic Volumes

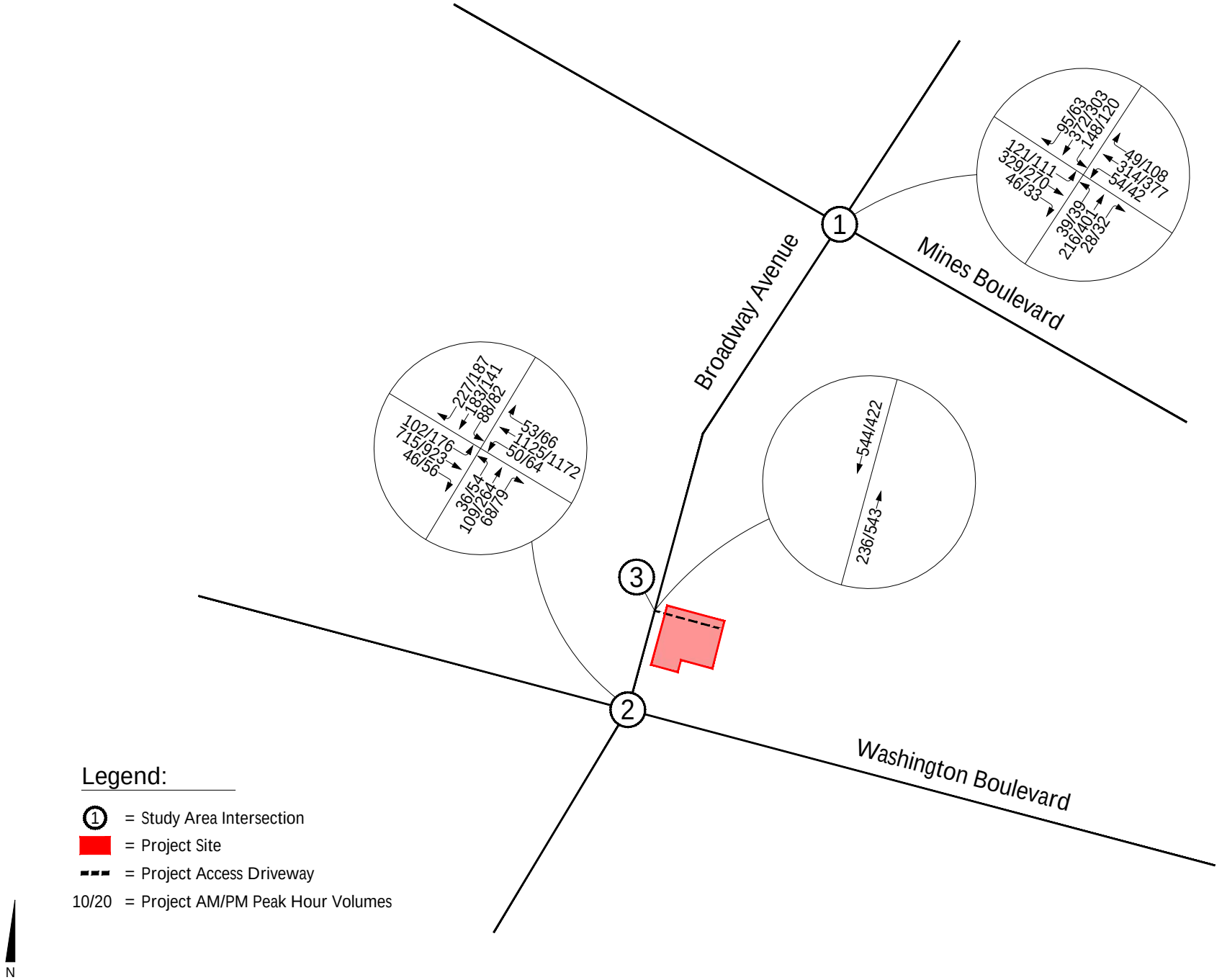
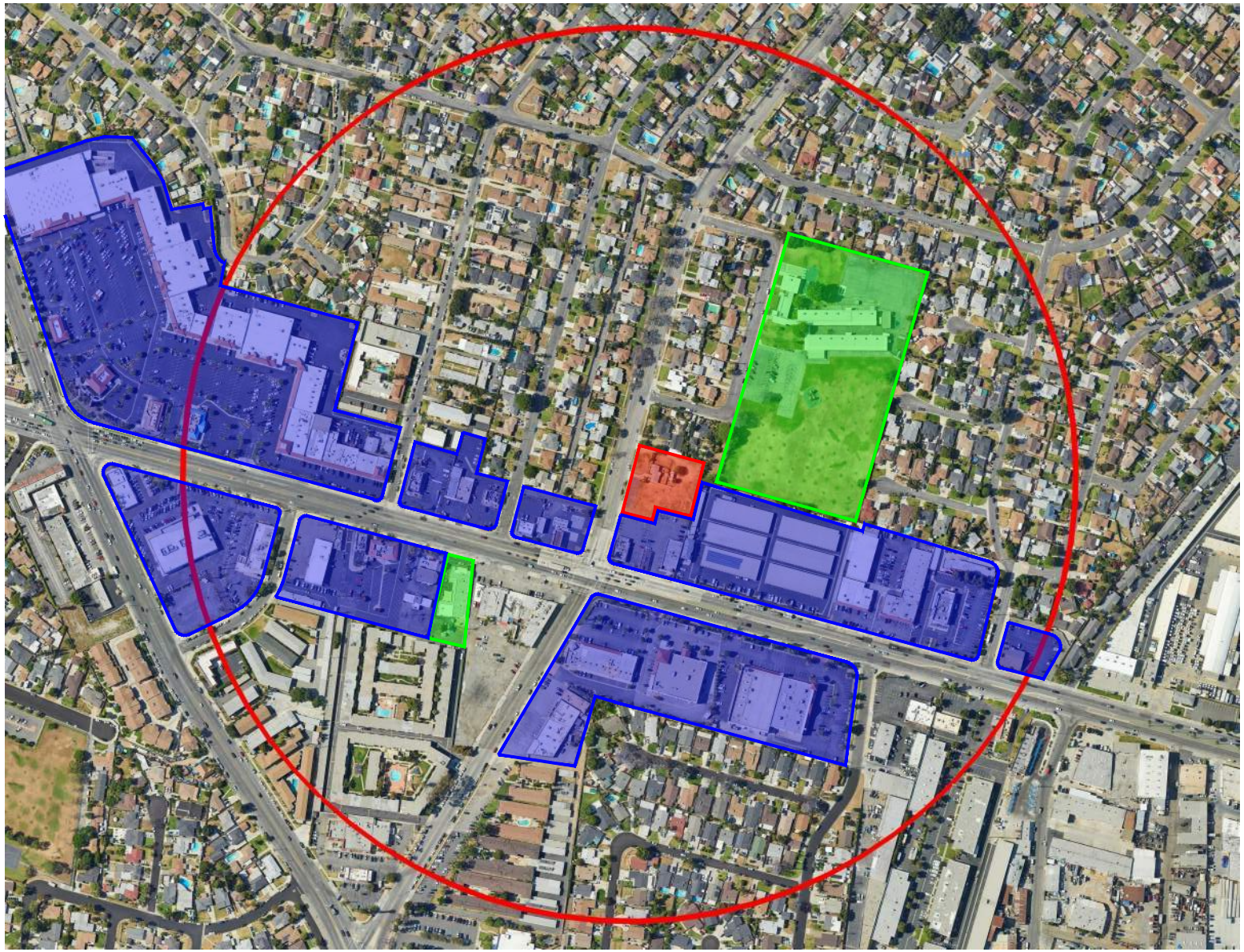


Exhibit 2-3

Existing Potential Pedestrian Destination



Legend:

= Project

= 1,320 Feet Radius Buffer

= Local Retail

= Preschool

N

Exhibit 2-4

County of Los Angeles General Plan 2035 Mobility Element
Highway Plan Policy Map

Legend:

✳ = Project Site

= Existing Major Highway

= Existing Secondary Highway

N

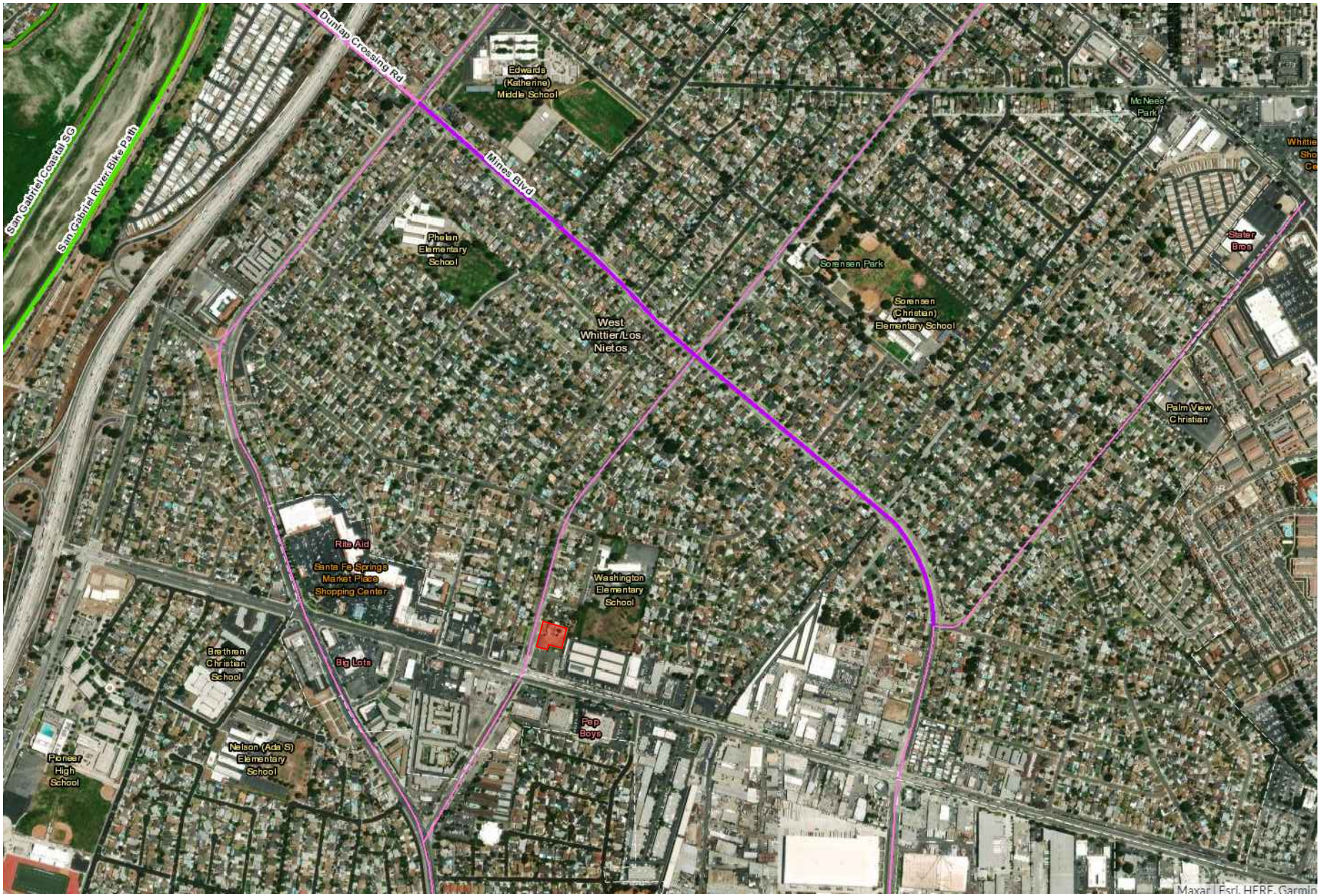
- Broadway Ave. – Existing Secondary Highway (undivided 4 lanes, 80 feet right-of-way);
- Washington Blvd. – Existing Major Highway (divided 4 lanes, 100 feet right-of-way); and
- Mines Blvd. – Existing Major Highway (divided 2 lanes w/ TWLTL, 100 feet right-of-way.)

Exhibit 2-5 and **Exhibit 2-6** illustrates the County of Los Angeles existing bikeways map and the County of Los Angeles General Plan 2035 Mobility Element's Bicycle Master Plan, respectively. As shown in Exhibits 2-5 and 2-6, the following bikeway classifications are identified:

- Broadway Ave. – Existing Class III Bike Route
- Washington Blvd. – No Existing Bikeways & No Proposed Bikeways
- Mines Blvd. – Existing Class II Bike Lane & Proposed Class III Bike Route

Exhibit 2-5

County of Los Angeles Existing Bikeway Map



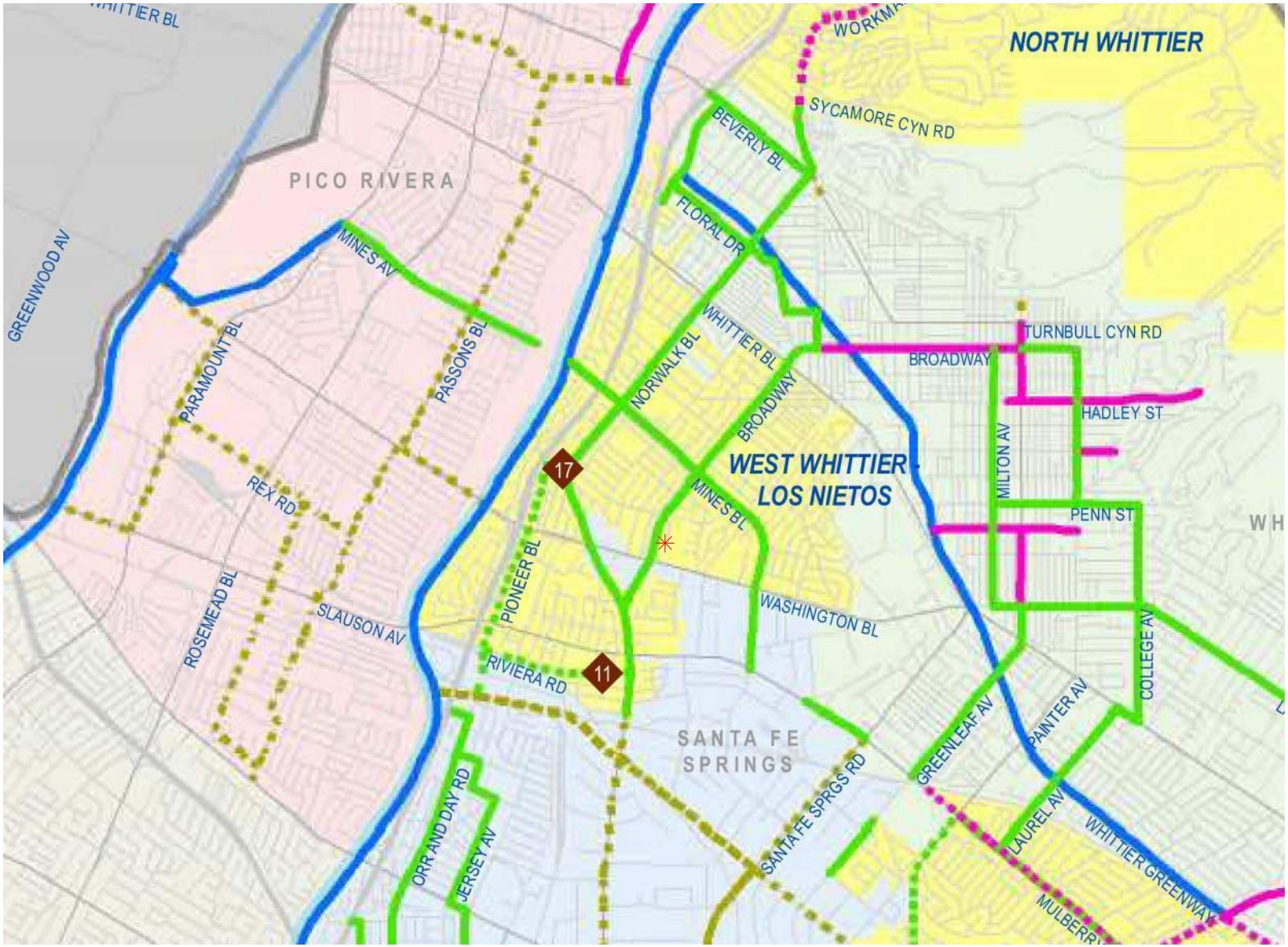
N

Legend:

- = Project Site
- = Bike Path
- = Bike Lane
- = Bike Route

Exhibit 2-6

County of Los Angeles General Plan 2035 Mobility Element
Bicycle Master Plan



N

Legend:

- ✳ = Project Site
- = Class I - Bike Path
- = Class II - Bike Lane
- = Classs III - Bike Route

3.0 Future Traffic Volumes

This section provides a discussion on methodologies utilized to derive future traffic volumes for the study area.

3.1 Future Planned Improvements

It is RK's understanding that the County of Los Angeles is currently finalizing plans to configure the intersection of Broadway Avenue at Washington Boulevard (i.e., Intersection 2) to provide an exclusive northbound left-turn lane, exclusive right-turn lane, and through lane for the northbound and southbound approaches.

The future planned configuration for Intersection 2 is illustrated in Exhibit 2-1B.

3.2 Project Traffic Conditions

3.2.1 Project Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development. Typically, trip generation rates from the latest Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) are used when calculating a proposed project's trip generation forecast. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

The project is proposing to construct a five-story multifamily apartment building consisting of sixty (60) dwelling units (DU), which includes seven (7) affordable housing DU. As such, ITE Land Use Code 221: Multifamily Housing (Mid-Rise) trip rates are the most appropriate for this land use.

Table 3-1 shows the referenced ITE Trip Generation Rates for the proposed project. **Table 3-2** shows the trip generation for the proposed utilizing the identified trip generation rates.

Table 3-1
ITE Trip Generation Rates[1]

Land Use	ITE Code	Units[2]	Weekday						
			AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	221	DU	23%	77%	0.37	61%	39%	0.39	4.54

[1] *Source*: ITE Trip Generation Manual (11th Edition, 2021).
[2] DU = Dwelling Units.

Table 3-2
Project Trip Generation[1]

Land Use	Quantity	Units[2]	Weekday						
			AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	60	DU	5	17	22	14	9	23	272

[1] Source: ITE Trip Generation Manual (11th Edition, 2021).

[2] DU = Dwelling Units.

As shown in Table 3-2, the project is forecast to generate approximately 272 daily trips with approximately 22 trips during the AM peak hour and approximately 23 trips during the PM peak hour.

3.2.2 Project Trip Distribution & Assignment

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of residential, employment and recreational opportunities, and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses, highways within the community, and existing traffic volumes.

The assignment of traffic from the project site to the adjoining roadway system has been based upon the site's trip generation, trip distribution, existing and proposed arterial highways, and local street systems, which would be in place by the time of initial occupancy of the site.

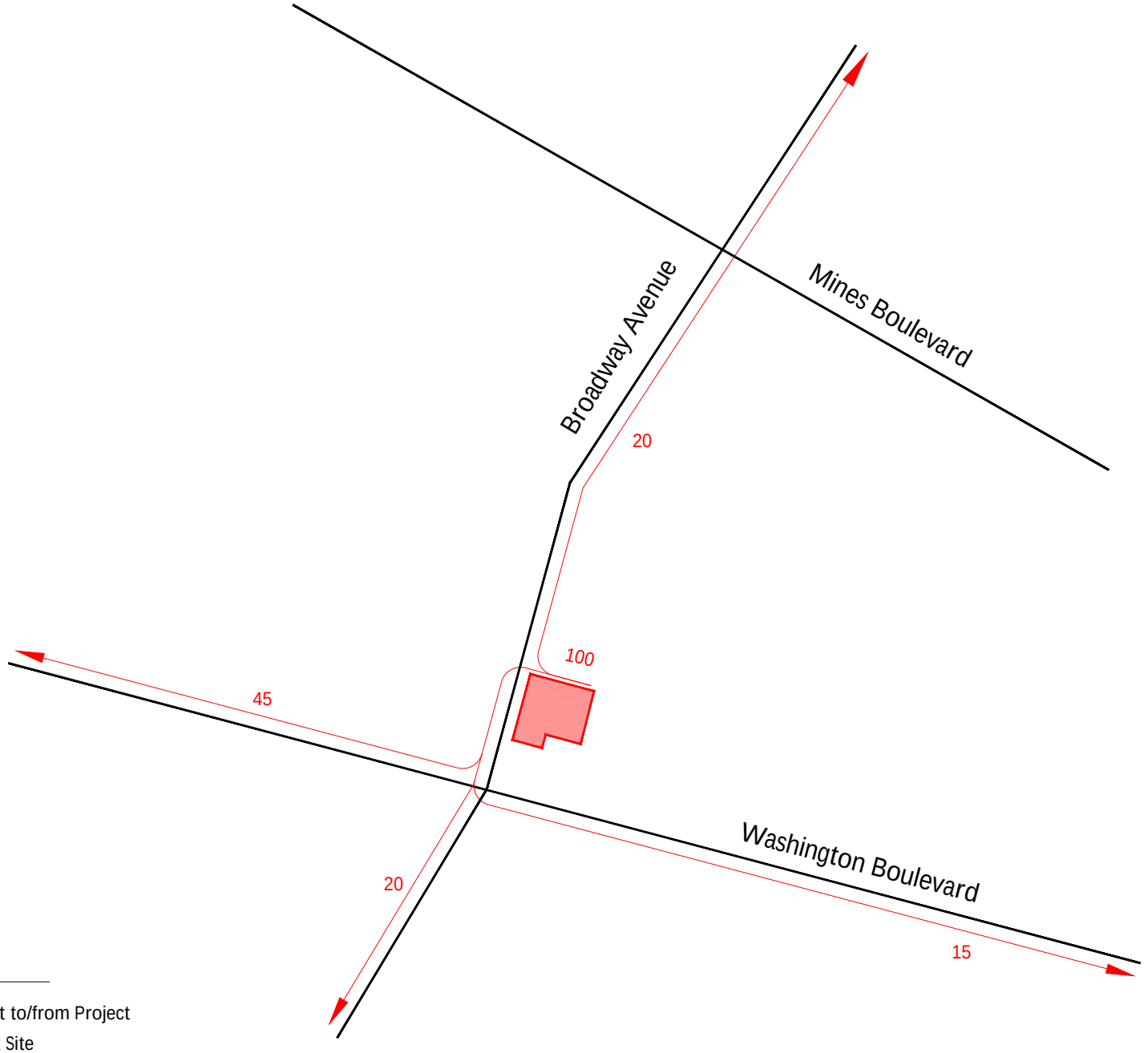
Exhibit 3-1 shows the forecast project trip distribution.

3.2.3 Modal Split

Modal split denotes the proportion of traffic generated by a project that would use any of the transportation modes, namely buses, cars, bicycles, motorcycles, trains, carpools, etc. The traffic-reducing potential of public transit and other modes is significant. However, the traffic projections in this study are conservative in that public transit and alternative transportation may be able to reduce the traffic volumes, but no modal split reduction is applied to the projections. With the implementation of transit service and provision of alternative transportation ideas and incentives, the automobile traffic demand can be reduced significantly.

Exhibit 3-1

Project Trip Distribution



Legend:

10 = Percent to/from Project

= Project Site

= Project Access Driveway

N

RK engineering group, inc.

3.2.4 Project Peak Hour Traffic Volumes

Project peak hour and daily traffic volumes have been calculated throughout the study area. The project's AM and PM peak hour intersection turning movement volumes are shown on **Exhibit 3-2.**

3.3 Background Traffic

3.3.1 Method of Projection

To assess future traffic conditions, project traffic is combined with existing traffic and area-wide growth. To account for area-wide/ambient growth in the study area, a "Year 2024 to Year 2026" growth factor of 1.0043 has been calculated based on the growth factor information provided in the Los Angeles County 2010 Congestion Management Plan (CMP), as summarized in **Table 3-3.** This growth factor has been applied to the existing (2024) traffic volumes for project opening year 2026 conditions.

Table 3-3
Traffic Volume Growth Factor Calculations

RSA	Representative City/Place	2025		2030		Derived Growth Factor from Year 2024 to Year 2026[3]
		General Traffic Growth Factors[1]	Annual Growth Rate[2]	General Traffic Growth Factors[1]	Annual Growth Rate[2]	
22	Downey	1.116	0.22%	1.127	0.21%	1.0043

[1] Source: *Los Angeles County 2010 Congestion Management Plan (CMP)*. Growth factors for the Downey Regional Statistical Area (RSA) 22. Base Year 2010.

[2] Annual growth rates of each 5 year interval were provided by County of LA staff.

[3] Derived Growth Factor from Year 2024 to Year 2026 was calculated using the annual growth rates for Year 2025 and Year 2030 & the following equation: $Growth\ Factor = (1 + \frac{Growth\ Rate_{2025}}{100})^{(2025-2024)} * (1 + \frac{Growth\ Rate_{2030}}{100})^{(2026-2025)}$

3.3.2 Cumulative Projects Traffic Volumes

Exhibit 3-3 illustrates the jurisdictions located within a 1-mile radius of the project, which consists of the City of Whittier, the City of Pico Rivera, and the City of Santa Fe Springs.

However, it should be noted that the portions of the City of Whittier and City of Pico Rivera within the 1-mile buffer are generally built-out. As such, only cumulative projects located in the City of Santa Fe Springs and the Unincorporated County of Los Angeles (within a 1-mile radius of the project) are included in this study. Information on future projects in the vicinity of the study area for inclusion in this analysis has been provided via interactive GIS maps made available from the Unincorporated County of Los Angeles Planning Department and

Exhibit 3-2

Project Traffic Assignment

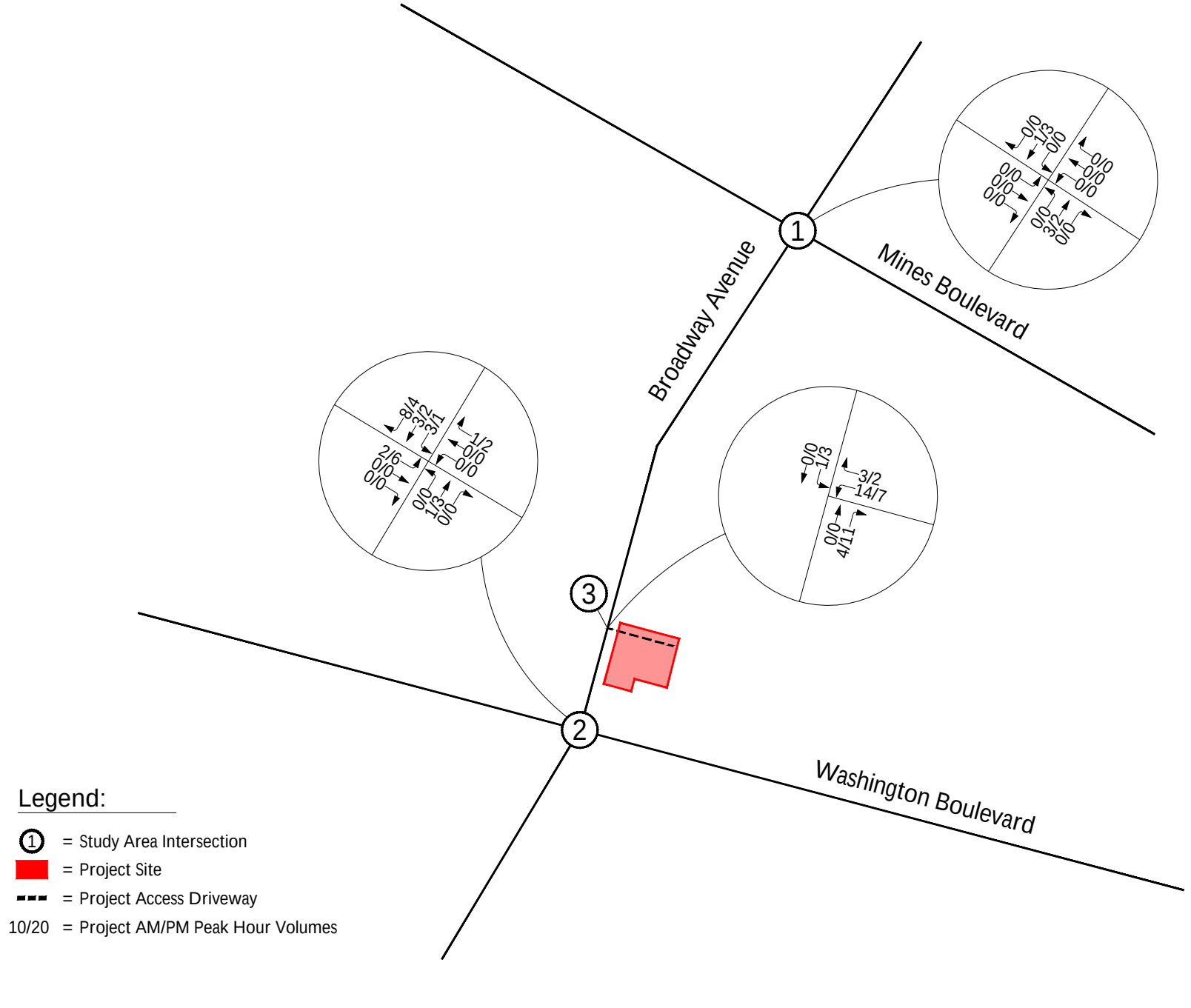
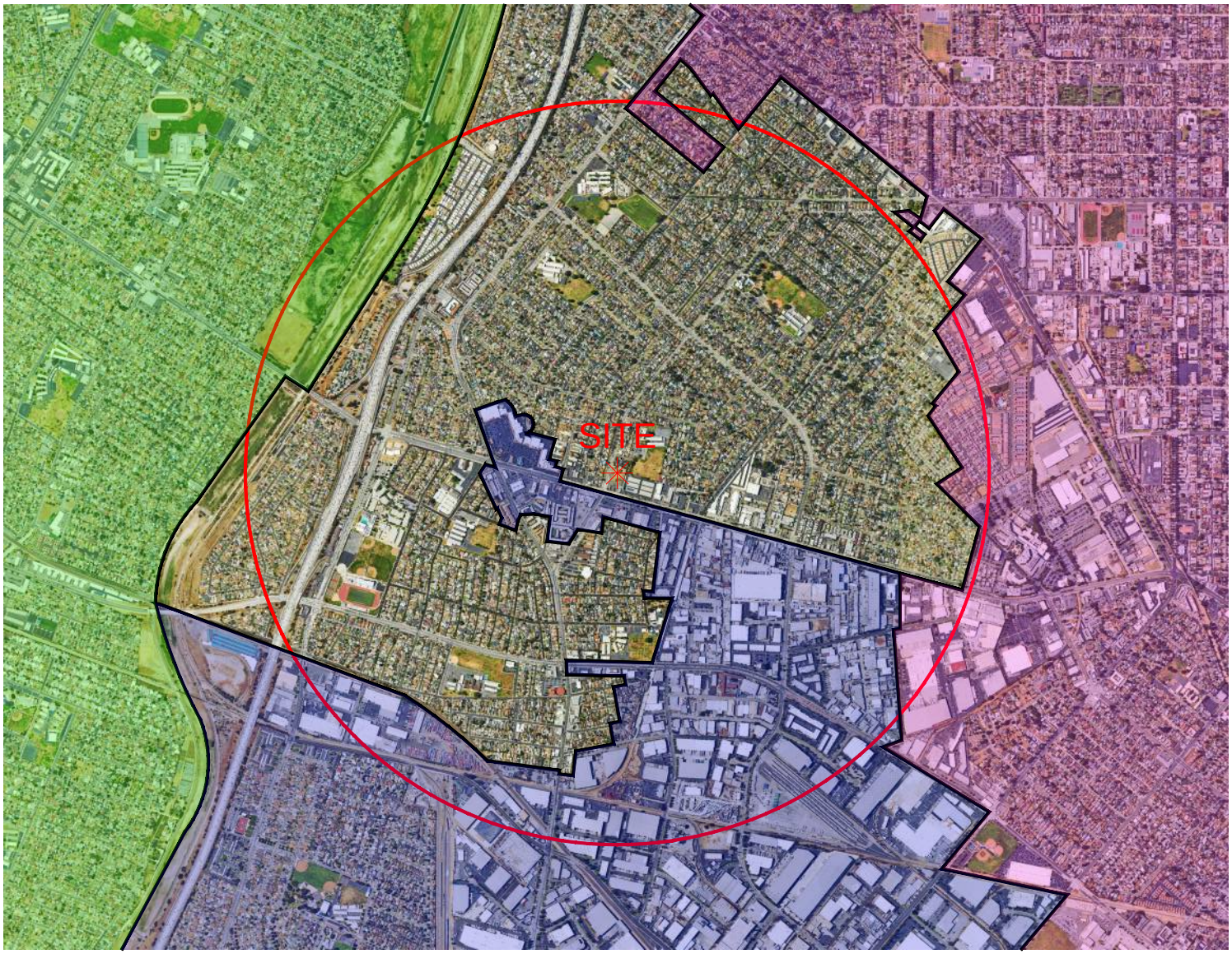


Exhibit 3-3

Local Jurisdictions Within 1-Mile Buffer of Project Site



Legend:

- ✳ = Project Site
- ○ = 1-Mile Radius Buffer
- ▭ = Unincorporated County of Los Angeles
- ▭ = City of Pico Rivera
- ▭ = City of Santa Fe Springs
- ▭ = City of Whittier

N

City of Santa Fe Springs official websites, respectively. Furthermore, RK has coordinated with Mr. Carl Nadela, AICP (Principal Regional Planner) from the Los Angeles County Department of Regional Planning via email on August 18, 2024 to confirm that all required related projects are included.

Table 3-4 summarizes the cumulative projects included in this study, which shows the land uses, and daily and peak hour trip generation.

Table 3-4
Cumulative Projects Trip Generation[1,2]

ID No.	Jurisdiction	Project Name / Case Number	Land Use	Quantity	Units[3]	Weekday						
						AM Peak Hour			PM Peak Hour			ADT
						In	Out	Tot.	In	Out	Tot.	
TAZ 1												
CLA 1	Unincorporated County of Los Angeles	TR83666	Single Family Detached Housing	14	DU	2	8	10	8	5	13	132
TAZ 1 Sub-Total						**2**	**8**	**10**	**8**	**5**	**13**	**132**
TAZ 2												
SFS 1	City of Santa Fe Springs	Primestor (Phase 2)	Low-Rise Residential w/ GF Comm. - GFA (1-25k)	88	DU	9	30	39	22	10	32	303
SFS 2	City of Santa Fe Springs	Primestor (Phase 1)	Affordable Housing	44	DU	6	16	22	12	8	20	212
TAZ 2 Sub-Total						**15**	**46**	**61**	**34**	**18**	**52**	**515**
TAZ 3												
SFS 3	City of Santa Fe Springs	EC & Assoc. / APN: 8168-023-048	Mfg.	12.731	TSF	7	2	9	3	6	9	70
TAZ 3 Sub-Total						**7**	**2**	**9**	**3**	**6**	**9**	**70**
Total Cumulative Project Developments Trip Generation						**24**	**56**	**80**	**45**	**29**	**74**	**717**

[1] *Unincorporated County of Los Angeles Cumulative Projects Source:*
https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public. Accessed May 2024.
City of Santa Fe Springs Cumulative Projects Source:
https://experience.arcgis.com/experience/a140df3bb4d44fa4a5d1f721efdbad8c/. Accessed May 2024.
[2] *Source*: ITE Trip Generation Manual (11th Edition, 2021).

A location map of the proposed project and cumulative projects is shown on **Exhibit 3-4.**

The cumulative projects' AM and PM peak hour intersection turning movement volumes are shown on **Exhibit 3-5.**

In reality, some of the cumulative projects may be downsized or may not be developed by the project opening year (2026). In addition, many of the cumulative projects have been or will be subject to a variety of mitigation measures that will reduce the potential environmental impacts associated with those projects. However, those mitigation measures have not been taken into account in projecting the environmental impact of the related projects. Therefore, the cumulative analyses set forth below are conservative and could result in greater impacts than actually anticipated.

3.4 Project Opening Year (2026) Without Project Conditions Traffic Volumes

Project Opening Year (2026) Without Project Conditions traffic volumes consists of existing traffic volumes that have been adjusted with a growth factor of 1.0043, plus traffic generated by cumulative projects.

Project Opening Year (2026) Without Project Conditions traffic volumes are depicted in **Exhibit 3-6**.

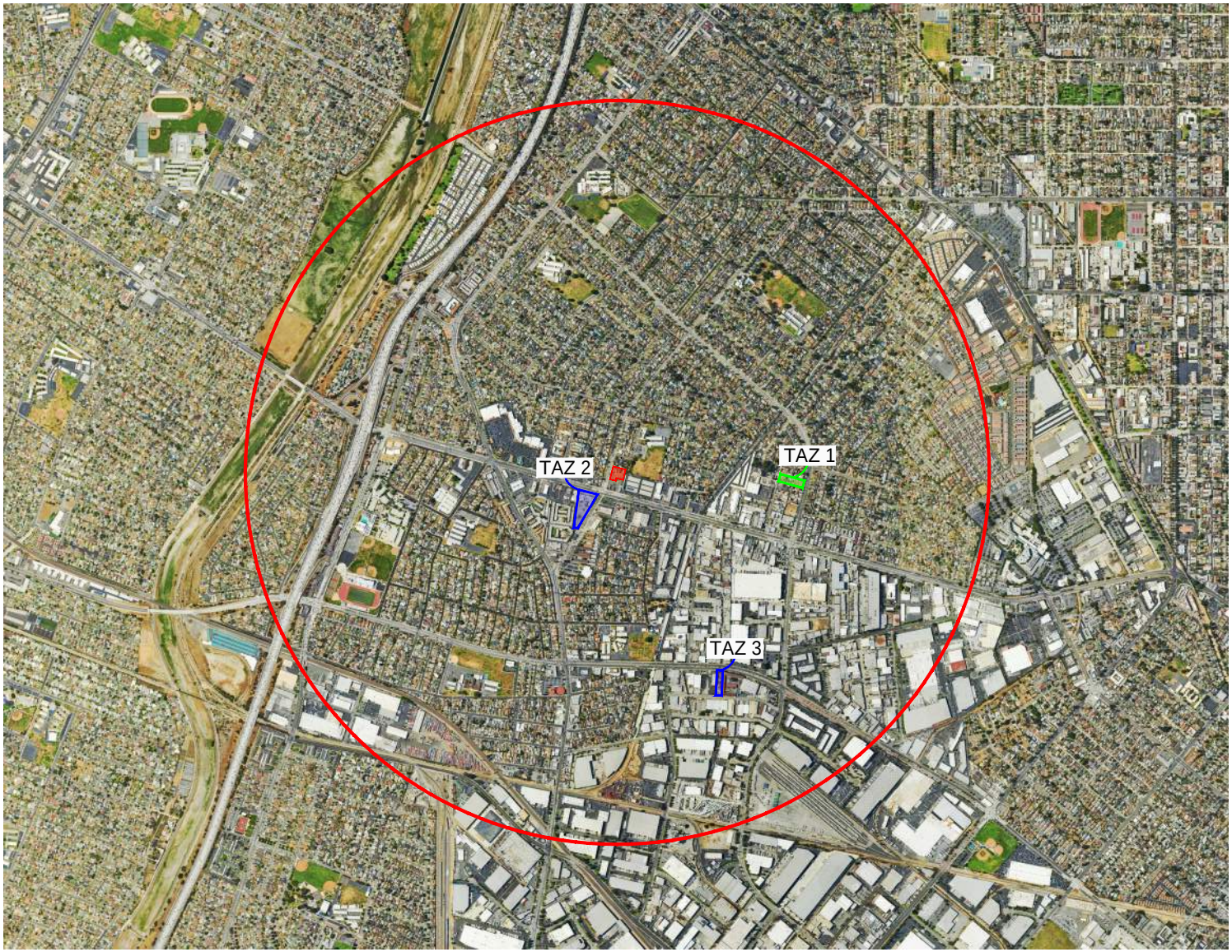
3.5 Project Opening Year (2026) With Project Conditions Traffic Volumes

Project Opening Year (2026) With Project Conditions traffic volumes consists of existing traffic volumes that have been adjusted with a growth factor of 1.0043, plus traffic generated by cumulative projects and the proposed project.

Project Opening Year (2026) With Project Conditions traffic volumes are depicted in **Exhibit 3-7**.

Exhibit 3-4

Cumulative Projects Location Map



Legend:

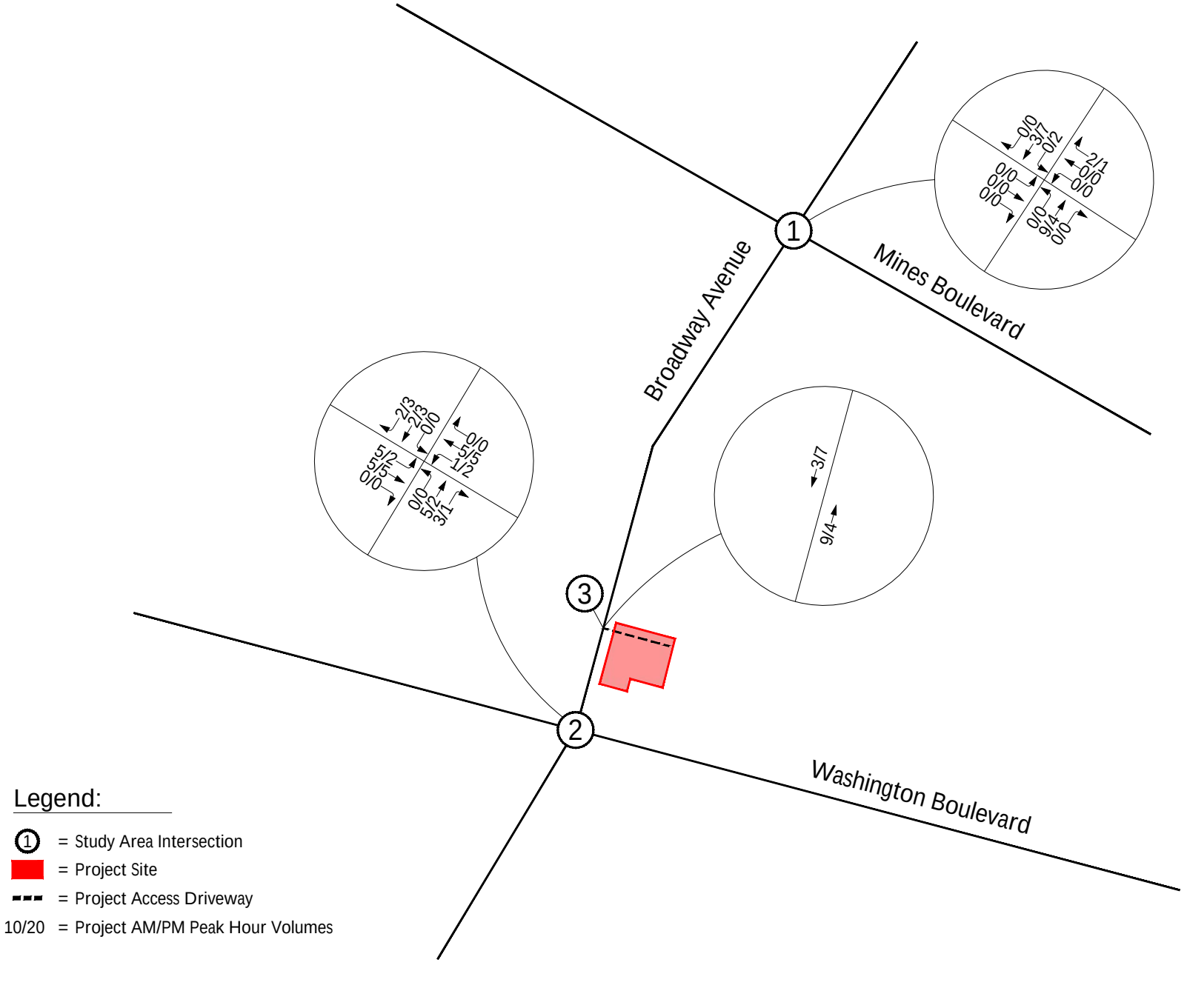
- = Project Site
- = 1-Mile Radius Buffer
- = Unincorprated County of Los Angeles Cumulative Projects
- = City of Santa Fe Springs Cumulative Projects

N

NOTE: Additional information and detail about the cumulative projects is provided in Table 4-3.

Exhibit 3-5

Cumulative Projects Volumes



Legend:

1 = Study Area Intersection

= Project Site

= Project Access Driveway

10/20 = Project AM/PM Peak Hour Volumes

N

Exhibit 3-6

Project Opening Year (2026) Without Project Conditions Traffic Volumes

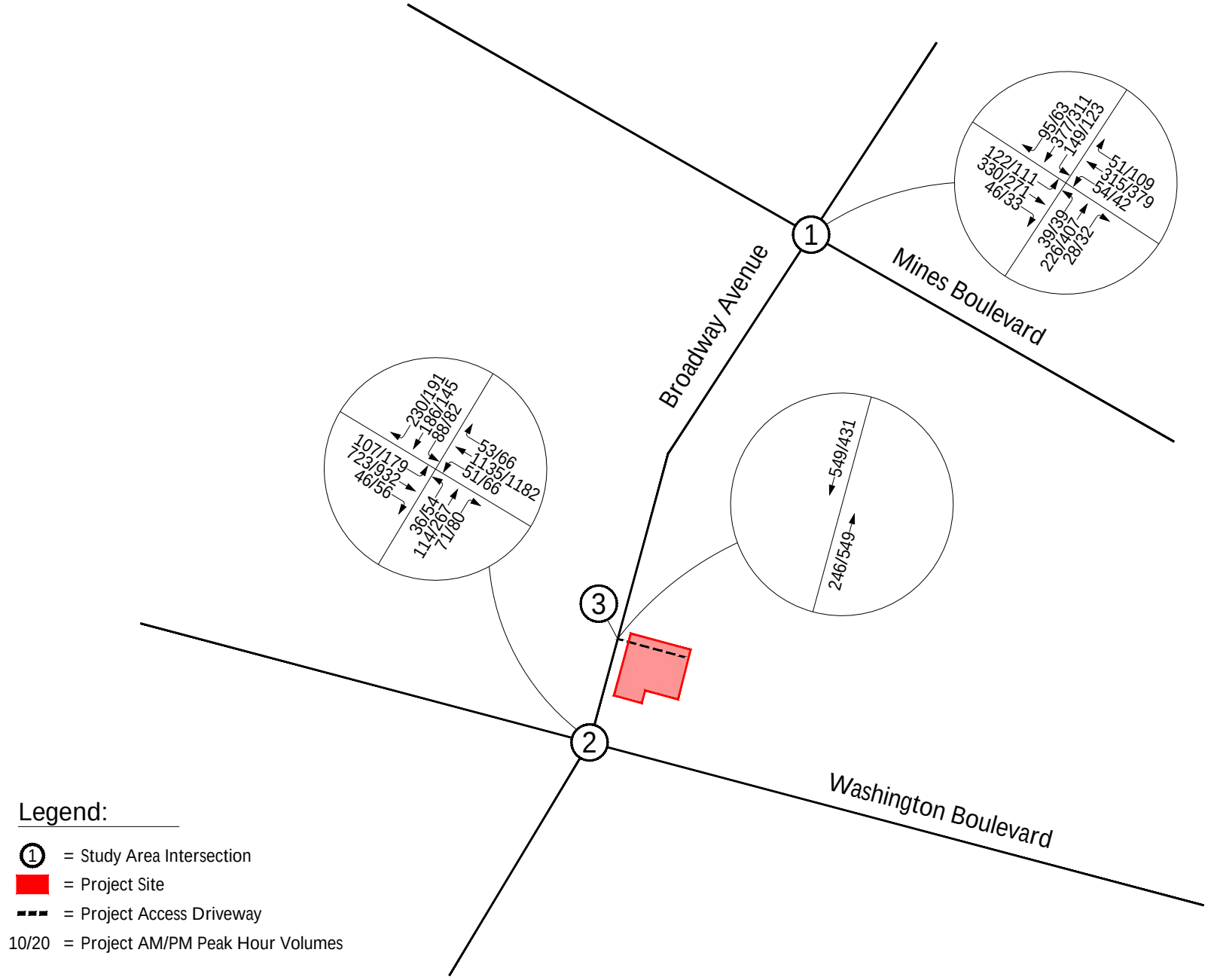
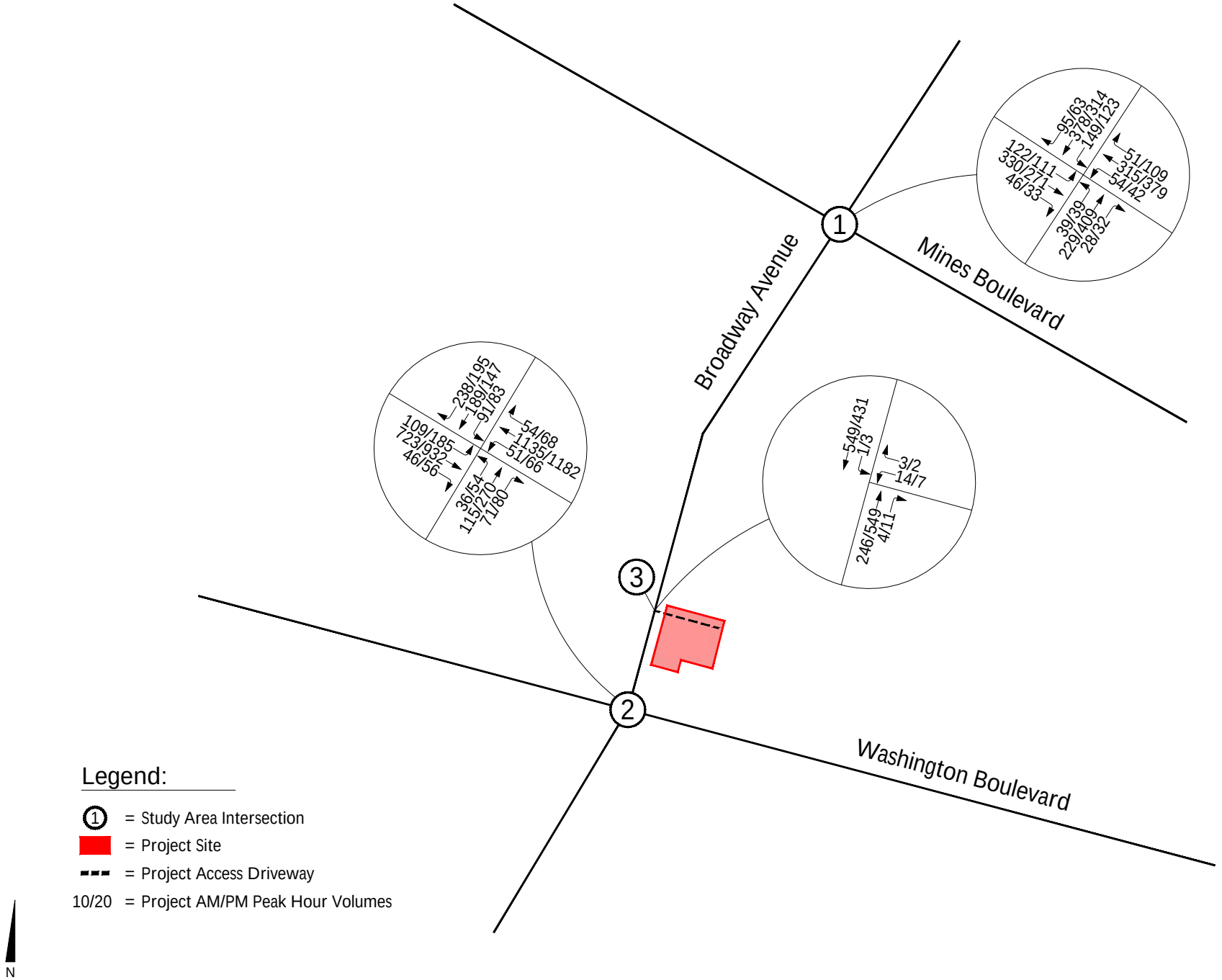


Exhibit 3-7

Project Opening Year (2026) With Project Conditions Traffic Volumes



4.0 CEQA Vehicle Miles Traveled (VMT) Analysis

Los Angeles County Public Works Transportation Impact Analysis Guidelines, dated July 23, 2020 provides recommendations in the form of thresholds of significance and methodology for identifying VMT related impacts. The proposed project is subjected to a VMT analysis and will adhere to the recommendations and practices described in the County's guidelines.

4.1 Vehicle Miles Traveled (VMT) Screening Criteria

Per the County of LOS Angeles Guidelines, a development project may need to be assessed for VMT impacts if the project conflicts or is inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1). The County's guidelines provide screening and impact criteria to determine if the project conflicts or is inconsistent with CEQA guidelines. If the proposed project meets any of the following VMT screening criteria, the proposed project should be expected to have a less than significant impact without conducting a detailed project-level assessment:

- Non-Retail Project Trip Generation Screening Criteria: Project generates less than 110 Net Daily Trips.
- Retail Project Site Plan Screening Criteria: Project is a local serving retail land use with less than 50,000 Square Feet of Gross Floor Area.
- Proximity to Transit Based Screening Criteria: Project is located near a major transit stop or high-quality transit corridor, AND the following is true:
    - Project has an FAR Ratio is Greater than 0.75,
    - Project does not provide more parking than required by the County Code, and
    - Project is consistent the SCAG RTP/SCS.
- Residential Land Use Based Screening Criteria: Project is 100% affordable housing.

4.2 VMT Screening Assessment

The County of Los Angeles VMT Tool Version 1.0 was utilized to determine if the project meets any of the screening criteria discussed above, and is provided in **Appendix C**. As shown in Appendix C, the project does not meet any of the VMT screening criteria. As such, additional VMT analysis is required.

4.3 Vehicle Miles Traveled (VMT) Impact Criteria

The project has a potentially significant VMT impact if the project residential VMT per capita exceeds 16.8% below the existing residential VMT per capita for the Baseline Area in which the project is located. The project is located within the South County Baseline Area. As per Table 3.1.3.-1 of the County guidelines, the residential VMT per capita for the South County Baseline Area is 12.7 residential VMT per capita. Thus, as per Table 3.1.3.-2 of the County guidelines, a residential VMT per capita that exceeds 10.6 residential VMT per capita (i.e., 16.8% below 12.7 residential VMT per capita) would result in a significant environmental impact.

4.4 Project VMT Impact Assessment

The County of Los Angeles VMT Tool Version 1.0 was utilized to determine the Project VMT. **Table 4-1** summarizes the findings of the VMT impact assessment.

Table 4-1
Project VMT Impact Assessment

Project TAZ	Analysis Year	Residential VMT Per Capita
21839300	2024	11.2
County of Los Angeles (South County) Residential VMT Threshold		**10.6**
Percent (%) of Project VMT that Exceeds Threshold		**5.7%**
Requires Mitigation?		**Yes**

As shown in Table 4-1, the project 's VMT is 11.2 residential VMT per capita, which exceeds the County of Los Angeles (South County)'s efficiency-based residential VMT of 10.6 residential VMT per capita by approximately 5.7%. As such, VMT mitigation measures are required to reduce the project's impact to a less than significant level.

4.5 CAPCOA Transportation Demand Management Measures

The *California Air Pollution Control Officers Association Handbook for Analyzing Greenhouse Gas Emission Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity, dated December 2021 (2021 CAPCOA Handbook)* identifies thirty (30) quantifiable transportation demand management (TDM) measures for the purposes of mitigating VMT impacts. Each measure is categorized by its subsector (i.e., Land Use, Trip Reduction Programs, Parking or Road Pricing Management, Neighborhood Design, and/or Clean Vehicles and Fuels) and its scale of application (i.e., Project / Site and Plan / Community).

It should be noted that the 2021 CAPCOA Handbook does not allow for the VMT reductions of transportation measures from different scales of application to be combined. While it may be possible that a project may involve measures that affect vehicle trips or VMT at both scales, it is likely that combining the percent reduction from measures of different scales would not be valid.

4.6 Recommended CAPCOA TDM Measures

RK evaluated each quantifiable TDM measure per the 2021 CAPCOA Handbook based on the measure's scale of application and the measure's applicability/feasibility for the Project. It should be noted that due to the Project's scale, only measures categorized as Project/Site for its scale of application was considered.

RK recommends the following two (2) CAPCOA TDM measures:

- **T-1: Increase Residential Density**
- **T-4: Integrate Affordable and Below Market Rate Housing**

The specific implementation of each measure is described below:

T-1: Increase Residential Density

The project would naturally achieve a VMT reduction due to its characteristics, which builds residential homes at a high density. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in VMT.

As previously discussed, the project is located at APN 8173-023-020 and 8173-023-021.The County of Los Angeles parcel map for APNs 8173-023-020 and 8173-023-021.is provided in **Appendix D.** As shown in Appendix D, APNs 8173-023-020 and 8173-023-021 are approximately 19,430 square feet (SF) and 17,870 SF, respectively. Hence, the entire lot size is approximately 37,300 SF or 0.86 acres.

The County of Los Angeles VMT Tool Version 1.0, which was utilized to determine VMT impacts, did not provide the residential density. As such, the residential density of 9.1 DU/acres provided by the CAPCOA Handbook was utilized. It should be noted that the Project is significantly denser than the local surrounding neighborhood, which is predominantly comprised of single-family homes, and that the CAPCOA residential density of 9.1 DU/acres would therefore provide a conservative analysis.

Based on a total 60 DU count and a 0.86 lot acreage, the Project has a residential density of approximately 69.8 DU/acres, which results in a calculated 146.7% reduction for a maximum allowable VMT reduction of 30%. It should be noted that since this VMT reduction is a result of the project's characteristics, no additional implementation requirements are necessary.

T-4: Integrate Affordable and Below Market Rate Housing

California Department of Housing and Community Development (2021) defines lower-income as 80 percent if area median income or below, and affordable housing as costing 30% of gross household income or less. To fulfill the requirements for Measure T-4, the project shall provide seven (7) affordable housing dwelling units, which will be **permanently** dedicated as affordable units per CAPCOA requirements. The project proposes to build a total of 60 dwelling units, which would result in a total of 11.7% of the dwelling units that are permanently dedicated as affordable. The application of this individual measure would result in a VMT reduction of 3.3%.

Calculated VMT Reduction

Table 4-2 identifies the TDM measures that are applicable to the project and summarizes the calculated VMT reduction associated with each TDM measure for each scale of application and subsector. The VMT reduction calculations for each TDM measure per the 2021 CAPCOA Handbook are provided in **Appendix E. As shown in Table 4-2, these two (2) TDM measures results in a VMT reduction of approximately 32.3%, which would effectively mitigate the Project VMT per capita to less than significant levels.**

Table 4-3
VMT Reduction Calculations Summary[1]

TDM Measure	Scale of Application	2021 CAPCOA Handbook Pages	Calculated Reduction in VMT (%)	Maximum Allowable Reduction in VMT (%)	VMT Reduction Credit (%)
Land Use Subsector					
T-1 Increase Residential Density	Project/Site	70-72	146.7%	30.0%	30.0%
T-4: Integrate Affordable and Below Market Rate Housing	Project/Site	80-82	3.3%	28.6%	3.3%
Total VMT Reduction (%) for Land Use Subsector[2]				**65.0%**	**32.3%**
Total VMT Reduction (%) Across Subsectors[3]					**32.3%**

[1] Source: *California Air Pollution Control Officers Association Handbook for Analyzing Greenhouse Gas Emission Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA Handbook), dated December 2021.

[2] Per the 2021 CAPCOA Handbook, effectiveness levels for multiple measures within a subsector are multiplied to determine a combined effectiveness level. This takes the following form: Reduction $_{subsector}$ = 1 - [(1 - A) * (1 - B) * (1 - C)]
where A, B, and C are the individual measure reduction percentages for the measures to be combined in each subsector.
Based on the equation above, the VMT calculation within the subsector are as follows:

Reduction $_{subsector}$ = 1 - [(1 – A_{T-1}) * (1 - B_{T-2})]
Reduction $_{subsector}$ = 1 - [(1 - 0.3) * (1 - 0.033)]
Reduction $_{subsector}$ = 1 - (0.7 * 0.967)
Reduction $_{subsector}$ = 1 - 0.6769 = 0.3231 =32.31% ≈ **32.3%**

[3] Per the 2021 CAPCOA Handbook, effectiveness levels for multiple measures across a subsector are multiplied to determine a combined effectiveness level. This takes the following form: Reduction $_{multi\text{-}subsector}$ = 1 - [(1 - Land) * (1 - Design) * (1 - Parking) *(1-Transit)] ≤70%
Based on the equation above, the VMT calculations across the subsector are as follows:

Reduction $_{multi\text{-}subsector}$ = 1 - [(1 – 0.3364) * (1 - 0) * (1 – 0) *(1-0)]
Reduction $_{multi\text{-}subsector}$ = 1 - 0.6769 = 0.3231 =32.31% ≈ **32.3%**

5.0 Operational Analysis

This section of the report provides a comprehensive queuing analysis conducted for the study area for each analysis scenario. Project access is considered constrained if the project's traffic would contribute to unacceptable queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as spill over from turn pockets into through lanes and/or spillover into intersections.

5.1 Traffic Access Management Analysis Screening Criteria

For development projects, if the answer is "yes" to the following questions, further analysis may be required to assess whether the project would affect project access and circulation:

- Is the project required to submit a Transportation Impact Analysis?
- Does the development project involve a discretionary action that would be reviewed the Department of Regional Planning?

5.2 Traffic Access Management Analysis Screening Assessment

Because the project is required to submit a Transportation Impact Analysis, the project does not meet the screening criteria and is therefore required to conduct a traffic access management. As such, a HCM 7 95th percentile queue evaluation was conducted to evaluate the project's expected access and circulation analysis utilizing PTV Vistro analysis software. Existing traffic signal timing sheets have been incorporated into Vistro and are provided in Appendix F. Queue lengths have been reported for the following project-only turning movements:

Intersection #1 – Broadway Avenue (N/S) at Mines Boulevard (E/W)

- Northbound Through
- Southbound Through

Intersection #2 – Broadway Avenue (N/S) at Washington Boulevard (E/W)

- Northbound Shared Through/Left/Right *(Existing Conditions Only)*
- Northbound Through *(Project Opening Year [2026] With Project Conditions Only)*
- Southbound Through/Left-Turn *(Existing Conditions Only)*
- Southbound Through/Right-Turn *(Existing Conditions Only)*
- Southbound Left-Turn *(Project Opening Year [2026] With Project Conditions Only)*
- Southbound Through *(Project Opening Year [2026] With Project Conditions Only)*
- Southbound Right-Turn *(Project Opening Year [2026] With Project Conditions Only)*

- Eastbound Left Turn
- Westbound Through/Right-Turn

Intersection #3 – Broadway Avenue (N/S) at Project Access Driveway (E/W)

- Northbound Shared Through/Right-Turn
- Southbound Shared Through/Left-Turn

5.3 Existing Conditions Queue Analysis

The queue analysis under Existing Conditions has been performed for the existing seven (7) turning movements. Detailed Vistro worksheets for Existing Conditions are included in **Appendix G**. **Table 5-1** shows the results of the queue analysis under Existing Conditions.

Table 5-1
Study Intersection Queue Analysis Summary
Existing Conditions

Intersection	Movement	Existing Storage Length Per Lane (Feet)[2]	95th Percentile Queue Length (Feet)		Adequate Storage Provided?	
			AM	PM	AM	PM
1. Broadway Avenue (N/S) at Mines Boulevard (E/W)	Northbound Through	225	92	149	Yes	Yes
	Southbound Through	235	195	125	Yes	Yes
2. Broadway Avenue (N/S) at Washington Boulevard (E/W)	Northbound Shared Through/Left/Right	1,145	299	461	Yes	Yes
	Southbound Through/Left-Turn	482	261	168	Yes	Yes
	Southbound Through/Right-Turn	482	353	263	Yes	Yes
	Eastbound Left-Turn	100	**146**	**250**	No	No
	Westbound Through/Right-Turn	750	457	593	Yes	Yes
3. Broadway Avenue (N/S) at Project Access Driveway (E/W)	Northbound Shared Through/Right-Turn	--	*Does Not Currently Exist*			
	Southbound Shared Through/Left-Turn	--	*Does Not Currently Exist*			

[1] Queue lengths reported for intersection based on PTV Vistro Software

[2] Storage length for turning movements with dedicated turn lanes is measured as the length of the turn lanes. Storage length for through movements and turning movements without dedicated turn lanes is measured as the distance to the next intersection.

As shown in Table 5-1, the 95th percentile queues are satisfied for all turning movements except for the following turning movement:

Intersection #2 – Broadway Avenue (N/S) at Washington Boulevard (E/W)

- Eastbound Left-Turn (AM & PM Peak Hours)

The remaining existing six (6) turning movements have queues that are adequately accommodated by the existing storage provided. It should be noted that the identified movements at Intersection #3 do not exist under existing conditions, and that no queues are currently generated due to the lack of conflicting movements.

5.4 Project Opening Year (2026) With Project Conditions Queue Analysis

The queue analysis under Project Opening Year (2026) With Project Conditions has been performed the nine (9) project-only turning movements. Detailed Vistro worksheets for Project Opening Year (2026) With Project Conditions are included in **Appendix H**. **Table 5-2** shows the results of the queue analysis under Opening Year (2026) With Project Conditions.

Table 5-2
Study Intersection Queue Analysis Summary
Project Opening Year (2026) With Project Conditions

Intersection		Movement	Existing/ Proposed Storage Length Per Lane (Feet)[2]	95th Percentile Queue Length (Feet)		Adequate Storage Provided?	
				AM	PM	AM	PM
1.	Broadway Avenue (N/S) at Mines Boulevard (E/W)	Northbound Through	225	97	153	Yes	Yes
		Southbound Through	235	198	130	Yes	Yes
2.	Broadway Avenue (N/S) at Washington Boulevard (E/W)	Northbound Through	1,145	140	282	Yes	Yes
		Southbound Left-Turn	130[3]	126	112	Yes	Yes
		Southbound Through	482	230	157	Yes	Yes
		Southbound Right-Turn	300[3]	300	213	Yes	Yes
		Eastbound Left-Turn	100	**156**	**265**	No	No
		Westbound Through/Right-Turn	750	370	505	Yes	Yes
3.	Broadway Avenue (N/S) at Project Access Driveway (E/W)	Northbound Shared Through/Right-Turn	330	0	0	Yes	Yes
		Southbound Shared Through/Left-Turn	105	0	0	Yes	Yes

[1] Queue lengths reported for intersection based on PTV Vistro Software

[2] Storage length for turning movements with dedicated turn lanes is measured as the length of the turn lanes. Storage length for through movements and turning movements without dedicated turn lanes is measured as the distance to the next intersection.

[3] Recommended storage length for planned turning movements, which do not exist under Existing Conditions. The recommended lengths are based on the forecasted 95th percentile queues.

As shown in Table 5-2, the 95th percentile queues are satisfied for all turning movements except for the following turning movement:

Intersection #2 – Broadway Avenue (N/S) at Washington Boulevard (E/W)

- Eastbound Left-Turn (AM & PM Peak Hours)

The remaining nine (9) turning movements have queues that are adequately accommodated by the existing storage provided.

5.5 Queue Analysis Findings and Recommendations

Based on the results of the queue evaluation, the following turning movement does not provide adequate storage capacity under Existing Conditions and Project Opening Year (2026) With Project Conditions:

Intersection #2 – Broadway Avenue (N/S) at Washington Boulevard (E/W)

- Eastbound Left-Turn (AM & PM Peak Hours)

Per discussion with County of Los Angeles Staff, RK recommends the following improvements to accommodate the 95th percentile queue length:

- Remove approximately 5 feet of existing yellow median striping and 45 feet of existing dashed white lane striping, and paint a "Keep Clear" area in front of the Vanport Avenue intersection.

- Modify the left-turn lane at Intersection #2 by installing double-double yellow striping that is the same width as the physical raised island which will be extended to the end of the "Keep Clear" area and extending the Detail 38 to the end of the "Keep Clear" area.

- Remove the existing second left-turn pavement marking located at the end of the existing eastbound left-turn lane at Intersection #2 and install a new left-turn pavement marking at the end of the proposed extended eastbound left-turn lane at Intersection #2.

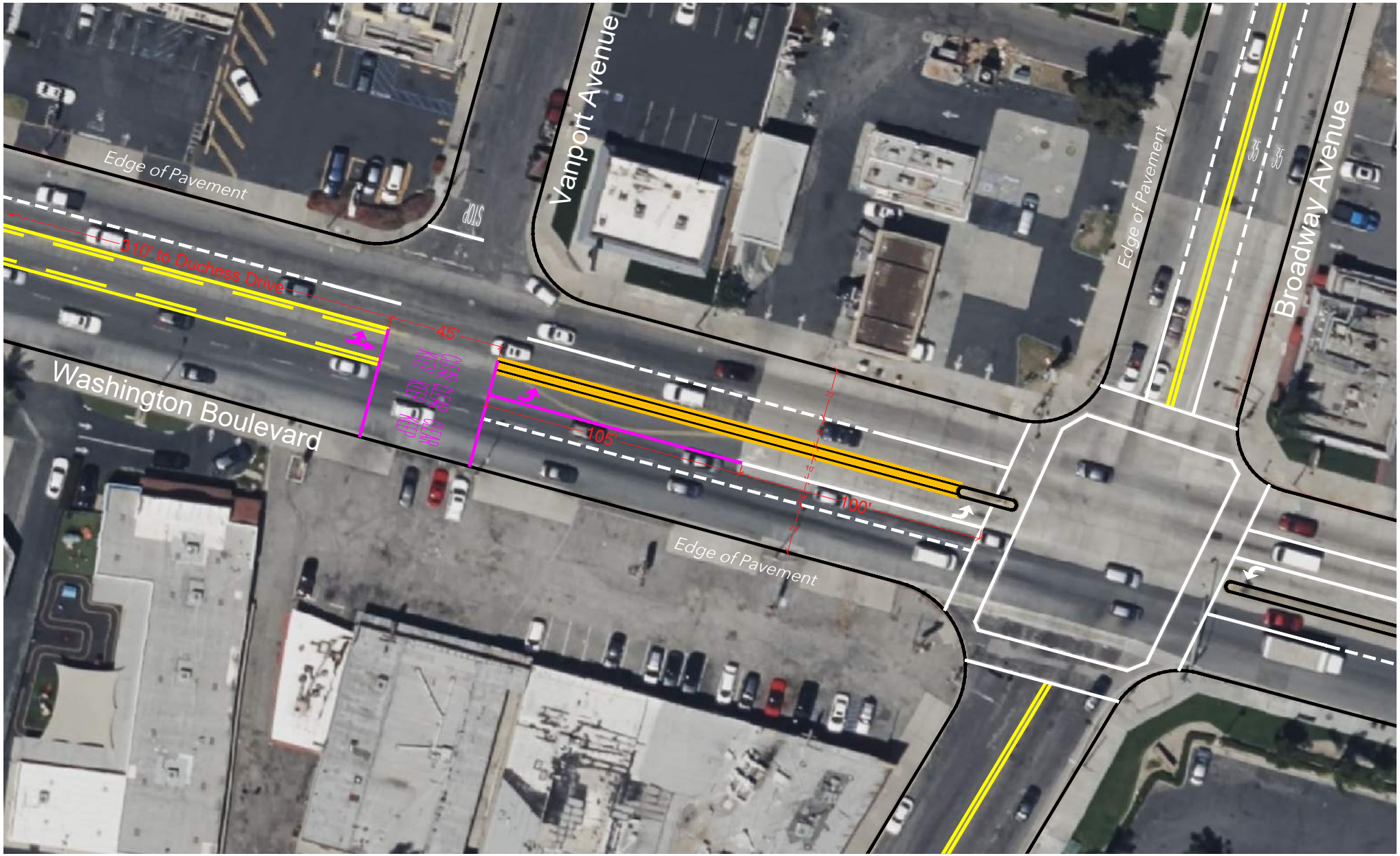
- Install a through/left-turn pavement marking west of Vanport Avenue.

Exhibit 5-1 illustrates the improvements identified above.

As directed by the County, the Project is responsible for 100% of the cost for these recommended improvements.

Exhibit 5-1

Conceptual Roadway Improvements



Note: The white and yellow striping illustrated above represents existing striping.

Legend:

= Proposed White Striping

= Proposed Double Double Yellow Striping

N

Not to Scale

6.0 Construction Phase Analysis

The following section of this report analyzes the potential impacts that the project's construction activities and associated major in-street improvements may have in regard to existing pedestrian, bicycle, transit, or vehicle circulation.

6.1 Construction Phase Analysis Screening Criteria

Per Section 4.2.2 of the County's Guidelines, if the answer is "Yes" to any of the following questions stated below, further analysis will be required to assess if the project could negatively affect existing pedestrian, bicycle, transit, or vehicle circulation:

- For projects that require construction activities to take place within the right-of-way of a highway, would it be necessary to close any temporary lanes, alleys, or streets for more than one day (including day and evening hours, and overnight closures if on a residential street)?

- For projects that require construction activities to take place within the right-of-way of a Local Street, would it be necessary to temporarily close any lanes, alleys, or streets for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?

- Would in-street construction activities result in the loss of any vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?

- Would in-street construction activities result in the loss of any ADA access to an existing transit station, stop, or facility (e.g., layover zone)?

- Would in-street construction activities restrict access to any bus stops for more than one day, or necessitate any rerouting of a bus route?

- Would construction of a project interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas?

6.2 Construction Phase Analysis Screening Assessment

The proposed project is located within the Gateway Planning Area of Unincorporated Los Angeles County. Primary access to the transportation network is facilitated through Washington Boulevard and Broadway Avenue. Furthermore, Broadway Avenue currently serves Sunshine Shuttle Route C and Washington Boulevard currently serves Montebello Bus Line Route 50. As previously discussed,

Broadway Avenue is identified as an existing Class II bike route; Mines Boulevard is identified as an existing Class II Bike Lanes; and no bicycle facilities exist along Washington Boulevard. Lastly, there is one (1) residential home adjacent to the project site located directly north.

The following are responses to the circumstances for assessment:

1. **No**, the project would not require construction activities to take place within the right-of-way of a highway that would require to close any temporary lanes, alleys, or streets for more than one day.

2. **No**, the project would not require construction activities to take place within the right-of-way of a Local Street that would require to temporarily close any lanes, alleys, or streets for more than seven days.

3. **No**, in-street construction activities (i.e., restriping of eastbound left-turn at Intersection 1) would not result in the loss of any vehicle, bicycle, or pedestrian access for more than one day.

4. **No**, in-street construction activities (i.e., restriping of eastbound left-turn at Intersection 1) would not result in the loss of any ADA access to an existing transit station, stop, or facility.

5. **No**, in-street construction activities (i.e., restriping of eastbound left-turn at Intersection 1) would not restrict access to any bus stops for more than one day, or necessitate any rerouting of a bus route.

6. **No**, construction of a project would not interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas.

As such, the Project screens out of a Construction Phase Analysis and no further analysis is required.

7.0 Local Residential Street Cut-Through Analysis

Per Section 4.3 of the County's Guidelines, development and transportation projects may be required to conduct a Local Residential Street Cut-Through (LRSTM) Analysis. The objective of a LRSTM analysis is to determine whether the potential increases in average daily traffic (ADT) volumes on designated local residential streets, produced by a project, may adversely affect the character and function of those streets.

The potential increase in ADT generated by developments or transportation projects upon designated local residential streets are classified as cut-through trips. Cut-through trips can be defined as vehicular traffic passing through a designated local residential street without stopping or without an origin or destination within the area. Such traffic utilizes a local residential street rather than highways whose primary function is to accommodate through traffic.

7.1 LRSTM Screening Criteria

Per Section 4.3.2.1 of the County's Guidelines, if the answer is yes to the following questions, further analysis may be required to assess whether the project would negatively affect residential streets:

- Is the project required to submit a Transportation Impact Analysis?
- Does the development project involve a discretionary action that would be reviewed by the Department of Regional Planning?

The proposed project is subject to submit a Transportation Impact Analysis and is expected to have a discretionary action prior to approval. The County Guidelines also identify the following three (3) circumstances to be assessed for analysis:

- The project is located along a current Limited Secondary, Secondary, Major, Parkway, Expressway per the County's General Plan and the study intersections under project build-out conditions operate at a peak hour LOS E or LOS F.
- The project has the potential, based on connectivity to the roadway network, to add automobile traffic to the alternative local residential street route(s) during peak hours.

7.2 Study Intersection Peak Hour Level of Service Analysis Methodology

In accordance with the *Los Angeles County Public Works Transportation Impact Analysis Guidelines,* dated July 23, 2020 (TIA Guidelines), the Highway Capacity Manual Seventh Edition (HCM 7) is utilized as the technical guide in the evaluation of traffic operations.

The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of factors such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted. The definitions of level of service for interrupted flow (flow regulated by the existence of traffic control devices) are:

- **LOS A** (Free Flow / Insignificant Delays) describes traffic operations in which progression is exceptionally favorable or the cycle length is extremely short. Generally, LOS A operations for signalized intersections tend to result in most vehicles arriving during the green phase and traveling through the intersection without stopping.

- **LOS B** (Stable Operation / Minimal Delays) describes traffic operations in which progression slightly diminishes but is still considered highly favorable and the cycle length is short. Vehicles stop more often causing a marginal increase in average delay.

- **LOS C** (Stable Operation / Acceptable Delays) describes traffic operations in which progression is favorable and the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Many vehicles still past through the intersection but a significant number of vehicles are stopping. Average delay is fair.

- **LOS D** (Approaching Unstable / Tolerable Delays) describes traffic operations in which progression is ineffective and/or cycle length is long. Considerable amount of vehicles stop and individual cycle failures are noticeable. Average delay is adequate.

- **LOS E** (Unstable Operation / Significant Delays) describes traffic operations in which progression is unfavorable and the cycle length is exceedingly long. Individual cycle failures are frequent. Average delay is high.

- **LOS F** (Forced Flow / Excessive Delays) describes traffic operations in which progression is extremely poor and the cycle length is extremely long. Most cycles fail to clear the queue. Average delay is vast.

For this study, the HCM level of service grades will be determined utilizing the HCM 7 methodology and PTV Vistro analysis software. As previously mentioned in Section 5.0, existing traffic signal timing sheets have been incorporated into Vistro and are provided in Appendix F.

7.3 Existing Conditions Level of Service

Existing Conditions LOS calculations for the existing study intersections are reported in **Table 7-1** and are based on the weekday AM and PM peak hour existing traffic volumes shown in Exhibit 2-2 and the existing traffic controls & intersection geometrics shown in Exhibit 2-1A.

Table 7-1
Study Intersection LOS Analysis Summary
Existing Conditions

Study Intersection	Traffic Control[1]	Methodology	Acceptable LOS	Delay (sec/veh)[2,3]		Level of Service	
				AM	PM	AM	PM
1. Broadway Avenue (N/S) at Mines Boulevard (E/W)	TS	HCM 7	D	25.3	24.1	C	C
2. Broadway Avenue (N/S) at Washington Boulevard (E/W)	TS	HCM 7	D	30.4	37.6	C	D
3. Broadway Avenue (N/S) at Project Access Driveway (E/W)	CSS	HCM 7	D	*Does Not Currently Exist*			

[1] CSS = Cross-Street Stop.
TS = Traffic Signal

[2] Deficient operation shown in **Bold**.

[3] HCM Analysis Software: PTV Vistro Software

As shown in Table 7-1, the existing study intersections are currently operating at an acceptable LOS D or better during the AM and PM peak hours under Existing Conditions. Detailed LOS Analysis worksheets for Existing Conditions are included in Appendix G.

7.4 Project Opening Year (2026) With Project Conditions Level of Service

Project Opening Year (2026) With Project Conditions LOS calculations for the three (3) study intersections are reported in **Table 7-2** and are based on the Project Opening Year (2026) With Project Conditions traffic volumes shown in Exhibit 3-7 and the future planned traffic controls & intersection geometrics shown in Exhibit 2-1B.

Table 7-2
Study Intersection LOS Analysis Summary
Project Opening Year (2026) With Project Conditions

Study Intersection	Traffic Control[1]	Methodology	Acceptable LOS	Delay (sec/veh)[2,3]		Level of Service	
				AM	PM	AM	PM
1. Broadway Avenue (N/S) at Mines Boulevard (E/W)	TS	HCM 7	D	25.2	24.0	C	C
2. Broadway Avenue (N/S) at Washington Boulevard (E/W)	TS	HCM 7	D	25.3	30.7	C	D
3. Broadway Avenue (N/S) at Project Access Driveway (E/W)	CSS	HCM 7	D	12.4	15.3	B	C

[1] CSS = Cross-Street Stop.
TS = Traffic Signal

[2] Deficient operation shown in **Bold**.

[3] HCM Analysis Software: PTV Vistro Software

As shown in Table 7-2, the study intersections are forecast to continue to operate at an acceptable LOS C or better during the AM and PM peak hours under Project Opening Year (2026) With Project Conditions. Detailed LOS Analysis worksheets for Project Opening Year (2026) With Project Conditions are included in Appendix H.

7.5 LRSTM Screening Assessment

The following are responses to the three (3) circumstances for assessment:

1. All study intersections are forecast to continue operating at acceptable levels of service (LOS D or better) under Project Opening Year (2026) With Project Conditions for both AM and PM peak hours. As a result, the existing roadway facilities will be able to accommodate the proposed project and not encourage motorists to utilize alternative routes.
2. Based on the project's trip distribution, the project is not expected to add automobile traffic to alternative local residential street route(s) during peak hours.
3. There are no local residential streets in the vicinity of the projects that are expected to be viable alternative routes based on the direction of travel that traffic generated by the project is forecast to go.

Based on the project's trip distribution, site location, and forecasted LOS results, the proposed project is not expected to generate local residential cut-through traffic. Hence further residential cut-through traffic analysis is not required for the proposed project.

8.0 Additional Site Access Analysis

Per Section 4.4 of the County's guidelines, project access and circulation constraints related to the site plan and access to and from the project site may be analyzed separately from the Transportation Impact Analysis. The following section of this report analyzes whether additional site access analysis would be required per the County's screening criteria.

8.1 Additional Site Access Analysis Screening Criteria

If the answer is "yes" to the following question, a traffic access management study may be required to assess the project site access requirements:

- Would the project provide a driveway on a rural cross section two-lane highway per the County's General Plan?

If the answer is "yes" to the following question, a traffic queuing analysis may be required to assess the project site access requirements:

- Does the project's land use require vehicles to queue on-site?

If the answer is "yes" to the following question, a traffic event management study may be required to assess the project site access requirements:

- Does the project's land use include intermittent events which may exceed the supply of on-site parking?

8.2 Additional Site Access Analysis Screening Assessment

Because the project does not provide a driveway on a rural cross-section two-lane highway, does not require vehicles to queue on-site, and does not include intermittent events which may exceed the supply of on-site parking, the project screens out of a traffic access management study, a traffic queuing analysis, and a traffic event management study. As such, no additional site access analysis is required.

9.0 Findings and Recommendations

The purpose of this traffic impact study is to evaluate the Washington Avenue at Broadway Avenue Multifamily Residential Project from a traffic and circulation standpoint and to determine whether the Project has a significant traffic impact. This traffic study has been conducted pursuant to the *Los Angeles County Public Works Transportation Impact Analysis Guidelines,* dated July 23, 2020 (TIA Guidelines) and the California Environmental Quality Act (CEQA) requirements.

9.1 Site Location & Project Description Summary

The Washington Boulevard at Broadway Avenue Multifamily Residential Project (hereinafter referred to as "project") is located within the Gateway Planning Area of Unincorporated Los Angeles County and within Los Angeles County Supervisorial District #4. Specifically, the site project is located at 7914 Broadway Avenue, generally located near the intersection of Broadway Avenue and Washington Boulevard.

The project characteristics are as follows:

- Assessor's Parcel Numbers (APN): 8173-023-020 and 8173-023-021
- Project's Type w/ID#: (R) 85860326429
- Project's RPPL#: RPPL2023003948
- Project's Assigned DRP Planner: Mr. Carl Nadela

The project proposes to raze the existing single-family residence and construct a five-story multifamily apartment building consisting of sixty (60) dwelling units (DU) which includes seven (7) affordable housing DU. Access to the project is proposed via one (1) full-access unsignalized driveway located along Broadway Avenue. A total of 81 on-site parking spaces are proposed. The project is planned to open in 2026 and will be evaluated in one (1) single phase.

9.2 Traffic Study Area & Analysis Scenarios Summary

The study area consists of two (2) off-site study intersections and one (1) project access driveway as listed below. All study intersections are located within the Unincorporated County of Los Angeles:

1. Broadway Avenue (N/S) at Mines Boulevard (E/W);
2. Broadway Avenue (N/S) at Washington Boulevard (E/W); and
3. Broadway Avenue (N/S) at Project Access Driveway (E/W) [FUTURE INTERSECTION].

The analysis evaluates traffic conditions of the three (3) study intersections for the following scenarios during the weekday (7:00 AM to 9:00 AM) and weekday PM (4:00 PM to 6:00 PM) peak periods, in accordance with the applicable jurisdictional traffic impact analysis guidelines for the Unincorporated County of Los Angeles.

- Existing Conditions; and
- Opening Year (2026) With Project Conditions.

9.3 Project Trip Generation Summary

The project is proposing to construct a five-story multifamily apartment building consisting of sixty (60) dwelling units (DU) which includes seven (7) affordable housing DU. As such, ITE Land Use Code 221: Multifamily Housing (Mid-Rise) trip rates are the most appropriate for this land use. Based on ITE Land Use Code 221, the project is forecast to generate approximately 272 daily trips with approximately 22 trips during the AM peak hour and approximately 23 trips during the PM peak hour.

9.4 CEQA VMT Analysis Summary

The project's VMT is 11.2 residential VMT per capita, which exceeds the County of Los Angeles (South County)'s efficiency-based residential VMT of 10.6 residential VMT per capita by approximately 5.7%. As such, VMT mitigation measures are required to reduce the project's impact to less than significant. RK evaluated each quantifiable TDM measure per the 2021 CAPCOA Handbook based on the measure's scale of application and the measure's applicability/feasibility for the Project. It should be noted that due to the Project's scale, only measures categorized as Project/Site for its scale of application was considered.

RK recommends the following two (2) CAPCOA TDM measures reduce the Project' VMT per capita by approximately 32.3%, which would effectively mitigate the Project VMT per capita to less than significant levels.

- **T-1: Increase Residential Density**
- **T-4: Integrate Affordable and Below Market Rate Housing**

9.5 Operational Analysis Summary

Based on the results of the queue evaluation, the following turning movement do not provide adequate storage capacity under all analysis scenarios:

Intersection #2 – Broadway Avenue (N/S) at Washington Boulevard (E/W)

- Eastbound Left-Turn (AM & PM Peak Hours)

As such, the following improvements are recommended to accommodate the 95th percentile queue length:

- Remove approximately 5 feet of existing yellow median striping and 45 feet of existing dashed white lane striping, and paint a "Keep Clear" area in front of the Vanport Avenue intersection.

- Modify the left-turn lane at Intersection #2 by installing double-double yellow striping that is the same width as the physical raised island which will be extended to the end of the "Keep Clear" area and extending the Detail 38 to the end of the "Keep Clear" area.

- Remove the existing second left-turn pavement marking located at the end of the existing eastbound left-turn lane at Intersection #2 and install a new left-turn pavement marking at the end of the proposed extended eastbound left-turn lane at Intersection #2.

- Install a through/left-turn pavement marking west of Vanport Avenue.

It should be noted that, per direction from the County, the project will be 100% responsible for the cost of the improvements.

9.6 Construction Phase Analysis Summary

The Project answered "no" to all the questions listed Section 4.2.2 of the County's Guidelines. As such, the Project screens out of a Construction Phase Analysis and no further analysis is required.

9.7 Local Residential Street Cut-Through Analysis Summary

Based on the project's trip distribution, site location, and forecasted LOS results, the proposed project is not expected to generate local residential cut-through traffic. Hence further residential cut-through traffic analysis is not required for the proposed project.

9.8 Additional Site Access Analysis Summary

Because the project does not provide a driveway on a rural cross-section two-lane highway, does not require vehicles to queue on-site, and does not include intermittent events which may exceed the supply of on-site parking, the project screens out of a traffic access management study, a traffic queuing analysis, and a traffic event management study. As such, no additional site access analysis is required.

Appendices

Appendix A

E-Mail Correspondence With Mr. Carl Nadela Regarding Affordable Units

RK19953.7
JN: 3184-2024-01

Justin Tucker

From: Carl Nadela <cnadela@planning.lacounty.gov>
Sent: Wednesday, February 19, 2025 12:35 PM
To: hamiddari; Justin Tucker
Subject: RE: 7914 Broadway Ave

It depends on the type of affordable housing you provide. Based on our previous discussions, your minimum now is 7 units at 65% AMI.

Regards,

CARL VINCENT NADELA, AICP (he/him/his)
PRINCIPAL REGIONAL PLANNER, Puente Whittier Development Services
Office: (213) 974-6411 • Direct: (213) 893-7010
Email: cnadela@planning.lacounty.gov

Los Angeles County Department of Regional Planning
320 West Temple Street, 13th Floor, Los Angeles, CA 90012
planning.lacounty.gov

Our field offices are currently open to the public. Please visit planning.lacounty.gov for information about available services, public meeting schedules, and planning projects.

From: Hamid Dari <hamiddari@yahoo.com>
Sent: Wednesday, February 19, 2025 12:23 PM
To: Carl Nadela <cnadela@planning.lacounty.gov>; Justin Tucker <jt@rkengineer.com>
Subject: 7914 Broadway Ave

CAUTION: External Email. Proceed Responsibly.

Hello Mr. Nadela,
Hope this email finds you well. My Traffic Engineer consultant Mr. Tucker is on this email as well. We are trying to wrap up our traffic study impact with your engineering department and everything is going well. The only thing we need to know from you that What's the minimum affordable housing units we should have or we do not have to have any at all please advise? Thank you so very much.
Best regards,

Appendix B

Existing Traffic Count Worksheets

RK19953.7
JN: 3184-2024-01

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Mines Boulevard
Weather: Clear

File Name : 01_CLA_Broad_Mines AM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 1

Groups Printed- Total Volume

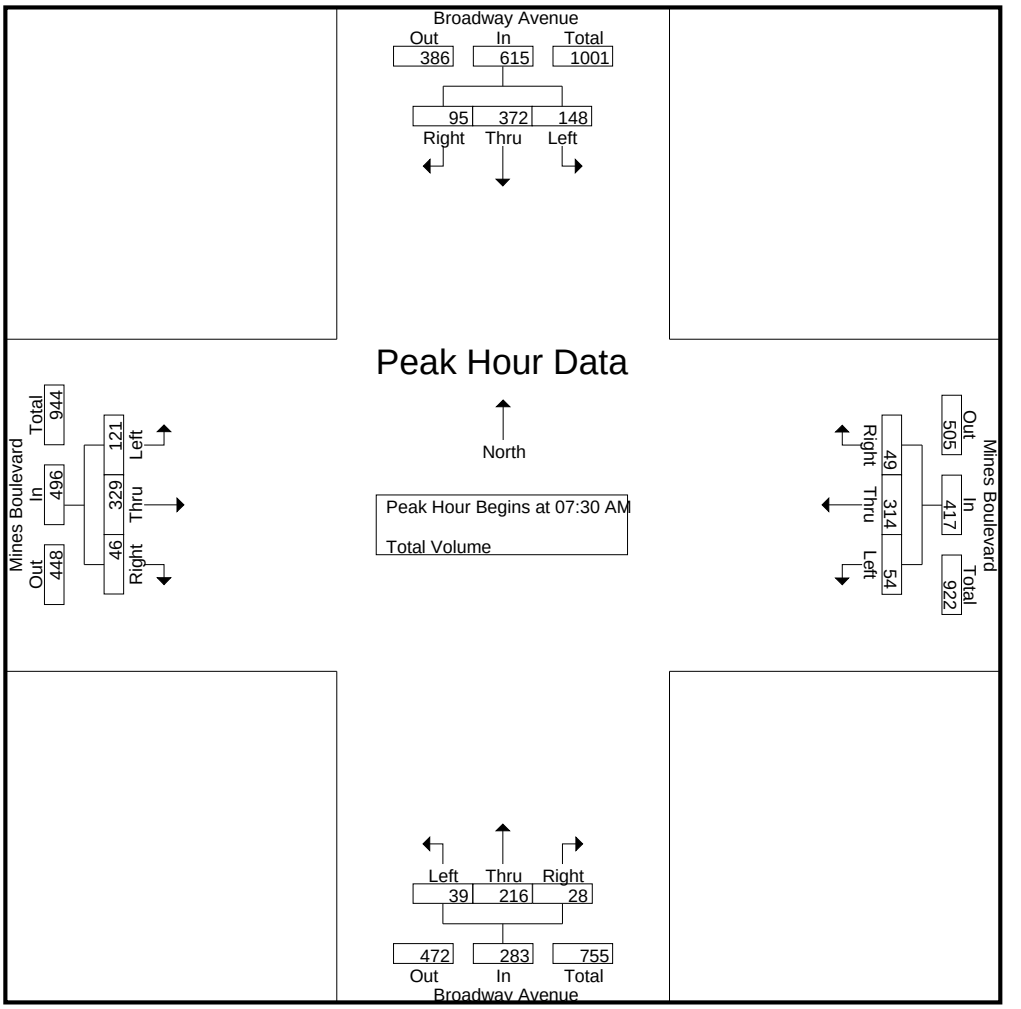
	Broadway Avenue Southbound				Mines Boulevard Westbound				Broadway Avenue Northbound				Mines Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	23	75	20	118	14	41	8	63	4	37	1	42	12	51	9	72	295
07:15 AM	31	83	19	133	5	74	17	96	9	46	5	60	13	63	8	84	373
07:30 AM	39	89	23	151	13	89	13	115	11	53	6	70	27	68	7	102	438
07:45 AM	39	94	24	157	21	122	18	161	15	60	13	88	27	108	11	146	552
Total	132	341	86	559	53	326	56	435	39	196	25	260	79	290	35	404	1658
08:00 AM	39	106	31	176	12	66	6	84	5	40	5	50	36	85	14	135	445
08:15 AM	31	83	17	131	8	37	12	57	8	63	4	75	31	68	14	113	376
08:30 AM	14	71	11	96	11	67	10	88	11	51	7	69	15	70	5	90	343
08:45 AM	12	57	12	81	4	53	11	68	7	58	1	66	20	40	7	67	282
Total	96	317	71	484	35	223	39	297	31	212	17	260	102	263	40	405	1446
Grand Total	228	658	157	1043	88	549	95	732	70	408	42	520	181	553	75	809	3104
Apprch %	21.9	63.1	15.1		12	75	13		13.5	78.5	8.1		22.4	68.4	9.3		
Total %	7.3	21.2	5.1	33.6	2.8	17.7	3.1	23.6	2.3	13.1	1.4	16.8	5.8	17.8	2.4	26.1	

	Broadway Avenue Southbound				Mines Boulevard Westbound				Broadway Avenue Northbound				Mines Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**39**	89	23	151	13	89	13	115	11	53	6	70	27	68	7	102	438
07:45 AM	39	94	24	157	**21**	**122**	**18**	**161**	**15**	60	**13**	**88**	27	**108**	11	**146**	**552**
08:00 AM	39	**106**	**31**	**176**	12	66	6	84	5	40	5	50	**36**	85	**14**	135	445
08:15 AM	31	83	17	131	8	37	12	57	8	**63**	4	75	31	68	14	113	376
Total Volume	148	372	95	615	54	314	49	417	39	216	28	283	121	329	46	496	1811
% App. Total	24.1	60.5	15.4		12.9	75.3	11.8		13.8	76.3	9.9		24.4	66.3	9.3		
PHF	.949	.877	.766	.874	.643	.643	.681	.648	.650	.857	.538	.804	.840	.762	.821	.849	.820

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Mines Boulevard
Weather: Clear

File Name : 01_CLA_Broad_Mines AM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	31	83	19	133	5	74	17	96	11	53	6	70	27	68	7	102
+15 mins.	**39**	89	23	151	13	89	13	115	**15**	60	**13**	**88**	27	**108**	11	**146**
+30 mins.	39	94	24	157	**21**	**122**	**18**	**161**	5	40	5	50	**36**	85	**14**	135
+45 mins.	39	**106**	**31**	**176**	12	66	6	84	8	**63**	4	75	31	68	14	113
Total Volume	148	372	97	617	51	351	54	456	39	216	28	283	121	329	46	496
% App. Total	24	60.3	15.7		11.2	77	11.8		13.8	76.3	9.9		24.4	66.3	9.3	
PHF	.949	.877	.782	.876	.607	.719	.750	.708	.650	.857	.538	.804	.840	.762	.821	.849

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Mines Boulevard
Weather: Clear

File Name : 01_CLA_Broad_Mines PM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 1

Groups Printed- Total Volume

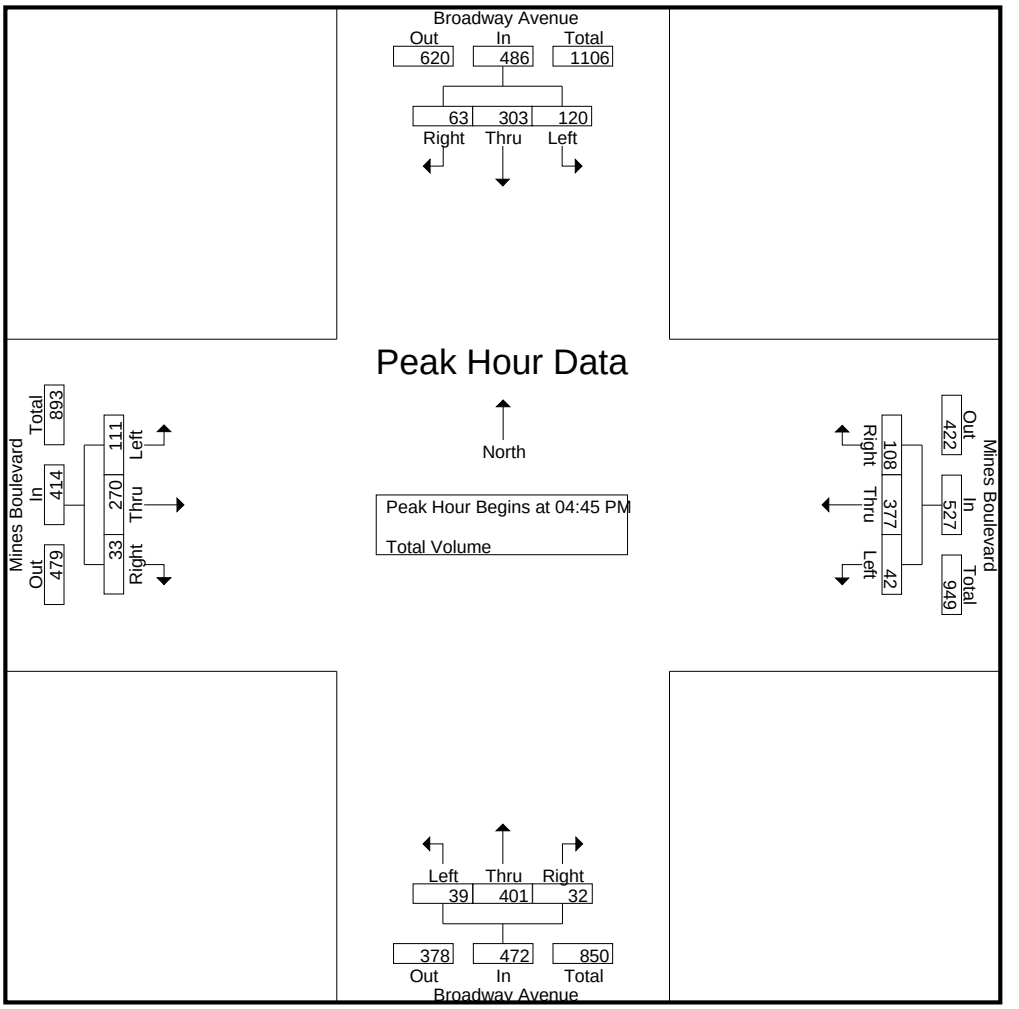
	Broadway Avenue Southbound				Mines Boulevard Westbound				Broadway Avenue Northbound				Mines Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	29	86	21	136	8	85	36	129	1	73	8	82	25	61	12	98	445
04:15 PM	30	81	12	123	11	86	32	129	12	97	8	117	19	63	13	95	464
04:30 PM	31	87	16	134	7	94	31	132	10	102	10	122	23	64	8	95	483
04:45 PM	31	70	10	111	8	102	24	134	12	119	5	136	25	55	7	87	468
Total	121	324	59	504	34	367	123	524	35	391	31	457	92	243	40	375	1860
05:00 PM	22	72	13	107	13	102	31	146	9	55	10	74	31	75	9	115	442
05:15 PM	41	88	18	147	10	86	28	124	11	124	6	141	25	58	7	90	502
05:30 PM	26	73	22	121	11	87	25	123	7	103	11	121	30	82	10	122	487
05:45 PM	16	85	16	117	10	77	28	115	12	107	8	127	20	60	4	84	443
Total	105	318	69	492	44	352	112	508	39	389	35	463	106	275	30	411	1874
Grand Total	226	642	128	996	78	719	235	1032	74	780	66	920	198	518	70	786	3734
Apprch %	22.7	64.5	12.9		7.6	69.7	22.8		8	84.8	7.2		25.2	65.9	8.9		
Total %	6.1	17.2	3.4	26.7	2.1	19.3	6.3	27.6	2	20.9	1.8	24.6	5.3	13.9	1.9	21	

	Broadway Avenue Southbound				Mines Boulevard Westbound				Broadway Avenue Northbound				Mines Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	31	70	10	111	8	**102**	24	134	**12**	119	5	136	25	55	7	87	468
05:00 PM	22	72	13	107	**13**	102	**31**	**146**	9	55	10	74	**31**	75	9	115	442
05:15 PM	**41**	**88**	18	**147**	10	86	28	124	11	**124**	6	**141**	25	58	7	90	**502**
05:30 PM	26	73	**22**	121	11	87	25	123	7	103	**11**	121	30	**82**	**10**	**122**	487
Total Volume	120	303	63	486	42	377	108	527	39	401	32	472	111	270	33	414	1899
% App. Total	24.7	62.3	13		8	71.5	20.5		8.3	85	6.8		26.8	65.2	8		
PHF	.732	.861	.716	.827	.808	.924	.871	.902	.813	.808	.727	.837	.895	.823	.825	.848	.946

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Mines Boulevard
Weather: Clear

File Name : 01_CLA_Broad_Mines PM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:30 PM				04:45 PM			
+0 mins.	29	86	**21**	**136**	11	86	**32**	129	10	102	**10**	122	25	55	7	87
+15 mins.	30	81	12	123	7	94	31	132	**12**	119	5	136	**31**	75	9	115
+30 mins.	**31**	**87**	16	134	8	**102**	24	134	9	55	10	74	25	58	7	90
+45 mins.	31	70	10	111	**13**	102	31	**146**	11	**124**	6	**141**	30	**82**	**10**	**122**
Total Volume	121	324	59	504	39	384	118	541	42	400	31	473	111	270	33	414
% App. Total	24	64.3	11.7		7.2	71	21.8		8.9	84.6	6.6		26.8	65.2	8	
PHF	.976	.931	.702	.926	.750	.941	.922	.926	.875	.806	.775	.839	.895	.823	.825	.848

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Washington Boulevard
Weather: Clear

File Name : 02_CLA_Broad_Wash AM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 1

Groups Printed- Total Volume

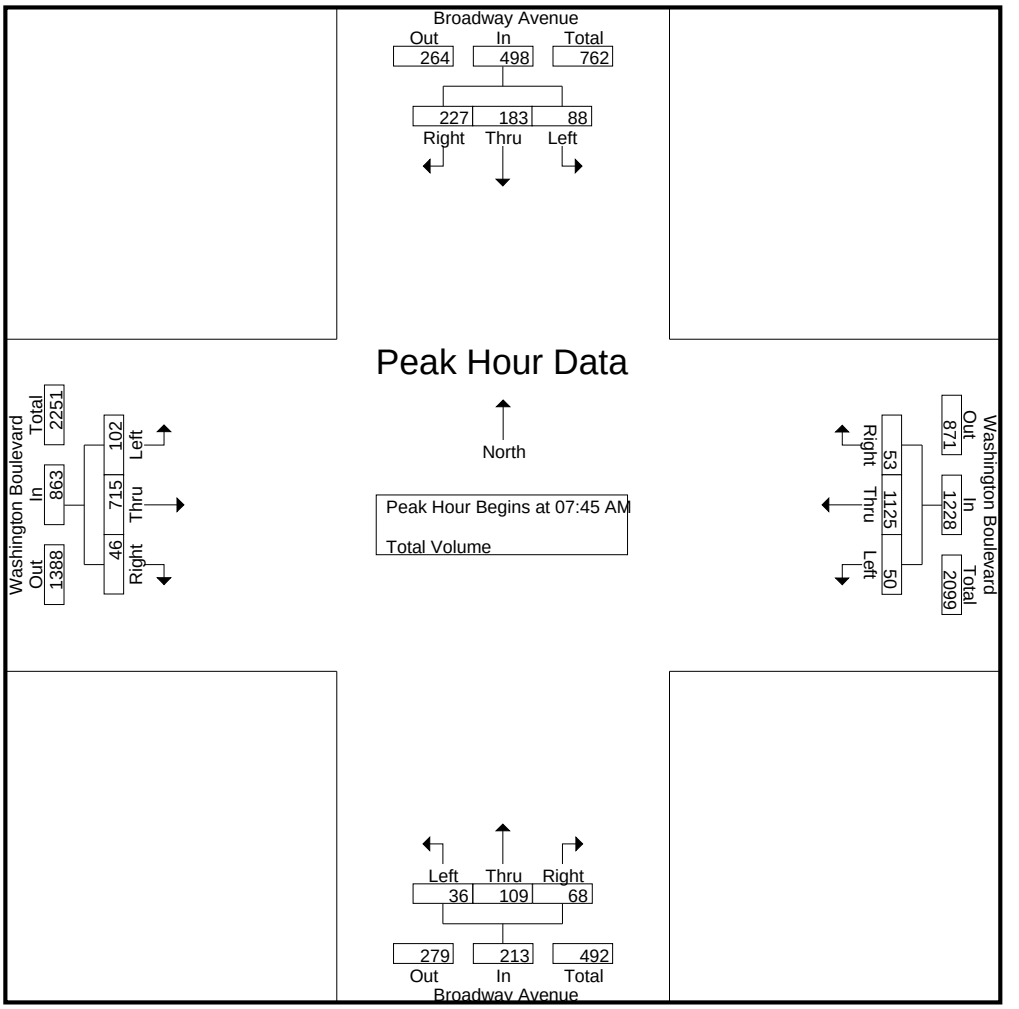
	Broadway Avenue Southbound				Washington Boulevard Westbound				Broadway Avenue Northbound				Washington Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	33	56	103	13	346	8	367	3	12	10	25	14	143	8	165	660
07:15 AM	24	42	60	126	10	324	9	343	5	26	15	46	26	145	11	182	697
07:30 AM	22	52	61	135	11	297	11	319	5	26	13	44	21	123	11	155	653
07:45 AM	24	63	63	150	19	274	16	309	18	29	16	63	28	125	10	163	685
Total	84	190	240	514	53	1241	44	1338	31	93	54	178	89	536	40	665	2695
08:00 AM	23	51	57	131	7	297	16	320	5	21	16	42	17	146	7	170	663
08:15 AM	19	41	58	118	16	252	8	276	9	33	14	56	33	235	13	281	731
08:30 AM	22	28	49	99	8	302	13	323	4	26	22	52	24	209	16	249	723
08:45 AM	22	25	34	81	14	244	16	274	5	31	24	60	22	210	6	238	653
Total	86	145	198	429	45	1095	53	1193	23	111	76	210	96	800	42	938	2770
Grand Total	170	335	438	943	98	2336	97	2531	54	204	130	388	185	1336	82	1603	5465
Apprch %	18	35.5	46.4		3.9	92.3	3.8		13.9	52.6	33.5		11.5	83.3	5.1		
Total %	3.1	6.1	8	17.3	1.8	42.7	1.8	46.3	1	3.7	2.4	7.1	3.4	24.4	1.5	29.3	

	Broadway Avenue Southbound				Washington Boulevard Westbound				Broadway Avenue Northbound				Washington Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**24**	**63**	**63**	**150**	**19**	274	**16**	309	**18**	29	16	**63**	28	125	10	163	685
08:00 AM	23	51	57	131	7	297	16	320	5	21	16	42	17	146	7	170	663
08:15 AM	19	41	58	118	16	252	8	276	9	**33**	14	56	**33**	**235**	13	**281**	**731**
08:30 AM	22	28	49	99	8	**302**	13	**323**	4	26	**22**	52	24	209	**16**	249	723
Total Volume	88	183	227	498	50	1125	53	1228	36	109	68	213	102	715	46	863	2802
% App. Total	17.7	36.7	45.6		4.1	91.6	4.3		16.9	51.2	31.9		11.8	82.9	5.3		
PHF	.917	.726	.901	.830	.658	.931	.828	.950	.500	.826	.773	.845	.773	.761	.719	.768	.958

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Washington Boulevard
Weather: Clear

File Name : 02_CLA_Broad_Wash AM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:45 AM				08:00 AM			
+0 mins.	**24**	42	60	126	13	**346**	8	**367**	**18**	29	16	**63**	17	146	7	170
+15 mins.	22	52	61	135	10	324	9	343	5	21	16	42	**33**	**235**	13	**281**
+30 mins.	24	**63**	**63**	**150**	11	297	11	319	9	**33**	14	56	24	209	**16**	249
+45 mins.	23	51	57	131	**19**	274	**16**	309	4	26	**22**	52	22	210	6	238
Total Volume	93	208	241	542	53	1241	44	1338	36	109	68	213	96	800	42	938
% App. Total	17.2	38.4	44.5		4	92.8	3.3		16.9	51.2	31.9		10.2	85.3	4.5	
PHF	.969	.825	.956	.903	.697	.897	.688	.911	.500	.826	.773	.845	.727	.851	.656	.835

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Washington Boulevard
Weather: Clear

File Name : 02_CLA_Broad_Wash PM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 1

Groups Printed- Total Volume

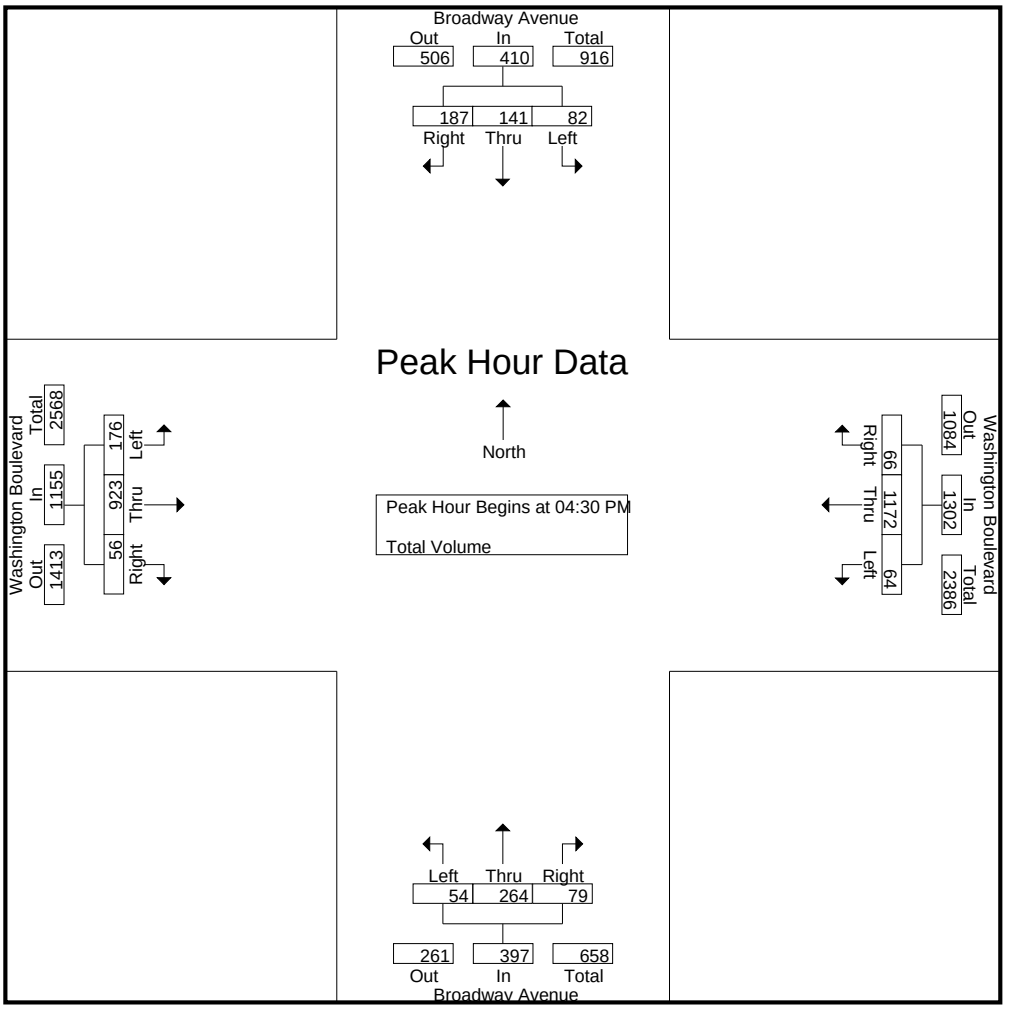
	Broadway Avenue Southbound				Washington Boulevard Westbound				Broadway Avenue Northbound				Washington Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	19	31	56	106	17	256	13	286	12	57	19	88	34	257	10	301	781
04:15 PM	24	31	47	102	20	252	14	286	12	70	29	111	34	255	8	297	796
04:30 PM	21	39	54	114	14	291	12	317	9	51	11	71	43	236	19	298	800
04:45 PM	25	18	44	87	20	262	21	303	14	59	25	98	56	258	17	331	819
Total	89	119	201	409	71	1061	60	1192	47	237	84	368	167	1006	54	1227	3196
05:00 PM	17	40	41	98	18	299	18	335	17	79	22	118	38	220	10	268	819
05:15 PM	19	44	48	111	12	320	15	347	14	75	21	110	39	209	10	258	826
05:30 PM	24	27	53	104	21	250	23	294	19	72	16	107	35	232	13	280	785
05:45 PM	10	32	42	84	15	246	18	279	15	65	18	98	44	266	21	331	792
Total	70	143	184	397	66	1115	74	1255	65	291	77	433	156	927	54	1137	3222
Grand Total	159	262	385	806	137	2176	134	2447	112	528	161	801	323	1933	108	2364	6418
Apprch %	19.7	32.5	47.8		5.6	88.9	5.5		14	65.9	20.1		13.7	81.8	4.6		
Total %	2.5	4.1	6	12.6	2.1	33.9	2.1	38.1	1.7	8.2	2.5	12.5	5	30.1	1.7	36.8	

	Broadway Avenue Southbound				Washington Boulevard Westbound				Broadway Avenue Northbound				Washington Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	21	39	**54**	**114**	14	291	12	317	9	51	11	71	43	236	**19**	298	800
04:45 PM	**25**	18	44	87	**20**	262	**21**	303	14	59	**25**	98	**56**	**258**	17	**331**	819
05:00 PM	17	40	41	98	18	299	18	335	**17**	**79**	22	**118**	38	220	10	268	819
05:15 PM	19	**44**	48	111	12	**320**	15	**347**	14	75	21	110	39	209	10	258	**826**
Total Volume	82	141	187	410	64	1172	66	1302	54	264	79	397	176	923	56	1155	3264
% App. Total	20	34.4	45.6		4.9	90	5.1		13.6	66.5	19.9		15.2	79.9	4.8		
PHF	.820	.801	.866	.899	.800	.916	.786	.938	.794	.835	.790	.841	.786	.894	.737	.872	.988

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Washington Boulevard
Weather: Clear

File Name : 02_CLA_Broad_Wash PM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:45 PM				04:00 PM			
+0 mins.	21	39	**54**	**114**	14	291	12	317	14	59	**25**	98	34	257	10	301
+15 mins.	**25**	18	44	87	**20**	262	**21**	303	17	**79**	22	**118**	34	255	8	297
+30 mins.	17	40	41	98	18	299	18	335	14	75	21	110	43	236	**19**	298
+45 mins.	19	**44**	48	111	12	**320**	15	**347**	**19**	72	16	107	**56**	**258**	17	**331**
Total Volume	82	141	187	410	64	1172	66	1302	64	285	84	433	167	1006	54	1227
% App. Total	20	34.4	45.6		4.9	90	5.1		14.8	65.8	19.4		13.6	82	4.4	
PHF	.820	.801	.866	.899	.800	.916	.786	.938	.842	.902	.840	.917	.746	.975	.711	.927

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Alleyway
Weather: Clear

File Name : 03_CLA_Broad_Alley AM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 1

Groups Printed- Total Volume

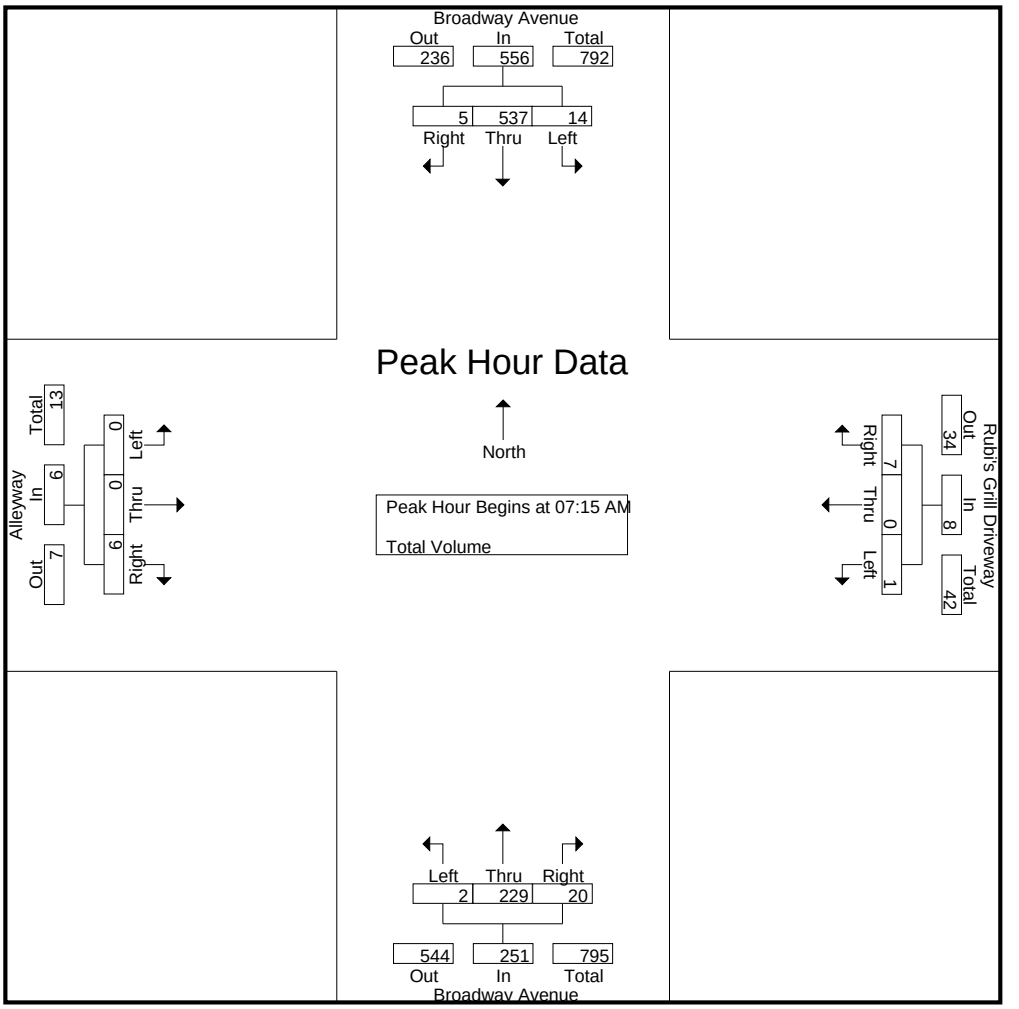
	Broadway Avenue Southbound				Rubi's Grill Driveway Westbound				Broadway Avenue Northbound				Alleyway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	119	0	120	1	0	1	2	0	36	1	37	0	0	0	0	159
07:15 AM	3	124	0	127	0	0	3	3	1	55	4	60	0	0	2	2	192
07:30 AM	2	137	0	139	0	0	2	2	1	60	2	63	0	0	2	2	206
07:45 AM	6	140	2	148	1	0	0	1	0	66	6	72	0	0	1	1	222
Total	12	520	2	534	2	0	6	8	2	217	13	232	0	0	5	5	779
08:00 AM	3	136	3	142	0	0	2	2	0	48	8	56	0	0	1	1	201
08:15 AM	5	109	1	115	0	0	2	2	0	70	3	73	1	0	0	1	191
08:30 AM	4	105	1	110	4	0	1	5	1	63	3	67	1	1	1	3	185
08:45 AM	4	71	1	76	0	0	2	2	0	63	5	68	0	0	0	0	146
Total	16	421	6	443	4	0	7	11	1	244	19	264	2	1	2	5	723
Grand Total	28	941	8	977	6	0	13	19	3	461	32	496	2	1	7	10	1502
Apprch %	2.9	96.3	0.8		31.6	0	68.4		0.6	92.9	6.5		20	10	70		
Total %	1.9	62.6	0.5	65	0.4	0	0.9	1.3	0.2	30.7	2.1	33	0.1	0.1	0.5	0.7	

	Broadway Avenue Southbound				Rubi's Grill Driveway Westbound				Broadway Avenue Northbound				Alleyway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	124	0	127	0	0	**3**	**3**	**1**	55	4	60	0	0	**2**	**2**	192
07:30 AM	2	137	0	139	0	0	2	2	1	60	2	63	0	0	2	2	206
07:45 AM	**6**	**140**	2	**148**	**1**	0	0	1	0	**66**	6	**72**	0	0	1	1	**222**
08:00 AM	3	136	**3**	142	0	0	2	2	0	48	**8**	56	0	0	1	1	201
Total Volume	14	537	5	556	1	0	7	8	2	229	20	251	0	0	6	6	821
% App. Total	2.5	96.6	0.9		12.5	0	87.5		0.8	91.2	8		0	0	100		
PHF	.583	.959	.417	.939	.250	.000	.583	.667	.500	.867	.625	.872	.000	.000	.750	.750	.925

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Alleyway
Weather: Clear

File Name : 03_CLA_Broad_Alley AM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:45 AM				07:15 AM			
+0 mins.	3	124	0	127	0	0	**2**	2	0	66	6	72	0	0	**2**	**2**
+15 mins.	2	137	0	139	0	0	2	2	0	48	**8**	56	0	0	2	2
+30 mins.	**6**	**140**	2	**148**	**4**	0	1	**5**	0	**70**	3	**73**	0	0	1	1
+45 mins.	3	136	**3**	142	0	0	2	2	**1**	63	3	67	0	0	1	1
Total Volume	14	537	5	556	4	0	7	11	1	247	20	268	0	0	6	6
% App. Total	2.5	96.6	0.9		36.4	0	63.6		0.4	92.2	7.5		0	0	100	
PHF	.583	.959	.417	.939	.250	.000	.875	.550	.250	.882	.625	.918	.000	.000	.750	.750

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Alleyway
Weather: Clear

File Name : 03_CLA_Broad_Alley PM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 1

Groups Printed- Total Volume

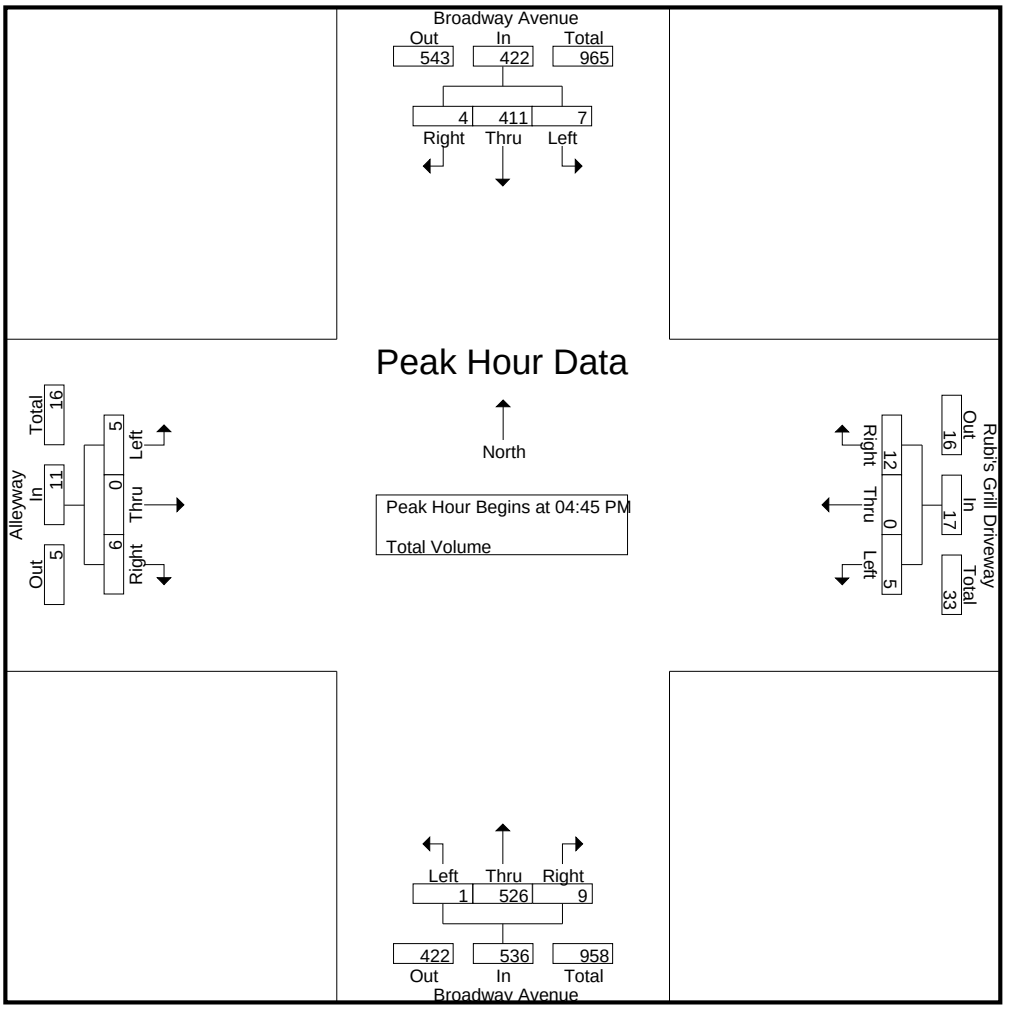
	Broadway Avenue Southbound				Rubi's Grill Driveway Westbound				Broadway Avenue Northbound				Alleyway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	109	1	112	1	0	2	3	0	104	0	104	1	0	2	3	222
04:15 PM	0	106	0	106	0	0	2	2	0	124	1	125	0	0	1	1	234
04:30 PM	2	108	1	111	0	0	5	5	1	102	1	104	1	0	1	2	222
04:45 PM	0	94	1	95	1	0	4	5	0	139	4	143	2	0	3	5	248
Total	4	417	3	424	2	0	13	15	1	469	6	476	4	0	7	11	926
05:00 PM	3	106	1	110	3	0	3	6	0	128	2	130	0	0	1	1	247
05:15 PM	1	107	1	109	0	0	3	3	0	126	1	127	1	0	1	2	241
05:30 PM	3	104	1	108	1	0	2	3	1	133	2	136	2	0	1	3	250
05:45 PM	1	92	1	94	1	0	5	6	1	127	4	132	1	0	0	1	233
Total	8	409	4	421	5	0	13	18	2	514	9	525	4	0	3	7	971
Grand Total	12	826	7	845	7	0	26	33	3	983	15	1001	8	0	10	18	1897
Apprch %	1.4	97.8	0.8		21.2	0	78.8		0.3	98.2	1.5		44.4	0	55.6		
Total %	0.6	43.5	0.4	44.5	0.4	0	1.4	1.7	0.2	51.8	0.8	52.8	0.4	0	0.5	0.9	

	Broadway Avenue Southbound				Rubi's Grill Driveway Westbound				Broadway Avenue Northbound				Alleyway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	94	**1**	95	1	0	**4**	5	0	**139**	**4**	**143**	**2**	0	**3**	**5**	248
05:00 PM	**3**	106	1	**110**	**3**	0	3	**6**	0	128	2	130	0	0	1	1	247
05:15 PM	1	**107**	1	109	0	0	3	3	0	126	1	127	1	0	1	2	241
05:30 PM	3	104	1	108	1	0	2	3	**1**	133	2	136	2	0	1	3	**250**
Total Volume	7	411	4	422	5	0	12	17	1	526	9	536	5	0	6	11	986
% App. Total	1.7	97.4	0.9		29.4	0	70.6		0.2	98.1	1.7		45.5	0	54.5		
PHF	.583	.960	1.00	.959	.417	.000	.750	.708	.250	.946	.563	.937	.625	.000	.500	.550	.986

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Alleyway
Weather: Clear

File Name : 03_CLA_Broad_Alley PM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:45 PM				04:00 PM			
+0 mins.	2	**108**	**1**	**111**	0	0	**5**	5	0	**139**	**4**	**143**	1	0	2	3
+15 mins.	0	94	1	95	1	0	4	5	0	128	2	130	0	0	1	1
+30 mins.	**3**	106	1	110	**3**	0	3	**6**	0	126	1	127	1	0	1	2
+45 mins.	1	107	1	109	0	0	3	3	**1**	133	2	136	**2**	0	**3**	**5**
Total Volume	6	415	4	425	4	0	15	19	1	526	9	536	4	0	7	11
% App. Total	1.4	97.6	0.9		21.1	0	78.9		0.2	98.1	1.7		36.4	0	63.6	
PHF	.500	.961	1.000	.957	.333	.000	.750	.792	.250	.946	.563	.937	.500	.000	.583	.550

Appendix C

County of Los Angeles VMT Tool Worksheet Print-Out

RK19953.7
JN: 3184-2024-01

COUNTY OF LOS ANGELES VMT TOOL

version 1.0

Project Information

Project Name	Analysis Year
Washington Blvd at Broadway Avenue Multifamily Residential	2024

Parcel Number (TAZ# 21839300)

8173023020, 8173023021

Project Land Use Information

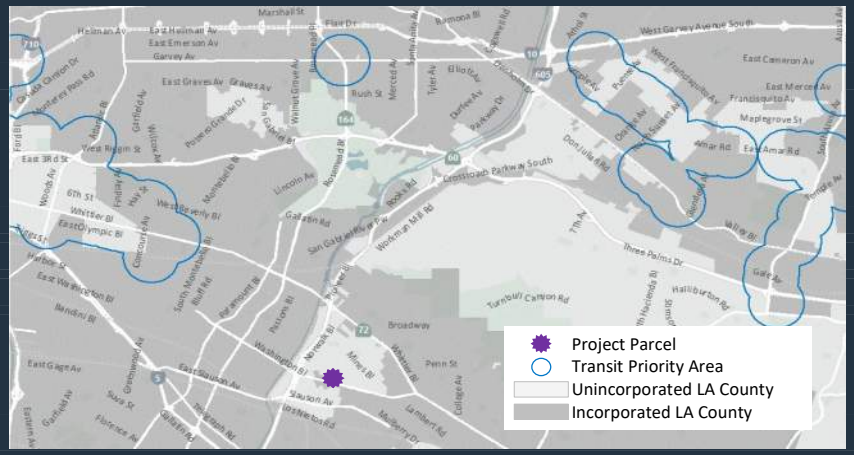
	Values	Unit
Residential - Single-Family Housing		DU
Residential - Multifamily Housing	53	DU
Residential - Affordable Housing	7	DU
Office - General Office		KSF
Office - Medical Office		KSF
Retail - Shopping Center, Restaurant, Services		KSF
Industrial - Warehousing		KSF
Industrial - Light Industrial		KSF
Custom Land Use (ignores all other land use entries)		Daily Trips

Project Daily Trips: 317

Screening Criteria for County of Los Angeles

	Value
Is the project screened in a Transit Priority Area?	No
Is the project's residential land uses 100% affordable housing?	No
Is the project's local service retail land uses under 50,000 square foot?	N/A
Does the project generate fewer than 110 daily trips? (enter project land use in the section above)	No

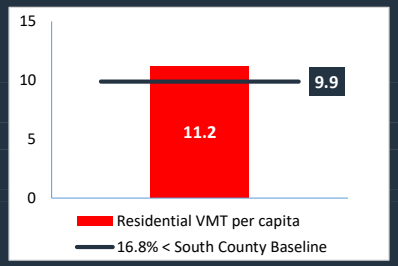
Project Location and VMT Information



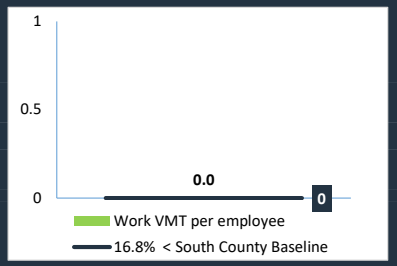
Project Summary Information

South County Residential VMT Baseline (11.9)	16.8%	% Threshold for Screening
South County Work VMT Baseline (16.0)	16.8%	% Threshold for Screening

Residential VMT per capita



Work VMT per employee



The project is not presumed to have a less than significant impact on VMT, therefore a CEQA VMT analysis may be required. Please refer to the Transportation Impact Analysis Guidelines on how to proceed forward.

FEHR PEERS

Appendix D

APNs 8173-023-020 and 8173-023-021
Parcel Map

RK19953.7
JN: 3184-2024-01

8173	23 SHEET	P. A. 842-27	TRA 9669 9678	REVISED 770512307 2003032707001001-27	20120509190050001-27			SEARCH NO		OFFICE OF THE ASSESSOR COUNTY OF LOS ANGELES COPYRIGHT © 2002

2013

N

MAPPING AND GIS SERVICES SCALE 1" = 100'

9669 9678

THORNLAKE AVE

50 50

S 74°35'E

80 122 16990±SF (11) 60 122 N 15°25'E (14) 122

S 15°25'W 590 FT FROM NE COR LOT 1

PG 4

BROADWAY

CF 1951

N 15°20'E

S 74°35'E 60

1 POR

19430±SF (20) (21) 17870±SF 165.87

S 15°30'W 768 FT FROM THE MOST E COR LOT 2

S 15°30'W 768 FT FROM THE MOST N COR LOT 3

PG 22

JAMES M KING

N 74°55'W S 74°45'E 300.24

14810±SF (18) (4) 2 POR (23) 3 POR

181 80 R=960 76.13 18.86 MB N 14°57'E 151 200.37 200.37 N 15°25'E N 15°30'E

SW COR LOT 19 TR NO 18932

PG 21

MOST E COR LOT 13 TR NO 18932

WESTMAN AVE

PG 26

TRACT (22) 15250±SF 178.23 75 21.18 30.50 R=30 75

N 15°40'E 298.92 301.95

(7) 4 POR

N 15°45'E

5 POR (24) 1.07±AC

237.59 N 15°50'E

7

39.01 60 R=25

GRETNA AVE

PG 24

133.32± 100 10 105.71 3.622 CHS 105.71 N 74°55'W 90 20 10 100 90

WASHINGTON

3.6225 CHS

S 74°45'E 3.623 CHS

3.6235 CHS

30

MB 476-5-6 3.624 CHS

100 30

BLVD

CS 8594-2

BK 8169

WESTMAN AVE

Appendix E

CAPCOA VMT Mitigation Measures Calculation Worksheets

RK19953.7
JN: 3184-2024-01

T-1 Increase Residential Density

GHG Reduction Formula

$$A = \frac{B - C}{C} \times D$$

GHG Calculation Variables

ID	Variable	Value	Unit	Source
Output				
A	Percent reduction in GHG emissions from project VMT in study area	0–30.0	%	calculated
User Inputs				
B	Residential density of project development	[ ]	du/acre	user input
Constants, Assumptions, and Available Defaults				
C	Residential density of typical development	9.1	du/acre	Ewing et al. 2007
D	Elasticity of VMT with respect to residential density	-0.22	unitless	Stevens 2016

Output

A = -146.7%

User Inputs, Constants, Assumptions, and Defaults:

B = 69.77

b_{DUs} = 60

$b_{Project\ Acreage}$ = 0.86

C = 9.1

D = -0.22

VMT Reduction = -30.0%

RK engineering group, inc.

T-4 Integrate Affordable and Below Market Rate Housing

GHG Reduction Formula

$A = B \times C$

GHG Calculation Variables

ID	Variable	Value	Unit	Source
Output				
A	Percent reduction in GHG emissions from Project/Site VMT for multifamily residential developments	0–28.6	%	calculated
User Inputs				
B	Percent of multifamily units permanently dedicated as affordable	0–100	%	user input
Constants, Assumptions, and Available Defaults				
C	Percent reduction in VMT for qualified units compared to market rate units	-28.6	%	ITE 2021

Further explanation of key variables:

- (B) – This refers to percent of multifamily units in the project that are deed restricted or otherwise permanently dedicated as affordable.
- (C) – The 11th Edition of the *ITE Trip Generation Manual* (ITE 2021) contains daily vehicle trip rates for market rate multifamily housing that is low-rise and not close to transit (ITE code 221) as well as affordable multifamily housing (ITE code 223). While these rates do not account for trip length, they serve as a proxy for the expected difference in vehicle trip generation and VMT generation presuming similar trip lengths for both types of land use. If the user has information about trip length differences between market rate and affordable housing, then adjusting the percent reduction accordingly is recommended.

  Users should note that the ITE trip rate estimates are based on a small sample of studies for the affordable housing rate and that no stratification of affordable housing by number of stories was available. This is an important distinction since the multifamily low-rise vehicle trip rate applies to four or fewer stories. Therefore, this measure may not apply to affordable housing projects with more than four stories.

Output

A	=	-3.3%

User Inputs, Constants, Assumptions, and Defaults:

B	=	11.7%
$b_{\text{affordable housing DUs}}$	=	7
$b_{\text{total multifamily DUs}}$	=	60
C	=	-28.6%

VMT Reduction = -3.3%

RK engineering group, inc.

Combining Measures Within Subsectors - Land Use
CAPCOA Equation

$$Reduction_{subsector} = 1 - [(1 - A) \times (1 - B) \times (1 - C)]$$

Output

VMT Reduction$_{\text{Land Use}}$	=	-32.3%

Input

$A_{\text{T-1: Increase Residential Density}}$	=	-30.0%
$B_{\text{T-4: Integrate Affordable and Below Market Rate Housing}}$	=	-3%
VMT Reduction$_{\text{Land Use}}$	=	-32.3%

Combining Measures Across Subsectors
CAPCOA Equation

$$\text{Reduction}_{\text{multi-subsector}} = 1 - [(1 - \text{Land}) \times (1 - \text{Design}) \times (1 - \text{Parking}) \times (1 - \text{Transit})] \leq 70\%$$

Output

VMT Reduction$_{\text{multi-subsector}}$	=	-32.3%

Input

Land	=	-32.3%
Design	=	0%
Parking	=	0.0%
Transit	=	0%

VMT Reduction$_{\text{multi-subsector}}$	=	-32.3%

RK engineering group, inc.

Appendix F

Existing Traffic Signal Timing Plans

RK19953.7
JN: 3184-2024-01

Public Works
LOS ANGELES COUNTY

LACO - 1R WWV - TIME - BASED
TYPE 170 PROGRAM

Intersection: BROADWAY (N/S) @ MINES BLVD (E/W)

Date Prepared: 11-20-2023 By: RBO

T.S. No.: 1038

Date Implemented: 12/13/23 By: OP

PHASE TIMING

Keystrokes: F + Phase + Interval

Phase #		1	2	3	4	5	6	7	8
Minimum Walk	0		12		11		12		11
Flashing Don't Walk	1		24		17		23		17
Minimum Green	2		9		8		9		8
Queue Maximum	3		25		0		0		0
Added Green/Actuation	4		0.0		0.0		0.0		0.0
Vehicle Extension	5		4.0		4.0		2.0		3.0
Maximum Gap	6		5.0		5.0		2.0		3.0
Minimum Gap	7		3.0		3.0		2.0		3.0
Max Extension 1 (Free)	8		40		40		40		40
Max Extension 2 (Coord)	9								
Offset 1	A	Dial 1	Dial 2	Dial 3					
Offset 2	b								
Offset 3	C								
Reduce 0.1 Sec. Every...	d		1.1		1.1		0.0		0.0
Yellow	E		5.0		5.0		5.0		5.0
Red Clearance	F		0.5		0.5		0.5		0.5

Max Added Green	F-0-E	0
Red Revert	F-0-F	2.0

Remarks:

RECEIVED
NOV 29 2023
674-13
LACO PUBLIC WORKS
TRAFFIC SIGNAL LAB

PREEMPTION

Keystrokes: F+E+Function

RR Select (0, 1, 2)		0
Track Clearance		1
RR Red		2
RR2 Maximum(Minutes)		3
EV-A Delay		4
EV-A Clearance		5
EV-B Delay		6
EV-B Clearance		7
EV-C Delay		8
EV-C Clearance		9
EV-D Delay		A
EV-D Clearance		b
EV Maximum (Seconds)		C
Delay Timer		d
Clerance Timer		E
Maximum Timer		F

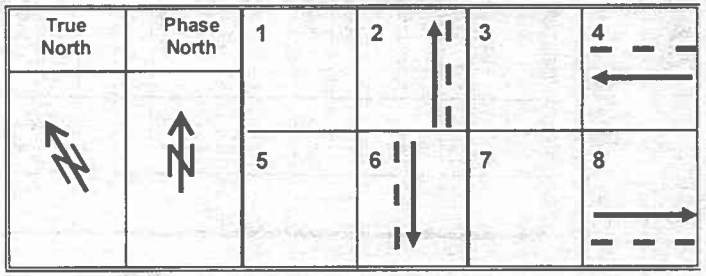
PHASE FUNCTION FLAGS

Keystokes: F+F+Function

		1	2	3	4	5	6	7	8
Phases Permitted	0		X		X		X		X
Red Lock	1								
Red & Yellow Lock	2		X		X				
Minimum Vehicle Recall	3								
Pedestrian Recall + Rest in Walk	4								
Pedestrian Phases	5		X		X		X		X
Rest in Red	6								
Semi Traffic Actuated Mode	7								
Double Entry	8		X		X		X		X
Maximum Vehicle Recall	9								
Overlap A	A								
Overlap B	b								
Barrier Recall	C								
Rest in Green	d								
Yellow Start Up	E		X				X		
Protected/Permissive Left Turn	F								

LAG PHASE FLAGS

		1	2	3	4	5	6	7	8
Lag Free	d-F-0		X		X		X		X
Lag Dial 1	d-F-1								
Lag Dial 2	d-F-2								
Lag Dial 3	d-F-3								



LACO-1R WWV DETECTOR ASSIGNMENTS

T.S.: 1038 Intersection: BROADWAY (N/S) @ MINES BLVD (E/W) Date Prepared: 11-20-2023 R 12/13/23 By: RBO OR

App	Lanes	Description	Phase File - Slot Channel	Delay Code	Delay Seconds	Extended Call Code	Extended Call Seconds	Remarks (Note: The four Programmable Detectors will default to normal phasing if not flagged.)	Yellow Disconnect Code	Yellow Disconnect Lite	Yellow Disconnect On	Queue Clearing Code	Queue Clearing Lite	Queue Clearing On
			1I1U	d10		d30			dF4	1		dF8	1	
			1I1L											
N	1,2	ADVANCE	2I2U	d11		d31			dF4	2		dF8	2	
S	1,2	ADVANCE	2I2L	d12		d32			dF4	3		dF8	3	
			2I3U	d13		d33			dF4	4		dF8	4	
			2I3L	d14		d34			dF4	5		dF8	5	
N	1,2	QUEUE CL. *	2I4U	d15		d35	2.0	Call Ø 1 2 3 4 5 6 7 8	dF4	6		dF8	6	X
S	1,2	QUEUE CL. *	2I4L					dd8	dF4			dF8		
			3I5U	d16		d36			dF4	7		dF8	7	
			3I5L						dF4			dF8		
E	1,2	ADVANCE	4I6U	d17		d37			dF4	8		dF8	8	
W	1,2	ADVANCE	4I6L	d18		d38			dF5	1		dF9	1	
			4I7U	d19		d39			dF5	2		dF9	2	
			4I7L	d1A		d3A			dF5	3		dF9	3	
			4I8U	d1b		d3b		Call Ø 1 2 3 4 5 6 7 8	dF5	4		dF9	4	
			4I8L					dd9	dF5			dF9		
			1I9U	d1C		d3c			dF5	5		dF9	5	
			3I9L	d1d		d3d			dF5	6		dF9	6	
			5J1U	d20		d40			dF6	1		dFA	1	
			5J1L						dF6			dFA		
			6J2U	d21		d41			dF6	2		dFA	2	
			6J2L	d22		d42			dF6	3		dFA	3	
N	LT	HOLDING *	6J3U	d23	3.0	d43		2-6'X6'	dF6	4		dFA	4	
S	LT	HOLDING *	6J3L	d24	3.0	d44		2-6'X6'	dF6	5		dFA	5	
			6J4U	d25		d45		Call Ø 1 2 3 4 5 6 7 8	dF6	6		dFA	6	
			6J4L					ddA	dF6			dFA		
			7J5U	d26		d46			dF6	7		dFA	7	
			7J5L						dF6			dFA		
E	Lt,Th,8	1ST VEH. *	8J6U	d27		d47		2-6'X6', (Bike Lane: 6'X6')	dF6	8		dFA	8	
E	RT	1ST VEH. *	8J6L	d28	10.0	d48		2-6'X6'	dF7	1		dFb	1	
W	Lt,Th,8	1ST VEH. *	8J7U	d29		d49		2-6'X6', (Bike Lane: 6'X6')	dF7	2		dFb	2	
W	RT	1ST VEH. *	8J7L	d2A	10.0	d4A		2-6'X6'	dF7	3		dFb	3	
			8J8U	d2b		d4b		Call Ø 1 2 3 4 5 6 7 8	dF7	4		dFb	4	
			8J8L					ddb	dF7			dFb		
			5J9U	d2C		d4C			dF7	5		dFb	5	
			7J9L	d2d		d4d			dF7	6		dFb	6	

YELLOW DISCONNECT QUICK REFERENCE

	Call Lights							
Code	1	2	3	4	5	6	7	8
dF4								
dF5								
dF6								
dF7								

Remarks:

* Bike/Vehicle Detection

QUEUE CLEARING DETECTOR QUICK REFERENCE

	Call Lights							
Code	1	2	3	4	5	6	7	8
dF8						X		
dF9								
dFA								
dFb								

TRAFFIC SIGNAL DRAFT

LACO-1R WWV - TIME - BASED COORDINATION

T.S. No.: 1038 Intersection: BROADWAY (N/S) @ MINES BLVD (E/W)

System Limits:

Remote Master:

Date Prepared: 11-20-2023 By: RBO

Date Implemented: 12/13/23 By: OP

TIME OF DAY OPERATION SUMMARY

	Dial 1	Dial 2	Dial 3 / Offset Timing
Offset 1			
Offset 2			
Offset 3			
Free			
Special			

* Set Local Manual to 14 (free) before setting or changing dial intervals & functions. Setting either of the Manuals to 0 will release that Manual.

Offset Timing Mode:
A 12 at C-0-1 or by T.O.D enables this mode and uses the Dial 3 Intervals and Functions.

INTERCONNECT SELECT

d-0-0 [ ] 7 = Slave [ ] 170 = Master

d-0-E Set Maximum Width 4.0 Seconds

d-0-F Set Minimum Width 1.0 Seconds

Remarks:

Observe:

Call	d-F-C
Hold	d-F-d
Ped Restrict	d-F-E
Force - Off	d-F-F
Cycle with Field Calls	C-0-b
Master Sync Pulse Width	d-0-d

Keystrokes: C + Column + Row

Coordination Parameters		INTERVALS (in seconds)			FUNCTION FLAGS												
					DIAL 1				DIAL 2				DIAL 3 / OFFSET TIMING				
		Dial 1	Dial 2	Dial 3	Force Off	Hold	Ped Rstrict	Call	Force Off	Hold	Ped Rstrict	Call	Force Off	Hold	Ped Rstrict	Call	
0	Int	1	2	3	4	5	6	7	8	9	A	b	C	d	E	F	Int
System Manual* 14	0																0
Local Manual* 14	1																1
Master Diel	2																2
Current Diel	3																3
Offset Number	4																4
Time of Day Plan	5																5
Function 6 14	6																6
Current Teble	7																7
Minimum Cycle 0	8																8
Maximum Cycle 255	9																9
Mester Timer	A																A
Local Timer	b																b
New Offset	C																C
Current Offset	d																d
Last Mester Cycle	E																E
Last Locel Cycle	F																F

LACO-1R WWV TIME BASE UNIT

CLOCK AND EVENT TABLE SHEET

Intersection: BROADWAY (N/S) @ MINES BLVD (E/W)

Date Prepared: 11-20-2023 PL By: RBO

T.S. No.: 1038

Date Implemented: 12/13/23 By: OP

CONTROL CODE A-C

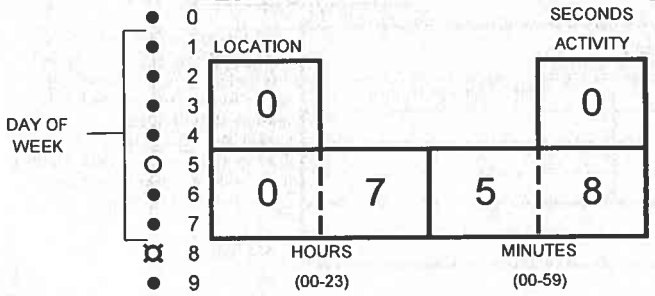


FIG. 1

CLOCK

CONTROL CODE A-D

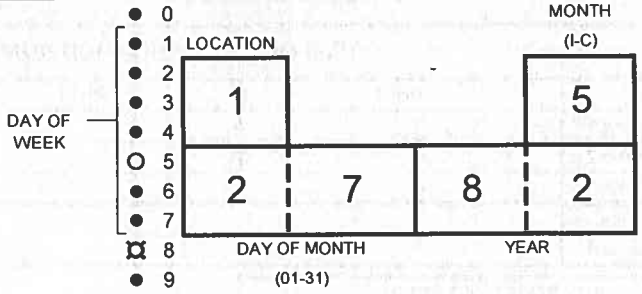


FIG. 2

ABOVE EXAMPLES

7:58 A.M. ON THURSDAY (FIG. 1)
MAY 27, 1982 (FIG. 2)

DAY OF WEEK

1	SUNDAY
2	MONDAY
3	TUESDAY
4	WEDNESDAY
5	THURSDAY
6	FRIDAY
7	SATURDAY

MONTH

1	JANUARY	7	JULY
2	FEBRUARY	8	AUGUST
3	MARCH	9	SEPTEMBER
4	APRIL	A	OCTOBER
5	MAY	B	NOVEMBER
6	JUNE	C	DECEMBER

DIRECTIONS

At control code A - C, key in hours and minutes, then key in 0 for seconds activity. Enter key E and turn on call light corresponding to day of the week. (NOTE: Seconds start at 0 seconds - for observation and correction use address D - 4 - F). At cibtrik cide A - D, key in the day of the month, year and month, then enter key E.

CONTROL CODE 9-3

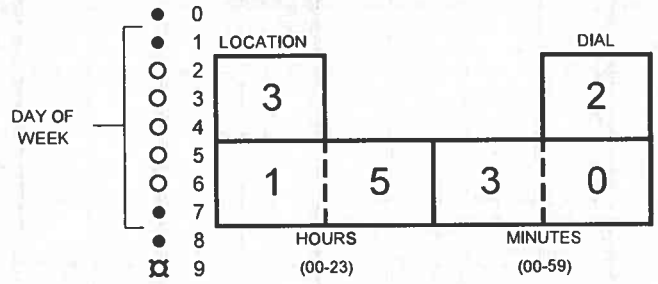


FIG. 3

EVENT TABLE

ABOVE EXAMPLE

The example (FIG. 3), shows a time of day event at control code 9-3 with dial 2 to start at 3:30 P.M. each weekday from Monday through Friday.

DIRECTIONS

To set an event, key in 9 + the table location, key in hour, minute, and event, then enter key E. Set day(s) with call/active lights. To observe current event use address C - 0 - 5. (NOTE: These time of day events are local - not system events.)

REMARKS:

FOR DIRECT INTERCONNECT ONLY. (D00=7)

			DAY AND LIGHT ← Set DAY using call/active LIGHT →						
LOC. 9+ ↓	TIME	EVENT *DIAL	SUN 1	MON 2	TUE 3	WED 4	THUR 5	FRI 6	SAT 7
0									
1									
2									
3									
4									
5									
6									
7									
8									
9									
A									
B									
C									
D									
E									
F									

* DIAL 1 = 1, 2 = 2, 3 = 3, FREE = E, OFF = 0.

(NOTE: At C - 0 - 5, Free = 14)
OFFSET TIMING =C T.O.D. FLASH=F

LACO-1R WWV - TIME - BASED EVENT TABLES

Intersection: BROADWAY (N/S) @ MINES BLVD (E/W)

Date Prepared: 11-20-2023 By: RBO

T.S. No.: 1038

Date Implemented: 12/13/23 By:

TABLE 0 - DEFAULT				s	m	t	w	t	f	s
Code	Hour	Min	Plan	1	2	3	4	5	6	7
0 -0		:								
0 -1		:								
0 -2		:								
0 -3		:								
0 -4		:								
0 -5		:								
0 -6		:								
0 -7		:								
0 -8		:								
0 -9		:								
0 -A		:								
0 -b		:								
0 -C		:								
0 -d		:								
0 -E		:								
0 -F		:								

TABLE 3				s	m	t	w	t	f	s
Code	Hour	Min	Plan	1	2	3	4	5	6	7
3 -0		:								
3 -1		:								
3 -2		:								
3 -3		:								
3 -4		:								
3 -5		:								
3 -6		:								
3 -7		:								
3 -8		:								
3 -9		:								
3 -A		:								
3 -b		:								
3 -C		:								
3 -d		:								
3 -E		:								
3 -F		:								

ANNUAL EVENTS				s	m	t	w	t	f	s
Code	Month	/	Table	1	2	3	4	5	6	7
5 -0		/								
5 -1		/								
5 -2		/								
5 -3		/								
5 -4		/								
5 -5		/								
5 -6		/								
5 -7		/								
5 -8		/								
5 -9		/								
5 -A		/								
5 -b		/								
5 -C		/								
5 -d		/								
5 -E		/								
5 -F		/								

TABLE 1				s	m	t	w	t	f	s
Code	Hour	Min	Plan	1	2	3	4	5	6	7
1 -0		:								
1 -1		:								
1 -2		:								
1 -3		:								
1 -4		:								
1 -5		:								
1 -6		:								
1 -7		:								
1 -8		:								
1 -9		:								
1 -A		:								
1 -b		:								
1 -C		:								
1 -d		:								
1 -E		:								
1 -F		:								

Plan = Plan Number

	D1	D2	D3
O1 =	1	2	3
O2 =	4	5	6
O3 =	7	8	9

Plans:
A = Arrows On
B = TOD Output On
C = Offset Timing
D = Arrows / TOD Output Off
E = Function 6
F = Flash

Keys:
0 = No Days
8 = All Days
9 = Weekdays

Table #4, N^{th} = The number of the occurrence in the month (1-5). 99 = Always the last occurance in the month.

I.E. Thanksgiving = 11/04 [Table] and Thursday.

ANNUAL EVENTS				s	m	t	w	t	f	s
Code	Month	/ N^{th}	Table	1	2	3	4	5	6	7
6 -0		/								
6 -1		/								
6 -2		/								
6 -3		/								
6 -4		/								
6 -5		/								
6 -6		/								
6 -7		/								
6 -8		/								
6 -9		/								
6 -A		/								
6 -b		/								
6 -C		/								
6 -d		/								
6 -E		/								
6 -F		/								

TABLE 2				s	m	t	w	t	f	s
Code	Hour	Min	Plan	1	2	3	4	5	6	7
2 -0		:								
2 -1		:								
2 -2		:								
2 -3		:								
2 -4		:								
2 -5		:								
2 -6		:								
2 -7		:								
2 -8		:								
2 -9		:								
2 -A		:								
2 -b		:								
2 -C		:								
2 -d		:								
2 -E		:								
2 -F		:								

FLOATING HOLIDAYS				s	m	t	w	t	f	s
Code	Month	/ N^{th}	Table	1	2	3	4	5	6	7
4 -0		/								
4 -1		/								
4 -2		/								
4 -3		/								
4 -4		/								
4 -5		/								
4 -6		/								
4 -7		/								
4 -8		/								
4 -9		/								
4 -A		/								
4 -b		/								
4 -C		/								
4 -d		/								
4 -E		/								
4 -F		/								

ANNUAL EVENTS				s	m	t	w	t	f	s
Code	Month	/ N^{th}	Table	1	2	3	4	5	6	7
7 -0		/								
7 -1		/								
7 -2		/								
7 -3		/								
7 -4		/								
7 -5		/								
7 -6		/								
7 -7		/								
7 -8		/								
7 -9		/								
7 -A		/								
7 -b		/								
7 -C		/								
7 -d		/								
7 -E		/								
7 -F		/								

LACO-1R WWV-TIME-BASED ANNUAL TABLES

Intersection: BROADWAY (N/S) @ MINES BLVD (E/W)

Date Prepared: 11-20-2023 By: RBO

T.S. No.: 1038

Date Implemented: 12/13/23 By: RB

EXCEPTION DAYS			s	m	t	w	t	f	s
Code	Month / Day	Flag	1	2	3	4	5	6	7
8 - 0	/								
8 - 1	/								
8 - 2	/								
8 - 3	/								
8 - 4	/								
8 - 5	/								
8 - 6	/								
8 - 7	/								
8 - 8	/								
8 - 9	/								
8 - A	/								
8 - b	/								
8 - C	/								
8 - d	/								
8 - E	/								
8 - F	/								

EXCEPTION TIMES				Table 8 Flags						
Code	Hour	Min	Plan	1	2	3	4	5	6	7
9 - 0		:								
9 - 1		:								
9 - 2		:								
9 - 3		:								
9 - 4		:								
9 - 5		:								
9 - 6		:								
9 - 7		:								
9 - 8		:								
9 - 9		:								
9 - A		:								
9 - b		:								
9 - C		:								
9 - d		:								
9 - E		:								
9 - F		:								

NOTES ON USING TABLES:

Starting from the base display [A/b], Table access is gained with a two digit Table Code. Access is verified by the flashing of both Call Light 9 and the Phase digit* of the display (* No Flash if Table # & Event # match).

Five keypresses will be required followed by [E] to either the data and open the flag mode. Day of Week flags can now be set.

ADDITIONAL KEY CODES:

d-0-3=1 Search Tables
d-0-3=3 Repoll WWV Clock
d-A-F=1 Repoll WWV Clock
d-0-3=071 Save Timing to Prom Module
d-0-3=170 Download TIming into 170
d-0-3=999 Clear All Tables
F-0-0=Phase/Dial Copy - Source
F-0-1=Phase/Dial Copy - Destination
F-0-4=Program Number (66)
d-0-8,9,A=Mo,Day,Yr of Latest Revision
E-E-0-0= Reinitialization

SPECIAL FUNCTION TABLE									
Keystrokes: F + d + Function									
		Phase Flags							
		1	2	3	4	5	6	7	8
(Green) Calling Phases	0								
(Green) Call To Phases	1								
(Yellow) Calling Phases	2								
(Yellow) Call To Phases	3								
Auxiliary Ovlp A Output	4								
Mid-Block Ped Crossing	5								
Driveway Flash	6								
Green Extension	7								
Sequential Ped	8								
Not Used	9								
EV- A Clearance Phases	A								
EV- B Clearance Phases	b								
EV- C Clearance Phases	C								
EV- D Clearance Phases	d								
Track Clerance Phases	E								
Limited Servces Phases	F								

When Any Flagged Phase Is Green ---

--- Place A Locked Call To These Phases.

When Any Flagged Phase Is Yellow ---

--- Place A Locked Call To These Phases.

"Three Color single Phase Overlap" Outputs On Auxiliary File - Slot 1

Ø4P Only. Ø2 & Ø6 Reds Flash During Ø4P Clearance

Flashes The Green Outputs of The Selected Phases

Staggered Termination At Barrier Crossing

Allows Ø1, Ø3 or Ø5 Ped to output on the Ø8P Load Switch

OVERLAP GREEN OMIT	Keys	1	2	3	4	5	6	7	8
Green Omit for Overlap A	F-C-4								
Green Omit for Overlap B	F-C-5								
Green Omit for Overlap C	F-C-6								
Green Omit for Overlap D	F-C-7								

F-9-7		Coordination Free Time (Seconds) After railroad preempt
F-9-d		Green Rest Delay Time (Seconds)
d-0-1		RAILROAD ROUTINE SELECT: 0=Normal Railroad 1=Special Two Input Railroad Routine
d-0-2		MANUAL CONTROL: 0=Not Enabled 1=No Rcalls 2=Vehicle recalls 3=Vehicle and Ped Recalls

PHASE OMIT	Keys	1	2	3	4	5	6	7	8
Phase Omit (Observe Only)	d-d-4								
Phase Omit for Dial 1	d-d-5								
Phase Omit for Dial 2	d-d-6								
Phase Omit for Dial 3	d-d-7								

ADDITIONAL OVERLAPS	Keys	1	2	3	4	5	6	7	8
Aux File 2 Color Overlap C	d-d-C								
Aux File 2 Color Overlap D	d-d-d								
Ø7 Load Sw. 3 Color Ovrlp E	d-d-E								
Green Omit for Overlap E	d-d-F								

PHASE OMIT is active when Coordination CALL function is active and the OMIT flag is set.

Overlap E will not function if the Railroad Preempt has been selected.

LACO-1R WWV TIME BASED
COMMUNICATIONS & SPECIAL OPTIONS

Intersection: BROADWAY (N/S) @ MINES BLVD (E/W) Date Prepared: 11-20-2023 PL By: RBO

T.S. No.: 1038 Date Implemented: 12/13/23 By: op

SPECIAL OPTIONS	Keys								
Comm 3 Options	F-9-3								
		1	2	3	4	5	6	7	8
User Flag Options	F-C-2								
AB3418 Slave Number (1-62)	F-9-0								

Comm 3 Options (F-9-3)
1. Unused
2. Transmit 7-Wire
3. Unused
4. Transmit Time & Day
5. Unused
6. Transmit Plan
7. Transmit State Protocal AB3418 Time & Date
8. Receive & Respond to State Protocal AB3418

Note: A Slave Number must be entered at F-9-0 (1-62) when using Option # 8.

User Flag Options (F-C-2)
1. Send out the "System Sync Pulse" on Phase 4 Ped Yellow
2. Send out the "Time of Day Output" on Phase 4 Ped Yellow
3. Send out the "Midnight Sync Pulse" on Phase 4 Ped Yellow
4. Reserved
5. Enable AB3418 to set the Time & Date
6. Enable AB3418 to set the Coordination Free
7. Enable the Special Time of Day Overlap B
8. Enable the Freeway Ramp Release Logic Routine

LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
TRAFFIC & LIGHTING DIVISION
TRAFFIC SIGNAL TIMING

LACO - 1R WWV - TIME - BASED

TYPE 170 PROGRAM

Intersection: Washington Boulevard @ Broadway

T.S. No.: 463

Date Prepared: SMP 6/13/16 By: JSH

Date Implemented: 3/21/16 By: DT

PHASE TIMING

Keystrokes: F + Phase + Interval

Phase #		1	2	3	4	5	6	7	8
Minimum Walk	0	0	11		12	0	10		
Flashing Don't Walk	1	0	17		24	0	18		
Minimum Green	2	9	10		8	9	10		
Queue Maximum	3	0	0		25	0	0		
Added Green/Actuation	4	0.0	1.5		0.0	0.0	1.5		
Vehicle Extension	5	2.0	4.0		4.0	2.0	4.0		
Maximum Gap	6	2.0	5.0		5.0	2.0	5.0		
Minimum Gap	7	2.0	3.0		3.0	2.0	3.0		
Max Extension 1 (Free)	8	20	50		40	20	50		
Max Extension 2 (Coord)	9	20	130		40	20	130		
Offset 1	A	Dial 1: 56	Dial 2: 48	Dial 3: 117					
Offset 2	b								
Offset 3	C								
Reduce 0.1 Sec. Every...	d	0.0	1.5		1.2	0.0	1.5		
Yellow	E	3.5	4.5		4.5	3.5	4.5		
Red Clearance	F	0.5	0.5		0.5	0.5	0.5		

Max Added Green	F-0-E	20
Red Revert	F-0-F	2.0

Remarks:

PREEMPTION

Keystrokes: F+E+Function

RR Select (0, 1, 2)		0
Track Clearance		1
RR Red		2
RR2 Maximum(Minutes)		3
EV-A Delay		4
EV-A Clearance		5
EV-B Delay		6
EV-B Clearance		7
EV-C Delay		8
EV-C Clearance		9
EV-D Delay		A
EV-D Clearance		b
EV Maximum (Seconds)		C
Delay Timer		d
Clearance Timer		E
Maximum Timer		F

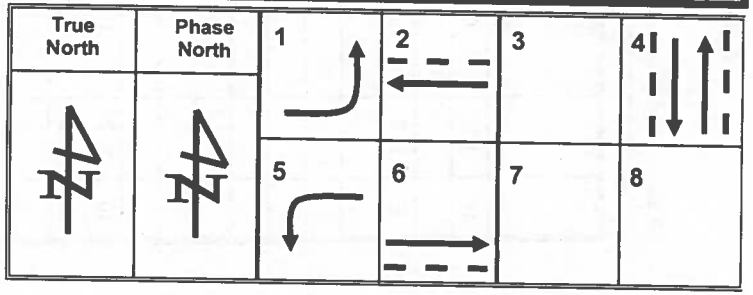
PHASE FUNCTION FLAGS

Keystokes: F+F+Function

		1	2	3	4	5	6	7	8
Phases Permitted	0	X	X		X	X	X		
Red Lock	1								
Red & Yellow Lock	2		X		X		X		
Minimum Vehicle Recall	3		X				X		
Pedestrian Recall + Rest in Walk	4								
Pedestrian Phases	5		X		X		X		
Rest in Red	6								
Semi Traffic Actuated Mode	7								
Double Entry	8								
Maximum Vehicle Recall	9								
Overlap A	A								
Overlap B	b								
Barrier Recall	C								
Rest in Green	d								
Yellow Start Up	E		X				X		
Protected/Permissive Left Turn	F								

LAG PHASE FLAGS

		1	2	3	4	5	6	7	8
Lag Free	d-F-0		X		X		X		X
Lag Dial 1	d-F-1		X		X		X		X
Lag Dial 2	d-F-2		X		X		X		X
Lag Dial 3	d-F-3		X		X		X		X



LACO-1R WWV DETECTOR ASSIGNMENTS

T.S.: 463 Intersection: Washington Boulevard @ Broadway Date Prepared: Sample 01/13/16 3/21/16 By: JSH BST

App	Lanes	Description	Phase File - Slot Channel	Delay Code	Delay Seconds	Extended Call Code	Extended Call Seconds	Remarks (Note: The four Programmable Detectors will default to normal phasing if not flagged.)	Yellow Disconnect Code	Yellow Disconnect Lite	Yellow Disconnect On	Queue Clearing Code	Queue Clearing Lite	Queue Clearing On
W	LT	6'X100'	1I9U	d16		d36			dF4	1		dF8	1	
			1I1L											
E	1,2	ADVANCE	2I2L	d11		d39			dF4	2		dFb	2	
			2I2L	d19		d32			dF4	5		dFb	8	
			1I9U	d13		d39			dF4	8		dFb	8	
			2I3L	d19		d39			dF4	5		dFb	8	
			2I4U	d16		d36		Call Ø 1 2 3 4 5 6 7 8	dF4	6		dFb	6	
			2I4L					dd8	dF4			dF8		
			3I5U	d16		d36			dF4	4		dFb	7	
			3I5L						dF4			dFb		
N	1,2	ADVANCE	1I9U	d17		d32			dF4	5		dFb	8	
S	1,2	ADVANCE	4I6L	d19		d39			dF5	1		dFb	1	
			4I7U	d19		d39			dF5	2		dFb	2	
			4I7L	d1A		d3A			dF5	3		dFb	8	
N	1,2	QUEUE CL.	4I8U	d16	10	d36		Call Ø 1 2 3 4 5 6 7 8	dF5	4		dFb	6	X
S	1,2	QUEUE CL.	4I7L					ddb	dF5			dF9		
			1I9U	d1C		d3c			dF5	5		dFb	8	
			3I9L	d1d		d3d			dF5	6		dF9	6	
E	LT	6'X100'	5J1U	d20		d40			dF6	1		dFA	1	
			6J2U						dF6			dFA		
W	1,2	ADVANCE	6J2U	d21		d48			dF5	2		dFA	2	
			6J2U	d22		d42			dF5	5		dFA	8	
			6J3U	d29		d48			dF4	5		dFA	4	
			6J3L	d24		d48			dF5	8		dFA	5	
			6J2U	d16		d46		Call Ø 1 2 3 4 5 6 7 8	dF5	4		dFA	6	
			6J4L					ddA	dF5			dFA		
			7J5U	d16		d46			dF5	4		dFA	1	
			8J6L						dF4			dFA		
			8J6U	d27		d47			dF4	5		dFA	8	
			8J6L	d29		d48			dF7	1		dFb	1	
			8J6L	d29		d48			dF7	2		dFb	2	
			8J7L	d2A		d4A			dF7	5		dFb	8	
			8J8U	d16		d46		Call Ø 1 2 3 4 5 6 7 8	dF7	4		dFb	1	
			8J6L					ddb	dF7			dFb		
			8J6L	d2C		d4C			dF7	5		dFb	8	
			7J9L	d2d		d4d			dF7	6		dF9	6	

YELLOW DISCONNECT QUICK REFERENCE

	Call Lights							
Code	1	2	3	4	5	6	7	8
dF4								
dF5								
dF6								
dF7								

Remarks:

QUEUE CLEARING DETECTOR QUICK REFERENCE

	Call Lights							
Code	1	2	3	4	5	6	7	8
dF8								
dF9				X				
dFA								
dFb								

LACO-1R WWV - TIME - BASED COORDINATION

T.S. No.: 463 Intersection: Washington Boulevard @ Broadway

System Limits: Pioneer Boulevard to Sorensen Avenue

Remote Master: WWV Date Prepared: SMP 01/13/16 By: JSH

Date Implemented: 3/21/16 By: JT

TIME OF DAY OPERATION SUMMARY

	Dial 1	Dial 2	Dial 3 / Offset Timing
Offset 1	ALL OTHER TIMES	0530-0830 M-F	1400-1830 M-F
Offset 2			
Offset 3			
Free	2200-0530 CONTINUOUS		
Special			

* Set Local Manual to 14 (free) before setting or changing dial intervals & functions. Setting either of the Manuals to 0 will release that Manual.

Offset Timing Mode:
A 12 at C-0-1 or by T.O.D enables this mode and uses the Dial 3 Intervals and Functions.

Observe:

Call	d-F-C
Hold	d-F-d
Ped Restrict	d-F-E
Force - Off	d-F-F
Cycle with Field Calls	C-0-b
Master Sync Pulse Width	d-0-d

INTERCONNECT SELECT

d-0-0 [ ] 7 = Slave [X] 170 = Master

d-0-E Set Maximum Width 4.0 Seconds

d-0-F Set Minimum Width 1.0 Seconds

Remarks:

Keystrokes: C + Column + Row

Coordination Parameters		INTERVALS (in seconds)			FUNCTION FLAGS												
					DIAL 1				DIAL 2				DIAL 3 / OFFSET TIMING				
		Dial 1	Dial 2	Dial 3	Force Off	Hold	Ped Rstrict	Call	Force Off	Hold	Ped Rstrict	Call	Force Off	Hold	Ped Rstrict	Call	
0	Int	1	2	3	4	5	6	7	8	9	A	b	C	d	E	F	Int
System Manual* 0	0	120	120	120	2,6				2,6				2,6				0
Local Manual* 0	1	1	1	1	-,-	2,6			-,-	2,6			-,-	2,6			1
Master Dial	2	6	6	6		-,-	4			-,-	4			-,-	4		2
Current Dial	3	29	29	29		2,6	4			2,6	4			2,6	4		3
Offset Number	4	42	42	42	4	2,6	-		4	2,6	-		4	2,6	-		4
Time of Day Plan	5	43	43	43	-	2,6			-	2,6			-	2,6			5
Function 6 14	6	59	59	59	1,5	2,6			1,5	2,6			1,5	2,6			6
Current Table	7	60	60	60	-,-	2,6			-,-	2,6			-,-	2,6			7
Minimum Cycle 0	8	69	69	69		-,-				-,-				-,-			8
Maximum Cycle 255	9	92	92	92			2,6				2,6				2,6		9
Master Timer	A	120	120	120			-,-				-,-				-,-		A
Local Timer	b																b
New Offset	C																C
Current Offset	d																d
Last Master Cycle	E																E
Last Local Cycle	F																F

LACO-TR WWV TIME BASE UNIT
CLOCK AND EVENT TABLE SHEET

Intersection: Washington Boulevard @ Broadway Date Prepared: SMP 01/13/16 By: JSH

T.S. No.: 463 Date Implemented: 3/21/16 By: DT

CLOCK

CONTROL CODE A-C

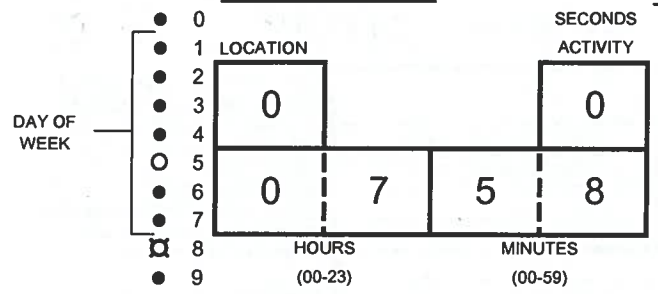


FIG. 1

CONTROL CODE A-D

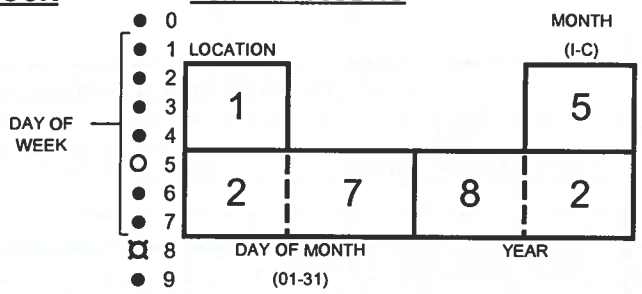


FIG. 2

ABOVE EXAMPLES
7:58 A.M. ON THURSDAY (FIG. 1)
MAY 27, 1982 (FIG. 2)

DAY OF WEEK

1	SUNDAY
2	MONDAY
3	TUESDAY
4	WEDNESDAY
5	THURSDAY
6	FRIDAY
7	SATURDAY

MONTH

1	JANUARY	7	JULY
2	FEBRUARY	8	AUGUST
3	MARCH	9	SEPTEMBER
4	APRIL	A	OCTOBER
5	MAY	B	NOVEMBER
6	JUNE	C	DECEMBER

DIRECTIONS
At control code A - C, key in hours and minutes, then key in 0 for seconds activity. Enter key E and turn on call light corresponding to day of the week. (NOTE: Seconds start at 0 seconds - for observation and correction use address D - 4 - F).
At cibtrik cide A - D, key in the day of the month, year and month, then enter key E.

EVENT TABLE

CONTROL CODE 9-3

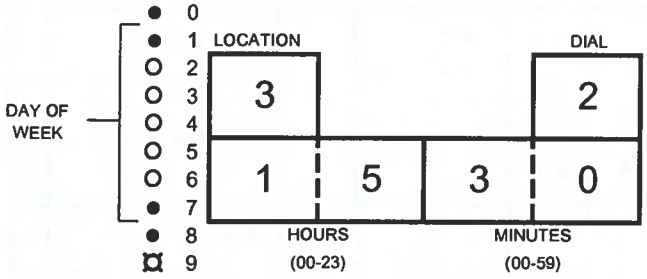


FIG. 3

ABOVE EXAMPLE

The example (FIG. 3), shows a time of day event at control code 9-3 with dial 2 to start at 3:30 P.M. each weekday from Monday through Friday.

DIRECTIONS

To set an event, key in 9 + the table location, key in hour, minute, and event, then enter key E. Set day(s) with call/active lights. To observe current event use address C - 0 - 5. (NOTE: These time of day events are local - not system events.)

REMARKS:

FOR DIRECT INTERCONNECT ONLY. (D00=7)

			DAY AND LIGHT ← Set DAY using call/active LIGHT →						
LOC. 9+ ↓	TIME	EVENT *DIAL	SUN 1	MON 2	TUE 3	WED 4	THUR 5	FRI 6	SAT 7
0									
1									
2									
3									
4									
5									
6									
7									
8									
9									
A									
B									
C									
D									
E									
F									

* DIAL 1 = 1, 2 = 2, 3 = 3, FREE = E, OFF = 0.
(NOTE: At C - 0 - 5, Free = 14)
OFFSET TIMING =C T.O.D. FLASH=F

LACO-1R WWV - TIME - BASED EVENT TABLES

Intersection: Washington Boulevard @ Broadway

Date Prepared: Smp 01/13/16 By: JSH

T.S. No.: 463

Date Implemented: 3/21/16 By: BT

TABLE 0 - DEFAULT			s	m	t	w	t	f	s
Code	Hour : Min	Plan	1	2	3	4	5	6	7
0 -0	00 : 00	E	X	X	X	X	X	X	X
0 -1	05 : 30	1	X						X
0 -2	05 : 30	2		X	X	X	X	X	
0 -3	08 : 30	1		X	X	X	X	X	
0 -4	14 : 00	3		X	X	X	X	X	
0 -5	18 : 30	1		X	X	X	X	X	
0 -6	22 : 00	E	X	X	X	X	X	X	X
0 -7	:								
0 -8	:								
0 -9	:								
0 -A	:								
0 -b	:								
0 -C	:								
0 -d	:								
0 -E	:								
0 -F	:								

TABLE 3			s	m	t	w	t	f	s
Code	Hour : Min	Plan	1	2	3	4	5	6	7
3 -0	:								
3 -1	:								
3 -2	:								
3 -3	:								
3 -4	:								
3 -5	:								
3 -6	:								
3 -7	:								
3 -8	:								
3 -9	:								
3 -A	:								
3 -b	:								
3 -C	:								
3 -d	:								
3 -E	:								
3 -F	:								

ANNUAL EVENTS			s	m	t	w	t	f	s
Code	Month / Nth	Table	1	2	3	4	5	6	7
5 -0	/								
5 -1	/								
5 -2	/								
5 -3	/								
5 -4	/								
5 -5	/								
5 -6	/								
5 -7	/								
5 -8	/								
5 -9	/								
5 -A	/								
5 -b	/								
5 -C	/								
5 -d	/								
5 -E	/								
5 -F	/								

TABLE 1			s	m	t	w	t	f	s
Code	Hour : Min	Plan	1	2	3	4	5	6	7
1 -0	00 : 00	E		X	X	X	X	X	
1 -1	05 : 30	1		X	X	X	X	X	
1 -2	22 : 00	E		X	X	X	X	X	
1 -3	:								
1 -4	:								
1 -5	:								
1 -6	:								
1 -7	:								
1 -8	:								
1 -9	:								
1 -A	:								
1 -b	:								
1 -C	:								
1 -d	:								
1 -E	:								
1 -F	:								

Plan = Plan Number

	D1	D2	D3
O1 =	1	2	3
O2 =	4	5	6
O3 =	7	8	9

Plans:
A = Arrows On
B = TOD Output On
C = Offset Timing
D = Arrows / TOD Output Off
E = Function 6
F = Flash

Keys:
0 = No Days
8 = All Days
9 = Weekdays

Table #4, Nth = The number of the occurrence in the month (1-5). 99 = Always the last occurance in the month.

I.E. Thanksgiving = 11/04 [Table] and Thursday.

ANNUAL EVENTS			s	m	t	w	t	f	s
Code	Month / Nth	Table	1	2	3	4	5	6	7
6 -0	/								
6 -1	/								
6 -2	/								
6 -3	/								
6 -4	/								
6 -5	/								
6 -6	/								
6 -7	/								
6 -8	/								
6 -9	/								
6 -A	/								
6 -b	/								
6 -C	/								
6 -d	/								
6 -E	/								
6 -F	/								

TABLE 2			s	m	t	w	t	f	s
Code	Hour : Min	Plan	1	2	3	4	5	6	7
2 -0	:								
2 -1	:								
2 -2	:								
2 -3	:								
2 -4	:								
2 -5	:								
2 -6	:								
2 -7	:								
2 -8	:								
2 -9	:								
2 -A	:								
2 -b	:								
2 -C	:								
2 -d	:								
2 -E	:								
2 -F	:								

FLOATING HOLIDAYS			s	m	t	w	t	f	s
Code	Month / Nth	Table	1	2	3	4	5	6	7
4 -0	01 / 03	1		X					
4 -1	02 / 03	1		X					
4 -2	05 / 99	1		X					
4 -3	09 / 01	1		X					
4 -4	11 / 04	1					X		
4 -5	/								
4 -6	/								
4 -7	/								
4 -8	/								
4 -9	/								
4 -A	/								
4 -b	/								
4 -C	/								
4 -d	/								
4 -E	/								
4 -F	/								

ANNUAL EVENTS			s	m	t	w	t	f	s
Code	Month / Nth	Table	1	2	3	4	5	6	7
7 -0	/								
7 -1	/								
7 -2	/								
7 -3	/								
7 -4	/								
7 -5	/								
7 -6	/								
7 -7	/								
7 -8	/								
7 -9	/								
7 -A	/								
7 -b	/								
7 -C	/								
7 -d	/								
7 -E	/								
7 -F	/								

LACO-TR WWV-TIME-BASED ANNUAL TABLES

Intersection: Washington Boulevard @ Broadway Date Prepared: SMP 01/13/14 By: JSH

T.S. No.: 463 Date Implemented: 3/22/16 By: OT

EXCEPTION DAYS			s	m	t	w	t	f	s
Code	Month / Day	Flag	1	2	3	4	5	6	7
8-0	01 / 01	1		X	X	X	X	X	
8-1	01 / 02	1		X					
8-2	07 / 04	1		X	X	X	X	X	
8-3	07 / 05	1		X					
8-4	11 / 10	1						X	
8-5	11 / 11	1		X	X	X	X	X	
8-6	11 / 12	1		X					
8-7	12 / 24	1		X	X	X	X	X	
8-8	12 / 25	1		X	X	X	X	X	
8-9	12 / 26	1		X				X	
8-A	/								
8-b	/								
8-C	/								
8-d	/								
8-E	/								
8-F	/								

EXCEPTION TIMES			Table 8 Flags						
Code	Hour : Min	Plan	1	2	3	4	5	6	7
9-0	00 : 00	E		X	X	X	X	X	
9-1	05 : 30	1		X	X	X	X	X	
9-2	22 : 00	E		X	X	X	X	X	
9-3	:								
9-4	:								
9-5	:								
9-6	:								
9-7	:								
9-8	:								
9-9	:								
9-A	:								
9-b	:								
9-C	:								
9-d	:								
9-E	:								
9-F	:								

NOTES ON USING TABLES:

Starting from the base display [A/b], Table access is gained with a two digit Table Code. Access is verified by the flashing of both Call Light 9 and the Phase digit* of the display (* No Flash if Table # & Event # match).

Five keypresses will be required followed by [E] to either the data and open the flag mode. Day of Week flags can now be set.

ADDITIONAL KEY CODES:

d-0-3=1 Search Tables
d-0-3=3 Repoll WWV Clock
d-A-F=1 Repoll WWV Clock
d-0-3=071 Save Timing to Prom Module
d-0-3=170 Download TIming into 170
d-0-3=999 Clear All Tables
F-0-0=Phase/Dial Copy - Source
F-0-1=Phase/Dial Copy - Destination
F-0-4=Program Number (66)
d-0-8,9,A=Mo,Day,Yr of Latest Revision
E-E-0-0= Reinitialization

SPECIAL FUNCTION TABLE									
Keystrokes: F + d + Function									
		Phase Flags							
		1	2	3	4	5	6	7	8
(Green) Calling Phases	0								
(Green) Call To Phases	1								
(Yellow) Calling Phases	2								
(Yellow) Call To Phases	3								
Auxiliary Ovlp A Output	4								
Mid-Block Ped Crossing	5								
Driveway Flash	6								
Green Extension	7								
Sequential Ped	8								
Not Used	9								
EV- A Clearance Phases	A								
EV- B Clearance Phases	b								
EV- C Clearance Phases	C								
EV- D Clearance Phases	d								
Track Clerance Phases	E								
Limited Servces Phases	F								

When Any Flagged Phase Is Green ---
--- Place A Locked Call To These Phases.
When Any Flagged Phase Is Yellow ---
--- Place A Locked Call To These Phases.
"Three Color single Phase Overlap" Outputs On Auxiliary File - Slot 1
Ø4P Only. Ø2 & Ø6 Reds Flash During Ø4P Clearance
Flashes The Green Outputs of The Selected Phases
Staggered Termination At Barrier Crossing
Allows Ø1, Ø3 or Ø5 Ped to output on the Ø8P Load Switch

OVERLAP GREEN OMIT	Keys	1	2	3	4	5	6	7	8
Green Omit for Overlap A	F-C-4								
Green Omit for Overlap B	F-C-5								
Green Omit for Overlap C	F-C-6								
Green Omit for Overlap D	F-C-7								

F-9-7		Coordination Free Time (Seconds) After railroad preempt
F-9-d		Green Rest Delay Time (Seconds)
d-0-1		RAILROAD ROUTINE SELECT: 0=Normal Railroad 1=Special Two Input Railroad Routine
d-0-2		MANUAL CONTROL: 0=Not Enabled 1=No Rcalls 2=Vehicle recalls 3=Vehicle and Ped Recalls

PHASE OMIT	Keys	1	2	3	4	5	6	7	8
Phase Omit (Observe Only)	d-d-4								
Phase Omit for Dial 1	d-d-5								
Phase Omit for Dial 2	d-d-6								
Phase Omit for Dial 3	d-d-7								

ADDITIONAL OVERLAPS	Keys	1	2	3	4	5	6	7	8
Aux File 2 Color Overlap C	d-d-C								
Aux File 2 Color Overlap D	d-d-d								
Ø7 Load Sw. 3 Color Ovrlp E	d-d-E								
Green Omit for Overlap E	d-d-F								

PHASE OMIT is active when Coordination CALL function is active and the OMIT flag is set.

Overlap E will not function if the Railroad Preempt has been selected.

COMMUNICATIONS & SPECIAL OPTIONS

Intersection: Washington Boulevard @ Broadway Date Prepared: SMP 01/13/16 By: JSH

T.S. No.: 463 Date Implemented: 3/21/16 By: DC

SPECIAL OPTIONS	Keys								
Comm 3 Options	F-9-3								
		1	2	3	4	5	6	7	8
User Flag Options	F-C-2								
AB3418 Slave Number (1-62)	F-9-0								

Comm 3 Options (F-9-3)

1. Unused
2. Transmit 7-Wire
3. Unused
4. Transmit Time & Day
5. Unused
6. Transmit Plan
7. Transmit State Protocal AB3418 Time & Date
8. Receive & Respond to State Protocal AB3418

Note: A Slave Number must be entered at F-9-0 (1-62) when using Option # 8.

User Flag Options (F-C-2)

1. Send out the "System Sync Pulse" on Phase 4 Ped Yellow
2. Send out the "Time of Day Output" on Phase 4 Ped Yellow
3. Send out the "Midnight Sync Pulse" on Phase 4 Ped Yellow
4. Reserved
5. Enable AB3418 to set the Time & Date
6. Enable AB3418 to set the Coordination Free
7. Enable the Special Time of Day Overlap B
8. Enable the Freeway Ramp Release Logic Routine

Appendix G

Intersection Analysis Worksheets
for
Existing Conditions

RK19953.7
JN: 3184-2024-01

Intersection Level Of Service Report
Intersection 1: Broadway Avenue (N/S) at Mines Boulevard (E/W)

Control Type:	Signalized	Delay (sec / veh):	25.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.408

Intersection Setup

Name	Broadway Avenue			Broadway Avenue			Mines Boulevard			Mines Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	155.00	100.00	55.00	155.00	100.00	55.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Broadway Avenue			Broadway Avenue			Mines Boulevard			Mines Boulevard		
Base Volume Input [veh/h]	39	216	28	148	372	95	121	329	46	54	314	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	216	28	148	372	95	121	329	46	54	314	49
Peak Hour Factor	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	66	9	45	113	29	37	100	14	16	96	15
Total Analysis Volume [veh/h]	48	263	34	180	454	116	148	401	56	66	383	60
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	28	0	0	28	0	6	24	0	0	24	0
Amber [s]	0.0	5.0	0.0	0.0	5.0	0.0	3.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	1.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0	12	0	0	12	0	0	11	0	0	11	0
Pedestrian Clearance [s]	0	24	0	0	23	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	2.0	3.5	0.0	0.0	3.5	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	6.0	6.0	0.0	0.0	6.0	0.0
Advanced Detector Location [ft]	0.0	235.0	0.0	0.0	245.0	0.0	245.0	245.0	0.0	0.0	245.0	0.0
Advanced Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	6.0	6.0	0.0	0.0	6.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	51	0	0	51	0	124	69	0	0	69	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	9	0	0	9	0	6	8	0	0	8	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	2.0	0.0	3.0	3.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
g_i, Effective Green Time [s]	66	66	66	66	66	66	43	43	43	43	43	43
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.55	0.55	0.36	0.36	0.36	0.36	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.06	0.08	0.08	0.17	0.16	0.16	0.16	0.21	0.04	0.07	0.20	0.04
s, saturation flow rate [veh/h]	842	1870	1797	1082	1870	1741	946	1870	1589	934	1870	1589
c, Capacity [veh/h]	432	1025	984	587	1025	954	234	674	573	223	674	573
d1, Uniform Delay [s]	19.85	13.33	13.35	18.95	14.56	14.57	47.31	31.25	25.44	43.98	30.87	25.51
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.15	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.52	0.30	0.32	1.35	0.71	0.76	2.79	0.84	0.07	1.04	1.08	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.11	0.15	0.15	0.31	0.29	0.29	0.63	0.60	0.10	0.30	0.57	0.10
d, Delay for Lane Group [s/veh]	20.37	13.63	13.67	20.30	15.26	15.33	50.11	32.09	25.52	45.02	31.94	25.62
Lane Group LOS	C	B	B	C	B	B	D	C	C	D	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.85	2.04	1.99	3.24	4.38	4.11	4.41	9.47	1.07	1.80	8.98	1.15
50th-Percentile Queue Length [ft/ln]	21.27	50.89	49.86	80.91	109.40	102.63	110.25	236.64	26.75	44.98	224.60	28.87
95th-Percentile Queue Length [veh/ln]	1.53	3.66	3.59	5.83	7.81	7.39	7.85	14.51	1.93	3.24	13.90	2.08
95th-Percentile Queue Length [ft/ln]	38.28	91.60	89.76	145.64	195.17	184.73	196.35	362.78	48.15	80.96	347.48	51.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.37	13.65	13.67	20.30	15.29	15.33	50.11	32.09	25.52	45.02	31.94	25.62
Movement LOS	C	B	B	C	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	14.59			16.50			35.89			32.89		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	25.29											
Intersection LOS	C											
Intersection V/C	0.408											

Emissions

Vehicle Miles Traveled [mph]	1.50	4.69	4.58	5.62	9.20	8.59	7.66	20.76	2.90	3.59	20.82	3.26
Stops [stops/h]	25.52	61.07	59.84	97.09	131.29	123.15	132.30	283.97	32.10	53.97	269.51	34.65
Fuel consumption [US gal/h]	0.45	1.05	1.03	1.69	2.25	2.11	2.80	5.55	0.64	1.15	5.31	0.70
CO [g/h]	31.32	73.73	72.20	117.99	157.51	147.67	195.44	387.62	44.92	80.20	371.18	48.77
NOx [g/h]	6.09	14.35	14.05	22.96	30.65	28.73	38.03	75.42	8.74	15.60	72.22	9.49
VOC [g/h]	7.26	17.09	16.73	27.35	36.50	34.22	45.29	89.84	10.41	18.59	86.02	11.30

Other Modes

g_Walk,mi, Effective Walk Time [s]	15.0	15.0	16.0	16.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	45.94	45.94	45.07	45.07
l_p,int, Pedestrian LOS Score for Intersectio	2.614	2.799	2.537	2.717
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	758	758	1058	1058
d_b, Bicycle Delay [s]	23.13	23.13	13.30	13.30
l_b,int, Bicycle LOS Score for Intersection	1.844	2.178	2.558	2.399
Bicycle LOS	A	B	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Broadway Avenue (N/S) at Washington Boulevard (E/W)

Control Type:	Signalized	Delay (sec / veh):	30.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.717

Intersection Setup

Name	Broadway Avenue			Broadway Avenue			Washington Boulevard			Washington Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Broadway Avenue			Broadway Avenue			Washington Boulevard			Washington Boulevard		
Base Volume Input [veh/h]	36	109	68	88	183	227	102	715	46	50	1125	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	109	68	88	183	227	102	715	46	50	1125	53
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	28	18	23	48	59	27	187	12	13	294	14
Total Analysis Volume [veh/h]	38	114	71	92	191	237	106	746	48	52	1174	55
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	48.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	4	0	0	4	0	1	6	0	5	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	17	31	0	17	31	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	3.5	4.5	0.0	3.5	4.5	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Walk [s]	0	12	0	0	12	0	0	10	0	0	11	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	18	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	40.0	0.0	0.0	40.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0
Advanced Detector Location [ft]	0.0	250.0	0.0	0.0	250.0	0.0	0.0	185.0	0.0	0.0	210.0	0.0
Advanced Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	41	0	0	41	0	46	66	0	13	33	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	8	0	0	8	0	9	10	0	9	10	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	4.0	0.0	2.0	4.0	0.0	2.0	4.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00
g_i, Effective Green Time [s]	35	35	35	9	64	64	7	62	62
g / C, Green / Cycle	0.29	0.29	0.29	0.08	0.53	0.53	0.06	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.25	0.25	0.21	0.06	0.21	0.21	0.03	0.33	0.33
s, saturation flow rate [veh/h]	882	777	1506	1781	1870	1831	1781	1870	1841
c, Capacity [veh/h]	290	268	435	135	996	975	110	970	955
d1, Uniform Delay [s]	39.26	39.18	38.60	54.49	16.68	16.68	54.41	20.77	20.79
k, delay calibration	0.35	0.35	0.26	0.04	0.50	0.50	0.04	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.75	11.96	5.92	3.76	1.21	1.24	1.17	3.21	3.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.74	0.74	0.79	0.40	0.40	0.47	0.64	0.64
d, Delay for Lane Group [s/veh]	52.01	51.14	44.52	58.26	17.89	17.92	55.58	23.98	24.06
Lane Group LOS	D	D	D	E	B	B	E	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.47	6.32	9.15	3.24	6.59	6.46	1.53	12.63	12.47
50th-Percentile Queue Length [ft/ln]	186.63	157.93	228.72	80.94	164.82	161.54	38.31	315.63	311.79
95th-Percentile Queue Length [veh/ln]	11.95	10.44	14.11	5.83	10.80	10.63	2.76	18.45	18.26
95th-Percentile Queue Length [ft/ln]	298.65	260.98	352.73	145.68	270.09	265.76	68.95	461.31	456.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.01	52.01	52.01	51.14	48.19	44.52	58.26	17.90	17.92	55.58	24.02	24.06
Movement LOS	D	D	D	D	D	D	E	B	B	E	C	C
d_A, Approach Delay [s/veh]	52.01			47.04			22.66			25.30		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	30.39											
Intersection LOS	C											
Intersection V/C	0.717											

Emissions

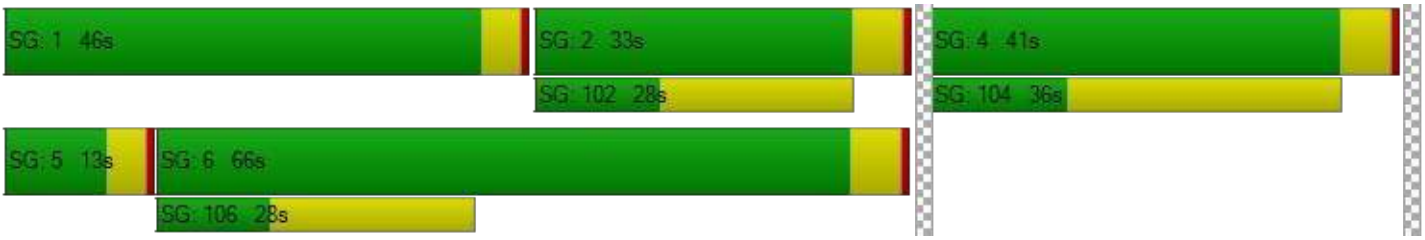
Vehicle Miles Traveled [mph]	7.40	5.99	9.75	5.56	21.06	20.61	3.52	41.85	41.26
Stops [stops/h]	223.95	189.51	274.46	97.12	197.78	193.84	45.97	378.76	374.15
Fuel consumption [US gal/h]	4.33	3.71	5.35	2.41	4.16	4.07	1.17	8.24	8.14
CO [g/h]	302.43	259.53	374.22	168.45	290.63	284.82	81.47	575.95	569.03
NOx [g/h]	58.84	50.49	72.81	32.77	56.55	55.42	15.85	112.06	110.71
VOC [g/h]	70.09	60.15	86.73	39.04	67.36	66.01	18.88	133.48	131.88

Other Modes

g_Walk,mi, Effective Walk Time [s]	14.0	15.0	16.0	16.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.82	45.94	45.07	45.07
l_p,int, Pedestrian LOS Score for Intersectio	2.147	2.368	2.975	3.010
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	1017	467
d_b, Bicycle Delay [s]	29.40	29.40	14.50	35.27
l_b,int, Bicycle LOS Score for Intersection	1.928	1.989	2.302	2.616
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Broadway Avenue (N/S) at Mines Boulevard (E/W)

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.374

Intersection Setup

Name	Broadway Avenue			Broadway Avenue			Mines Boulevard			Mines Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	155.00	100.00	55.00	155.00	100.00	55.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Broadway Avenue			Broadway Avenue			Mines Boulevard			Mines Boulevard		
Base Volume Input [veh/h]	39	401	32	120	303	63	111	270	33	42	377	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	401	32	120	303	63	111	270	33	42	377	108
Peak Hour Factor	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	106	8	32	80	17	29	71	9	11	100	29
Total Analysis Volume [veh/h]	41	424	34	127	320	67	117	285	35	44	399	114
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	28	0	0	28	0	6	24	0	0	24	0
Amber [s]	0.0	5.0	0.0	0.0	5.0	0.0	3.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	1.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0	12	0	0	12	0	0	11	0	0	11	0
Pedestrian Clearance [s]	0	24	0	0	23	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	2.0	3.5	0.0	0.0	3.5	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	6.0	6.0	0.0	0.0	6.0	0.0
Advanced Detector Location [ft]	0.0	235.0	0.0	0.0	245.0	0.0	245.0	245.0	0.0	0.0	245.0	0.0
Advanced Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	6.0	6.0	0.0	0.0	6.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	48	0	0	48	0	124	72	0	0	72	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	9	0	0	9	0	6	8	0	0	8	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	2.0	0.0	3.0	3.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
g_i, Effective Green Time [s]	66	66	66	66	66	66	43	43	43	43	43	43
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.55	0.55	0.36	0.36	0.36	0.36	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.04	0.12	0.12	0.14	0.11	0.11	0.13	0.15	0.02	0.04	0.21	0.07
s, saturation flow rate [veh/h]	996	1870	1822	933	1870	1760	887	1870	1589	1059	1870	1589
c, Capacity [veh/h]	546	1021	994	506	1021	961	199	678	576	290	678	576
d1, Uniform Delay [s]	16.44	14.12	14.13	18.93	13.84	13.86	49.12	28.77	24.93	38.36	31.00	26.27
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.15	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.27	0.52	0.53	1.19	0.42	0.46	2.74	0.42	0.04	0.34	1.16	0.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.08	0.23	0.23	0.25	0.19	0.20	0.59	0.42	0.06	0.15	0.59	0.20
d, Delay for Lane Group [s/veh]	16.71	14.64	14.67	20.12	14.27	14.32	51.85	29.19	24.98	38.71	32.16	26.51
Lane Group LOS	B	B	B	C	B	B	D	C	C	D	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.64	3.32	3.26	2.27	2.78	2.66	3.52	6.18	0.66	1.08	9.43	2.27
50th-Percentile Queue Length [ft/ln]	15.94	82.90	81.42	56.63	69.53	66.59	88.05	154.60	16.42	27.09	235.74	56.70
95th-Percentile Queue Length [veh/ln]	1.15	5.97	5.86	4.08	5.01	4.79	6.34	10.26	1.18	1.95	14.47	4.08
95th-Percentile Queue Length [ft/ln]	28.68	149.21	146.56	101.94	125.15	119.86	158.49	256.56	29.56	48.76	361.64	102.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	16.71	14.65	14.67	20.12	14.29	14.32	51.85	29.19	24.98	38.71	32.16	26.51
Movement LOS	B	B	B	C	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	14.82			15.73			34.92			31.52		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	24.07											
Intersection LOS	C											
Intersection V/C	0.374											

Emissions

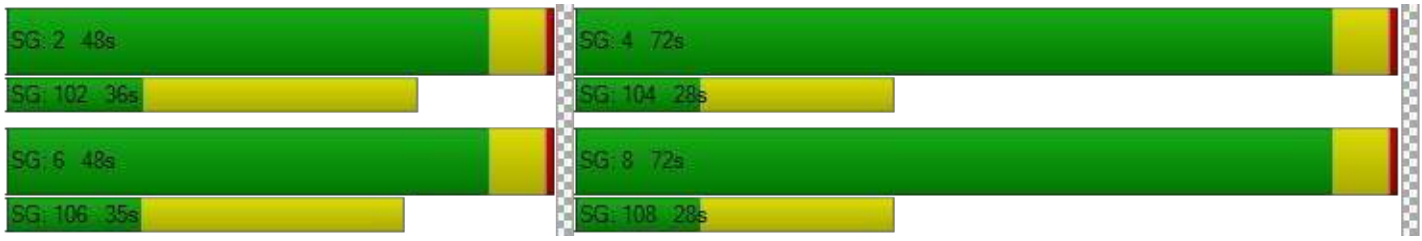
Vehicle Miles Traveled [mph]	1.28	7.22	7.07	3.96	6.18	5.90	6.06	14.75	1.81	2.39	21.69	6.20
Stops [stops/h]	19.12	99.47	97.71	67.96	83.43	79.91	105.66	185.52	19.71	32.50	282.88	68.04
Fuel consumption [US gal/h]	0.33	1.71	1.68	1.18	1.44	1.38	2.26	3.65	0.40	0.68	5.57	1.36
CO [g/h]	23.21	119.68	117.52	82.63	100.54	96.20	157.97	255.15	27.62	47.68	389.03	95.26
NOx [g/h]	4.52	23.29	22.86	16.08	19.56	18.72	30.74	49.64	5.37	9.28	75.69	18.53
VOC [g/h]	5.38	27.74	27.24	19.15	23.30	22.30	36.61	59.13	6.40	11.05	90.16	22.08

Other Modes

g_Walk,mi, Effective Walk Time [s]	15.0	15.0	16.0	16.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	45.94	45.94	45.07	45.07
l_p,int, Pedestrian LOS Score for Intersectio	2.578	2.743	2.468	2.607
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	708	708	1108	1108
d_b, Bicycle Delay [s]	25.03	25.03	11.93	11.93
l_b,int, Bicycle LOS Score for Intersection	1.971	1.984	2.281	2.479
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Broadway Avenue (N/S) at Washington Boulevard (E/W)

Control Type:	Signalized	Delay (sec / veh):	37.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.832

Intersection Setup

Name	Broadway Avenue			Broadway Avenue			Washington Boulevard			Washington Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Broadway Avenue			Broadway Avenue			Washington Boulevard			Washington Boulevard		
Base Volume Input [veh/h]	54	264	79	82	141	187	176	923	56	64	1172	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	264	79	82	141	187	176	923	56	64	1172	66
Peak Hour Factor	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	67	20	21	36	47	45	234	14	16	297	17
Total Analysis Volume [veh/h]	55	267	80	83	143	189	178	934	57	65	1186	67
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	117.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	4	0	0	4	0	1	6	0	5	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	17	31	0	17	31	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	3.5	4.5	0.0	3.5	4.5	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Walk [s]	0	12	0	0	12	0	0	10	0	0	11	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	18	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	40.0	0.0	0.0	40.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0
Advanced Detector Location [ft]	0.0	250.0	0.0	0.0	250.0	0.0	0.0	185.0	0.0	0.0	210.0	0.0
Advanced Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	51	0	0	51	0	20	56	0	13	49	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	8	0	0	8	0	9	10	0	9	10	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	4.0	0.0	2.0	4.0	0.0	2.0	4.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00
g_i, Effective Green Time [s]	42	42	42	14	56	56	8	50	50
g / C, Green / Cycle	0.35	0.35	0.35	0.12	0.47	0.47	0.07	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.31	0.24	0.18	0.10	0.27	0.27	0.04	0.34	0.34
s, saturation flow rate [veh/h]	1294	577	1517	1781	1870	1832	1781	1870	1835
c, Capacity [veh/h]	486	249	529	206	875	858	118	783	769
d1, Uniform Delay [s]	38.27	32.52	31.04	52.15	23.19	23.19	54.27	30.60	30.63
k, delay calibration	0.33	0.22	0.15	0.16	0.50	0.50	0.04	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.49	4.09	1.12	14.54	2.71	2.77	1.48	8.70	8.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.57	0.52	0.86	0.57	0.57	0.55	0.81	0.81
d, Delay for Lane Group [s/veh]	48.76	36.61	32.16	66.68	25.89	25.96	55.75	39.30	39.58
Lane Group LOS	D	D	C	E	C	C	E	D	D
Critical Lane Group	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	12.62	3.75	6.38	6.00	10.49	10.30	1.92	17.18	16.97
50th-Percentile Queue Length [ft/ln]	315.54	93.68	159.60	150.03	262.23	257.59	48.07	429.60	424.21
95th-Percentile Queue Length [veh/ln]	18.45	6.75	10.53	10.02	15.80	15.57	3.46	23.98	23.72
95th-Percentile Queue Length [ft/ln]	461.20	168.63	263.19	250.47	395.02	389.19	86.52	599.56	593.10

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.76	48.76	48.76	36.61	33.97	32.16	66.68	25.92	25.96	55.75	39.43	39.58
Movement LOS	D	D	D	D	C	C	E	C	C	E	D	D
d_A, Approach Delay [s/veh]	48.76			33.67			32.13			40.25		
Approach LOS	D			C			C			D		
d_I, Intersection Delay [s/veh]	37.59											
Intersection LOS	D											
Intersection V/C	0.832											

Emissions

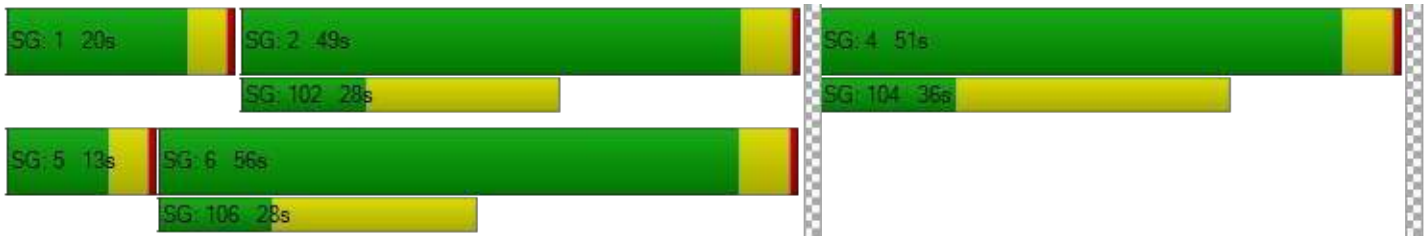
Vehicle Miles Traveled [mph]	13.35	4.27	8.29	9.34	26.26	25.75	4.40	42.71	42.01
Stops [stops/h]	378.65	112.42	191.52	180.04	314.68	309.11	57.68	515.52	509.05
Fuel consumption [US gal/h]	7.35	2.06	3.55	4.52	6.67	6.55	1.46	11.65	11.51
CO [g/h]	513.43	143.86	248.14	315.83	466.09	457.91	102.15	814.05	804.56
NOx [g/h]	99.89	27.99	48.28	61.45	90.68	89.09	19.88	158.38	156.54
VOC [g/h]	118.99	33.34	57.51	73.20	108.02	106.13	23.68	188.66	186.46

Other Modes

g_Walk,mi, Effective Walk Time [s]	14.0	15.0	16.0	16.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.82	45.94	45.07	45.07
l_p,int, Pedestrian LOS Score for Intersectio	2.205	2.405	3.064	3.056
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	767	767	850	733
d_b, Bicycle Delay [s]	22.82	22.82	19.84	24.07
l_b,int, Bicycle LOS Score for Intersection	2.223	1.902	2.524	2.647
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Appendix H

Intersection Analysis Worksheets
for
Project Opening Year (2026) With Project Conditions

RK19953.7
JN: 3184-2024-01

Intersection Level Of Service Report
Intersection 1: Broadway Avenue (N/S) at Mines Boulevard (E/W)

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.413

Intersection Setup

Name	Broadway Avenue			Broadway Avenue			Mines Boulevard			Mines Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	155.00	100.00	55.00	155.00	100.00	55.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Broadway Avenue			Broadway Avenue			Mines Boulevard			Mines Boulevard		
Base Volume Input [veh/h]	39	229	28	149	378	95	122	330	46	54	315	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	229	28	149	378	95	122	330	46	54	315	51
Peak Hour Factor	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	70	9	45	115	29	37	101	14	16	96	16
Total Analysis Volume [veh/h]	48	279	34	182	461	116	149	402	56	66	384	62
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	28	0	0	28	0	6	24	0	0	24	0
Amber [s]	0.0	5.0	0.0	0.0	5.0	0.0	3.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	1.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0	12	0	0	12	0	0	11	0	0	11	0
Pedestrian Clearance [s]	0	24	0	0	23	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	2.0	3.5	0.0	0.0	3.5	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	6.0	6.0	0.0	0.0	6.0	0.0
Advanced Detector Location [ft]	0.0	235.0	0.0	0.0	245.0	0.0	245.0	245.0	0.0	0.0	245.0	0.0
Advanced Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	6.0	6.0	0.0	0.0	6.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	51	0	0	51	0	124	69	0	0	69	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	9	0	0	9	0	6	8	0	0	8	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	2.0	0.0	3.0	3.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
g_i, Effective Green Time [s]	66	66	66	66	66	66	43	43	43	43	43	43
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.55	0.55	0.36	0.36	0.36	0.36	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.06	0.08	0.09	0.17	0.16	0.16	0.16	0.21	0.04	0.07	0.21	0.04
s, saturation flow rate [veh/h]	836	1870	1800	1066	1870	1742	944	1870	1589	933	1870	1589
c, Capacity [veh/h]	427	1022	984	575	1022	952	235	677	575	224	677	575
d1, Uniform Delay [s]	20.07	13.49	13.51	19.34	14.69	14.70	47.24	31.12	25.32	43.84	30.74	25.42
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.15	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.53	0.32	0.34	1.44	0.72	0.78	2.81	0.84	0.07	1.03	1.07	0.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.11	0.15	0.16	0.32	0.29	0.29	0.63	0.59	0.10	0.29	0.57	0.11
d, Delay for Lane Group [s/veh]	20.60	13.81	13.85	20.79	15.41	15.48	50.05	31.95	25.39	44.87	31.81	25.53
Lane Group LOS	C	B	B	C	B	B	D	C	C	D	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.86	2.17	2.12	3.33	4.46	4.19	4.44	9.47	1.07	1.80	8.99	1.19
50th-Percentile Queue Length [ft/ln]	21.42	54.13	53.05	83.15	111.49	104.63	110.98	236.66	26.67	44.88	224.63	29.79
95th-Percentile Queue Length [veh/ln]	1.54	3.90	3.82	5.99	7.92	7.53	7.89	14.51	1.92	3.23	13.90	2.14
95th-Percentile Queue Length [ft/ln]	38.56	97.43	95.49	149.66	198.07	188.34	197.37	362.80	48.01	80.79	347.53	53.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.60	13.83	13.85	20.79	15.44	15.48	50.05	31.95	25.39	44.87	31.81	25.53
Movement LOS	C	B	B	C	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	14.73			16.73			35.79			32.73		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	25.23											
Intersection LOS	C											
Intersection V/C	0.413											

Emissions

Vehicle Miles Traveled [mph]	1.50	4.94	4.83	5.68	9.31	8.70	7.71	20.81	2.90	3.59	20.87	3.37
Stops [stops/h]	25.71	64.95	63.66	99.77	133.79	125.56	133.18	283.99	32.00	53.86	269.56	35.74
Fuel consumption [US gal/h]	0.45	1.12	1.10	1.74	2.30	2.15	2.81	5.54	0.64	1.14	5.31	0.72
CO [g/h]	31.57	78.41	76.80	121.40	160.53	150.57	196.64	387.44	44.77	79.99	371.05	50.29
NOx [g/h]	6.14	15.26	14.94	23.62	31.23	29.30	38.26	75.38	8.71	15.56	72.19	9.78
VOC [g/h]	7.32	18.17	17.80	28.14	37.20	34.90	45.57	89.79	10.38	18.54	85.99	11.65

Other Modes

g_Walk,mi, Effective Walk Time [s]	15.0	15.0	16.0	16.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	45.94	45.94	45.07	45.07
l_p,int, Pedestrian LOS Score for Intersectio	2.619	2.807	2.538	2.721
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	758	758	1058	1058
d_b, Bicycle Delay [s]	23.13	23.13	13.30	13.30
l_b,int, Bicycle LOS Score for Intersection	1.857	2.186	2.561	2.404
Bicycle LOS	A	B	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Broadway Avenue (N/S) at Washington Boulevard (E/W)

Control Type:	Signalized	Delay (sec / veh):	25.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

Intersection Setup

Name	Broadway Avenue			Broadway Avenue			Washington Boulevard			Washington Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Broadway Avenue			Broadway Avenue			Washington Boulevard			Washington Boulevard		
Base Volume Input [veh/h]	36	115	71	91	189	238	109	723	46	51	1135	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	115	71	91	189	238	109	723	46	51	1135	54
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	30	19	24	49	62	28	189	12	13	296	14
Total Analysis Volume [veh/h]	38	120	74	95	197	248	114	755	48	53	1185	56
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	48.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	4	0	0	4	0	1	6	0	5	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	17	31	0	17	31	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	3.5	4.5	0.0	3.5	4.5	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Walk [s]	0	12	0	0	12	0	0	10	0	0	11	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	18	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	40.0	0.0	0.0	40.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0
Advanced Detector Location [ft]	0.0	250.0	0.0	0.0	250.0	0.0	0.0	185.0	0.0	0.0	210.0	0.0
Advanced Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	41	0	0	41	0	46	66	0	13	33	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	8	0	0	8	0	9	10	0	9	10	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	4.0	0.0	2.0	4.0	0.0	2.0	4.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00
g_i, Effective Green Time [s]	24	24	24	24	24	24	10	75	75	7	73	73
g / C, Green / Cycle	0.20	0.20	0.20	0.20	0.20	0.20	0.08	0.62	0.62	0.06	0.61	0.61
(v / s)_i Volume / Saturation Flow Rate	0.04	0.06	0.05	0.08	0.11	0.16	0.06	0.22	0.22	0.03	0.33	0.33
s, saturation flow rate [veh/h]	945	1870	1589	1189	1870	1589	1781	1870	1831	1781	1870	1840
c, Capacity [veh/h]	142	368	313	210	368	313	145	1167	1143	111	1131	1113
d1, Uniform Delay [s]	52.09	41.34	40.58	49.75	43.24	45.84	54.10	10.83	10.83	54.38	14.06	14.07
k, delay calibration	0.15	0.15	0.15	0.15	0.15	0.15	0.04	0.50	0.50	0.04	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.41	0.73	0.55	2.15	1.72	6.31	3.56	0.82	0.84	1.19	1.94	1.98
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.33	0.24	0.45	0.53	0.79	0.79	0.35	0.35	0.48	0.55	0.55
d, Delay for Lane Group [s/veh]	53.51	42.07	41.12	51.90	44.96	52.15	57.66	11.65	11.67	55.57	16.00	16.05
Lane Group LOS	D	D	D	D	D	D	E	B	B	E	B	B
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.14	3.11	1.88	2.81	5.38	7.50	3.47	5.03	4.93	1.56	9.82	9.70
50th-Percentile Queue Length [ft/ln]	28.44	77.69	47.09	70.27	134.62	187.52	86.69	125.68	123.21	39.05	245.59	242.59
95th-Percentile Queue Length [veh/ln]	2.05	5.59	3.39	5.06	9.19	11.99	6.24	8.70	8.57	2.81	14.96	14.81
95th-Percentile Queue Length [ft/ln]	51.19	139.85	84.77	126.49	229.76	299.81	156.04	217.61	214.23	70.28	374.09	370.31

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.51	42.07	41.12	51.90	44.96	52.15	57.66	11.66	11.67	55.57	16.03	16.05
Movement LOS	D	D	D	D	D	D	E	B	B	E	B	B
d_A, Approach Delay [s/veh]	43.64			49.48			17.38			17.65		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	25.35											
Intersection LOS	C											
Intersection V/C	0.616											

Emissions

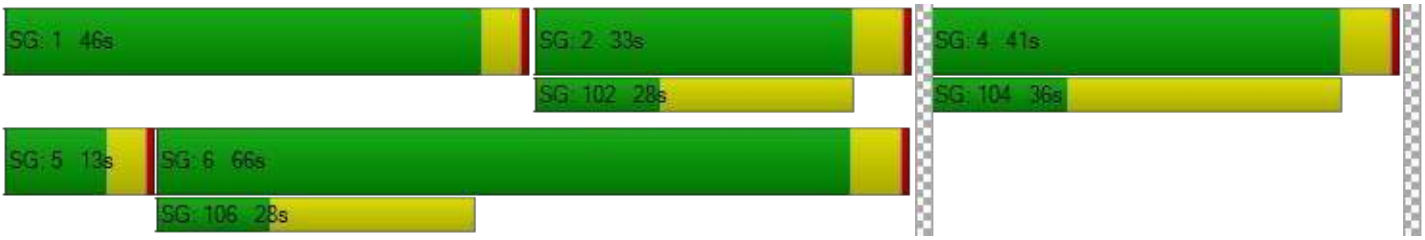
Vehicle Miles Traveled [mph]	1.26	3.98	2.46	2.87	5.96	7.50	5.98	21.29	20.85	3.58	42.25	41.66
Stops [stops/h]	34.12	93.23	56.51	84.33	161.54	225.02	104.03	150.82	147.85	46.86	294.71	291.11
Fuel consumption [US gal/h]	0.72	1.88	1.14	1.75	3.24	4.61	2.57	3.21	3.14	1.19	6.44	6.36
CO [g/h]	50.22	131.43	79.54	122.12	226.78	322.24	179.90	224.10	219.65	83.04	450.43	444.91
NOx [g/h]	9.77	25.57	15.48	23.76	44.12	62.70	35.00	43.60	42.74	16.16	87.64	86.56
VOC [g/h]	11.64	30.46	18.43	28.30	52.56	74.68	41.69	51.94	50.91	19.24	104.39	103.11

Other Modes

g_Walk,mi, Effective Walk Time [s]	14.0	15.0	16.0	16.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.82	45.94	45.07	45.07
l_p,int, Pedestrian LOS Score for Intersectio	2.432	2.499	2.985	3.022
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	1017	467
d_b, Bicycle Delay [s]	29.40	29.40	14.50	35.27
l_b,int, Bicycle LOS Score for Intersection	1.942	2.451	2.316	2.627
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Broadway Avenue (N/S) at Project Access (E/W)

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name	Broadway Avenue		Broadway Avenue		Project Access	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Broadway Avenue		Broadway Avenue		Project Access	
Base Volume Input [veh/h]	246	4	1	549	14	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	4	1	549	14	3
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	1	0	144	4	1
Total Analysis Volume [veh/h]	259	4	1	578	15	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.03	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.77	0.00	13.04	9.29
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.04	0.02	2.77	2.77
d_A, Approach Delay [s/veh]	0.00		0.01		12.41	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.27					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 1: Broadway Avenue (N/S) at Mines Boulevard (E/W)

Control Type:	Signalized	Delay (sec / veh):	24.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.380

Intersection Setup

Name	Broadway Avenue			Broadway Avenue			Mines Boulevard			Mines Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	155.00	100.00	55.00	155.00	100.00	55.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Broadway Avenue			Broadway Avenue			Mines Boulevard			Mines Boulevard		
Base Volume Input [veh/h]	39	409	32	123	314	63	111	271	33	42	379	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	409	32	123	314	63	111	271	33	42	379	109
Peak Hour Factor	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	108	8	33	83	17	29	72	9	11	100	29
Total Analysis Volume [veh/h]	41	432	34	130	332	67	117	286	35	44	401	115
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	28	0	0	28	0	6	24	0	0	24	0
Amber [s]	0.0	5.0	0.0	0.0	5.0	0.0	3.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	1.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0	12	0	0	12	0	0	11	0	0	11	0
Pedestrian Clearance [s]	0	24	0	0	23	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	2.0	3.5	0.0	0.0	3.5	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	6.0	6.0	0.0	0.0	6.0	0.0
Advanced Detector Location [ft]	0.0	235.0	0.0	0.0	245.0	0.0	245.0	245.0	0.0	0.0	245.0	0.0
Advanced Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	6.0	6.0	0.0	0.0	6.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	48	0	0	48	0	124	72	0	0	72	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	9	0	0	9	0	6	8	0	0	8	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	2.0	0.0	3.0	3.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
g_i, Effective Green Time [s]	65	65	65	65	65	65	44	44	44	44	44	44
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.55	0.55	0.36	0.36	0.36	0.36	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.04	0.13	0.13	0.14	0.11	0.11	0.13	0.15	0.02	0.04	0.21	0.07
s, saturation flow rate [veh/h]	985	1870	1823	927	1870	1763	885	1870	1589	1059	1870	1589
c, Capacity [veh/h]	537	1018	993	500	1018	960	199	680	578	291	680	578
d1, Uniform Delay [s]	16.66	14.24	14.25	19.22	13.97	13.99	49.07	28.67	24.83	38.26	30.92	26.18
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.15	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.28	0.53	0.55	1.26	0.44	0.48	2.73	0.41	0.04	0.34	1.16	0.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.08	0.23	0.23	0.26	0.20	0.20	0.59	0.42	0.06	0.15	0.59	0.20
d, Delay for Lane Group [s/veh]	16.94	14.77	14.80	20.48	14.41	14.47	51.81	29.09	24.88	38.60	32.08	26.42
Lane Group LOS	B	B	B	C	B	B	D	C	C	D	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.64	3.39	3.33	2.35	2.89	2.77	3.52	6.20	0.66	1.08	9.47	2.28
50th-Percentile Queue Length [ft/ln]	16.07	84.83	83.33	58.67	72.17	69.15	88.03	154.90	16.39	27.05	236.72	57.11
95th-Percentile Queue Length [veh/ln]	1.16	6.11	6.00	4.22	5.20	4.98	6.34	10.28	1.18	1.95	14.52	4.11
95th-Percentile Queue Length [ft/ln]	28.93	152.70	150.00	105.60	129.91	124.47	158.45	256.96	29.49	48.69	362.89	102.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	16.94	14.78	14.80	20.48	14.43	14.47	51.81	29.09	24.88	38.60	32.08	26.42
Movement LOS	B	B	B	C	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	14.96			15.93			34.82			31.43		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	24.02											
Intersection LOS	C											
Intersection V/C	0.380											

Emissions

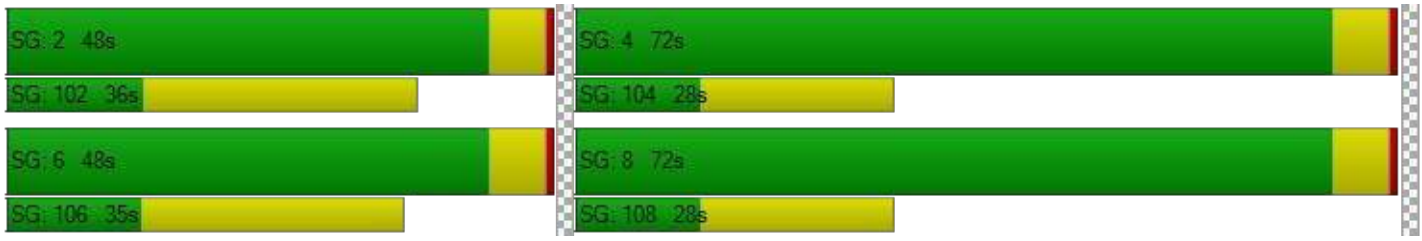
Vehicle Miles Traveled [mph]	1.28	7.34	7.20	4.06	6.37	6.08	6.06	14.80	1.81	2.39	21.80	6.25
Stops [stops/h]	19.29	101.80	100.00	70.40	86.60	82.98	105.63	185.88	19.66	32.46	284.07	68.53
Fuel consumption [US gal/h]	0.34	1.75	1.72	1.23	1.49	1.43	2.26	3.66	0.39	0.68	5.58	1.37
CO [g/h]	23.42	122.51	120.30	85.70	104.37	99.92	157.88	255.49	27.55	47.59	390.39	95.90
NOx [g/h]	4.56	23.84	23.41	16.67	20.31	19.44	30.72	49.71	5.36	9.26	75.96	18.66
VOC [g/h]	5.43	28.39	27.88	19.86	24.19	23.16	36.59	59.21	6.38	11.03	90.48	22.23

Other Modes

g_Walk,mi, Effective Walk Time [s]	15.0	15.0	16.0	16.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	45.94	45.94	45.07	45.07
l_p,int, Pedestrian LOS Score for Intersectio	2.582	2.748	2.469	2.613
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	708	708	1108	1108
d_b, Bicycle Delay [s]	25.03	25.03	11.93	11.93
l_b,int, Bicycle LOS Score for Intersection	1.978	1.996	2.282	2.484
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Broadway Avenue (N/S) at Washington Boulevard (E/W)

Control Type:	Signalized	Delay (sec / veh):	30.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

Intersection Setup

Name	Broadway Avenue			Broadway Avenue			Washington Boulevard			Washington Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Broadway Avenue			Broadway Avenue			Washington Boulevard			Washington Boulevard		
Base Volume Input [veh/h]	54	270	80	83	147	195	185	932	56	66	1182	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	270	80	83	147	195	185	932	56	66	1182	68
Peak Hour Factor	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	68	20	21	37	49	47	236	14	17	299	17
Total Analysis Volume [veh/h]	55	273	81	84	149	197	187	943	57	67	1196	69
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	117.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	4	0	0	4	0	1	6	0	5	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	17	31	0	17	31	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	3.5	4.5	0.0	3.5	4.5	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Walk [s]	0	12	0	0	12	0	0	10	0	0	11	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	18	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	40.0	0.0	0.0	40.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0
Advanced Detector Location [ft]	0.0	250.0	0.0	0.0	250.0	0.0	0.0	185.0	0.0	0.0	210.0	0.0
Advanced Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	51	0	0	51	0	20	56	0	13	49	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	8	0	0	8	0	9	10	0	9	10	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	4.0	0.0	2.0	4.0	0.0	2.0	4.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00
g_i, Effective Green Time [s]	32	32	32	32	32	32	14	66	66	8	59	59
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.27	0.12	0.55	0.55	0.07	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.05	0.15	0.05	0.08	0.08	0.12	0.11	0.27	0.27	0.04	0.34	0.34
s, saturation flow rate [veh/h]	1035	1870	1589	1027	1870	1589	1781	1870	1833	1781	1870	1834
c, Capacity [veh/h]	259	507	431	195	507	431	214	1020	999	119	920	902
d1, Uniform Delay [s]	41.29	37.33	33.59	49.29	34.64	36.39	51.87	16.99	17.00	54.28	23.51	23.54
k, delay calibration	0.15	0.15	0.15	0.15	0.15	0.15	0.19	0.50	0.50	0.04	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.57	1.27	0.30	2.13	0.45	1.08	16.85	1.72	1.76	1.54	4.29	4.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.21	0.54	0.19	0.43	0.29	0.46	0.87	0.50	0.50	0.56	0.69	0.70
d, Delay for Lane Group [s/veh]	41.87	38.60	33.89	51.43	35.09	37.47	68.72	18.71	18.75	55.82	27.80	27.95
Lane Group LOS	D	D	C	D	D	D	E	B	B	E	C	C
Critical Lane Group	No	Yes	No	No	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.42	6.96	1.85	2.48	3.50	4.90	6.43	8.65	8.49	1.98	14.24	14.05
50th-Percentile Queue Length [ft/ln]	35.62	173.94	46.14	62.03	87.43	122.44	160.80	216.13	212.36	49.60	356.02	351.25
95th-Percentile Queue Length [veh/ln]	2.56	11.28	3.32	4.47	6.30	8.53	10.59	13.47	13.27	3.57	20.43	20.20
95th-Percentile Queue Length [ft/ln]	64.12	282.08	83.05	111.66	157.38	213.18	264.79	336.69	331.85	89.28	510.75	504.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.87	38.60	33.89	51.43	35.09	37.47	68.72	18.73	18.75	55.82	27.87	27.95
Movement LOS	D	D	C	D	D	D	E	B	B	E	C	C
d_A, Approach Delay [s/veh]	38.11			39.37			26.61			29.28		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	30.70											
Intersection LOS	C											
Intersection V/C	0.659											

Emissions

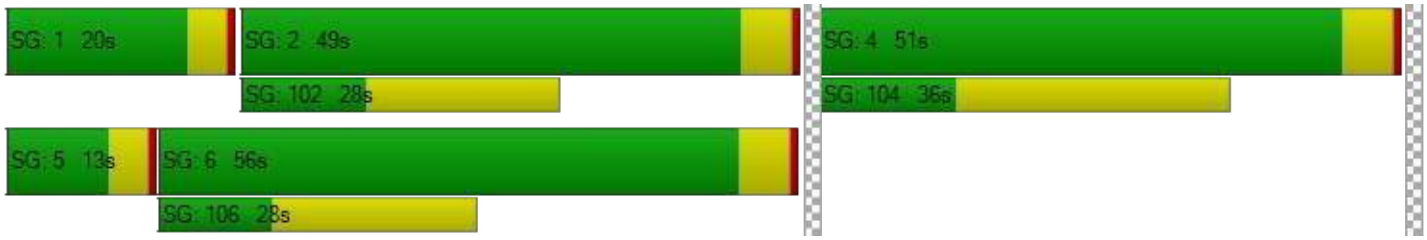
Vehicle Miles Traveled [mph]	1.83	9.06	2.69	2.54	4.51	5.96	9.81	26.49	25.99	4.53	43.12	42.41
Stops [stops/h]	42.74	208.72	55.37	74.44	104.92	146.93	192.96	259.36	254.83	59.52	427.23	421.50
Fuel consumption [US gal/h]	0.86	4.06	1.08	1.54	2.02	2.83	4.86	5.42	5.32	1.51	9.35	9.23
CO [g/h]	60.09	283.76	75.32	107.35	141.54	198.11	339.83	378.77	372.16	105.40	653.55	644.99
NOx [g/h]	11.69	55.21	14.65	20.89	27.54	38.55	66.12	73.69	72.41	20.51	127.16	125.49
VOC [g/h]	13.93	65.76	17.46	24.88	32.80	45.91	78.76	87.78	86.25	24.43	151.47	149.48

Other Modes

g_Walk,mi, Effective Walk Time [s]	14.0	15.0	16.0	16.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.82	45.94	45.07	45.07
l_p,int, Pedestrian LOS Score for Intersectio	2.467	2.529	3.073	3.064
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	767	767	850	733
d_b, Bicycle Delay [s]	22.82	22.82	19.84	24.07
l_b,int, Bicycle LOS Score for Intersection	2.234	2.269	2.539	2.659
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Broadway Avenue (N/S) at Project Access (E/W)

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Broadway Avenue		Broadway Avenue		Project Access	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Broadway Avenue		Broadway Avenue		Project Access	
Base Volume Input [veh/h]	549	11	3	431	7	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	549	11	3	431	7	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	144	3	1	113	2	1
Total Analysis Volume [veh/h]	578	12	3	454	7	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.67	0.00	16.75	10.39
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.13	0.06	1.93	1.93
d_A, Approach Delay [s/veh]	0.00		0.06		15.34	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.16					
Intersection LOS	C					

AERIAL IMAGERY

SITE-SPECIFIC MAP

PROJECT NO. PRJ2022-000557
PA RPPL2022001526
ZC RPPL2022001527

Digital Ortho Aerial Imagery:
Los Angeles Region Imagery Acquisition Consortium (LARIAC)
2023

Feet
0 50 100

N

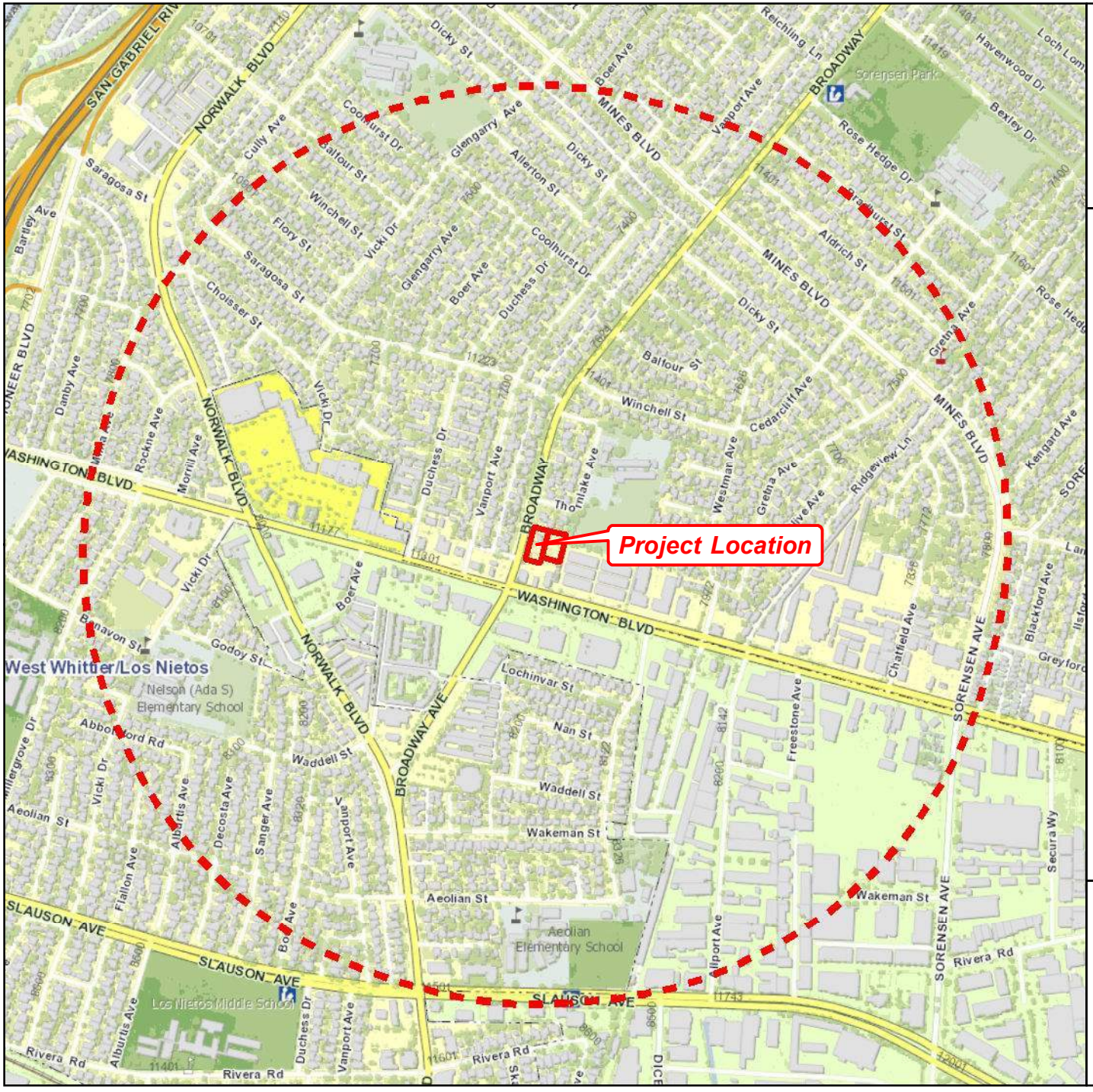
LA COUNTY PLANNING

LOS ANGELES COUNTY
Dept. of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012

HALF-MILE RADIUS

LOCATOR MAP

PROJECT NO. PRJ2022-000557
PA RPPL2022001526
ZC RPPL2022001527



Feet
0 600 1,200

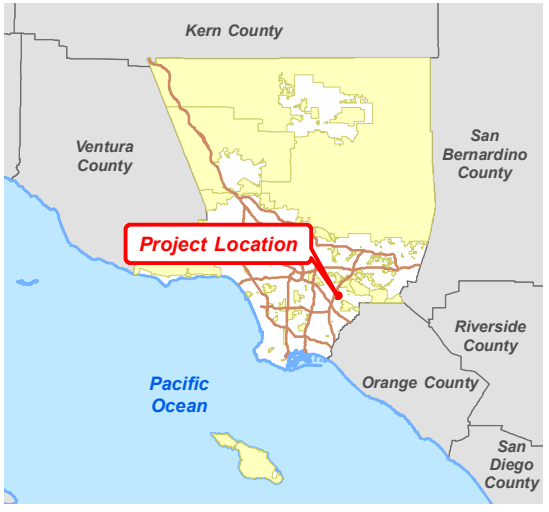
N

LOS ANGELES COUNTY
Dept. of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012

3-MILE RADIUS

LOCATOR MAP

PROJECT NO. PRJ2022-000557
PA RPPL2022001526
ZC RPPL2022001527



Feet

0 4,000 8,000

N

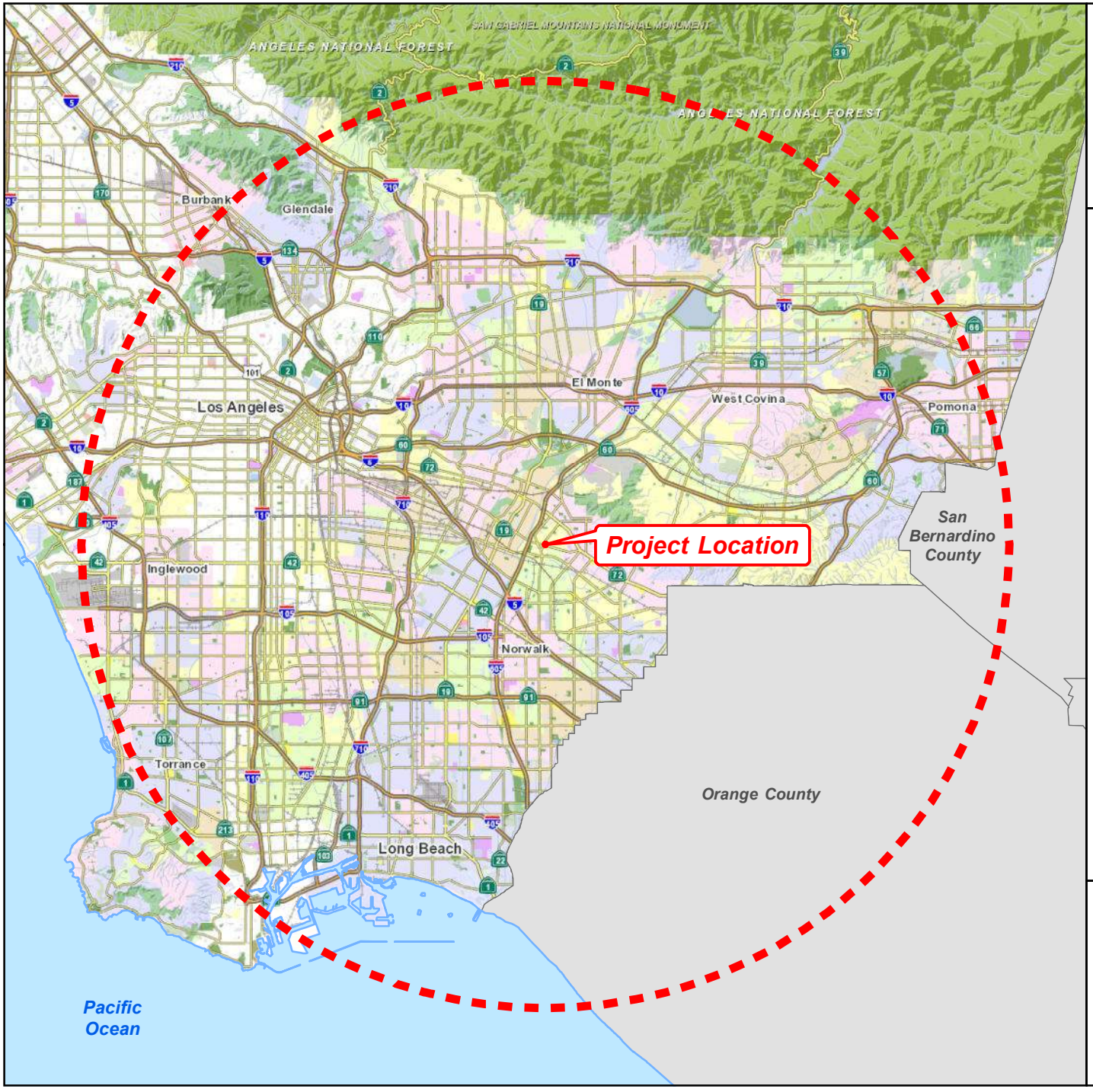
LA COUNTY PLANNING

LOS ANGELES COUNTY
Dept. of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012

20-MILE RADIUS

LOCATOR MAP

PROJECT NO. PRJ2022-000557
PA RPPL2022001526
ZC RPPL2022001527



Miles
0 5 10

N

LA COUNTY PLANNING

LOS ANGELES COUNTY
Dept. of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012

EXHIBIT J

Photographs for PRJ2022-000557-(4)
General Plan Amendment RPPL2022001526 / Zone Change RPPL2022001527

View of Subject Property from the Northwest

View of Subject Property from the Southwest

COUNTY OF LOS ANGELES
Public Health

BARBARA FERRER, Ph.D., M.P.H., M.Ed.
Director

MUNTU DAVIS, M.D., M.P.H.
County Health Officer

MEGAN McCLAIRE, M.S.P.H.
Chief Deputy Director

LIZA FRIAS, REHS
Director of Environmental Health

BRENDA LOPEZ, REHS
Assistant Director of Environmental Health

5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5374 • FAX (626) 813-3000

www.publichealth.lacounty.gov/eh/

BOARD OF SUPERVISORS

Hilda L. Solis
First District

Holly J. Mitchell
Second District

Sheila Kuehl
Third District

Janice Hahn
Fourth District

Kathryn Barger
Fifth District

August 30, 2022

TO: Maria Masis
Supervising Regional Planner
Department of Regional Planning

Attention: Carl Nadela

FROM: Charlene Contreras
Director, Toxicology & Environmental Assessment Branch
Department of Public Health

SUBJECT: SITE PLAN REVIEW – MINISTERIAL
CASE: RPPL2022003252
PROJECT: APARTMENTS @ 7914 BROADWAY
7914 BROADWAY WHITTIER CA 90606

Thank you for the opportunity to review the application and site plan for the subject project. This project proposes the maximum units allowed to build on two lots of 37,000 square feet.

This approval is conditioned by the proposed use of public water and public wastewater system. The applicant provided a "Water Will Serve Letter" dated August 29, 2022, from the San Gabriel Valley Water Company and a "Sewer Will Serve Letter" dated August 10, 2022, from the Los Angeles County Sanitation Districts. Any change of methods for the provision of potable water and wastewater shall invalidate this approval. The applicant shall abide by the requirements contained in Title 12, Section 12.08, Noise Control Ordinance for the County of Los Angeles. During grading or excavation activities

if applicable, application of dust control measures to minimize fugitive dust is recommended. Adhere to applicable air quality Air Quality Management District regulations.

☒ Public Health conditions for this project have been met as of the date of this letter. Public Health recommends the approval of the aforementioned project.

☐ Public Health does **NOT** recommend clearance of this project unit the following conditions are met:

If you have any other questions or require additional information, please contact Makkaphoeum Em of Public Health, Environmental Hygiene Program at (626) 430-5201 or mem@ph.lacounty.gov.

CC:me
DPH_CLEARED_7914 BROADWAY WHITTIER CA 90606_ RPPL2022003252_08.30.2022

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

MARK PESTRELLA, Director

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

August 2, 2023

IN REPLY PLEASE
REFER TO FILE: LD-3

TO: Edward Rojas
LDCC/Site Plan Review Section
Department of Regional Planning

Attention Carl Nadela

FROM: James Chon
Land Development Division

SITE PLAN REVIEW- MINISTERIAL (RPPL2022003252)
7914 BROADWAY
ASSESSOR'S MAP BOOK 8173, PAGE 23, PARCELS 20 AND 21
UNINCORPORATED WHITTIER

As requested, Public Works reviewed the site plan for the proposed project. The project proposes to construct a new five-story, 60-unit apartment building on vacant land.

☒ Public Works recommends approval of the "conceptually approved" site plan dated July 25, 2023 (see attached). The following conditions will become applicable upon approval of the site plan by Regional Planning:

☐ Public Works does **NOT** recommend approval of this site plan.

1. Road

1.1. Prior to issuance of a grading or building permit (whichever comes first), submit street improvement plans to Public Works (through the EPIC-LA portal under "Public Improvement Plans: Street Plans") that reflects the following for review and approval:

Be advised that we currently have no known County construction project within the limits of your project. Should a County project be scheduled and constructed ahead of the applicant's development, a pavement moratorium may be imposed that would restrict any pavement work for two years. Exceptions could be made if acceptable rehabilitation measures are provided. The applicant is encouraged to monitor http://pw.lacounty.gov/gmed/lacroads/Find.aspx periodically to determine if

any future County projects have been scheduled or to determine whether a pavement moratorium currently exist along streets fronting the project location.

1.1.1. Provide 20-foot setback for the proposed vehicular gate to avoid queuing in the right of way.

1.1.2 Construct the proposed driveway approach on Broadway to comply with current American with Disabilities Act standards.

1.1.3 Close the unused driveway approach on Broadway with standard curb, gutter, and full-width sidewalk.

1.1.4. Provide and maintain 10' x 10' pedestrian sight triangle on the driveway approach. Nothing higher than 3.5 feet high in these pedestrian sight triangles.

1.1.5. Repair or replace any street improvements damaged during construction.

1.1.6. Plant street trees (minimum 24-inch box) on Broadway and provide irrigation.

1.1.7. Underground all new utilities.

1.1.8. Provide a covenant for the private maintenance of drainage devices, if any.

1.1.9. Comply with the attached street lighting requirements memo dated May 19, 2022.

1.1.10. Submit a sewer area study for review and approval prior to the execution of an Agreement to Improve.

1.2. Prior to issuance of a building permit, execute an Agreement to Improve for the street improvements.

1.3. Prior to issuance of a Certificate of Occupancy, construct all required street improvements.

If you have any questions or require additional information, please contact Kevin Godoy of Public Works, Land Development Division, at (626) 458-5932 or kgodoy@pw.lacounty.gov.

KG:la
RPPL2022004855 - 12501 S alameda street unit 1.docx

Attach.

LOS ANGELES COUNTY PUBLIC WORKS
TRAFFIC SAFETY AND MOBILITY DIVISION
SUBDIVISION, CONDITIONAL USE PERMIT (CUP) & R3 REVIEW
STREET LIGHTING REQUIREMENTS

Date: 05/19/2022

TO: Jose Suarez
Project Entitlement & CEQA Section
Land Development Division

Attention Joseph Nguyen

FROM: Inez Yeung
Street Lighting Section
Traffic Safety and Mobility Division
Prepared by Whitley Huy

STREET LIGHTING REQUIREMENTS
RPPL2022003252 7914 Broadway Avenue L 033-2022

☐ Provide streetlights on concrete poles with underground wiring on all streets and highways within TR/PM/L - _____ and around to the satisfaction of Public Works or as modified by Public Works. The streetlights shall be designed as a County-owned and maintained system. Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic Safety and Mobility Division, Street Lighting Section, for processing and approval.

☒ Provide streetlight(s) on concrete pole(s) with underground wiring along the property frontage on Broadway Avenue to the satisfaction of Public Works or as modified by Public Works. The streetlight(s) shall be designed as a County-owned and maintained system. Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic Safety and Mobility Division, Street Lighting Section, for processing and approval.

☐ Provide streetlights on concrete poles with underground wiring on non-gated "private and public future" street(s) along the property frontage on _____ to the satisfaction of Public Works or as modified by Public Works. The streetlights shall be designed as a County-owned and maintained system. Provide centerline of 16' wide easement to the County of Los Angeles for streetlight and auxiliary device purposes and an easement for streetlight and auxiliary device ingress and egress (over the entire road). Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic Safety and Mobility Division, Street Lighting Section, for processing and approval.

☐ Provide streetlights on concrete poles with underground wiring on gated "private and future" street(s) _____ to the satisfaction of Public Works or as modified by Public Works. The streetlights shall be designed as Southern California Edison owned and maintained system. The operation and maintenance of the streetlights shall remain the responsibility of the owner/developer/Home Owners Association until such time as the street(s) are accepted for maintenance by the County. Assessments will be imposed on the development served by gated "private and future" street(s) as a result of streetlight benefits derived from existing or future streetlights on adjacent public roadways.

☐ New streetlights are not required.

STREETLIGHT ACCEPTANCE REQUIREMENTS:

☐ Upon CUP approval (CUP only), the applicant shall comply with assessment balloting requirments listed below listed below in order for the County Lighting Districts to pay for the future operation and maintenance of the streetlight(s). It is the sole responsibility of the applicant to ensure 1) street lighting plans are approved prior to issuance of building permits or road construction permits, whichever occurs first, and 2) street lighting improvements are installed per approved plans prior to the issuance of a certificate of occupancy.

☒ Upon issuance of an Agreement to Improve (R4 only), the applicant shall comply with Conditions of Acceptance requiremens listed below in order for the County Lighting Districts to pay for the future operation and maintenance of the streetlight(s). It is the sole responsibility of the applicant to ensure 1) street lighting plans are approved prior to issuance of building permits or road construction permits, whichever occurs first, and 2) street lighting improvements are installed per approved plans prior to the issuance of a certificate of occupancy.

☐ Upon tentative map/parcel map approval (subdivision only), the applicant (property owner or authorized representative) shall comply with the Conditions of Acceptance requirments listed below in order for the County Lighting Districts to pay the future operation and maintenance costs of the streetlight(s). It is the sole responsibility of the applicant to: 1) secure approval of the street lighting plans prior to map recordation, 2) ensure the required street lighting improvements are installed per approved plans, 3) If phasing of the project is approved, the required street lighting improvements for each phase of the project shall be subject to the assessment balloting listed below.

CONDITIONS OF ACCEPTANCE FOR STREETLIGHT TRANSFER OF BILLING:

Prior to County Lighting Districts assuming responsibility for the operation and maintenance costs of the streetlights from a developer's account into a County Lighting Districts' account, the following items are required:

1) The applicant (property owner or authorized representative) is responsible for the operation and maintenance costs of the streetlights installed as a condition of development. The applicant will remain responsible for the operation and maintenance of the streetlights until such time the lights are transfered into a county lighting maintenance account.

2) The County will require review and approval of the roadway improvements in accordance with approved plans prior to County assuming ownership and maintenance responsibilities of the project roadways into the County Highway System, if applicable.

3) County can assume responsibility for the operation and maintenance of the streetlights on July 1 of any given year, provided that (a) all required streetlights have been accepted and installed per the approved plans and energized to close permit, (b) the applicant has provided a written request for a transfer of billing no later than January 1 of the prior year, and (c) property tax and assessment revenue are being collected from the benefitted property owners. The transfer of billing may be delayed one or more years if the above conditions are not met. NOTE: County Lighting Districts cannot pay the operation and maintenance costs of streetlights located within gated communities or on roadways designated as a private street.

4) Prior to the County assuming responsibility of the operation and maintenance cost of the streetlights, a second field review will be conducted to ensure all streetlights are installed per approved plans and no knockdown have occured.

5) Subsequent to the transfer of billing, County willl authorize the release of the streetlight bond.

PROJECT DATA

Project Description

A new 60 Unit Apartment Building 5 Stories

ZONING OCCUPANCY

Occupancy : Group	R-DIV 3 NO. OF UNITS 2
Construction Type	Type V

DEVELOPMENT PROGRAM

PROJECT LOCATION : 7914 Broadway Avenue - Whittier CA 90606

Owner Name:

LEGAL DESCRIPTION:

ZONING R-4	LAND USE DEVELOPMENT H50

GENERAL BUILDING INFORMATION

Lot Area : 36,624 sq. ft Total Living Area :64,000 sq. ft.

	UNIT A	UNIT B		
Units 1 Bedroom 1000 sq.ft.	40			
Units 2 Bedroom 1141 sq.ft.		8		
Units 3 Bedroom 1287 sq.ft.		12		
TOTAL UNITS LIVING FLOOR AREA	54,582			
TOTAL LIVING FLOOR AREA	54,936			

FIRE SPRINKLER SYSTEM

PROPOSED SPRINKLER SYSTEM NFPA 13

ZONING INFORMATION

AREA:

	REQUIRED	PROVIDED
Maximun Lot Coverage		
Lot Coverage		

PARKING AND DRIVEWAYS

Parking for One Bedroom Units 40	1. per unit = 40	40
Parking for Two Bedroom Units 8	1.5 per unit + .5 = 16	16
Parking for Three Bedroom Units 12	1.5 per unit + .5 = 24	24
Total Parking	80	

PARKING PROVIDED

Handicapped Parking		2
Guest Parking		
Total Parking		81
Long Term Bike Parking		33
Short-Term Bike Parking		6

OPEN SPACE

Total	
Private per Unit	250 sq. ft.
Total Private Open Space Provided	16000 sq. ft.
Common Per Unit Unit A:	

LANDSCAPING

New Landscape Main Floor	1608 sq. ft.
Landscape on each Floor on Planters	605 sq. ft. x 4 = 2420 sq. ft.
Total Landscape	4288 sq. ft. or 11%

PRIVATE STORAGE SPACE

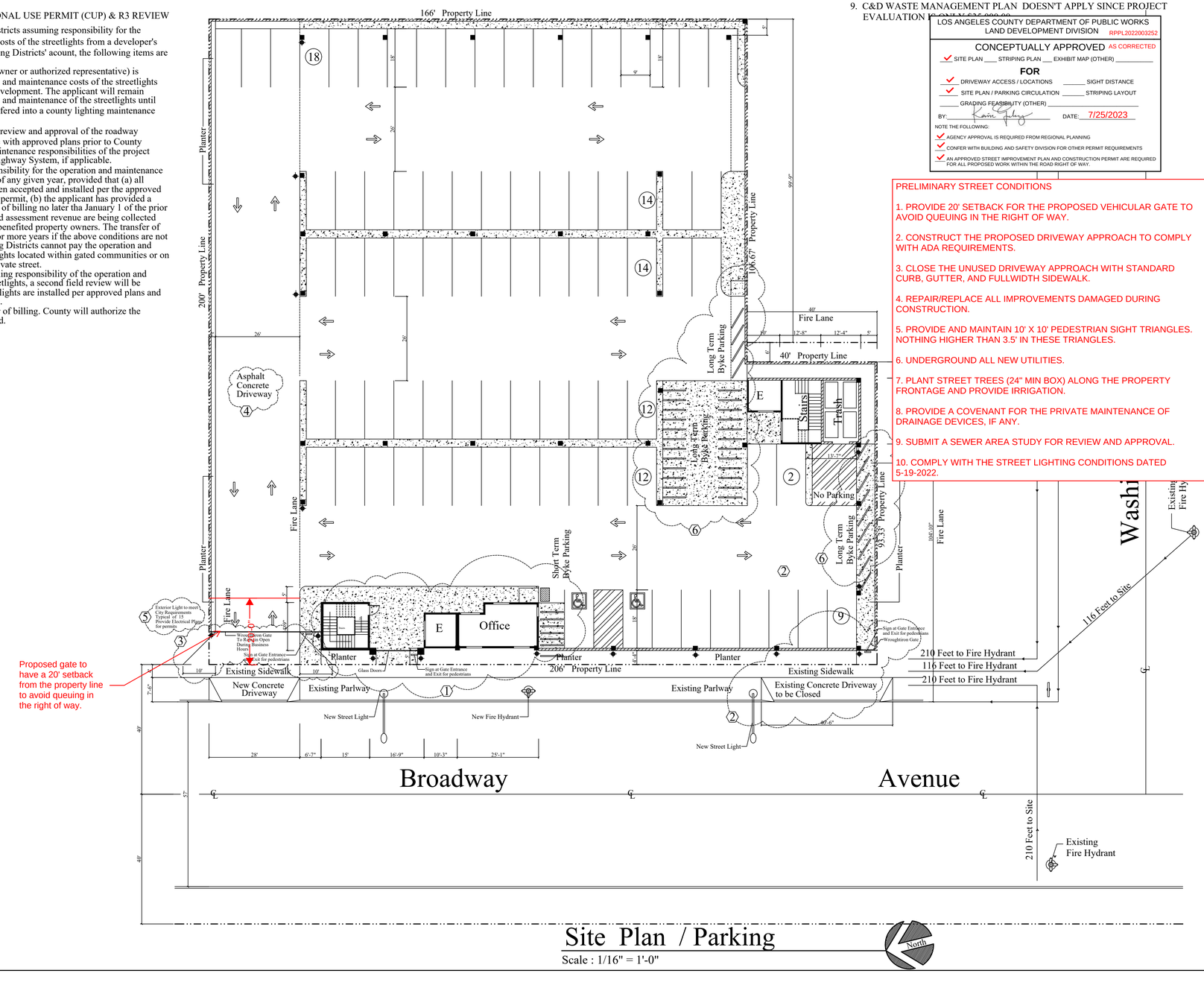
Cubic Feet Per Unit Unit :	
Unit :	
Unit :	

LOS ANGELES COUNTY PUBLIC WORKS
TRAFFIC SAFETY AND MOBILITY DIVISION
SUBDIVISION, CONDITIONAL USE PERMIT (CUP) & R3 REVIEW
STREET LIGHTING REQUIREMENTS

1. Provide streetlight(s) on concrete pole (s) with underground wiring along the property frontage on Broadway Avenue to the satisfaction of Public Works or as modified by Public Works. The streetlight (s) shall be designed as a County-owned and maintained system. Submit street lighting plans along with existing and/or proposed underground utilities plans to Traffic Safety and Mobility Division, Street Lighting Section, for processing and approval.
2. Upon issuance of an Agreement to Improve (R4 only), the applicant shall comply with Conditions of Acceptance requiremens listed below in order for the County Lighting Districts to pay for the future operation and maintenance of the streetlight(s). It is the sole responsibility of the applicant to ensure 1) street lighting plans are approved prior to issuance of building permits or road construction permits, whichever occurs first, and 2) street lighting improvements are installed per approved plans, 3) If phasing of the project is approved , the required street lighting improvements for each phase of the project shall be subject to the assessment balloting listed below.

SUBDIVISION, CONDITIONAL USE PERMIT (CUP) & R3 REVIEW

Prior to County Lighting Districts assuming responsibility for the operation and maintenance costs of the streetlights from a developer's account into a County Lighting Districts' acount, the following items are required:
1) The applicant (property owner or authorized representative) is responsible for the operation and maintenance costs of the streetlights installed as a condition of development. The applicant will remain responsible for the operation and maintenance of the streetlights until such time the lights are transfered into a county lighting maintenance account.
2) The County will required review and approval of the roadway improvements in accordance with approved plans prior to County assuming ownership and maintenance responsibilities of the project roadways into the County Highway System, if applicable.
3) County can assume responsibility for the operation and maintenance of the streetlights on July 1 of any given year, provided that (a) all required streetlights have been accepted and installed per the approved plans and energized to close permit, (b) the applicant has provided a written request for a transfer of billing no later tha January 1 of the prior year, and (c) property tax and assessment revenue are being collected from the collected from the benefited property owners. The transfer of billing may be delayed one or more years if the above conditions are not met. NOTE: County Lighting Districts cannot pay the operation and maintenance costs of streetlights located within gated communities or on roadways designated as a private street.
4) Prior to the County assuming responsibility of the operation and maintenance cost of the streetlights, a second field review will be conducted to ensure all streelights are installed per approved plans and no knockdown have occured.
5) Subsequent to the transfer of billing. County will authorize the release of the streetlight bond.



Proposed gate to have a 20' setback from the property line to avoid queuing in the right of way.

Site Plan / Parking

Scale : 1/16" = 1'-0"

NOTES:

1. All property lines (Real or Assume) Easements and buildings (both existing and proposed) are shown on this Site Plan.
2. All excavation requires Underground Services Alert (USA) prior to excavation. Excavations shal be not trenches of 5 feet or more in deepth.
3. All work in the Public Right-of-way shall be done per City Standards.
4. There shall be a 2% drainage away from the building.
5. (#) Shows Direction of Attached Pictures.
6. Minimum 75% of all landscaping must be drought-tolerant
7. "The Discharge of Pollutants to any storm drainage system id prohibited. No solid waste, petroleum by-products, soil particulate, construction waste materials or wastewater generated on construction sites or by construction activities shall be placed, conveyed or discharged into the street, gutter or storm drain system"
8. COMPLY WITH COUNTY OF LOS ANGELES LOW IMPACT DEVELOPMENT TECHNICAL GUIDELINES FOR SMALL SITE DEVELOPMENTS.
9. C&D WASTE MANAGEMENT PLAN DOESN'T APPLY SINCE PROJECT EVALUATION IS ONLY 625,000.00

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION RPPL2022003252

CONCEPTUALLY APPROVED AS CORRECTED

✓ SITE PLAN ___ STRIPING PLAN ___ EXHIBIT MAP (OTHER) _____

FOR

✓ DRIVEWAY ACCESS / LOCATIONS _____ SIGHT DISTANCE
✓ SITE PLAN / PARKING CIRCULATION _____ STRIPING LAYOUT
_____ GRADING FEASIBILITY (OTHER) _____

BY: Kevin Cisneros DATE: 7/25/2023

NOTE THE FOLLOWING:

✓ AGENCY APPROVAL IS REQUIRED FROM REGIONAL PLANNING
✓ CONFER WITH BUILDING AND SAFETY DIVISION FOR OTHER PERMIT REQUIREMENTS
✓ AN APPROVED STREET IMPROVEMENT PLAN AND CONSTRUCTION PERMIT ARE REQUIRED FOR ALL PROPOSED WORK WITHIN THE ROAD RIGHT OF WAY.

PRELIMINARY STREET CONDITIONS

1. PROVIDE 20' SETBACK FOR THE PROPOSED VEHICULAR GATE TO AVOID QUEUING IN THE RIGHT OF WAY.
2. CONSTRUCT THE PROPOSED DRIVEWAY APPROACH TO COMPLY WITH ADA REQUIREMENTS.
3. CLOSE THE UNUSED DRIVEWAY APPROACH WITH STANDARD CURB, GUTTER, AND FULLWIDTH SIDEWALK.
4. REPAIR/REPLACE ALL IMPROVEMENTS DAMAGED DURING CONSTRUCTION.
5. PROVIDE AND MAINTAIN 10' X 10' PEDESTRIAN SIGHT TRIANGLES. NOTHING HIGHER THAN 3.5' IN THESE TRIANGLES.
6. UNDERGROUND ALL NEW UTILITIES.
7. PLANT STREET TREES (24" MIN BOX) ALONG THE PROPERTY FRONTAGE AND PROVIDE IRRIGATION.
8. PROVIDE A COVENANT FOR THE PRIVATE MAINTENANCE OF DRAINAGE DEVICES, IF ANY.
9. SUBMIT A SEWER AREA STUDY FOR REVIEW AND APPROVAL.
10. COMPLY WITH THE STREET LIGHTING CONDITIONS DATED 5-19-2022.

DESIGN PLUS SERVICES
5239 W. 120th Street
Inglewood Ca 90304
Phone # (310) 941-5460
patricio.culqui026@gmail.com
Patricio Culqui
Principal

NO.	DATE	REVISION
NO.	DATE	ISSUED

OWNER: Mr. Hammid Namdori, P.O.BOX 1627, Redondo Beach, CA 90278, Phone # (310) 408-7608

LEGAL DESCRIPTION: APN 8173-023-020

DRAWING TITLE: Site Plan

JOB ADDRESS: 7914 Broadway Avenue Whittier, CA 90606

DATE: 12-16-2022

SCALE: As shown

DRAWING BY: P.C.

SHEET NO. SP-1

COUNTY OF LOS ANGELES FIRE DEPARTMENT
FIRE PREVENTION DIVISION

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4293, Fax (323) 890-9783

EPIC-LA NUMBER:	RPPL2022001527	PROJECT NUMBER:	Apartments @ 7914 Broadway
CITY/COMMUNITY:	West Whittier/Los Nietos	STATUS:	Cleared
PROJECT ADDRESS:	7914 Broadway Whittier, CA 90606	DATE:	07/20/2023

CONDITIONS

1. The Fire Department's Land Development Unit has determined the Fire Apparatus Access Roads as shown on the site plan in compliance with the County of Los Angeles Fire Code.
2. New public fire hydrant(s) will be required for this development along Broadway Ave. The location of the new fire hydrants will be determined once the Fire Flow Availability Form 196 is submitted during the Fire Department review of the architectural plan prior to building permit issuance. All fire hydrants shall measure 6”x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal, and shall be installed in accordance with the County of Los Angeles Fire Code.
3. Review and approval by the Fire Department's Fire Prevention Engineering Section Building Plan Check Unit is required for this project prior to building permit issuance. Plans should be submitted through EPIC-LA under the following plan type Fire Engineering - Building Plan Check Unit - Multi-Family Residence. Contact the Commerce office at (323) 890-4125 for details on their submittal requirements.

For any questions regarding the report, please contact Juan Padilla at (323) 890-4243 or Juan.Padilla@fire.lacounty.gov.

Reviewed by:

DRAFT RESOLUTION OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PROJECT NO. PRJ2022-000557-(4)

PLAN AMENDMENT NO. RPPL2022001526
ZONE CHANGE NO. RPPL2022001527

WHEREAS, pursuant to Article 6 of Chapter 3 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65350), and Chapter 22.180 (Plan Amendments) of Division 8 of Title 22 of the Los Angeles County Code (commencing with Section 22.198.010), the County of Los Angeles ("County") is authorized to adopt plan amendments to the General Plan; and

WHEREAS, pursuant to Article 1 of Chapter 4 of Division 1 of Title 7 of the Government Code of the State of California (commencing with Section 65800), and Chapter 22.198 (Zone Changes) of Division 8 of Title 22 of the Los Angeles County Code (commencing with Section 22.198.010), the County is authorized to adopt Zone Changes and other amendments to Title 22 of the County Code; and

WHEREAS, Marisela Garcia (Applicant) owns certain real property at 7914 Broadway (Assessor's Parcel Numbers 8173-023-020 and 8173-023-021); and

WHEREAS, the Applicant proposes to develop a five-story, 60-unit apartment building comprised of 40 1-bedroom; eight 2-bedroom; 12 3-bedroom units. Of the total, four 1-bedroom; one 2-bedroom; and two 3-bedroom units will be income restricted affordable units.; and

WHEREAS, the Applicant has requested approval of Plan Amendment No. RPPL2022001526 to amend the Project Site's existing land use designation to allow a multi-family residential development; and

WHEREAS, the Applicant has requested approval of Zone Change No. RPPL2022001527to amend the Project Site's existing zoning to allow a multi-family residential development; and

WHEREAS, the Applicant has requested approval of related Administrative Housing Permit No. RPPL2023004066 to allow for a density bonus of 17 additional units in addition to the base density of 43 units allowed for the Project Site and a waiver of the maximum height of 35 feet and the minimum 20 feet and 15 feet front and rear yards respectively to allow for a total height of 69 feet and ten inches and front and rear yard setbacks of five feet for providing seven Very Low Income affordable units as part of the Project; and

WHEREAS, the County Regional Planning Commission ("Commission") conducted a duly-noticed public hearing on April 17, 2024 and October 29, 2025, in the matter of Project No. PRJ2022-000557-(4), consisting of the Plan Amendment, Zone Change and Administrative Housing Permit, and Environmental Assessment No. RPPL2023003948; and

WHEREAS:

1. The subject property is located at 7914 Broadway in the unincorporated community of West Whittier – Los Nietos in the Whittier Downs Zoned District and consists of Assessor Parcel Numbers 8173-023-020 and 8173-023-021 ("Project Site").

2. The Project Site is 0.85 acres in size and consists of two legal lots. The Project Site is rectangular in shape with flat topography. One parcel is developed with an SFR and the other parcel is vacant

3. The Project Site is accessible via Broadway, an 80-foot side Secondary Highway on the County Master Plan of Highways to the west. Primary access to the Project Site will be via an ingress/egress driveway off of Broadway as well as a pedestrian-only gate on Broadway.

4. The requested Plan Amendment would amend the General Plan Land Use Policy Map by changing the Project Site's land use designation on 0.85 acres from H9 (Residential 9 – 0 to 9 Dwelling Units per Net Acre) to H50 (Residential 50 - 20 to 50 Dwelling Units per Net Acre).

5. The requested Zone Change would amend the existing zoning on 0.85 acres from R-1 (Single-Family Residence) to R-3 (Limited Density Multiple Residence).

6. Administrative Housing Permit No. RPPL2023004066 is a related request to allow a 40.5 percent density bonus and two development waivers – an increase in the maximum allowed building height from 35 feet to 69 feet and 10 inches and a decrease in the minimum required front and rear yards from 20 feet and 15 feet, respectively, to five feet (three feet rear yard if accounting for the projection of some parking spaces in the rear) – pending adoption of the Plan Amendment and Zone Change by the Board of Supervisors.

7. Site Plan Review No. RPPL2022003253 is a related ministerial entitlement to allow the construction of a five-story, 60-unit apartment building ("Project"), pending adoption of the Plan Amendment and Zone Change by the County Board of Supervisors ("Board of Supervisors").

8. The current land use designation for the Project Site is H9 of the County General Plan.

9. The current zoning for the Project Site is R-1 within the Whittier Downs Zoned District.

10. The land use policy designations for the properties surrounding the Project Site include:

North: H9
East: CG (General Commercial), P (Public and Semi-Public)
South: CG

West: H9

11. The properties surrounding the Project Site are zoned as follows:

North: R-1
East: C-M-BE (Commercial Manufacturing – Billboard Exclusion), P-R (Parking Restricted), R-1
South: C-2-BE (Neighborhood Commercial – Billboard Exclusion)
West: R-1

12. The Project is for the development of a five-story, 60-unit apartment building comprised of 40 1-bedroom; eight 2-bedroom; 12 3-bedroom units. Of the total, four 1-bedroom; one 2-bedroom; and two 3-bedroom units will be income restricted affordable units for Very Low Income households earning up to 50% of the Area Median Income ("AMI").

13. The Project will provide a total of 80 surface parking spaces, inclusive of guest parking spaces. Two of the 80 parking spaces are accessible in compliance with the Americans with Disabilities Act. The Project will also provide six short-term and 37 long-term bicycle parking spaces.

14. The Commission finds that, with the proposed Plan Amendment/Zone Change, the Project would be consistent with applicable provisions of Title 22 (Planning and Zoning) of the County Code (the "Zoning Code").

15. Prior to the Commission's public hearing on the Project, an Initial Study was prepared for the Project in compliance with the California Environmental Quality Act (Public Resources Code section 21000, et seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines for the County. Based on the Initial Study, LA County Planning staff determined that a Mitigated Negative Declaration ("MND") was the appropriate environmental document for the Project. The mitigation measures necessary to ensure the Project will not have a significant effect on the environment are contained in the Mitigation Monitoring and Reporting Program ("MMRP") prepared for the Project.

The areas of environmental impact found to be less than significant with project mitigation incorporated include the following:

- Aesthetics. The proposed apartment building has the potential to have some impacts on the existing visual character of the area. However, the building has been designed in compliance with the Title 22 (Planning and Zoning) of the County Code, which requires structures to be appropriately setback from the property lot lines. In addition, there is a 28-foot-wide setback from the northern property line, which faces the single-family residential neighborhood to the north. Mitigation measures to address the potential visual impacts of the Project have been incorporated into the MMRP, including the construction of a six-foot high decorative block wall

around the northern, southern and eastern property lines as well as the planting of trees around the perimeter of the site to break up and soften the façade of the proposed building and improve the overall aesthetics of the structure.

- Noise. While the proposed project will result in some noise impacts during the operation of the apartment building, it will not be substantially different from what is already occurring at the existing single-family residence at the Project Site or at the other residences located to the north, nor at the existing commercial and multi-family uses located to the south. The proposed use will also need to comply with the Los Angeles County Noise Ordinance. In addition to the noise impacts during operation, there will also be noise impacts during the construction stage. In order to ensure that the Project complies with the Construction Noise Requirements of County Code Section 12.08.440 (Construction noise) for both mobile and stationary equipment, mitigation measures have been incorporated into the Project's MMRP to reduce the noise impacts of the Project.

- Transportation. According to the Transportation Impact Analysis prepared for the Project dated February 20, 2025, the Project is expected to exceed the Vehicle Miles Traveled (VMT) impact criteria by approximately 5.7%. Several VMT mitigation measures from the California Air Pollution Control Officers Association Handbook for Analyzing Greenhouse Gas Emission Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021 CAPCOA Handbook) have been incorporated into the Project's MMRP to address this. The proposed mitigations are expected to reduce the VMT generated by the project by approximately 32.3%. After the VMT mitigation measures are implemented, the project will have both project and cumulative transportation impacts that are less than significant.

- Tribal Cultural Resources. The Gabrieleño Band of Mission Indians – Kizh Nation ("Tribe") has indicated that the Project Site is located within the Gabrieleño community of Hahamongna /Acurangna. Mitigation measures have been incorporated, including the retention of a Native American Monitor, the holding of at least one pre-construction sensitivity/educational meeting, conducting daily monitoring during ground-disturbing activities and the immediate cessation of development activities if tribal cultural resources are found at the Project Site.

16. The Project was first scheduled for a Commission public hearing on April 17, 2024. On that date, Staff requested that the Project be taken off calendar to reevaluate the Project's environmental analysis and consider concerns received from the public regarding traffic and the existing road conditions in the area of the Project Site. The Commission continued the matter off calendar without opening the public hearing.

17. A duly-noticed public hearing was heard for the Project on October 29, 2025 hearing. On this date, the Commission heard presentations from staff and the applicant, and

public testimony was heard. During public testimony, **[X]** persons spoke in favor of the Project, citing reasons such as: **[RESERVED]**. In addition, **[X]** persons spoke in opposition or otherwise had concerns with the Project, citing reasons such as: **[RESERVED]**.

18. During the October 29, 2025 public hearing, after hearing all testimony, the Commission discussed the Project on the following points: **[RESERVED]**.

19. In its actions on October 29, 2025, the Commission adopted the MND for the Project and adopted the MMRP for the Project. Further, the Commission recommended that the Board adopt the MND for the Project.

20. The Project is consistent with General Plan Land Use Policies 1.3 and 1.4, which requires that project specific amendments to the General Plan support the General Plan Guiding Principles, is consistent with the goals and policies of the General Plan and benefits the public interest and is necessary to realize an unmet local or regional need. The Project supports General Plan Principles No. 2, which is to ensure community services and infrastructure are sufficient to accommodate growth, and No. 5, which is to provide healthy, livable and equitable communities The Project Site is located in an urban area served by existing public utilities, infrastructure and services, including schools; parks; and police, fire and medical services. The area surrounding the Project Site is characterized by a mix of SFRs and multi-family residences, commercial and institutional uses, and public amenities. As with the rest of the County, there is still an inadequate supply of multi-family residential units to meet the demand for such units in the area. The Project will help address this need by providing one, two and three-bedroom apartment units for the area. Furthermore, the proposed location of a Metro station at the nearby intersection makes the immediate vicinity of the Project Site ideal for transit-oriented development such as the proposed Project. The design of the proposed Project is also oriented towards pedestrian accessibility by emphasizing its pedestrian entrance, locating its office on the ground floor adjacent to the sidewalk and providing landscaping along its entire building frontage immediately adjacent to the sidewalk. With these design features and the provision of affordable housing units, the Project contributes to the creation of a walkable, healthy, livable and equitable community in the area.

21. The Project is consistent with General Plan Land Use Policy 4.1, which encourages infill development of underutilized sites in urban areas. With one parcel being vacant and another developed with a SFR on an almost-half-acre lot, the Project Site is currently underutilized and located in an urban area served by existing public services and infrastructure. The area surrounding the Project site is characterized by a mix of single- and multi-family residences, commercial and institutional uses and public amenities. The Project qualifies as infill development and would not consume raw, undeveloped land; contribute to sprawl; or negatively impact the County's natural resources.

22. The Project is consistent with General Plan Land Use Policy 5.1 and Housing Element Policies 1.3 and 3.1 which encourage a mix of residential land use designations and development regulations that accommodate various densities,

building types and styles; encourages coordination with the private sector in the development of housing for acutely low, extremely low, very low, low, and moderate income households and those with special needs; and promote mixed income neighborhoods and a diversity of housing types throughout the unincorporated areas to increase housing choices for all economic segments of the population. The housing stock in the vicinity of the Project Site is a mix of SFRs and multi-family residences. Upon completion, the Project will add a total of 60 new one-, two- and three-bedroom apartment units, seven of which will be Very Low Income affordable residential dwelling units restricted to households earning up to 50% AMI. In exchange, the Project has been granted a density bonus of 40.5% and two waivers of required development standards. As a result, the Project will help provide a better mix and variety of housing types with different affordability levels in the area.

23. The Project is consistent with General Plan Land Use Policies 7.1 and 10.3 which requires the reduction and mitigation of the impacts of incompatible land uses, where feasible, using buffers and other design techniques and the consideration of the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament. The Project Site is located on the southern edge of a single-family residential neighborhood that is primarily located to the north. The Project site is immediately adjacent to various commercial and industrial uses that are oriented towards Washington Boulevard, particularly around its intersection with Broadway Avenue. On its eastern side is the southern side of a school ground. Due to its location, the impacts of the proposed Project will primarily be on the SFRs located on the northern and western sides of the Project Site. The Project has been designed to be aesthetically pleasing to these areas to the greatest extent possible. The Project also includes street improvements on Washington Boulevard to improve its capacity to accommodate the potential increase in the number of vehicles turning left from Washington Boulevard to Broadway Avenue as a result of the Project. A major redevelopment project is underway for a mixed-use project on the other side of the intersection within the City of Santa Fe Springs. The intersection will also be the location of a future station for the Metro L (Gold) Line southeast extension as part of the Eastside Transit Corridor Phase 2 Project. The proposed five-story, 60-unit apartment building is compatible with both present and future developments in the area. These developments will transition the general vicinity of the Project Site into a much more dense and mixed-use area. The proposed Project will provide a buffer for the residential areas to the north and will help ensure that any redevelopment that occurs in the area will end at the block where the Project Site is located.

24. Consistent with County Code Section 22.222.160 (Notification Radius), the community and neighboring property owners within a 500-foot radius of the Project were properly notified of the public hearing by mail, newspaper, and property posting.

25. The Project is consistent with applicable zoning regulations and standards after the Zone Change and Administrative Housing Permit approval, including the density bonus and waivers, as follows:

a. The minimum required front, rear and side yards as 20 feet, 15 feet and five feet respectively. The Project will provide a uniform front, rear and side yard setback of five feet. This will be authorized as a development waiver as part of the Administrative Housing Permit associated with the Project.

b. The maximum allowed height of any structure in the R-3 zone is 35 feet. The Project will have a maximum height of 69 feet and 10 inches. This will be authorized as a development incentive as part of the Administrative Housing Permit associated with the Project.

c. A total of 80 parking spaces are required for the 40 one-bedroom, eight two-bedroom and 12 three-bedroom apartment units proposed by the Project. The Project provides 80 parking spaces on the ground floor of the apartment building.

d. The Project includes nine Western Sycamore and 11 Box Elder trees. This exceeds the eight trees required for the 36,624-square-foot building footprint for the Project.

26. The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is at LA County Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, CA 90012. The custodian of such documents and materials shall be the Section Head of the Puente Whittier Development Services Section, LA County Planning.

PLAN AMENDMENT FINDINGS

27. The Commission finds that the amendment is consistent with the adjacent area.

The Project Site is located on the southern edge of a single-family residential neighborhood that is primarily located to the north. The Project site is immediately adjacent to various commercial and industrial uses that are oriented towards Washington Boulevard, particularly around its intersection with Broadway Avenue. On its eastern side is the southern side of a school ground. Due to its location, the impacts of the proposed Project will primarily be on the SFRs located on the northern and western sides of the Project Site. The Project has been designed to be aesthetically pleasing to and consistent with these areas to the greatest extent possible. In addition, there is a major redevelopment project underway for a mixed-use project on the other side of the intersection within the City of Santa Fe Springs. The intersection will also be the location of a future station for the Metro L (Gold) Line southeast extension as part of the Eastside Transit Corridor Phase 2 Project. The proposed five-story, 60-unit apartment building is compatible with both present and future developments in the area. These developments will transition the general vicinity of the Project Site into a much more dense and more mixed-use area. The proposed Project will provide a buffer for the residential areas to the north and will help ensure that any redevelopment that occurs in the area will end at the block where the Project Site is located.

28. The Commission finds that the amendment is consistent with the principles of the General Plan.

The Project supports General Plan Principles No. 2, which is to ensure community services and infrastructure are sufficient to accommodate growth, and No. 5, which is to provide healthy, livable and equitable communities. The Project Site is located in an urban area served by existing public utilities, infrastructure and services, including schools, parks and police, fire and medical services. The area surrounding the Project site is characterized by a mix of single- and multi-family residences, commercial and institutional uses and public amenities. Furthermore, the proposed location of a Metro station at the nearby intersection makes the immediate vicinity of the Project Site ideal for transit-oriented development such as the proposed Project. The design of the proposed Project is also oriented towards pedestrian accessibility and will thus, combined with its provision of affordable housing units, contribute to the creation of a walkable, healthy, livable and equitable community in the area.

29. The Commission finds that approval of the amendment will be in the interest of public health, safety, and general welfare.

The Plan Amendment will allow for the addition of affordable, multi-family dwelling units to the existing housing stock in the West Whittier- Los Nietos community, contributing to a mixed-income neighborhood with a diversity of housing types. The Plan Amendment will enable higher density residential development on an underutilized parcel in an urbanized area served by existing public transportation, services, and infrastructure.

30. The Commission finds that the amendment is consistent with other applicable provisions of Title 22 consistent with the ZC and Administrative Housing Permit.

The ZC will change the Project Site's zoning from R-1 to R-3. With concurrent adoption of the Zone Change, the Plan Amendment will be consistent with Title 22. The Project will comply with applicable zoning regulations and standards after the Board of Supervisors' adoption of the Zone Change and LA County Planning Staff's approval of the Administrative Housing Permit, including the density bonus and incentives.

ZONE CHANGE FINDINGS

31. The Commission finds that modified conditions warrant a revision in the Zoning Map as it pertains to the area or district under consideration.

A major redevelopment project is underway for a mixed-use project on the other side of the intersection within the City of Santa Fe Springs. The intersection will also be the location of a future station for the Metro L (Gold) Line southeast extension as part of the Eastside Transit Corridor Phase 2 Project. The proposed five-story, 60-unit apartment building is compatible with both present and future developments in the area. These developments will transition the general vicinity of the Project Site into a much denser and more mixed-use area. This warrants the revision of the zone of the

Project Site from R-1 to R-3.

32. The Commission finds that a need for the proposed zone classification exists within such area or district.

As with the rest of the County, there is still an inadequate supply of multi-family residential units to meet the demand for such units in the area. The proposed R-3 zoning will allow the development of a five-story, 60-unit apartment building, which will help address this need by providing one, two and three-bedroom apartment units for the area.

33. The Commission finds that the particular property under consideration is a proper location for said zone classification within such area or district.

The Project Site is located 200 feet north of the intersection of Washington Boulevard and Broadway. As previously indicated, major redevelopment projects are underway in the immediate vicinity of the Project Site, which will significantly change the character of the area, making it more conducive to higher density residential uses, as well commercial and mixed uses. These developments will transition the general vicinity of the Project Site into a much denser and more mixed-use area. The proposed Project will provide a buffer for the residential areas to the north and will help ensure that any redevelopments that occurs in the area will end at the block where the Project Site is located.

34. The Commission finds that the zone classification at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice.

As with the rest of the County, there is still an inadequate supply of multi-family residential units to meet the demand for such units in the area. The Project will help address this need by providing one, two and three-bedroom apartment units for the area. The housing stock in the vicinity of the Project Site is a mix of single- and multi-family residences. Upon completion, the Project will add a total of 60 new one-, two-, and three-bedroom apartment units, seven of which will be affordable residential dwelling units restricted to households earning up to 50% AMI. In exchange, the Project has been granted a Density Bonus of 40.5% and two waivers of required development standards. As a result, the Project will help provide a better mix and variety of housing types with different affordability levels in the area. The Project Site is located on the southern edge of a single-family residential neighborhood that is primarily located to the north. The Project site is immediately adjacent to various commercial and industrial uses that are oriented towards Washington Boulevard, particularly around its intersection with Broadway Avenue. On its eastern side is the southern side of a school ground. Due to its location, the impacts of the proposed Project will primarily be on the SFRs located on the northern and western sides of the Project Site. The Project has been designed to be aesthetically pleasing to these areas to the greatest extent possible. A major redevelopment project is underway for a mixed-use project on the other side of the intersection within the City of Santa Fe Springs. The intersection will also be the location of a future station for the Metro

E Line southeast extension as part of the Eastside Transit Corridor Phase 2 Project. The proposed five-story, 60-unit apartment building is compatible with both present and future developments in the area. These developments will transition the general vicinity of the Project Site into a much denser and more mixed-use area. The proposed Project will provide a buffer for the residential areas to the north and will help ensure that any redevelopments that occurs in the area will end at the block where the Project Site is located.

35. The Commission finds that the Zone Change is consistent with the General Plan.

The proposed Zone Change is associated with a General Plan Amendment to change the land use designation of the Project Site from H9 to H50. This proposed Plan Amendment is consistent with the General Plan. The Project Site is located in an urban area served by existing public utilities, infrastructure and services, including schools, parks and police, fire and medical services. The area surrounding the Project site is characterized by a mix of single- and multi-family residences, commercial and institutional uses and public amenities. Furthermore, the proposed location of a Metro station at the nearby intersection makes the immediate vicinity of the Project Site ideal for transit-oriented development such as the proposed Project. The design of the proposed Project is also oriented towards pedestrian accessibility and will thus, combined with its provision of affordable housing units, contribute to the creation of a walkable, healthy, livable and equitable community in the area. The Project Site is currently underutilized and located in an urban area served by existing public services and infrastructure. The area surrounding the Project site is characterized by a mix of single- and multi-family residences, commercial and institutional uses and public amenities. The Project qualifies as infill development and would not consume raw, undeveloped land, contribute to sprawl, or negatively impact the County's natural resources.

36. The Commission finds that if the Zone Change will permit any uses prohibited by the existing zoning, that such Zone Change will not result in a need for a greater water supply for adequate fire protection or that the existing proposed sources of water will provide an adequate water supply.

A "Will Serve" letter was provided from the San Gabriel Water Company that indicated that there is an adequate water supply for the Project. Also, in a letter dated July 20, 2023, the Los Angeles County Fire Department cleared the Project for public hearing.

BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION FINDS:

A. That the amendment is consistent with the adjacent area,

B. That the amendment is consistent with the principles of the General Plan,

C. That approval of the amendment will be in the interest of public health, safety, and general welfare,

D. That the amendment is consistent with other applicable provisions of Title 22 consistent with the Zone Change and Administrative Housing Permit,

E. That modified conditions warrant a revision in the Zoning Map as it pertains to the area or district under consideration,

F. That a need for the proposed zone classification exists within such area or district,

G. That the particular property under consideration is a proper location for said zone classification within such area or district,

H. That the zone classification at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice,

I. That the Zone Change is consistent with the General Plan,

J. That if the Zone Change will permit any uses prohibited by the existing zoning, that such Zone Change will not result in a need for a greater water supply for adequate fire protection or that the existing proposed sources of water will provide an adequate water supply,

NOW, THEREFORE BE IT RESOLVED that the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles ("Board") as follows:

1. Hold a public hearing to consider Project No. PRJ2022-000557-(4), which includes Plan Amendment No. RPPL2022001526, Zone Change No. RPPL2022001527 and Administrative Housing Permit No. RPPL2023004066;

2. Review, consider and adopt the MND and associated MMRP in compliance with CEQA and State and County guidelines related thereto;

3. Find that Plan Amendment No. RPPL2022001526 is consistent with the General Plan;

4. Find that the public convenience, the general welfare, and good land use practice justify the recommended plan amendment,

5. Find that the amendment is consistent with the adjacent area,

6. Find that the amendment is consistent with the principles of the General Plan,

7. Find that approval of the amendment will be in the interest of public health, safety, and general welfare,

8. Find that the amendment is consistent with other applicable provisions of Title 22 consistent with the Zone Change and Administrative Housing Permit,

9. Find that Zone Change No. RPPL2022001526 is consistent with the General Plan,

10. Find that modified conditions warrant a revision in the Zoning Map as it pertains to the area or district under consideration,

11. Find that a need for the proposed zone classification exists within such area or district,

12. Find that the particular property under consideration is a proper location for said zone classification within such area or district,

13. Find that the zone classification at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice,

14. Find that the Zone Change is consistent with the General Plan,

15. Find that if the Zone Change will permit any uses prohibited by the existing zoning, that such Zone Change will not result in a need for a greater water supply for adequate fire protection or that the existing proposed sources of water will provide an adequate water supply.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on October 29, 2025.

_____

Elida Luna, Secretary
County of Los Angeles
Regional Planning Commission

Carl Nadela

From: Carl Nadela
Sent: Wednesday, September 10, 2025 12:42 PM
Subject: Public Hearing Notice for Project No. PRJ2022-000557 Plan Amendment RPPL2022001526 Zone Change RPPL2022001527 (Five-story, 60-unit apartment building @ 7914 Broadway)
Attachments: Hearing Notice.pdf

Dear constituent,

You are receiving this email because you have previously sent our office a comment letter or email about the Project referenced above.

The Project was first scheduled for public hearing before the Regional Planning Commission on **April 17, 2024**. On this date, Staff requested that the Project be taken off the Commission's hearing calendar to reevaluate the Project's environmental analysis and consider concerns received from the public with regards to traffic and the existing road conditions in the area of the Project Site. Since then, a Traffic Impact Analysis (TIA) has been prepared for the Project, which resulted in additional mitigation measures incorporated into the Project's Mitigation Monitoring and Reporting Program (MMRP) to address any traffic impacts that the Project may have in the vicinity of the Project Site.

This is to let you know that the Project referenced above has again been scheduled for public hearing before the Regional Planning Commission on **Wednesday, October 29, 2025 at 9:00 am**. More details can be found in the attached Notice of Public Hearing and in the link below:

Los Angeles County - File #: 24-043

Note that any comment letter or email submitted for the previous April 17, 2024 public hearing will also be transmitted to the Regional Planning Commission for their review and consideration for the October 29, 2025 public hearing.

Regards,

CARL VINCENT NADELA, AICP (he/him/his)
PRINCIPAL REGIONAL PLANNER, Puente Whittier Development Services
Office: (213) 974-6411 • Direct: (213) 893-7010
Email: cnadela@planning.lacounty.gov

Los Angeles County Department of Regional Planning
320 West Temple Street, 13th Floor, Los Angeles, CA 90012
planning.lacounty.gov

LA COUNTY PLANNING SHAPING TOMORROW

From: ray prayer
To: DRP Public Comment; Carl Nadela
Subject: 7914 Broadway Ave (PRJ: 2022-000557 (4)
Date: Thursday, April 4, 2024 4:03:37 PM

CAUTION: External Email. Proceed Responsibly.

Hello Mr. Nadela and Honorable Planning Commissioners:

My name is Ray Shanty, and I live in city of Long Beach and work in your unincorporated county of Los Angeles close to the subject property. I heard through your notice that you are in process to approve 60 new units project for the site. when I heard the news I get so excited to see this project going forward and as I am driving everyday from long beach to my work i see this property all the time and sometimes took me more than an hour from my place to work and spending so much money on gas. I hope and pray the Honorable Planning Commissioners approve this project that way a lots of people like me could work and live in this here. As you all probably know, this area of your county do not have to many rentals that's why I was looking for so long and I could not found any rental close to my work. For fact I know, many people work in this part of county and live somewhere else because, no availability is close to subject property.

I wish you all the best and God bless all of you and united states of America the place we call it home.

Thank you.

Respectfully,

Ray Shanty

From: cristina rodriguez <cristinarodriguez3745@yahoo.com>
Sent: Thursday, April 4, 2024 4:47 PM
To: DRP Public Comment <comment@planning.lacounty.gov>
Subject: PRJ 2022-000557 April 17, 2024

CAUTION: External Email. Proceed Responsibly.

Good Evening, ladies and Gentlemen,

My parents live close to the above property and every weekend I need to drive a long distance from my Apartment to see my parents and I see your public notice that the owner proposing to do the zone change and build a 60 units apartment building on the site. We do not have any objections to the project and looking forward to see a nice building there than I could rent a place there to be close to my parents . But we really do need some good quality of housing our area.

Thank you kindly,

Cristina Rodriguez,

From: Kalisha Williams <williamskalisha8@gmail.com>
Sent: Thursday, April 4, 2024 9:22 PM
To: DRP Public Comment <comment@planning.lacounty.gov>
Subject: 7914 Broadway Ave Whittier CA (project # 2022-000557)

CAUTION: External Email. Proceed Responsibly.

Hi Honorable Planning Commissions,
I live close to 7914 Broadway Ave in city of Whittier as I was passing by the property I see a notice was posted on the property after I read the notice that the owner like to build a 60 units housing there with zone change I am all for it with the way is going the rent is going up every year and make it very difficult for the people paying 60% of their income toward the rent because of the shortage of housing hopefully as we getting more housing the rent can get stable . We looking forward for this project get build soon.

Thank you for your time.

From: Armando M Gonzalez
To: DRP Public Comment; Carl Nadela
Subject: construction of 60 units at 7914 Broadway in Whittier Ca 90606 project #2022-000557-4
Date: Tuesday, March 19, 2024 11:20:05 PM

CAUTION: External Email. Proceed Responsibly.

Hi

I am writing today to you because of the proposed building of another 60 units at 7914 Broadway Ave Whittier, Ca 90606.

This area is already very highly populated, as you travel south on Broadway there are another 5 large complexes, the streets are in horrible shape due to all the traffic already and traffic congestion is already horrible.

I am strongly apposed of this project I live around 1 mile away and this project will definitely affect our area negatively.

Please feel free to reach out to me if you have any questions.

Armando M. Gonzalez

7031 Norwalk Blvd
Whittier Ca 90606
562-708-0517

Wire Fraud is Real.
Before wiring any money, call the intended recipient at a number you know is valid to confirm the instructions provided.

From: Carlos Esqueda
To: Carl Nadela
Subject: Apartments
Date: Wednesday, March 20, 2024 11:42:12 AM

CAUTION: External Email. Proceed Responsibly.

Please no more apartments in our neighborhood.
Sent from my iPhone

From: sylviag1968 <sylviag1968@yahoo.com>
Sent: Monday, March 18, 2024 9:02 PM
To: EDL-DRP BU-S Commission Services <commission@planning.lacounty.gov>
Subject: 7914 broadway ave, whittier, ca 90606

CAUTION: External Email. Proceed Responsibly.

I am messaging and concern regarding the development of these apt building they are trying to change the zoning on. I have lived in this area since 1993 and love that we have r1 zoning in this area. All my neighbors are concern of the environmental impact this will have on our neigborhood. 60 units and all the in a r1 zone is going to be a huge impact. Across the street on Broadway and Washington they are building 40 units for vererans and now this. 100 units added to a corner that is already congested. Not one person has came to speak to any of the neighbors to let us know of their intent. At one time that lot was going to build 6 units and the developer fell through, but 60 is overwhelming.

Sylvia Nerey
562-659-2345
Sylviag1968@yahoo.com

Sent via the Samsung Galaxy S21 5G, an AT&T 5G smartphone

From: Marjorie Eaton
To: Carl Nadela
Subject: Opposition to Project
Date: Thursday, March 21, 2024 10:57:14 AM

CAUTION: External Email. Proceed Responsibly.

Project #2022-000557-4
7914 Broadway Ave, Whittier, CA 90606

I live at 7725 Broadway, Whittier CA 90606 and am opposed to this project.

Sent from my iPhone

From: katie victorian
To: DRP Public Comment
Cc: Carl Nadela
Subject: Washington blvd potential rail line
Date: Thursday, March 21, 2024 12:13:11 PM

CAUTION: External Email. Proceed Responsibly.

I am writing to voice my concern that we cannot have a rail line built in the city of Whittier on Washington blvd. We already have an influx of homeless people filling our streets along Washington and cannot cope with more, nor the idea of smash and grab robbers hitting the pico rivera shops on Washington and Rosemead blv. We've already had multiple incidents at the Ulta beauty store and I am begging please keep our streets safe! We constantly have Jay walkers along Washington blvd that will get hit by the train!!! I'm sure the new multiple million dollar home owners at the Groves will not be impressed by this new experiment!!!! Only homeless transients use public rail...folks in whittier like their cars and bikes---PLEASE KEEP THIS OUT OF OUR CITY-Thank you, best regards Whittier resident and mother of 6 children Katherine Victorian

--

Sent from my Android phone with mail.com Mail. Please excuse my brevity.

From: Ed Leon <esl@mail.com>
Sent: Thursday, March 21, 2024 3:05 PM
To: DRP Public Comment <comment@planning.lacounty.gov>
Subject: Project #2022-000557-4

CAUTION: External Email. Proceed Responsibly.

Greetings Carl Nadela

This concern is regarding Project #2022-000557-4 at 7914 Broadway Ave, Whittier, CA 90606

I realize the certain projects have high value due to the amount of rentals that is needed but LA County Needs to slow down since its affecting other residences in the surronding area.

I frequently travel in and around Washington blvd by Broadway and through this area and its already extremely congestioned with cars / trucks and large delivery vehicles already. Please check.

Its a main thurough fare between the Eastside of the county to the West side of Whittier. Plus if you had the Gold Line on Washington Blvd it will be unsustable.

There needs to be an environmental study regarding further polution (smog - noise - accidents - crime) to the neighbors. Please consider a lower zoning number of less than 60 units. Its too much.

PLus I might add that the 119 units that will be built at the old Chris N Pitts site which is 1/2 of block away. Wow. Thats out of control. Something must be done to scale it down. Re-consider total amount.

Average unit dwelling as 2 or more cars considering the yearly $ amount people make in this area. Remember not every person will use the GoldLine. A great majority will still use their vehicles.

Thank You for listening to my concern.

Edward Leon / West Whittier Resident

From: sylviag1968
To: Carl Nadela
Subject: FW: Project #2022-000557-4
Date: Friday, March 22, 2024 6:18:11 PM

CAUTION: External Email. Proceed Responsibly.

Sent via the Samsung Galaxy S21 5G, an AT&T 5G smartphone

-------- Original message --------
From: sylviag1968 <sylviag1968@yahoo.com>
Date: 3/22/24 6:17 PM (GMT-08:00)
To: comment@planning.lacounty.gov
Subject: Project #2022-000557-4

I am against this rezoning project. I reside 1 block from this property that is wanting to build 60 units on a 36,000 Sq ft lot that is currently zone R9.

60 Apts with only 80 parking spaces means that the overflow would have to park on residential streets that are already impacted by the apartments south of Washington that lost their parking lot at 11350 Washington Blvd that is building 119 apartments for vets. This intersection will have 179 new units combined with limited parking for the current residences. We are already seeing a increase on Broadway Ave with vehicles, neigbors are having to park on Thornlake Ave and Vanport Ave.

Also I have still not recieved a " Notice of Public Hearing" 30 days before this hearing. I have spoke to numerous neigbors and not 1 has recieved a notice. Many of our neighbors are elderly and unaware of this hearing and concern about the negative impact it will bring to our community that has increase in crime, car and home theft, vandalism, graffiti and homelessness.

Please take into consideration of holding a meeting with neigbors and concern citizens in the surrounding area as many of the residents do not have access to going to downtown LA.

Concern homeowner,
Sylvia Nerey
562-659-2345

I attached the project that will be constructed on the caddy corner of this project

Sent via the Samsung Galaxy S21 5G, an AT&T 5G smartphone

1:43 ring • 60%

LISC provided a $6.89 million loan to support the acquisition and predevelopment of 11350 Washington, a two-phase affordable housing development in Santa Fe Springs, CA. Phase I (Veterans Village) is a 44-unit veteran/senior project and Phase II (Healthy Transit Village) is a 75-unit mixed-use project.

MORE LISC LENDING'S PROJECT PROFILES

From: Carlos Nerey
To: Carl Nadela
Subject: 2022-000557-4
Date: Friday, March 22, 2024 6:50:08 PM

CAUTION: External Email. Proceed Responsibly.

Subject: Project #2022-000557-4

I am against this rezoning project. I reside 1 block from this property that is wanting to build 60 units on a 36,000 Sq ft lot that is currently zone R9.

60 Apts with only 80 parking spaces means that the overflow would have to park on residential streets that are already impacted by the apartments south of Washington that lost their parking lot at 11350 Washington Blvd that is building 119 apartments for vets. This intersection will have 179 new units combined with limited parking for the current residences. We are already seeing a increase on Broadway Ave with vehicles, neigbors are having to park on Thornlake Ave and Vanport Ave.

Also I have still not recieved a " Notice of Public Hearing" 30 days before this hearing. I have spoke to numerous neigbors and not 1 has recieved a notice. Many of our neighbors are elderly and unaware of this hearing and concern about the negative impact it will bring to our community that has increase in crime, car and home theft, vandalism, graffiti and homelessness.

Please take into consideration of holding a meeting with neigbors and concern citizens in the surrounding area as many of the residents do not have access to going to downtown LA.

Concern homeowner,
Carlos Nerey
562-659-2345

I attached the project that will be constructed on the caddy corner of this project

From: Ron Lopez
To: DRP Public Comment; Carl Nadela; fourthdistrict@bos.lacounty.gov
Subject: Stop the Apartment Development in Whittier/Santa Fe Springs
Date: Sunday, March 24, 2024 5:19:01 PM

CAUTION: External Email. Proceed Responsibly.

Dear Madams and Sirs,

I am a Whittier resident (unincorporated area) for the past 35 years. Your proposal for the construction of a 119 apartment units near 11350 Washington Blvd and 60 more apartment units basically across the street (caddy corner) at 7914 Broadway Ave. is complete nonsense and disturbing to us residents living in close proximity to the proposed developments. How would you feel if these 2 developments less than 200 yards from each other were constructed in your neighborhood? I doubt it.

Therefore, as a resident and voter I oppose these 2 apartment developments and recommend that you STOP this proposed project. I voted for Ms. Janice Hahn to be our Supervisor and if this project is approved I will never vote for her again in whatever public office she will seek in her political career.

Thank you,
Ron Lopez

From: Oscar Sanchez
To: DRP Public Comment; Carl Nadela
Subject: Against Rezoning PRJ 2022-000557-4 in Whittier, CA.
Date: Monday, April 1, 2024 7:59:39 PM

CAUTION: External Email. Proceed Responsibly.

Dear County Officials,

I am writing to express my deep concern regarding the proposed construction project identified as project number 2022-000557-4 in Whittier, CA. While I acknowledge the need for housing, I strongly believe that this location is not suitable for such development.

As tax-paying citizens who have been part of this community for many years, we urge you to consider our perspective on this matter. There are several reasons why we believe this project would be detrimental to our neighborhood:

1. Washington Blvd is already heavily trafficked, serving as a major exit route from a freeway. The addition of more residential units will only exacerbate congestion in the area.

2. The existing speeding vehicles pose a safety risk to pedestrians, especially children, in the surrounding areas and on Broadway.

3. The current condition of the roadways, coupled with increased traffic, has led to a worsening of potholes, creating hazards for drivers and pedestrians alike.

4. There is already an approved project for a 119-unit apartment complex across the street from the proposed site, further increasing the strain on local infrastructure.

5. The pandemic has forced many families to consolidate households, resulting in an increase in the number of vehicles per household.

6. Today, it's common for households to own 3 to 4 vehicles,

placing additional pressure on available parking spaces and street parking. Considering that the proposed development comprises apartment complexes, it's important to note that a single 1-bedroom apartment can require parking for 2 vehicles, while 2-bedroom units may necessitate parking for 2 to 4 vehicles, and 3-bedroom units could require parking for 3 to 5 vehicles, depending on the occupants. With this in mind, the 60 units proposed for this development could potentially introduce over 170 vehicles into our neighborhood. However, the proposed parking plan only accounts for 80 vehicles, leaving a shortfall of over 90 vehicles. This significant discrepancy underscores the strain already present on our local infrastructure. While this projection may seem extreme, it underscores the need to address the challenges we currently face regarding parking availability and the potential impact of this development on our community.

7. A 60-unit property will bring at least 120 additional vehicles to our already congested neighborhood, exacerbating parking and traffic issues.

8. The lack of a parking structure would only worsen the existing parking shortage, with streets already filled to capacity.

9. Increased congestion leads to more accidents and damage to vehicles, impacting the quality of life for residents.

10. Funds allocated for this project could be better used to address community safety and cleanliness concerns.

11. The impact on public transportation, particularly the Metro, will further add to traffic congestion in the area.

In summary, we believe that the proposed project will do more harm than good to our community. We respectfully request that you carefully consider the implications of this development and its potential impact on our neighborhood.

We urge you to put yourselves in our shoes and consider whether this is the type of neighborhood you would want for yourselves or your loved

ones. With the cost of living already high and wages stagnant, many residents are struggling to make ends meet. Adding further strain to our community infrastructure without adequate resources is simply not sustainable.

Thank you for taking the time to review our concerns. We hope that you will give them the serious consideration they deserve. A zoning limit of 9 units would be more reasonable and manageable for our neighborhood. We trust that you will prioritize the well-being of our community in your decision-making process.

Respectfully,

Oscar Sanchez

From: Amanda Sanchez
To: DRP Public Comment; Carl Nadela; FourthDistrict@bos.lacounty.gov
Subject: Against Rezoning PRJ 2022-000557-4 Whittier, CA
Date: Monday, April 1, 2024 8:03:09 PM

CAUTION: External Email. Proceed Responsibly.

Dear County Officials,

I am writing to express my deep concern regarding the proposed construction project identified as project number 2022-000557-4 in Whittier, CA. While I acknowledge the need for housing, I strongly believe that this location is not suitable for such development.

As tax-paying citizens who have been part of this community for many years, we urge you to consider our perspective on this matter. There are several reasons why we believe this project would be detrimental to our neighborhood:

1. Washington Blvd is already heavily trafficked, serving as a major exit route from a freeway. The addition of more residential units will only exacerbate congestion in the area.
2. The existing speeding vehicles pose a safety risk to pedestrians, especially children, in the surrounding areas and on Broadway.
3. The current condition of the roadways, coupled with increased traffic, has led to a worsening of potholes, creating hazards for drivers and pedestrians alike.
4. There is already an approved project for a 119-unit apartment complex across the street from the proposed site, further increasing the strain on local infrastructure.
5. The pandemic has forced many families to consolidate households, resulting in an increase in the number of vehicles per household.
6. Today, it's common for households to own 3 to 4 vehicles, placing additional pressure on available parking spaces and street parking. Considering that the proposed development comprises apartment complexes, it's important to note that a single 1-bedroom apartment can require parking for 2 vehicles, while 2-bedroom units may necessitate parking for 2 to 4 vehicles, and 3-bedroom units could require parking for 3 to 5 vehicles, depending on the occupants. With this in mind, the 60 units proposed for this development could potentially introduce over 170 vehicles into our neighborhood. However, the proposed parking plan only accounts for 80 vehicles, leaving a shortfall of over 90 vehicles. This significant discrepancy underscores the strain already present on our local infrastructure. While this projection may seem extreme, it underscores the need to address the challenges we currently face regarding parking availability and the potential impact of this development on our community.
7. A 60-unit property will bring at least 120 additional vehicles to our already congested neighborhood, exacerbating parking and traffic issues.
8. The lack of a parking structure would only worsen the existing parking shortage, with streets already filled to capacity.
9. Increased congestion leads to more accidents and damage to vehicles, impacting the quality of life for residents.
10. Funds allocated for this project could be better used to address community safety and cleanliness concerns.
11. The impact on public transportation, particularly the Metro, will further add to traffic congestion in the area.

In summary, we believe that the proposed project will do more harm than good to our community. We respectfully request that you carefully consider the implications of this development and its potential impact on our neighborhood.

We urge you to put yourselves in our shoes and consider whether this is the type of neighborhood you would want for yourselves or your loved ones. With the cost of living already high and wages stagnant, many residents are struggling to make ends meet. Adding further strain to our community infrastructure without adequate resources is simply not sustainable.

Thank you for taking the time to review our concerns. We hope that you will give them the serious consideration they deserve. A zoning limit of 9 units would be more reasonable and manageable for our neighborhood. We trust that you will prioritize the well-being of our community in your decision-making process.

Respectfully,

Mandy

From: DRP Public Comment
To: Carl Nadela; Maria Masis
Cc: Elida Luna
Subject: FW: Project #2022-000557-4 60 units
Date: Wednesday, April 3, 2024 9:24:25 AM

Hi Carl,

FYI – I think you did not receive this email. They had your email wrong as cnadela@planning.lacounty.com

Regard,

Rafael

RAFAEL ANDRADE
SENIOR TYPIST-CLERK, Operations & Major Projects (OMP)
Office: (213) 974-6409 • Direct: (213) 974-6557
Email: randrade@planning.lacounty.gov

From: Patricia RAMIREZ <patri214@yahoo.com>
Sent: Wednesday, April 3, 2024 9:03 AM
To: DRP Public Comment <comment@planning.lacounty.gov>; cnadela@planning.lacounty.com
Subject: Project #2022-000557-4 60 units

CAUTION: External Email. Proceed Responsibly.

Hi , hope this message finds you well. I'm writing regarding the apartments project that is scheduled on Washington and Broadway next to Ruby's . I live on Broadway and Thornlake Ave
And I'm very concerned of the huge negative impact this will have in our quiet neighborhood.
I have been living here for almost 30 years and recently I have seen an increase in homeless and crime this will definitely increase if we allow these apartments to be build on such a small area. Traffic has already changed in the last two years in this section , this will definitely make it worse.Parking will be a big issue and will force tenants to come into the quiet blocks and disrupt homeowners.
I understand changes need to be made and it will help new renters however this not the appropriate location for such a large complex. We must try to keep our neighborhood clean and quiet otherwise will be forced to move out and that does not help the community at all . Please let me know what else I can do to stop this from happening .I have grandchildren and would really love to be able to take walks with no fear as

before .
Thank you
Martha Ramirez
Sent from Yahoo Mail for iPhone

From: Tina Rodriguez
To: Carl Nadela; DRP Public Comment
Subject: Against Rezoning PRJ 2022-000557-4 in Whittier, CA
Date: Wednesday, April 3, 2024 9:28:32 PM

CAUTION: External Email. Proceed Responsibly.

Dear County Officials,

I am writing to express my deep concern regarding the proposed construction project identified as project number 2022-000557-4 in Whittier, CA. While I acknowledge the need for housing, I strongly believe that this location is not suitable for such development.

As tax-paying citizens who have been part of this community for many years, we urge you to consider our perspective on this matter. There are several reasons why we believe this project would be detrimental to our neighborhood:

1. Washington Blvd is already heavily trafficked, serving as a major exit route from a freeway. The addition of more residential units will only exacerbate congestion in the area.

2. The existing speeding vehicles pose a safety risk to pedestrians, especially children in the surrounding areas and on Broadway.

3. The current condition of the roadways, coupled with increased traffic, has led to a worsening of potholes, creating hazards for drivers and pedestrians alike.

4. There is already an approved project for a 119-unit apartment complex across the street from the proposed site, further increasing the strain on local infrastructure.

5. The pandemic has forced many families to consolidate households, resulting in an increase in the number of vehicles per household.

6. Today, it's common for households to own 3 to 4 vehicles, placing additional pressure on available parking spaces and street parking. Considering that the proposed development comprises apartment complexes, it's important to note that a single 1-bedroom apartment can require parking for 2 vehicles, while 2-bedroom units may necessitate parking for 2 to 4 vehicles, and 3-bedroom units could require parking for 3 to 5 vehicles, depending on the occupants. With this in mind, the 60 units proposed for this development could potentially introduce over

170 vehicles into our neighborhood. However, the proposed parking plan only accounts for 80 vehicles, leaving a shortfall of over 90 vehicles. This significant discrepancy underscores the strain already present on our local infrastructure. While this projection may seem extreme, it underscores the need to address the challenges we currently face regarding parking availability and the potential impact of this development on our community.

7. A 60-unit property will bring at least 120 additional vehicles to our already congested neighborhood, exacerbating parking and traffic issues.

8. The lack of a parking structure would only worsen the existing parking shortage, with streets already filled to capacity.

9. Increased congestion leads to more accidents and damage to vehicles, impacting the quality of life for residents.

10. Funds allocated for this project could be better used to address community safety and cleanliness concerns.

11. The impact on public transportation, particularly the Metro, will further add to traffic congestion in the area.

In summary, we believe that the proposed project will do more harm than good to our community. We respectfully request that you carefully consider the implications of this development and its potential impact on our neighborhood.

We urge you to put yourselves in our shoes and consider whether this is the type of neighborhood you would want for yourselves or your loved ones. With the cost of living already high and wages stagnant, many residents are struggling to make ends meet. Adding further strain to our community infrastructure without adequate resources is simply not sustainable.

Thank you for taking the time to review our concerns. We hope that you will give them the serious consideration they deserve. A zoning limit of 9 units would be more reasonable and manageable for our neighborhood. We trust that you will prioritize the well-being of our community in your decision-making process.

Respectfully,

Tina & Marco Rodriguez

From:	Isabel Candelas
To:	Carl Nadela
Subject:	Fw: Concerns Regarding Rezoning of Units from 9 to 60 Units - Next to Ruby"s Restaurant
Date:	Saturday, April 6, 2024 9:15:44 PM

CAUTION: External Email. Proceed Responsibly.

----- Forwarded Message -----
From: Isabel Candelas <iscandelas@yahoo.com>
To: comment@planning.lacounty.gov <comment@planning.lacounty.gov>; cnada@planning.lacounty.gov <cnada@planning.lacounty.gov>; fourthdistrict@bos.lacounty.gov <fourthdistrict@bos.lacounty.gov>
Sent: Saturday, April 6, 2024 at 09:11:37 PM PDT
Subject: Concerns Regarding Rezoning of Units from 9 to 60 Units - Next to Ruby's Restaurant

To Whom It May Concern:

I am writing to express my deep concern regarding the recent proposal to rezone units from 9 to 60 units within our community. This significant increase in density will undoubtedly have sever implications, particularly concerning parking availability for current residents.

One of the primary concerns is the lack of notice provided to residents regarding this proposal. As per standard protocol and courtesy, residents should have been informed at least 30 days before any hearing or decision regarding such substantial change. However, no such notification was received, leaving us feeling blindsided and excluded from a decision that directly impacts our living environment. We are also very concerned with the additional population that could also bring additional crime into our neighborhood.

Additionally, the sudden increase in in the number of units without adequate consideration for parking infrastructure poses a serious problem. Our community is already struggling with limited parking spaces, and accommodating and additional 51 units will only exacerbate this issue. The lack of foresight into how this will affect current residents and their daily lives is deeply concerning.

I urge you to reconsider this proposal and take into account the concerns and needs of existing residents. Transparency and communication are crucial in such matters, and I implore you to involve the community in discussions and decisions that will significant impact our living conditions.

I appreciate your attention to this matter and look forward to a prompt response addressing our concerns.

Sincerely,

Isabel Candelas

-----Original Message-----
From: Marjorie Eaton <marjorieaton@icloud.com>
Sent: Sunday, April 7, 2024 7:33 AM
To: DRP Public Comment <comment@planning.lacounty.gov>
Subject: Rezoning at 7914 Broadway Ave Whittier CA

CAUTION: External Email. Proceed Responsibly.

I am a close neighbor to this address and am opposed to the rezoning from 9 units to 60 units!

The local infrastructure cannot handle 60 units at that corner, we are stretched as it is and as a local neighbor am against the rezoning at 7914 Broadway Ave, Whittier CA.
Sincerely,
Marjorie Eaton
562/320-9764

Sent from my iPhone

From: Junior G
To: Carl Nadela
Subject: AGAINST REZONING
Date: Monday, April 8, 2024 4:44:30 PM

CAUTION: External Email. Proceed Responsibly.

Good afternoon, the reason for this email is to voice my concerns as a Lifetime resident of Whittier and of Broadway street itself. I've lived here my whole life (32 years) and never have I seen so much traffic and congestion as I have in the last couple of years up and down Broadway Ave due to Rubis and that whole parking lot being shut down. I am AGAINST the building of 60 units next to Rubis. I am concerned for the parking situation in which it will create here on this street. I have no driveway to where I can park my cars in. If 60 units get built there I promise the parking situation here on this street will be very bad and crime/theft will go up exponentially. PLEASE DO NOT PROCEED WITH BUILDING THOSE UNITS THERE.

From:	Melissa Legorreta
To:	DRP Public Comment; Carl Nadela; FourthDistrict@bos.lacounty.gov
Subject:	Project #2022-000557-4 7914 Broadway Ave, Whittier, CA 90606
Date:	Monday, April 8, 2024 10:01:38 PM

CAUTION: External Email. Proceed Responsibly.

Hi,

I am a concerned citizen regarding the 60 units that is having a zoning hearing on April 17, 2024, at Hall of Administration in Los Angeles.

Thees will have huge impact it will have on surrounding neighborhoods with the other 119 units that will be built Traffic, more vehicles trying to park in the surrounding area with 179 more units at that intersection. Not to mention all the rif-raf it will attract! Please listen to us the citizen who care for our community and don't approve this zoning!

I also found out that you should be notifying us 30 days before hearing if our surrounding area is being considered for changes. As of today, I have spoken to 20 residents, and only 3 received notifications. How do you respond to that?

I see no benefit for our neighborhood that is already struggling with all the new crimes that have come to our area.

Please listen to us the residents who have to live with your decision that affect our lives!

Project #2022-000557-4
7914 Broadway Ave, Whittier, CA 90606

Sincerely a concerned citizen,

Melissa Legorreta

Yahoo Mail: Search, Organize, Conquer

From: Christina Ponce <cponce_16@yahoo.com>
Sent: Tuesday, April 9, 2024 2:47 PM
To: DRP Public Comment <comment@planning.lacounty.gov>
Subject: 7914 Broadway Ave Whittier, CA (60 units)

CAUTION: External Email. Proceed Responsibly.

Dear City Council Members,

I am writing to you on behalf of the residents of Whittier/ Los Nietos, CA, to express our collective concerns and opposition to the proposed apartment complex development at the intersection of Broadway and Washington Street.

Our community prides itself on its tranquility, safety, and the ease of access that our current infrastructure provides. However, we are troubled by the potential negative impacts that such a large-scale development could bring to our neighborhood. Specifically, we foresee the following issues:

- **Increased Traffic Congestion:** The influx of residents would significantly increase traffic volume, leading to congestion and longer commute times for our community members.

- **Insufficient Parking:** The current plans do not adequately address the need for additional parking spaces, which could lead to overcrowding and inconvenience for both current and future residents.

- **Rise in Crime and Vandalism:** A denser population may lead to an increase in crime rates and acts of vandalism, which would diminish the quality of life and property values in our area.

- **Strain on Local Resources:** Our local infrastructure, including roads, public transportation, and utilities, may not be equipped to handle the additional load, potentially leading to service disruptions and a decline in living standards.

We understand the need for development and progress within our city, but it is imperative that such changes are made with careful consideration of their long-term effects on existing communities.

We urge the City Council to reconsider the proposed plans, taking into account the concerns raised by the residents who will be directly affected by this development. We are open to discussing alternative solutions that would meet the needs of the city while preserving the character and well-being of our neighborhood.

Thank you for your attention to this matter. We look forward to your response and hope to engage in a constructive dialogue regarding this issue.

Sincerely,

Christina Ponce
11418 Winchell St Whittier, CA 90606
323-915-8746
West Whittier Los Nietos

Ricardo Garcia
7825 Thornlake Ave
Whittier CA 90606

4/15/2024

Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Dear Council,

I am writing to express my strong opposition to PRJ 2022-000557-4, the proposed rezoning at the 7914 Broadway Ave Whittier Ca. While the local community may be unable to prevent development, that in itself will be detrimental to the area, nearly all residents in Broadway Ave and Thornlake Ave, neighborhoods are completely opposed to the addition of 179 units that will cause traffic and safety problems, create even more problems with parking that are already over-capacity, and potentially lower the property values of the existing community.

Traffic and safety of pedestrians are major areas of concern. There is always traffic between Broadway ave, Washington blvd and Norwalk Blvd, it causes a lot of dangerous traffic especially during rush hour. A lot of speeding and blocking intersections cause accidents. The traffic surge during morning rush hours will also negatively impact safety for children, since students walk to school in the mornings. In general, the area traffic is continuing to increase.

Parking has become an issue, many of our neighbors find it difficult to park in their front home as others take over their parking. We understand that parking is for anyone, but with that new unit it will cause more issues as knowing that it will be 179 units, it will cause chaos.

As a homeowner, I know that if this unit is built, property value will likely go down in the area. Eventually it will limit our options if we want to take out a loan or sell the house.

I urge you to disapprove the proposed rezoning, and from recent discussions with my neighbors, I know my opinions are shared by many who have not managed to attend meeting or write letter or emails.

Thank you for your continued service and support of our communities.

Best Regards,

Ricardo Garcia

Environmental Checklist Form (Initial Study)

County of Los Angeles, Department of Regional Planning

Project title: Broadway Avenue Apartments / Project No. PRJ2022-000557-(4) / Case Nos. General Plan Amendment No. RPPL2022001526, Zone Change No. RPPL2022001527, Environmental Plan No. RPPL2023003948

Lead agency name and address: Los Angeles County, 320 West Temple Street, Los Angeles, CA 90012

Contact Person and phone number: Carl Nadela, 213-974-6411

Project sponsor's name and address: Marisela Garcia, 20520 Entradero Ave Torrance, CA 90503

Project location: 7914 Broadway Ave., unincorporated Whittier, CA 90606
APNs: 8173-023-020 *USGS Quad*: Whittier

Gross Acreage: 0.85 acres

General plan designation: H9 (Residential 9 – 0-9 du/net ac)

Community/Area wide Plan designation: N/A

Zoning: R-1 (Single-Family Residence)

Description of project: The Project is for a General Plan Amendment and a Zone Change to change the land use policy designation from H9 (Residential 9 – 0-9 du/net ac) to H50 (Residential 50 – 20-50 du/net ac) and the zone from R-1 to R-3, respectively, to allow for the development of a five story, 60-unit apartment building on two parcels, one of which is currently vacant and the other is developed with a Single-Family Residence. The Project also includes a ministerial Site Plan Review to authorize the actual development of the proposed building and an Administrative Housing Permit to allow for a density bonus of 17 additional units in addition to the base density of 43 units allowed for the 0.85-acre Project Site as an incentive for providing 7 affordable units as part of the Project. Any grading associated with the Project will be limited to the 0.85-ac Project Site. Since the Project Site has already been previously disturbed and developed, potential impacts to cultural resources associated with the Project are expected to be minimal.

Surrounding land uses and setting: The Project Site is located on the southern edge of a single-family residential neighborhood that is primary located to the north. The Project site is immediately adjacent to various commercial and industrial uses to the south that are oriented towards Washington Boulevard, particularly around its intersection with Broadway Avenue. On its eastern side is the southern side of a school grounds. Due to its location, the impacts of the proposed Project will primarily be on the SFRs located on the northern and western sides of the Project Site. The Project has been designed to be aesthetically pleasing to these areas to the greatest extent possible. A major redevelopment project is underway for a mixed-use project on the other side of the intersection within the City of Santa Fe Springs. The intersection will also be the location of a future station for the Metro L (Gold) Line southeast extension as part of the Eastside Transit Corridor Phase 2 Project. The proposed five-story, 60-unit apartment building is compatible with both present and future developments in the area. These developments will transition the general vicinity of the Project Site into a much denser and more mixed-use area. The proposed Project will provide a buffer for the

residential areas to the north and will help ensure that any redevelopments that occurs in the area will end at the block where the Project Site is located.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Yes. Notification was requested by the Gabrieleno Band of Mission Indians – Kizh Nation, Gabrieleno Tongva-San Gabriel Band of Mission Indians, and the Gabrielino Tongva Indians of California. Consultation was requested by the Gabrieleno Band of Mission Indians – Kizh Nation. Consultation was conducted through email on September 21, 2023. Consultation was concluded on September 22, 2023 when the tribe indicated that the mitigation measures incorporated into the Project's Mitigation Monitoring and Reporting Program (MMRP) "looks good".

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

Public Agency	*Approval Required*
Los Angeles County Department of Public Works	Building Permits

Major projects in the area:

Project/Case No.	*Description and Status*
SFS Mixed Use Project	Mixed Use Project, Under Construction
Metro L Station	Construction of Metro Station, Planning work ongoing

Reviewing Agencies:

Responsible Agencies

- ☐ None
- Regional Water Quality Control Board:
  - ☒ Los Angeles Region
  - ☐ Lahontan Region
- ☐ Coastal Commission
- ☐ Army Corps of Engineers
- ☐ LAFCO

Special Reviewing Agencies

- ☒ None
- ☐ Santa Monica Mountains Conservancy
- ☐ National Parks
- ☐ National Forest
- ☐ Edwards Air Force Base
- ☐ Resource Conservation District of Santa Monica Mountains Area
- ☐

Regional Significance

- ☒ None
- ☐ SCAG Criteria
- ☐ Air Quality
- ☐ Water Resources
- ☐ Santa Monica Mtns. Area
- ☐

Trustee Agencies

- ☒ None
- ☐ State Dept. of Fish and Wildlife
- ☐ State Dept. of Parks and Recreation
- ☐ State Lands Commission
- ☐ University of California (Natural Land and Water Reserves System)

County Reviewing Agencies

- ☒ Department of Public Works
- ☒ Fire Department
  - -Planning Division
  - - Land Development Unit
- ☒ Sanitation District
- ☒ Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise)
- ☐ Sheriff Department
- ☐ Parks and Recreation
- ☐ Subdivision Committee
- ☐

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project.

☒ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture/Forestry	☒ Hazards/Hazardous Materials	☐ Recreation
☐ Air Quality	☐ Hydrology/Water Quality	☒ Transportation
☐ Biological Resources	☐ Land Use/Planning	☒ Tribal Cultural Resources
☐ Cultural Resources	☐ Mineral Resources	☐ Utilities/Services
☐ Energy	☒ Noise	☐ Wildfire
☐ Geology/Soils	☒ Population/Housing	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Department.)
On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Carl Nadela _____ 8/19/2025
Signature (Prepared by) Date

Maria Masis _____ 8/19/2025
Signature (Approved by) Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, General Plan EIR, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.

1. AESTHETICS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Be visible from or obstruct views from a regional riding, hiking, or multi-use trail?	☐	☐	☐	☒
c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
d) Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from publicly accessible vantage point)	☐	☒	☐	☐
e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

Official State Scenic Highways are designated by the California Department of Transportation (Caltrans). According to Caltrans, "[t]he stated intent (Streets and Highway Code Section 260) of the California Scenic Highway Program is to protect and enhance California's natural beauty and to protect the social and economic values provided by the State's scenic resources" (State of California Department of Transportation, California Scenic Highway Program, website: http://www.dot.ca.gov/dist3/departments/mtce/scenic.htm, accessed July 7, 2015). While there are numerous designated Scenic Highways across the state, the following have been designated in Los Angeles County: Angeles Crest Highway (Route 2) from just north of Interstate 210 to the Los Angeles/San Bernardino County Line, two segments of Mulholland Highway from Pacific Coast Highway to Kanan Dume Road and from west of Cornell road to east of Las Virgenes Road, and Malibu Canyon-Las Virgenes Highway from Pacific Coast Highway to Lost Hills Road.

In addition to scenic highways, unincorporated Los Angeles County identifies ridgelines of significant aesthetic value that are to be preserved in their current state. This preservation is accomplished by limiting the type and amount of development near them. These "Significant Ridgelines" ("Major Ridgelines" on Santa

Catalina Island) are designated by the General Plan or applicable Area/Community Plan, Local Coastal Program, or Community Standards District.

Riding and hiking trails have been designated throughout unincorporated Los Angeles County. At present, there are officially adopted trails in the Antelope Valley, the Santa Clarita Valley, and the Santa Monica Mountains designated by the General Plan or applicable Area/Community Plan and Local Coastal Program.

There are no significant scenic resources that exist on the Project Site and in the surrounding area.

There are no trails in the vicinity of the project site.

There are no scenic highways or hillside management areas in the vicinity of the site.

The proposed new structure has the potential to have some impacts on the existing visual character of the area. However, the structure has been designed in compliance with the Los Angeles County Zoning Code, which requires structures to be appropriately setback from the property lot lines. In addition, there is a 28-foot-wide setback from the northern property line, which faces the single-family residential neighborhood to the north. The best mitigation for the potential visual impacts is the planting of trees around the perimeter of the site to break up and soften the façade of the proposed building and improve the overall aesthetics of the structure.

The proposed new structure has the potential to create new sources of shadows in the periphery of the Project Site. However, the structure has been set back from the property lot lines, particularly from the north. In addition to the width of Broadway Avenue, this site design helps ensure that the impact of shadows, light or glare from the proposed structure on the nearby residential neighborhoods will be less than significant. On the western side are an industrial storage use and school grounds and on the south is a commercial use that has the potential of being redeveloped into a multi-story mixed-use or commercial use, given its very close proximity to the future location of the proposed Metro L Line station. Given the nature of the uses located in these areas, the impacts of shadows, light or glare on these sides of the Project Site will not be significant.

2. AGRICULTURE / FOREST

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data that are used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called *Prime Farmland*. The maps are updated every two years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance. FMMP produces *Important Farmland Maps*, which are a hybrid of resource quality (soils) and land use information.

The California Land Conservation Act of 1965--commonly referred to as the Williamson Act--enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Local governments receive an annual subvention of forgone property tax revenues from the state via the Open Space Subvention Act of 1971. The only Williamson Act contract lands in the County are

located on Catalina Island and held by the Catalina Island Conservancy as set asides for open space and recreational purposes. Therefore, there are no agricultural Williamson Act contracts in the remainder of the unincorporated County.

Agricultural Resource Areas (ARAs) are a County identification tool that indicates land where commercial agriculture is taking place and/or is believed to have a future potential based on the presence of prime agricultural soils, compatible adjacent land uses, and existing County land use policy. In addition to ARAs, the County has two agricultural zones: A-1 (Light Agriculture) and A-2 (Heavy Agriculture).

California Public Resources Code section 12220(g) defines forest land as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." California Public Resources Code section 4526 defines timberland as land, other than land owned by the federal government and land designated by the State Board of forestry and Fire Protection as experimental forest land that is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the State Board of Forestry and fire Protection for each district after consultation with the respective forest district communities. California Public Resources Code section 51104(g) defines "Timberland production zones" or "TPZ" as an area which has been zoned and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses.

The County contains important and prime farmland, and the Angeles National Forest and a portion of the Los Padres National forest are also located in the County. The County does not have any zone that is strictly used for forest uses or timberland production. However, the Angeles National Forest, and a portion of the Los Padres National forest are located in the County, and the Watershed Zone allows for any use owned and maintained by the Forest Service of the United States Department of Agriculture, and any authorized leased use designated to be part of the Forest Service overall recreational plan of development, including logging. In addition, Los Angeles County has been mapped by the CalFire's FRAP to identify the different categories of land cover capable of being sustained therein, including forests, woodlands, wetlands, and shrubs, for example.

The project site is located in a developed, sub-urban area. The project site is not located on any farmland of forest land, nor is it zoned for agriculture or designated as Agriculture Resource Areas.

3. AIR QUALITY

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

The air pollutants that are regulated by the Federal and California Clean Air Acts fall under three categories, each of which are monitored and regulated:

- Criteria air pollutants;
- Toxic air contaminants (TACs); and,
- Global warming and ozone-depleting gases.

In 1970, the U.S. Environmental Protection Agency (EPA) identified six "criteria" pollutants they found to be the most harmful to human health and welfare. They are:

- Ozone (O_3);
- Particulate Matter (PM);
- Carbon Monoxide (CO);
- Nitrogen Dioxide (NO_2);
- Sulfur Dioxide (SO_2); and,
- Lead (Pb).

The Federal government and the State of California have established air quality standards designed to protect public health from these criteria pollutants. Among the federally identified criteria pollutants, the levels of ozone, particulate matter, and carbon monoxide in Los Angeles County continually exceed federal and state health standards and the County is considered a non-attainment area for these pollutants.

In response to the region's poor air quality, the South Coast Air Quality Management District (SCAQMD) & the Antelope Valley Air Quality Management District (AVAQMD) were created. The SCAQMD and the AVAQMD are responsible for monitoring air quality as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the region. The SCAQMD implements a wide range of programs and regulations, most notably, the Air Quality Management Plan (AQMP). The SCAQMD jurisdiction covers approximately 10,743 square-miles and includes all of Los Angeles County except for the Antelope Valley, which is covered by the Antelope AVAQMD.

Sensitive receptors are uses such as playgrounds, schools, senior citizen centers, hospitals or other uses that would be more highly impacted by poor air quality. AQMD Rule 402, which states "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

The Project proposes to develop a 60-unit apartment building at a currently single-family residential lot. The Project Site is located very near to the proposed location of the Metro L (Gold) Line station. The substantial increase in residential density at a location where a high-quality transit stop will reduce overall Vehicle Miles Travelled per capita in the area and will help with the implementation of adopted air quality plans in Los Angeles County.

There are no major sources of pollutants in the area that the residents of the proposed apartment building will be exposed to, except for the regular air pollution from the vehicles travelling along Washington Boulevard and Broadway Avenue, as well as the 605 Freeway located about three-fourths of a mile to the west.

The Project Site will remain to be residential property and will not result in any other type of pollutant that are already being emitted by the existing residential uses at and around the Project Site.

4. BIOLOGICAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☐	☐	☐	☒
b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States or California, as defined by § 404 of the federal Clean Water Act or California Fish & Game code § 1600, et seq. through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.)?	☐	☐	☐	☒
f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A.	☐	☐	☐	☒

County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 22.102), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44)?				
g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

Biological resources are identified and protected through various federal, state, regional, and local laws and ordinances. The federal Endangered Species Act and the California Endangered Species Act (CESA) state that animals and plants that are threatened with extinction or are in a significant decline will be protected and preserved. The State Department of Fish and Wildlife created the California Natural Diversity Database (CNDDB), which is a program that inventories the status and locations of rare plants and animals in California.

Section 404 of the Clean Water Act defines wetlands as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."

The County's primary mechanism to conserve biological diversity is an identification tool and planning overlay called Significant Ecological Areas (SEA). SEAs are ecologically important land and water systems that are valuable as plant and/or animal communities, often integral to the preservation of threatened or endangered species, and conservation of biological diversity in the County. These areas also include nearly all of the wildlife corridors in the County, as well as oak woodlands and other unique and/or native trees.

Sensitive biological resources in the Coastal Zone are known as Environmentally Sensitive Habitat Areas (ESHAs). ESHAs are defined in the Coastal Act as areas "in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. On Santa Catalina Island, there are both ESHAs and SEAs. In the Coastal Zone segment of the Santa Monica Mountains, sensitive biological resources are designated as Sensitive Environmental Resource Areas (SERAs) by the Malibu Land Use Plan, which contains terrestrial and marine resources that, because of their characteristics and/or vulnerability, require special protection. SERAs include the following sub-categories: ESHAs; Significant Woodlands and Savannahs; Significant Watersheds; the Malibu Cold Creek Resource Management Area; and Wildlife Migration Corridors.

The Project Site is located in a developed, sub-urban area. There are no habitats of sensitive or special status species, sensitive natural communities, wetlands, fish or wildlife species, oak woodlands, protected biological resources or other sensitive environmental areas in the vicinity.

5. CULTURAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Project Site is located in a developed, suburban area. There are no significant historical, archaeological, paleontological and geologic resources at the site or in the general vicinity.

There are also no known cemeteries in the area, either formal or informal.

6. ENERGY

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewal energy or energy efficiency?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Project is required comply with all applicable Green Building Standards and Low Impact Development standards, which are required by the California and/or Los Angeles County Building Codes. Thus, it is not expected that the project will conflict with the Green Building Standards Code or involve the inefficient use of energy resources.

7. GEOLOGY AND SOILS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction and lateral spreading?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch. 22.104)?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 prohibits the location of most structures for human occupancy across the traces of active faults and lessens the impacts of fault rupture. The Seismic Hazards Mapping Act requires the California Geological Survey to prepare Seismic Hazard Zone Maps that show areas where earthquake induced liquefaction or landslides have historically occurred, or where there is a high potential for such occurrences. Liquefaction is a process by which water saturated granular soils transform from a solid to a liquid state during strong ground shaking. A landslide is a general term for a falling, sliding or flowing mass of soil, rocks, water, and debris. The County General Plan prohibits the construction of most structures for human occupancy adjacent to new faults until a comprehensive fault study that addresses the potential for fault rupture has been completed. .

More than 50 percent of the unincorporated areas are comprised of hilly or mountainous terrain. The vast majority of hillside hazards include mud and debris flows, active deep-seated landslides, hillside erosion, and man induced slope instability. These geologic hazards include artificially saturated or rainfall saturated slopes, the erosion and undercutting of slopes, earthquake induced rock falls and shallow failures, and natural or artificial compaction of unstable ground. The Hillside Management Area (HMA) Ordinance regulates development in hillsides of 25 percent slope or greater to address these potential hazards.

The Project Site is located about 4 miles west of the Whittier Fault. The Project Site is subject to strong seismic ground shaking as much as any other part of Los Angeles County. The Project Site is located in a Liquefaction Zone. The Project Site is not in a landslide zone and does not contain unstable or expansive soil. The Project Site has a very flat topography and is already developed with single-family residence on one lot. The Project will not result in any substantial soil erosion or loss of topsoil. The Project is not located on expansive soil. The final structural, grading and drainage plan of the project will be reviewed by the Los Angeles County Public Works Building and Safety Division to comply with all applicable regulations. This will ensure that the negative effects of any seismic and geologic hazard are adequately addressed as prescribed by State and County regulations.

The Project also does not propose any onsite wastewater treatment facility.

The Project Site is also not in a Hillside Management Area.

8. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Project proposes to develop a 60-unit apartment building at a currently single-family residential lot. The Project Site is located very near to the proposed location of the Metro L (Gold) Line station. The substantial increase in residential density at a location where a high-quality transit stop will help with the County's efforts to reduce GHG emissions within the County and with the implementation of County's Community Climate Action Plan (CCAP).

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Substantially impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, because the project is located:				
i) within a high fire hazard area with inadequate access?	☐	☐	☐	☒
ii) within an area with inadequate water and pressure to meet fire flow standards?	☐	☐	☒	☐

iii) within proximity to land uses that have the potential for dangerous fire hazard?	☐	☐	☒	☐
h) Does the proposed use constitute a potentially dangerous fire hazard?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

Hazardous materials are generally defined as any material that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or future hazard to human health and safety or to the environment, if released into the workplace or the environment (Health and Safety Code (H&SC), §25501(o)). The California Department of Toxic Substances (DTSC) is responsible for classifying hazardous materials in the state of California. Hazardous materials are commonly stored and used by a variety of businesses and are commonly encountered during construction activities.

DTSC oversees the cleanup of disposal and industrial sites that have resulted in contamination of soil and groundwater. In close cooperation with the United States Environmental Protection Agency, DTSC administers both state and federal hazardous waste programs including The Resource Conservation and Recovery Act (RCRA) the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, 42 U.S.C. § 9601–9675), the Toxic Substances Control Act (TSCA) and a number of other State and Federal bodies of law dealing with hazardous materials and the environment. The Envirostar database lists properties regulated by DTSC where extensive investigation and/or cleanup actions are planned or have been completed at permitted facilities and clean-up sites. No hazardous materials sites or properties listed in compliance with California Government Code, Section 65962.5 (e.g., Comprehensive Environmental Response, Compensation and Liability Information System [CERCLIS], Resource Conservation and Recovery Act [RCRA]) are located on the project site. Any sites within the general vicinity are not likely to have contaminated the project site.

Projects in close proximity to airports are within the jurisdiction of the Airport Land Use Commission (ALUC). The Regional Planning Commission meets in the capacity of the ALUC to consider projects requiring ALUC review and it makes a determination of the compatibility of the proposed project with the nearby airport.

The Office of Emergency Management is responsible for organizing and directing the preparedness efforts of the Emergency Management Organization of Los Angeles County. The OEM is the day-today Los Angeles County Operational Area coordinator for the County. The emergency response plan for the unincorporated areas is the Operational Area Emergency Response Plan (OAERP), which is prepared by OEM. The OAERP strengthens short and long-term emergency response and recovery capability and identifies emergency procedures and emergency management routes in the County. The disaster response plan is the County Local All Hazards Mitigation Plan.

The Project Site will remain to be residential property and will not utilize any other hazardous materials that are already being emitted by the existing residential uses at and around the Project Site. The Project Site is currently developed with a single-family residence. Upon demolition of the existing residence, a survey will be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual. All imported soil and fill material shall be tested to ensure any contaminants of concern are within DTSC's and U.S. Environmental Protection Agency (USEPA) Regional Screen Levels (RSLs) for the intended land use. To minimize the possibility of introducing

contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material meets screening levels outlined in the PEA for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of the prior land use. Additional information can be found by visiting DTSC's Human and Ecological Risk Office (HERO) webpage

The Project Site is also not in the vicinity of any airport.

The proposed project is limited to a relatively small development footprint and will not interfere with any emergency or evacuation plan.

The site is also not located within a Fire Hazard zone. The design and water pressure of the project are required to meet the Fire Code requirements. The Project Site is located in an area primarily developed with single-family residences with some commercial, multi-family residential, and storage uses in the vicinity as well. It is not in proximity to land uses that have the potential for dangerous fire hazard. The proposed 60-unit apartment building will not be significantly more of a fire hazard than the existing single-family residence at the Project Site.

10. HYDROLOGY AND WATER QUALITY

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on-or off-site?	☐	☐	☐	☒
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☐	☒
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84?	☐	☐	☐	☒
e) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?	☐	☐	☐	☒

f) In flood hazard , tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
g) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

Los Angeles County is split between two water quality regions: the Los Angeles Region and the Lahontan Region. Each regional board prepares and maintains a Basin Plan which identifies narrative and numerical water quality objectives to protect all beneficial uses of the waters of that region. The Basin Plans achieve the identified water quality objectives through implementation of Waste Discharge Requirements (WDRs) and by employing three strategies for addressing water quality issues: control of point source pollutants, control of nonpoint source pollutants, and remediation of existing contamination.

Point sources of pollutants are well-defined locations at which pollutants flow into water bodies (discharges from wastewater treatment plants and industrial sources, for example). These sources are controlled through regulatory systems including permitting under California's Waste Discharge Requirements and the National Pollutant Discharge Elimination System (NPDES) program; permits are issued by the appropriate Regional Water Quality Control Board and may set discharge limitation or other discharge provisions.
Nonpoint sources of pollutants are typically derived from project site runoff caused by rain or irrigation and have been classified by the United States Environmental Protection Agency (USEPA) into one of the following categories: agriculture, urban runoff, construction, hydromodification, resource extraction, silviculture, and land disposal, according to the Basin Plan for the Los Angeles Regional Water Quality Control Board. This type of pollution is not ideally suited to be addressed by the same regulatory mechanisms used to control point sources. Instead, California's Nonpoint Source Management Plan describes a three-tiered approach including the voluntary use of Best Management Practices, the regulatory enforcement of the use of Best Management Practices, and effluent limitations. Generally speaking, each Regional Water Quality Control Board implements the least restrictive tier until more stringent enforcement is necessary.

The Los Angeles Regional Water Quality Control Board addresses on-site drainage through its construction, industrial, and municipal permit programs. These permits require measures to minimize or prevent erosion and reduce the volume of sediments and pollutants in a project's runoff and discharges based upon the size of the project site.

During the construction phase of a proposed project, the pollutants of greatest concern are sediment, which may run off the project site due to site grading or other site preparation activities, and hydrocarbon or fossil fuel remnants from the construction equipment. Construction runoff is regulated by the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. This permit applies to all construction which disturbs an area of at least one acre.

The Los Angeles County Low Impact Development Ordinance is designed to promote sustainability and improve the County's watersheds by preserving drainage paths and natural water supplies in order to '…retain, detain, store, change the timing of, or filter stormwater or runoff.'

FEMA, the Federal Emergency Management Agency, prepares hydrological studies throughout the country, called Flood Insurance Studies, in order to identify areas that are prone to flooding. From the results of these studies, FEMA prepares Flood Insurance Rate Maps (FIRMs) that are designed to geographically depict the

location of areas prone to flooding for purposes of determining risk assessment for flood insurance. An area that has been designated a 100-year flood plain is considered likely to flood under the 100-year storm event.

Dam inundation areas are areas that have been identified as being potentially susceptible to flooding from a catastrophic failure of one or more of the dams in Los Angeles County. These areas were mapped in accordance with California Government Code Section 8589.5 and do not suggest with certainty that a particular plot of land would be inundated given a catastrophic dam failure.

A seiche is the sudden oscillation of water that occurs in an enclosed, landlocked body of water due to wind, earthquake, or other factors. A tsunami is an unusually large wave or set of waves that is triggered in most cases by a seaquake or an underwater volcanic eruption. A mudflow is flow consisting predominantly of earthen materials/soil and water.

The proposed 60-unit apartment building is similar to a number of other apartment buildings located just south of the Project Site. The Project will not result in substantially different waste discharge from these other existing uses in the vicinity of the Project Site.

The Project will be served by public water systems and will not draw from groundwater systems. It will also not result in the creation of impervious surfaces aside from those already contemplated by the General Plan for the Project Site. It will not result in any impacts on the groundwater supply in the area.

The final structural, grading and drainage plan of the project will be reviewed by the Los Angeles County Public Works Building and Safety Division to comply with all applicable Low Impact Development requirements and other applicant regulations. This will ensure that any potential issues regarding erosion, siltation, and surface runoff are adequately addressed as prescribed by State and County regulations.

The area is not within a flood way, flood plain or flood hazard area and therefore would not place housing or any type of structure in such a flood hazard area, nor would it expose people or structures to significant risk of loss, injury or death involving flooding.

The Project will be served by public wastewater services and is required to obtain confirmation from the relevant service provider that the Project can be adequately served by the provider's existing capacity. The Project will not utilize an onsite wastewater treatment system.

11. LAND USE AND PLANNING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project site is located near Washington Boulevard, which is a major thoroughfare, and at the southern edge of a residential community. Thus, it does not physically divide any established community.

The Los Angeles County General Plan currently designates the site as H9 (Residential 9 – 0 to 9 dwelling units per net acre), which is intended for single family residences. The Project proposes a Plan Amendment to H50 (Residential 50 – 20 to 50 dwelling units per net acre) to allow for the proposed 60-unit apartment building at the site. Given its location at the southern edge of the sing-family residential neighborhood, adjacent to existing commercial and storage uses and proximity to the future location the a Metro L (Gold) line station, the proposed Plan Amendment does not conflict with the General Plan policies governing such amendments.

The Project Site is also not located within or in the vicinity of any Hillside Management Areas or Significant Ecological Areas.

12. MINERAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

The County depends on the State of California's Geological Survey (State Department of Conservation, Division of Mines and Geology) to identify deposits of regionally- significant aggregate resources. These clusters or belts of mineral deposits are designated as Mineral Resources Zones (MRZ-2s), and there are four major MRZ-2s are designated in the County: the Little Rock Creek Fan, Soledad Production Area, Sun Valley Production Area, and Irwindale Production Area. The California Department of Conservation protects mineral resources to ensure adequate supplies for future production.

The California Surface Mining and Reclamation Act of 1975 (SMARA) was adopted to encourage the production and conservation of mineral resources, prevent or minimize adverse effects to the environment, and protect public health and safety. In addition, Title 22 of the Los Angeles County Code (Chapter 22.190) requires that applicants of surface mining projects submit a Reclamation Plan prior to receiving a permit to mine, which must describe how the excavated site will ultimately be remediated and transformed into another use.

Small-scale oil production still occurs in many parts of the County, including the Baldwin Hills and the Santa Clarita Valley. The California Division of Oil, Gas, and Geothermal Resources (DOGGR) permits and tracks each operating production well and natural gas storage well and ultimately monitors the decommissioning process.

The Project Site is located in a developed suburban area. There are no known mineral resources in the area. The project site is not located in, nor is it in the vicinity of, any Mineral Resource Zones as indicated in the General Plan or the State of California's Geological Survey.

13. NOISE

Would the project result in:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code,Title 12, Chapter 12.08), or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project will conform to Los Angeles County Code Title 12, Chapter 12.08 (Noise Control Ordinance). Section 12.08.390 of the County Code provides a maximum exterior noise level of 45 decibels (dB) between 10:00 p.m. and 7:00 a.m. (nighttime) and 50 dB from 7:00 a.m. to 10:00 p.m. (daytime) in Noise Zone II (residential areas).

Noise generated by construction equipment during the construction phase of the project may result in a substantial temporary increase in ambient noise levels. Construction activities will be conducted according to best management practices, including maintaining construction vehicles and equipment in good working order by using mufflers where applicable, limiting the hours of construction, and limiting the idle time of diesel engines. Noise from construction equipment will be limited by compliance with the Noise Control Ordinance and County Code Section 12.12.

While the proposed project will result in some noise impacts, it will not be substantially different from what is already occurring at the existing single-family residence at the Project Site or at the other residences located to the north nor at the existing commercial and multi-family uses located to the south. The proposed use will also need to comply with the Los Angeles County Noise Ordinance. In order to ensure that the Project complies with the Construction Noise Requirements of County Code 12.08.440 for both mobile and stationary equipment, mitigation measures have been incorporated into the Project's MMRP to reduce the noise impacts of the Project.

Existing background noise levels at the site were measured using a sound level meter (Larson Davis Sound Advisor 831C) set to A-weighting (dBA), at the subject property located at 11401 Washington Blvd, Whitter, CA 90606 on September 26, 2023. These noise level results exceeded L50, L25, L8.3, L1.7 and L0 standards. As a result, the background noise levels become the exterior noise standard. Based on the proposed site plan and findings, noise generated from the proposed project operations (i.e., trash pickup, vehicle idling, exhaust, and alarms) would likely not exceed the exterior noise standards due to the construction of the proposed 8-foot cement block wall which would likely attenuate common noise generated.; the common outdoor area being surrounded by four sides of the building.; and residential parking primarily not being located along the perimeter.

The project site is not located within the vicinity of any airport or airstrip what would result in significant levels of noise impact on the project.

14. POPULATION AND HOUSING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

Typical local thresholds of significance for housing and population growth include effects that would induce substantial growth or concentration of a population beyond a city's or county's projections; alter the location, distribution, density, or growth rate of the population beyond that projected in the city or county general plan housing element; result in a substantial increase in demand for additional housing, or create a development that significantly reduces the ability of the county to meet housing objectives set forth in the city or county general plan housing element.

The Los Angeles County General Plan and Housing Element uses population, household, and employment projections from a growth forecast that is developed from the Southern California Association of Governments 2008 Regional Transportation Plan (RTP). The population projections and household projections for unincorporated County are organized by eight SCAG sub-regions.

The proposed project is located in the Gateway Planning Area. As per the General Plan, there are currently 25,559 housing units in the Planning Area based on assessor parcel data and the projected buildout in 2035 is 27,797 units. The maximum allowable housing capacity in the Planning area is 92,124 units, based on the adopted General Plan land use designations. SCAG has also established the County's RHNA allocation at 90,052 units. The proposed Project will not result in a substantial unplanned population growth and will instead help the County achieve its RHNA goals.

15. PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Sheriff protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Libraries?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

Fire suppression services in unincorporated Los Angeles County are provided by the Los Angeles County Fire Department (LACoFD), which has 22 battalions providing services to 58 cities and the whole unincorporated area of Los Angeles County. The LACoFD uses national guidelines of a 5-minute response time for the 1st-arriving unit for fire and EMS responses and 8 minutes for the advanced life support (paramedic) unit in urban areas, and 8-minute response time for the 1st-arriving unit and 12 minutes for advanced life support (paramedic) unit in suburban areas.

Law enforcement services within the unincorporated Los Angeles County are provided by the Los Angeles County Sheriff's Department. The Los Angeles County Sheriff's Department strives to maintain a service ratio of approximately one officer for every 1,000 residents within the communities it serves.

In Los Angeles County, parks are operated and maintained by the Department of Parks and Recreation. As of 2010, there were approximately 153 recreational facilities managed by the Department of Parks and Recreation totaling approximately 65,528 acres of recreation and open space. The Los Angeles County General Plan, Regional Recreation Areas Plan, provides the standard for the allocation of parkland in the unincorporated county. This standard is four acres of local parkland per 1,000 residents and six acres of regional parkland per 1,000 residents. For subdivision projects, the Quimby Act permits the County, by ordinance, to require the dedication of parkland or the payment of an in-lieu fee to achieve the parkland-to-

population ratio sought in the General Plan. Further, as a condition of a zone change approval, General Plan amendment, or Specific Plan approval, the County may require the applicant pursuing the subdivision to dedicate and/or improve land according to the following General Plan standards. This requirement is justified as long as an appropriate nexus between the proposed project and the dedication can be shown.

In the unincorporated portions of Los Angeles County, as well as in 50 of the 88 cities within the County, library services are provided by the County of Los Angeles Public Library. There are approximately 84 libraries operated by the County with roughly 7.5 million volumes in its book collection. The County of Los Angeles Public Library is a special district and is primarily funded by property taxes, but other funding mechanisms include a Mello-Roos Community Facilities District, developer impact fees, developer agreements, and a voter-approved special tax.

According to the General Plan, the Library's planning guidelines specify that 2.75 library material items should be available per capita as well as 0.5 gross square feet of library space per capita. The Public Library also imposes a mitigation fee on residential development based on the cost estimation of providing the appropriate library facilities and services to each library planning area. The current fees are listed in County Code Section 22.246.040.

The project site is not located in a Fire Hazard zone and is served by the LA County Fire Department Station 17.

The project is also served by the LA County Sheriff's Department Pico Rivera Station.

The project is located within the Whittier City Elementary School District and the Whittier Union High School District.

The nearest county libraries to the site are the Los Nietos and the Sorensen Libraries.

The Project proposed a net increase of 59 dwelling units at the Project Site. This increase has been determined to be within the existing capacity of the public utility providers currently serving the Project Site. It is not expected that the Project will have any significant effects on public utilities and facilities in the area.

16. RECREATION

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
c) Would the project interfere with regional open space connectivity?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Los Angeles County General Plan standard for the provision of parkland is four acres of local parkland per 1,000 residents of the population in the County's unincorporated areas, and six acres of regional parkland per 1,000 residents of the County's total population.

The Project proposed a net increase of 59 dwelling units at the Project Site. This increase has been determined by the Los Angeles County Department of Parks and Recreation to be within the existing capacity of the neighborhood parks and recreational facilities in the vicinity of the Project Site. It is not expected that the Project will have any significant effects on the parks and other recreational facilities in the area.

The project also does not include the development of any new neighborhood and regional parks, multi-use trails or other recreational facilities. The Project Site is not located in the vicinity of any regional trails or contiguous regional open spaces.

17. TRANSPORTATION

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☒	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Project proposes to develop a 60-unit apartment building at a currently single-family residential lot in the unincorporated community of West Whittier – Los Nietos. The Project includes seven affordable housing dwelling units. The Project Site is located northeast of the intersection of Washinton Boulevard and Broadway Avenue, which are both heavily travelled roadways. The Project Site is located very near to the proposed location of the Metro L (Gold) Line station. The Project Site is also located along an existing Class II Bike Path.

The substantial increase in residential density at a location where a high-quality transit stop is a proposed and a Class II bike path is existing will support the programs, plans, and policies of the General Plan regarding the promotion of transit, bicycle and pedestrian facilities.

According to the Transportation Impact Analysis dated February 20, 2025 (See Appendix A), the project is expected to exceed the Vehicle Miles Traveled (VMT) impact criteria by approximately 5.7%. The project proposed the following VMT mitigations from the California Air Pollution Control Officers Association Handbook for Analyzing Greenhouse Gas Emission Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021 CAPCOA Handbook):

Land Use

- Increase Residential Density (T-1): The project is designed with a higher density of dwelling units compared to the average residential density in the country. A new Traffic Impact Analysis shall be submitted to Public Works for review and approval if there are any changes to the residential density.

- Integrate Affordable and Below Market Rate Housing (T-4): The project will permanently dedicate seven affordable housing dwelling units. A new Traffic Impact Analysis shall be submitted to Public Works for review and approval if there are any changes to the number of affordable housing dwelling units.

The proposed mitigations are expected to reduce the VMT generated by the project by approximately 32.3%. After the VMT mitigation measures are implemented, the project will have both project and cumulative transportation impacts that are less than significant.

The Project is typical of apartment buildings that are located in medium-density urban and sub-urban areas. The surrounding land uses are mostly composed of single- and multi-family residences, and a few commercial and light-industrial uses. The Project does not have any design features nor is an incompatible use that will increase hazards in the area. The Project will meet County design standards.

The Los Angeles County Fire Department has also reviewed the project and has determined that the project has adequate emergency access.

18. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or	☐	☐	☐	☒
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Gabrieleno Band of Mission Indians – Kizh Nation ("Tribe") has indicated that the Project Site is located within the Gabrieleno community of Hahamonga / Acurangna. All of the Tribe's mainland villages overlapped each other to help facilitate the movement of tribal cultural resources (TCR) throughout the landscape and also to their sister tribes outside of their traditional ancestral territory. Village use areas were usually shared between village areas and were commonly used by two or more adjoining villages depending on the type, quantity, quality, and availability of natural resources in the area. Therefore, human activity can be pronounced within the shared use areas due to the combined use by multiple villages and TCR's may be present in the soil layers from the thousands of years of human activity within that landscape.

The Tribe also indicated that there were many tribal trade routes around the Project Area. Trade routes were heavily used by their Tribe for movement of trade items, visiting of family, going to ceremony, accessing recreation areas, and accessing foraging areas. Within and around these routes contained seasonal or permanent ramadas or trade depots, seasonal and permanent habitation areas, and often still contain isolated burials and cremations from folks who died along the trail. These isolated burials are not associated with a village community burial site or ceremonial burial site, rather the location is simply where the person died and

was buried where they died. Therefore, isolated burials are more concentrated and likely to occur in proximity to our trade routes, especially the major trade routes.

The Tribe has reviewed the Project's MMRP and has indicated that it is sufficient from their perspective.

19. UTILITIES AND SERVICE SYSTEMS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:

All public wastewater disposal (sewer) systems are required to obtain and operate under the terms of an NPDES (National Pollution Discharge Elimination System) permit, which is issued by the local Regional Water Quality Control Board (RWQCB). The NPDES is a permitting program that established a framework for regulating municipal, industrial, and construction stormwater discharges into surface water bodies and stormwater channels.

The Los Angeles and Lahontan Regional Water Quality Control Boards are responsible for implementing the federally-mandated NPDES program in the County through the adoption of an Order, which is effectively the NPDES Permit for that region. The Los Angeles Regional Board's Permit designates 84 cities within the Board's region as permittees, and the County as the principal permittee of the NPDES Permit. The NPDES Permit defines the responsibilities of each permittee to control pollutants, including the adoption and

enforcement of local ordinances and monitoring programs. The principal permittee is responsible for coordinating activities to comply with the requirements set forth in the NPDES Permit, but is not responsible for ensuring the compliance of any other permittee. The County's Stormwater Ordinance requires that the discharge, deposit, or disposal of any stormwater and/or runoff to storm drains must be covered by a NPDES permit.

For the unincorporated areas, in accordance with the NPDES Permit, the County implements LID standards at the project site level to address pollutants generated by specific activities and types of development. The main purpose of this planning program is to identify new construction and redevelopment projects that could contribute to stormwater pollution, and to mitigate run-off from those projects by requiring that certain Best Management Practices be implemented during and after construction. Moreover, the LID standards prevents erosion by controlling runoff rates, protecting natural slopes and channels, and conserving natural areas.

The Los Angeles County Integrated Waste Management Plan (IWMP), which is compiled by the interagency Integrated Waste Management Task Force and updated annually, has identified landfills with sufficient disposal capacity for the next 15 years, assuming current growth and development patterns remain the same. In addition to the projections of the IWMP (see above), all projects must comply with other documents required by the California Integrated Waste Management Act of 1989 (AB 939).

The project site will utilize existing public utilities at the site, including public water and sewer. Water will be provided by the San Gabriel Water Company; electricity will be provided by Southern California Edison; wastewater treatment services will be provided by the Sanitation Districts of Los Angeles County; and solid waste management service is provided by Waste and Recycling Services, Inc.. The relevant utilities have sent letters indicating their Intent to Serve the site.

20. Wildfire

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, Would the project:				
a) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

All public wastewater disposal (sewer) systems are required to obtain and operate under the terms of an NPDES (National Pollution Discharge Elimination System) permit, which is issued by the local Regional Water Quality Control Board (RWQCB). The NPDES is a permitting program that established a framework for regulating municipal, industrial, and construction stormwater discharges into surface water bodies and stormwater channels.

The proposed project is located in a suburban area that is outside a high fire hazard area and has adequate emergency and evacuation access. The proposed project is located in a relatively flat area and is not within an area prone to flooding.

The proposed project is located in a suburban area that is not at high risk of wildfires.

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒

The project site is located in a developed, sub-urban area where there are no significant habitats of fish or wildlife species or plants. The Project is not expected to have any significant impacts on these species.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☐	☒

The substantial increase in residential density at a location where a high-quality transit stop is proposed and a Class II bike path is existing supports the long-term environmental goal of promoting the increased of transit, bicycle and pedestrian facilities.

c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒

A mixed-use project is currently underway at the southwest corner of Washington Boulevard and Broadway Avenue. The proposed construction of the proposed Metro L (Gold) Line Station will likely result in in the development of more mixed-use and multi-family residential uses in this vicinity. While these future possible projects will result in cumulatively considerable impacts, they are in line with and in support of the General Plans goals and policies of locating high-density uses in areas with high quality transit.

d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

The proposed Project is a typical and compatible use for the area. It is not expected to have any adverse effects on human beings, either directly or indirectly

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. PRJ2022-000557-(4) / PLAN AMENDMENT NO. RPPL2022001526 / ZONE CHANGE NO. RPPL2022001527 / ENVIRONMENTAL PLAN NO. RPPL2023003948

#	Environmental Factor	Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
1.1	Aesthetics	Plant and maintain trees along the western and southern property lines.				
1.1.1	Aesthetics	The project applicant/developer shall plant a total of eleven (11) 15-gallon Box Elder (or equivalent as approved by County Planning) trees on the property. Four (4) trees shall be spread out evenly to the greatest extent feasible along the western property line and five (5) trees shall be spread out evenly to the greatest extent feasible on the northern property line. The trees shall be continuously maintained in a good and healthy condition. If any tree dies, a replacement tree shall be planted within 30 days of the death of the tree.	Plant and maintain nine Western Sycamore (or equivalent) trees on the property.	Prior to issuance of Occupancy Permit	Applicant and subsequent owner(s)	Regional Planning
1.1.2	Aesthetics	The project applicant/developer shall plant a total of nine (9) 15-gallon Western Sycamore (or equivalent as approved by County Planning) trees on the property. Four (4) trees shall be spread out evenly to the greatest extent feasible along the western property line and seven (7) trees shall be spread out evenly to the greatest extent feasible on the northern property line. The trees shall be continuously maintained in a good and healthy condition. If any tree dies, a replacement tree shall be planted within 30 days of the death of the tree.	Plant and maintain eleven Box Elder (or equivalent) trees on the property.	Prior to issuance of Occupancy Permit	Applicant and subsequent owner(s)	Regional Planning
1.2	Aesthetics	Construct and maintain a six-foot high decorative block wall along the northern, southern and eastern property lines of the Project Site.				
1.2.1	Aesthetics	The project applicant/developer shall construct and continuously maintain in good condition a six-foot high block wall along the northern, southern and eastern property lines of the Project Site. Any damage shall be repaired within 30 days. Any grafitti shall be removed within 24 hours.	Construct and maintain a six-foot high decorative block wall along the northern, southern and eastern property lines of the Project Site.	Prior to issuance of Occupancy Permit	Applicant and subsequent owner(s)	Regional Planning
9.1	Hazards and Hazardous Materials	Implement Monitoring and Screening of Hazardous Materials during construction activities				
9.1.1	Hazards and Hazardous Materials	Upon demolition of the existing residence, a survey shall be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual.	Conduct survey for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk	Upon demolition of the existing residence	Applicant and subsequent owner(s)	Regional Planning/Public Works
9.1.2	Hazards and Hazardous Materials	All imported soil and fill material should be tested to ensure any contaminants of concern are within DTSC's and U.S. Environmental Protection Agency (USEPA) Regional Screen Levels (RSLs) for the intended land use. To minimize the possibility of introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material meets screening levels outlined in the PEA for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of the prior land use. Additional information can be found by visiting DTSC's Human and Ecological Risk Office (HERO) webpage	Testing of imported soil and fill materials	Upon importation of soil and fill materials at the Project Site	Applicant and subsequent owner(s)	Regional Planning/Public Works
13.1	Noise	Implement Noise Mitigation Measures during construction activities				

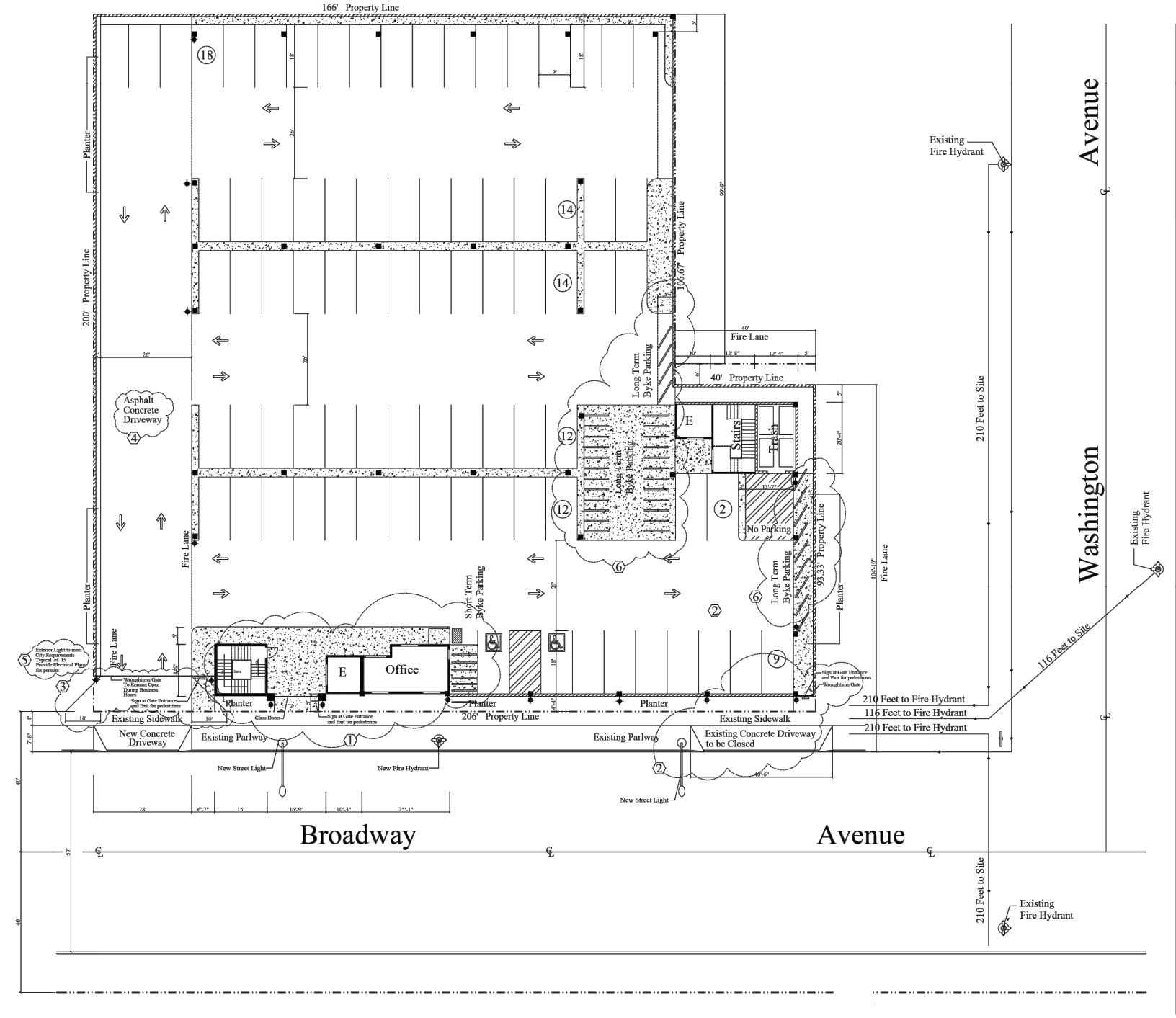
13.1.1	Noise	Stationary noise sources (e.g. generators and compressors) shall be located as far from residential receptor locations as is feasible.	Locate stationary noise sources as far from residential zones as possible	Prior to start of construction activities	Applicant	Regional Planning/Public Health
13.1.2	Noise	A temporary sound barrier shall be installed at the property lines of the proposed Project Site to mitigate noise impacts on all surrounding properties.	Install temporary sound barrier at property lines	Prior to start of construction activities	Applicant	Regional Planning/Public Health
13.1.3	Noise	No Heating, Ventilation, and Air Conditioning (HVAC) unit will be installed outdoors.	No HVAC unit shall be intalled outdoors.	Prior to issuance of Occupancy Permit	Applicant	Regional Planning/Public Health
17.1	Transportation	Implement CAPCOA Mitigation Measures T-1 and T-4				
17.1.1	Transportation	Increase Residential Density (T-1): The project is designed with a higher density of dwelling units compared to the average residential density in the country. A new Traffic Impact Analysis shall be submitted to Public Works for review and approval if there are any changes to the residential density.	Design the proposed Project with a higher density of dwelling units compared to the average residential density in the country	Prior to Regional Planning approval	Applicant	Regional Planning
17.1.2	Transportation	Integrate Affordable and Below Market Rate Housing (T-4): The project will permanently dedicate seven affordable housing dwelling units. A new Traffic Impact Analysis shall be submitted to Public Works for review and approval if there are any changes to the number of affordable housing dwelling units.	Permanently dedicate seven affordable housing dwelling units	Prior to issuance of Building Permits	Applicant and subsequent owner(s)	Regional Planning/Los Angeles County Development Authority
17.2	Transportation	Implement Traffic Control Measures				
17.2.1	Transportation	The project shall extend the left turn lane approximately 150 feet and install Keep Clear Pavement Markings per the TIA dated February 20, 2025. (Location: Broadway Avenue at Washington Boulevard)	Extend the left turn lane approximately 150 feet and install Keep Clear Pavement Markings per the TIA dated February 20, 2025. (Location: Broadway Avenue at Washington Boulevard)	Prior to issuance of Occupancy Permit	Applicant	Regional Planning/Public Works
17.2.2	Transportation	The project shall submit a signing and striping plan through EPIC-LA under “Public Improvement Plans: Signing and Striping Plan” directly to Public Works for review and approval based on proposed improvements found in the TIA dated February 20, 2025. (Location: Broadway Avenue at Washington Boulevard)	Submit and implement to the stasfaction of Public Works a signing and striping plan through EPIC-LA under “Public Improvement Plans: Signing and Striping Plan” directly to Public Works for review and approval based on proposed improvements found in the TIA dated February 20, 2025. (Location: Broadway Avenue at Washington Boulevard)	Prior to issuance of Occupancy Permit	Applicant	Regional Planning/Public Works
18.1	Tribal Cultural Resources	Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities				
18.1.1	Tribal Cultural Resources	The project applicant/developer shall retain a Native American monitor from (or approved by) the Gabrieleño Band of Mission Indians – Kizh Nation (the “Kizh” or the “Tribe”) - the direct lineal descendants of the project location. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project, at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading,. excavation, drilling, and trenching.	Retain Native American Monitor	Prior to Commencement of Ground-Disturbing Activities	Applicant and subsequent owner(s)	Regional Planning
18.1.2	Tribal Cultural Resources	A copy of the executed monitoring agreement shall be provided to the lead agency prior to the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity.	Provide copy of executed monitoring agreement	Prior to Commencement of Ground-Disturbing Activities	Applicant and subsequent owner(s)	Regional Planning

18.1.3	Tribal Cultural Resources	The project applicant/developer shall provide the Tribe with a minimum of 30 days advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project.	Provide minimum 30 day notice of commencement of Ground-Disturbing Activities	Minimum of 30 days prior to commencement of Ground Disturbing Activities	Applicant and subsequent owner(s)	Regional Planning
18.1.4	Tribal Cultural Resources	The project applicant/developer shall hold at least one (1) pre-construction sensitivity/educational meeting prior to the commencement of any ground-disturbing activities, where at a senior member of the Tribe will inform and educate the project's construction and managerial crew and staff members (including any project subcontractors and consultants) about the TCR mitigation measures and compliance obligations, as well as places of significance located on the project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the project's compliance with the TCR mitigation measures.	Hold at least one (1) pre-construction sensitivity educational meeting	Prior to Commencement of Ground-Disturbing Activities	Applicant and subsequent owner(s)	Regional Planning
18.1.5	Tribal Cultural Resources	The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request.	Complete daily monitoring logs	During Ground-Disturbing Activities	Native American Monitor	Applicant and subsequent owner(s)
18.1.6	Tribal Cultural Resources	Native American monitoring for the project shall conclude upon the latter of the following: (1) written confirmation from a designated project point of contact to the Tribe that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site project location are complete; or (2) written notice by the Tribe to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the project site and at any off-site project location possesses the potential to impact TCRs.	Conclude Native American Monitoring for the project.	Upon receipt of written confirmation and notice	Applicant and subsequent owner(s)	Regional Planning / Native American Monitor
18.2	Tribal Cultural Resources	Discovery of TCRs, Human Remains, and/or Grave Goods.				
18.2.1	Tribal Cultural Resources	Upon the discovery of a TCR, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Tribe shall be immediately informed of the discovery, and a Kizh monitor and/or Kizh archaeologist will promptly report to the location of the discovery to evaluate the TCR and advise the project manager regarding the matter, protocol, and any mitigating requirements. No project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Tribe has completed its assessment/evaluation/recovery of the discovered TCR and surveyed the surrounding area.	Cease all construction activities in the immediate vicinity of the discovery	Discovery of TCR	Applicant and subsequent owner(s)	Regional Planning
18.2.2	Tribal Cultural Resources	The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate in its sole discretion, and for any purpose the Tribe deems appropriate, including but not limited to, educational, cultural and/or historic purposes.	Recover and retain all discovered TCR's	Discovery of TCR	Native American Monitor	Applicant and subsequent owner(s)/Regional Planning

18.2.3	Tribal Cultural Resources	If Native American human remains and/or grave goods are discovered or recognized on the project site or at any off-site project location, then all construction activities shall immediately cease. Native American “human remains” are defined to include “an inhumation or cremation, and in any state of decomposition or skeletal completeness.” (Pub. Res. Code § 5097.98 (d)(1).) Funerary objects, referred to as “associated grave goods,” shall be treated in the same manner and with the same dignity and respect as human remains. (Pub. Res. Code § 5097.98 (a), d)(1) and (2).)	Cease all construction activities	Discovery or recognition of Native American human remains and/or grave goods on the project site	Applicant and subsequent owner(s)	Regional Planning
18.2.4	Tribal Cultural Resources	Any discoveries of human skeletal material or human remains shall be immediately reported to the County Coroner (Health & Safety Code § 7050.5(c); 14 Cal. Code Regs. § 15064.5(e)(1)(B)), and all ground-disturbing project ground-disturbing activities on site and in any other area where the presence of human remains and/or grave goods are suspected to be present, shall immediately halt and remain halted until the coroner has determined the nature of the remains. (14 Cal. Code Regs. § 15064.5(e).) If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.	Report to County Coroner Office	Discovery of human skeletal remains or human remains	Applicant and subsequent owner(s)	Regional Planning
18.2.5	Tribal Cultural Resources	Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or grave goods, if the Tribe determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribal monitor and/or archaeologist deems necessary). (14 Cal. Code Regs. § 15064.5(f).)	Tribe determines that resuming construction activities are acceptable	Determination that resuming construction activities are acceptable	Native American Monitor	Regional Planning/Applicant and subsequent owner(s)
18.2.6	Tribal Cultural Resources	Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or grave goods.	Preservation in place	Discovery or recognition of Native American human remains and/or grave goods on the project site	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.2.7	Tribal Cultural Resources	Any historic archaeological material that is not Native American in origin (non-TCRs) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.	Curation and/or donation of historical archaeological material that is not Native American in origin	Discovery of historical archaeological material that is not Native American in origin	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.2.8	Tribal Cultural Resources	Any discovery of human remains and/or grave goods discovered and/or recovered shall be kept confidential to prevent further disturbance.	Keep confidential any discovery of human remains and/or grave goods discovered and/or recovered at the site	Upon discovery of human remains and/or grave goods	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3	Tribal Cultural Resources	Procedures for Burials, Funerary Remains, and Grave Goods				
18.3.1	Tribal Cultural Resources	As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented for all discovered Native American human remains and/or grave goods. Tribal Traditions include, but are not limited to, the preparation of the soil for burial, the burial of funerary objects and/or the deceased, and the ceremonial burning of human remains.	Implement Koo-nas-gna Burial Policy	Upon discovery of Native American human remains and/or grave goods	Native American Monitor	Applicant/Regional Planning

18.3.2	Tribal Cultural Resources	If the discovery of human remains includes four (4) or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.	Creation of separate treatment plan	Upon discovery of human remains that include four (4) or more burials	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.3	Tribal Cultural Resources	The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated “grave goods” (aka, burial goods or funerary objects) are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later, as well as other items made exclusively for burial purposes or to contain human remains. Cremations will either be removed in bulk or by means necessary to ensure complete recovery of all sacred materials.	Treat prepared soil and cremation soil in the same manner as bone fragments that remain intact. Remove cremations by bulk or by means necessary to ensure complete recovery of all sacred materials	Upon discovery of Native American human remains and/or grave goods	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.4	Tribal Cultural Resources	In the case where discovered human remains cannot be fully recovered (and documented) on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to divert the project while keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.	Cover remains with muslin cloth and steel plate or posting of 24-hour guard outside of working hours	If discovered human remains cannot be fully recovered and documented on the same day	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.5	Tribal Cultural Resources	In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. The site of reburial/repatriation shall be agreed upon by the Tribe and the landowner, and shall be protected in perpetuity.	Designate site location within the Project Site for the respectful reburial of the human remains and/or ceremonial objects. Protect in perpetuity reburial/repatriation site.	If preservation in place for Native American human remains and/or grave goods discovered at the site is not possible	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.6	Tribal Cultural Resources	Each occurrence of human remains and associated grave goods will be stored using opaque cloth bags. All human remains, grave goods, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items will be retained and shall be reburied within six months of recovery.	Storage and reburial of human remains and association grave goods	Upon discovery of Native American human remains and/or grave goods	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
18.3.7	Tribal Cultural Resources	The Tribe will work closely with the project’s qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery and data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.	Data recovery	If data recovery is approved by the Tribe	Applicant and subsequent owner(s)	Native American Monitor/Regional Planning
22	Mitigation Compliance	As a means of ensuring compliance of above mitigation measures, the applicant and subsequent owner(s) are responsible for submitting compliance report to the Department of Regional Planning for review, and for replenishing the mitigation monitoring account if necessary until such as all mitigation measures have been implemented and completed.	Submittal and approval of compliance report and replenishing mitigation monitoring account	Yearly and as required until all measures are completed.	Applicant and subsequent owner(s)	Regional Planning

WASHINGTON BOULEVARD AT BROADWAY AVENUE
MULTIFAMILY RESIDENTIAL PROJECT
TRAFFIC IMPACT STUDY & VMT ANALYSIS
County of Los Angeles, California



WASHINGTON BOULEVARD AT BROADWAY AVENUE MULTIFAMILY RESIDENTIAL PROJECT TRAFFIC IMPACT STUDY County of Los Angeles, California

Prepared for:

HAMMID NAMDORI
P.O. Box 1627
Redondo Beach, CA 90278

Prepared by:

RK ENGINEERING GROUP, INC.
1401 Dove Street, Ste. 540
Newport Beach, CA 92660

Justin Tucker, P.E., T.E.
Nhi Ly, T.E.

February 20, 2025
(Revision to January 23, 2025 Report)

1401 dove street, ste. 540
newport beach, ca 92660
(949) 474-0809
rkengineer.com

Table of Contents

Section **Page**

1.0 Introduction 1-1

1.1 Purpose of Report & Study Objectives 1-1

1.2 Site Location & Project Description 1-1

1.3 Traffic Study Area & Analysis Scenarios 1-2

2.0 Circulation System & Existing Conditions 2-1

2.1 Traffic Controls & Intersection Geometrics 2-1

2.2 Existing Traffic Volumes 2-1

2.3 Existing Potential Pedestrian Destinations 2-1

2.4 County of Los Angeles General Plan 2035 Mobility Element 2-1

3.0 Future Traffic Volumes 3-1

3.1 Future Planned Improvements 3-1

3.2 Project Traffic Conditions 3-1

3.2.1 Project Trip Generation 3-1

3.2.2 Project Trip Distribution & Assignment 3-2

3.2.3 Modal Split 3-2

3.2.4 Project Peak Hour Traffic Volumes 3-3

3.3 Background Traffic 3-3

3.3.1 Method of Projection 3-3

3.3.2 Cumulative Projects Traffic Volumes 3-3

3.4 Project Opening Year (2026) Without Project Conditions Traffic Volumes 3-5

3.5 Project Opening Year (2026) With Project Conditions Traffic Volumes 3-5

4.0 CEQA Vehicle Miles Traveled (VMT) Analysis 4-1

4.1 Vehicle Miles Traveled (VMT) Screening Criteria 4-1

4.2 VMT Screening Assessment 4-1

4.3 Vehicle Miles Traveled (VMT) Impact Criteria 4-2

4.4 Project VMT Impact Assessment 4-2

Table of Contents

Section **Page**

4.5 CAPCOA Transportation Demand Management Measures 4-2

4.6 Recommended CAPCOA TDM Measures 4-3

5.0 Operational Analysis 5-1

5.1 Traffic Access Management Analysis Screening Criteria 5-1

5.2 Traffic Access Management Analysis Screening Assessment 5-1

5.3 Existing Conditions Queue Analysis 5-2

5.4 Project Opening Year (2026) With Project Conditions Queue Analysis 5-3

5.5 Queue Analysis Findings and Recommendations 5-4

6.0 Construction Phase Analysis 6-1

6.1 Construction Phase Analysis Screening Criteria 6-1

6.2 Construction Phase Analysis Screening Assessment 6-1

7.0 Local Residential Street Cut-Through Analysis 7-1

7.1 LRSTM Screening Criteria 7-1

7.2 Study Intersection Peak Hour Level of Service Analysis Methodology 7-2

7.3 Existing Conditions Level of Service 7-3

7.4 Project Opening Year (2026) With Project Conditions Level of Service 7-3

7.5 LRSTM Screening Assessment 7-4

8.0 Additional Site Access Analysis 8-1

8.1 Additional Site Access Analysis Screening Criteria 8-1

8.2 Additional Site Access Analysis Screening Assessment 8-1

9.0 Findings and Recommendations 9-1

9.1 Site Location & Project Description Summary 9-1

9.2 Traffic Study Area & Analysis Scenarios Summary 9-1

9.3 Project Trip Generation Summary 9-2

9.4 CEQA VMT Analysis Summary 9-2

9.5 Operational Analysis Summary 9-2

Table of Contents

Section **Page**

9.6 Construction Phase Analysis Summary 9-3
9.7 Local Residential Street Cut-Through Analysis Summary 9-3
9.8 Additional Site Access Analysis Summary 9-3

List of Exhibits

Exhibits

Location Map 1-1

Site Plan 1-2

Study Area 1-3

Existing & Project-Specific Lane Geometry and Traffic Controls 2-1A

Future Planned Lane Geometry and Traffic Controls 2-1B

Existing Traffic Volumes 2-2

Existing Potential Pedestrian Destinations 2-3

County of Los Angeles General Plan 2035 Mobility Element's Highway Plan Policy Map 2-4

County of Los Angeles Existing Bikeways Map 2-5

County of Los Angeles General Plan 2035 Mobility Element's Bicycle Master Plan 2-6

Project Trip Distribution 3-1

Project Traffic Volumes 3-2

Local Jurisdictions Within 1-Mile Buffer of Project Site 3-3

Cumulative Projects Location Map 3-4

Cumulative Projects Traffic Volumes 3-5

Project Opening Year (2026) Without Project Conditions Traffic Volumes 3-6

Project Opening Year (2026) With Project Conditions Traffic Volumes 3-7

Conceptual Roadway Improvements 5-1

List of Tables

Tables

ITE Trip Generation Rates 3-1

Project Trip Generation 3-2

Traffic Volume Growth Calculations 3-3

Cumulative Projects Trip Generation 3-4

Project VMT Impact Assessment 4-1

VMT Reduction Calculations Summary 4-2

Study Intersection Queue Analysis Summary – Existing Conditions 5-1

Study Intersection Queue Analysis Summary – Project Opening Year (2026) With Project Conditions 5-2

Study Intersection LOS Analysis Summary – Existing Conditions 7-1

Study Intersection LOS Analysis Summary – Project Opening Year (2026) With Project Conditions 7-2

List of Appendices

Appendices

E-Mail Correspondence with Mr. Carl Nadela Regarding Affordable Units ..... A

Traffic Count Worksheets ..... B

County of Los Angeles VMT Tool Worksheet Print-Out C

APNs 8173-023-020 and 8173-023-021 Parcel Map ..... D

CAPCOA VMT Mitigation Measures Calculations Worksheets ..... E

Traffic Signal Timing Plans ..... F

Intersection Analysis Worksheets for Existing Conditions ..... G

Intersection Analysis Worksheets for Project Opening Year (2026) With Project Conditions ... H

1.0 Introduction

1.1 Purpose of Report & Study Objectives

The purpose of this traffic impact study is to evaluate the Washington Avenue at Broadway Avenue Multifamily Residential Project (hereinafter referred to as "Project") from a traffic and circulation standpoint and to determine whether the Project has a significant traffic impact.

This traffic study has been conducted pursuant to the *Los Angeles County Public Works Transportation Impact Analysis Guidelines,* dated July 23, 2020 (TIA Guidelines) and the California Environmental Quality Act (CEQA) requirements.

1.2 Site Location & Project Description

The Washington Boulevard at Broadway Avenue Multifamily Residential Project (hereinafter referred to as "project") is located within the Gateway Planning Area of Unincorporated Los Angeles County and within Los Angeles County Supervisorial District #4. Specifically, the site project is located at 7914 Broadway Avenue, generally located near the intersection of Broadway Avenue and Washington Boulevard.

The project characteristics are as follows:

- Assessor's Parcel Numbers (APN): 8173-023-020 and 8173-023-021
- Project's Type w/ID#: (R) 85860326429
- Project's RPPL#: RPPL2023003948
- Project's Assigned DRP Planner: Mr. Carl Nadela

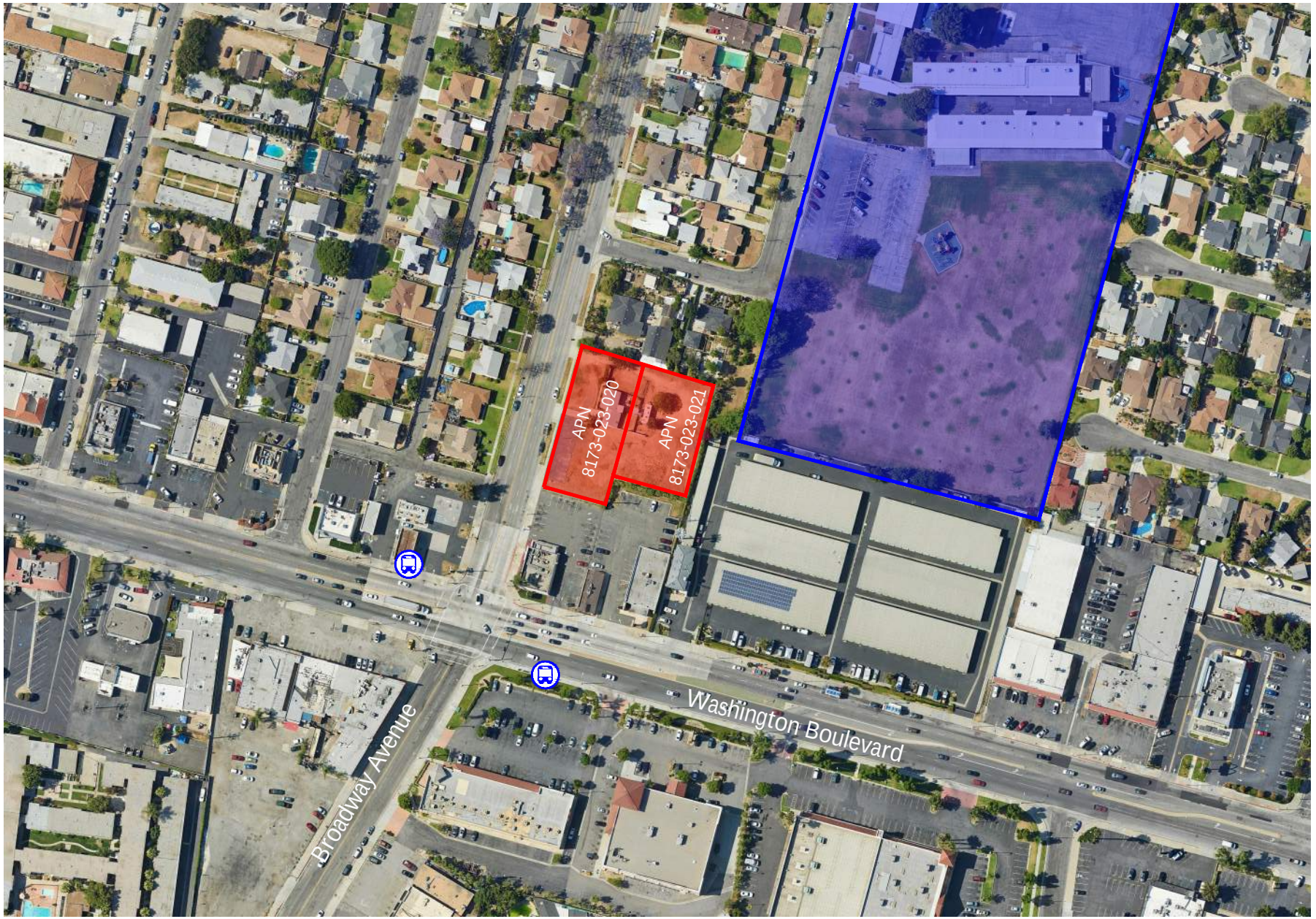
The project proposes to raze the existing single-family residence and construct a five-story multifamily apartment building consisting of sixty (60) dwelling units (DU), which includes seven (7) affordable housing DU. Access to the project is proposed via one (1) full-access unsignalized driveway located along Broadway Avenue. A total of 81 on-site parking spaces are proposed. The project is planned to open in 2026 and will be evaluated in one (1) single phase.

RK has coordinated with Mr. Carl Nadela to confirm the number of proposed housing dwelling units, which has been agreed to be seven (7) affordable housing DUs. This email correspondence with Mr. Carl Nadela is provided in **Appendix A**.

Exhibit 1-1 shows the location map of the proposed project. **Exhibit 1-2** shows the proposed site plan.

Exhibit 1-1

Location Map



Legend:

= Project Site

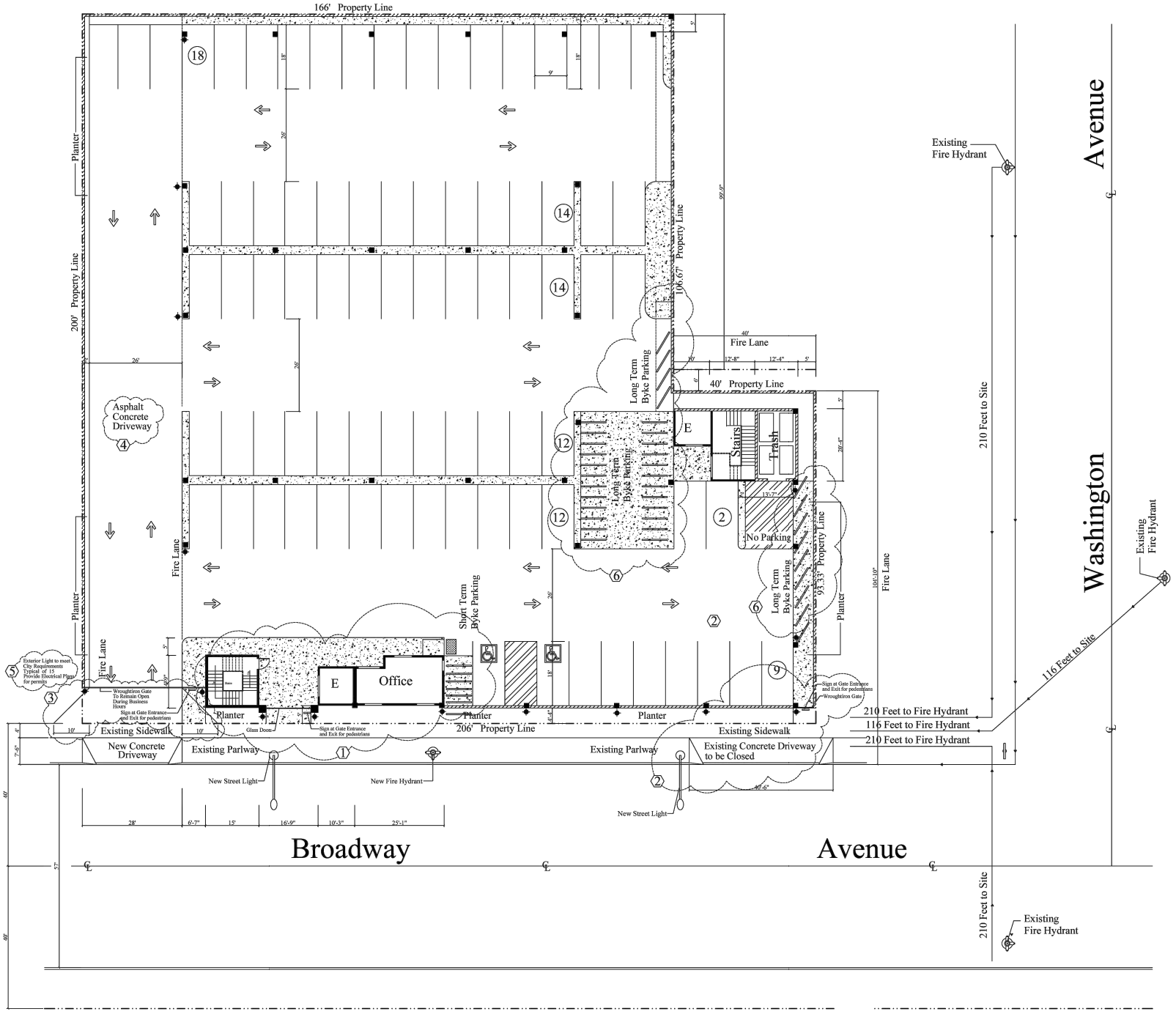
= Adjacent Cornerstone Preschool

= Nearby Bus Stops Within Vicinity of Project Site

N

Exhibit 1-2

Site Plan



1.3 Traffic Study Area & Analysis Scenarios

Exhibit 1-3 illustrates the traffic analysis study area. The study area consists of two (2) off-site study intersections and one (1) project access driveway as listed below. All study intersections are located within the Unincorporated County of Los Angeles:

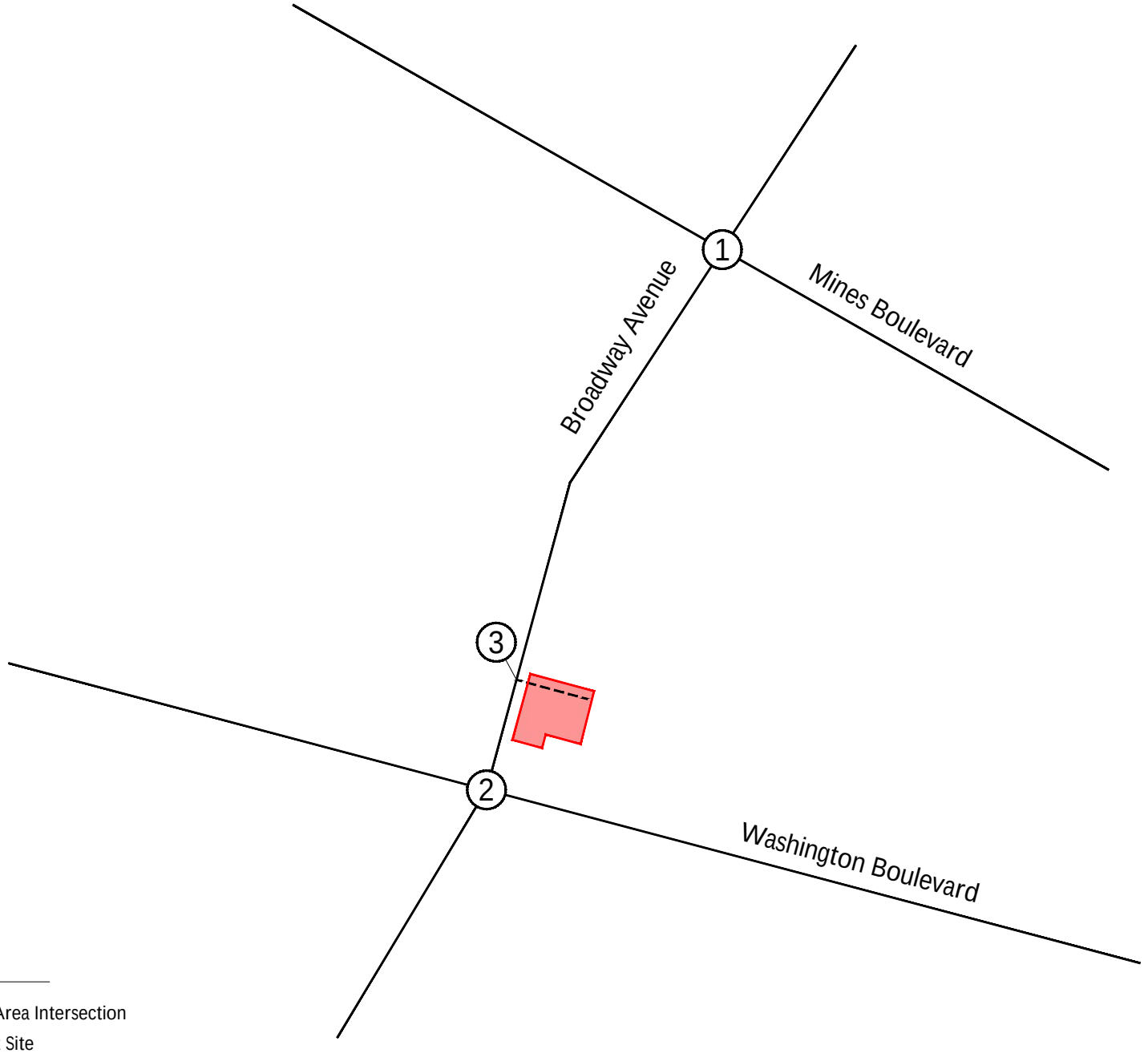
1. Broadway Avenue (N/S) at Mines Boulevard (E/W);
2. Broadway Avenue (N/S) at Washington Boulevard (E/W); and
3. Broadway Avenue (N/S) at Project Access Driveway (E/W) [FUTURE INTERSECTION].

The analysis evaluates traffic conditions of the three (3) study intersections for the following scenarios during the weekday (7:00 AM to 9:00 AM) and weekday PM (4:00 PM to 6:00 PM) peak periods, in accordance with the applicable jurisdictional traffic impact analysis guidelines for the Unincorporated County of Los Angeles.

- Existing Conditions; and
- Opening Year (2026) With Project Conditions.

Exhibit 1-3

Study Area



Legend:

① = Study Area Intersection

= Project Site

= Project Access Driveway

N

2.0 Circulation System & Existing Conditions

This section provides a discussion of existing study area conditions and traffic volumes.

2.1 Traffic Controls & Intersection Geometrics

Exhibit 2-1A identifies the existing and project-specific roadway conditions for the study area roadways. **Exhibit 2-1B** identifies the future planned roadway conditions for the study area roadways. The number of through traffic lanes for existing/planned/ project-specific roadways and the existing/planned/project-specific intersection controls are identified. The type of traffic control and number of lanes at an intersection are key inputs for the calculation of level of service.

2.2 Existing Traffic Volumes

Existing conditions intersection level of service calculations are based upon manual AM and PM peak hour turning movement counts taken in May 2024 during typical weekday conditions. The weekday AM and PM peak hour traffic volumes were determined by counting the two-hour peak period from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM, respectively, and using the highest hour within each two-hour peak period.

The traffic count worksheets are included in **Appendix B**. Existing traffic volumes are provided in **Exhibit 2-2.**

2.3 Existing Potential Pedestrian Destinations

The project is located near many potential pedestrian destinations such as the shopping plazas located directly south, east, and west of the Project. Additionally, preschools are located northeast and southwest of the Project.

Exhibit 2-3 illustrates the existing potential pedestrian destinations located within 1,320 feet of the project.

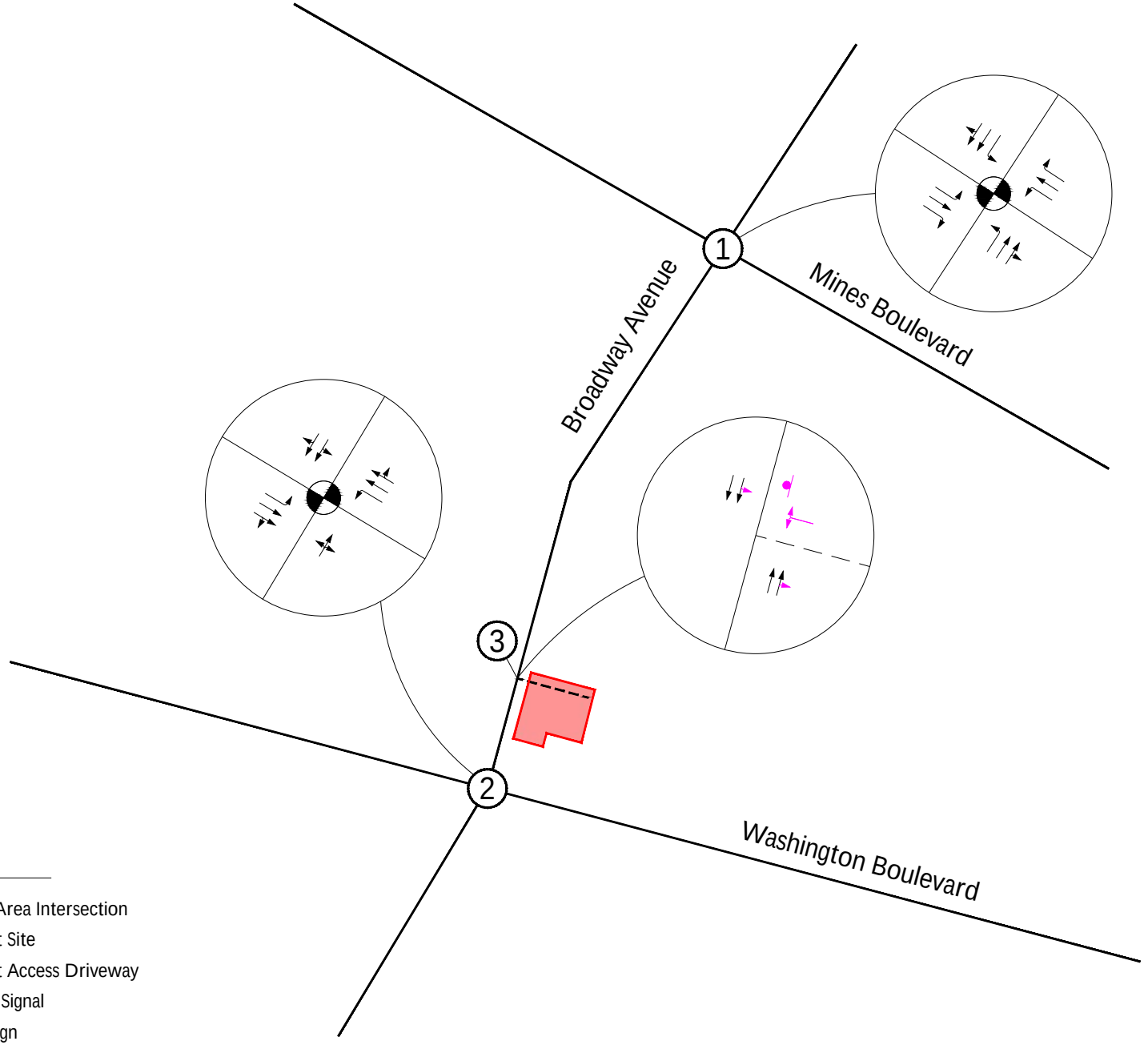
It should be noted that an area map illustrating the location of the project and related future projects is discussed in Section 3.2.2. and shown in Exhibit 3-4.

2.4 County of Los Angeles General Plan 2035 Mobility Element

Exhibit 2-4 illustrates the County of Los Angeles General Plan 2035 Mobility Element's Highway Plan Policy Map. As shown in Exhibit 2-4, the classification for the roadway segments of the study intersections that appear as a major route or is part of a highway system that serves as principal network for through traffic are as follows:

Exhibit 2-1A

Existing & Project-Specific Lane Geometry and Traffic Controls



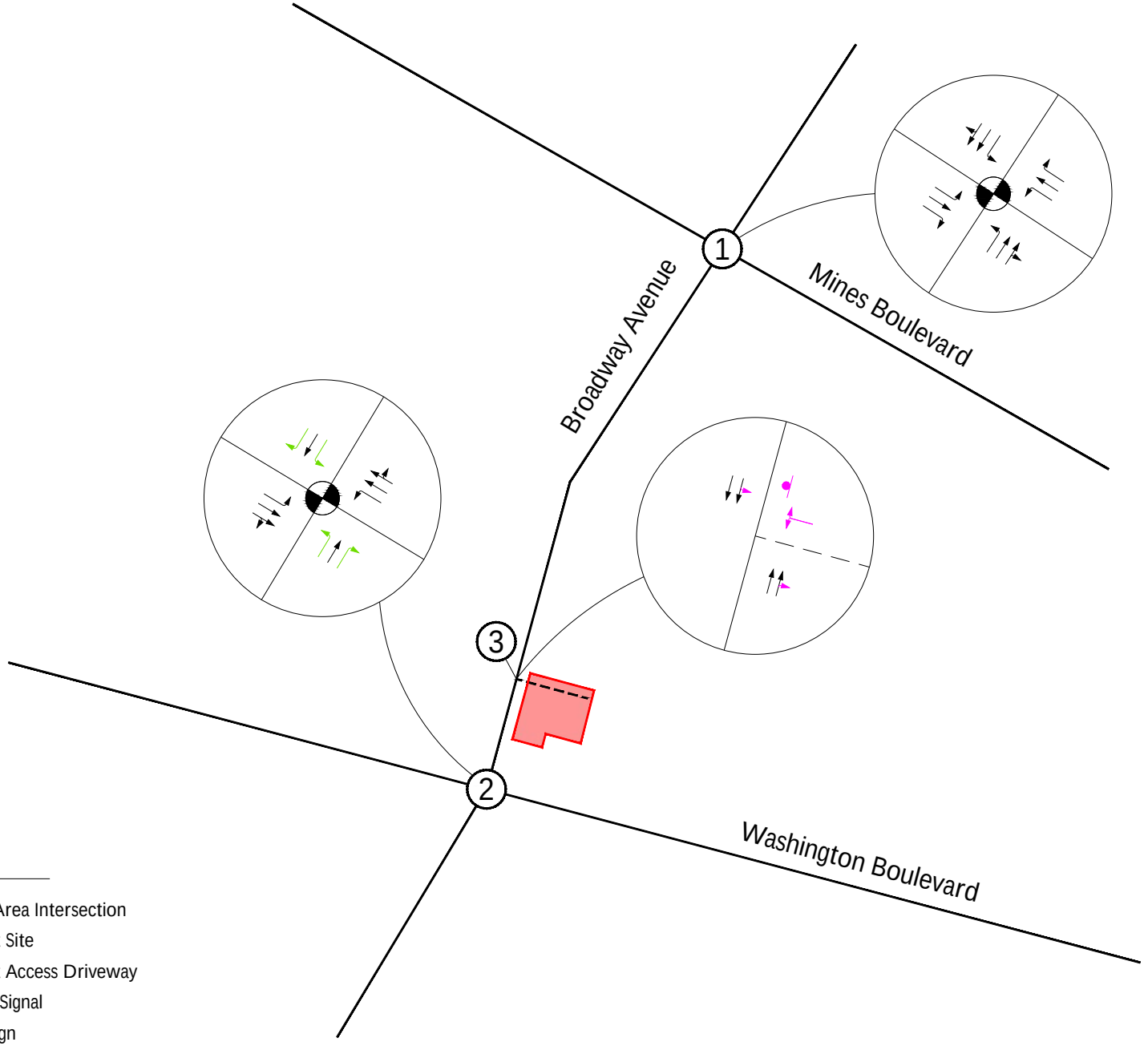
Legend:

- (1) = Study Area Intersection
- = Project Site
- = Project Access Driveway
- = Traffic Signal
- = Stop Sign
- = Project-Specific Lane Geometry & Traffic Controls

N

Exhibit 2-1B

Future Planned Lane Geometry and Traffic Controls



Legend:

- 1 = Study Area Intersection
- = Project Site
- = Project Access Driveway
- = Traffic Signal
- = Stop Sign
- = Project-Specific Lane Geometry & Traffic Controls
- = Future Planned Intersection Improvements

N

Exhibit 2-2

Existing Traffic Volumes

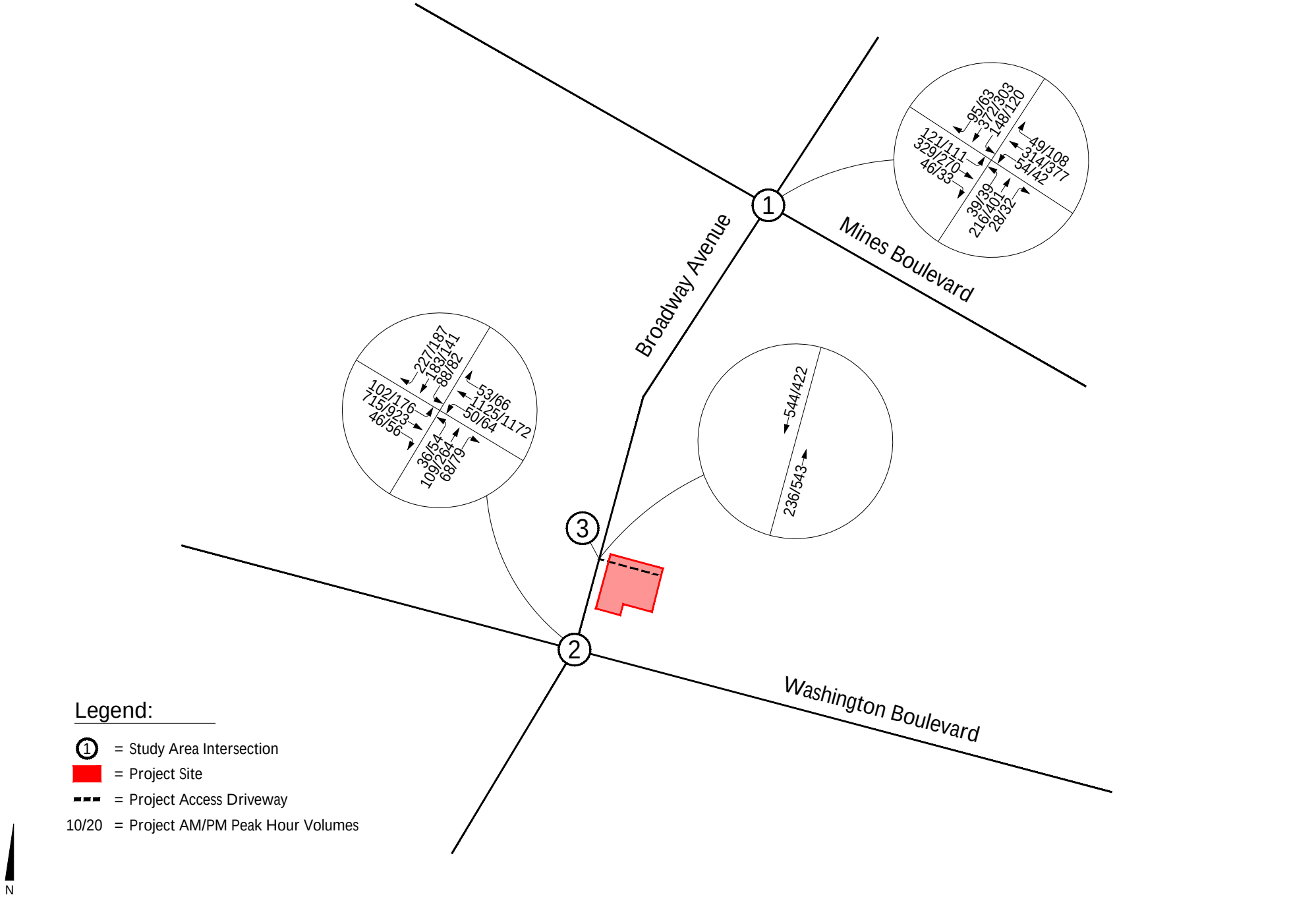
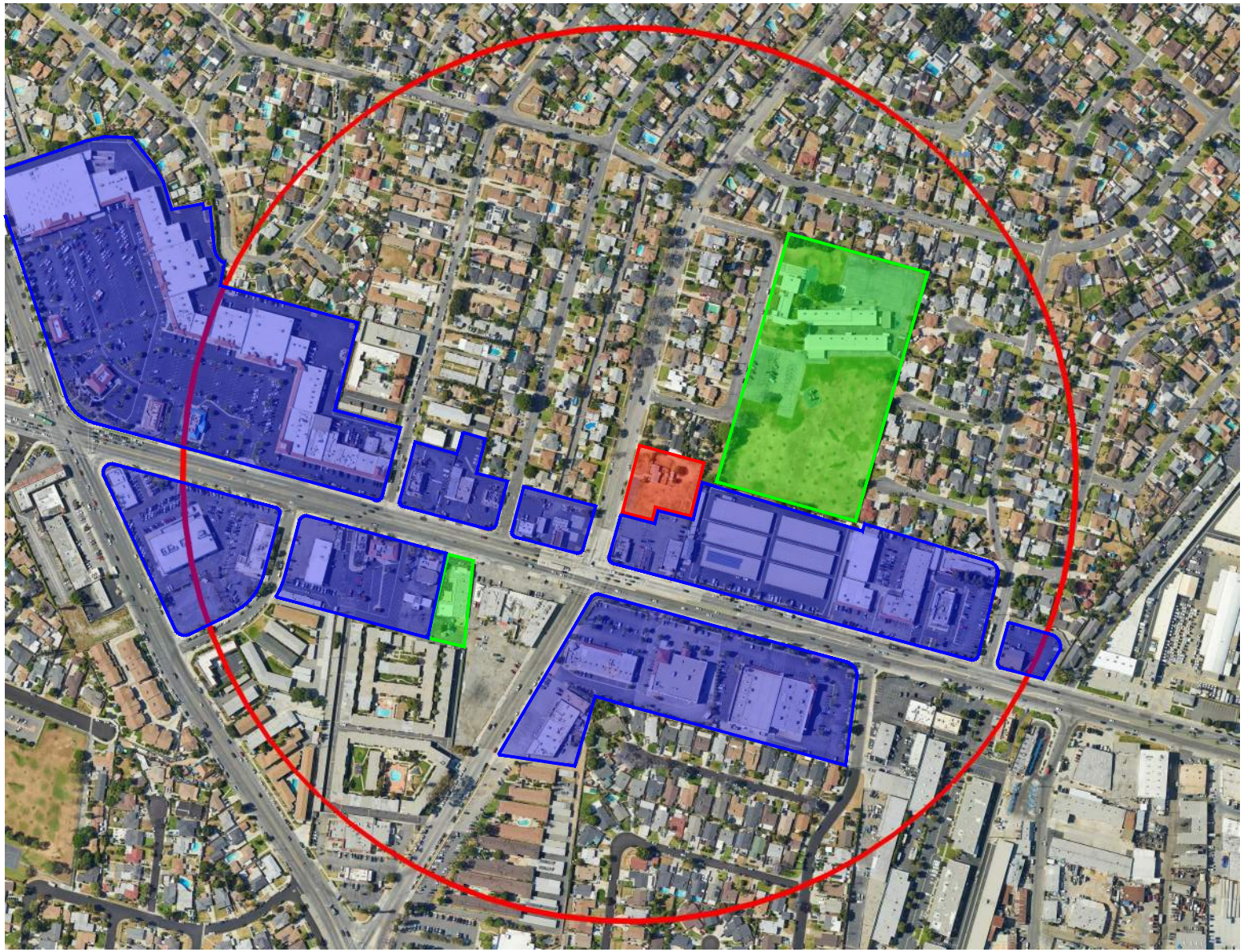


Exhibit 2-3

Existing Potential Pedestrian Destination



Legend:

= Project

= 1,320 Feet Radius Buffer

= Local Retail

= Preschool

N

Exhibit 2-4

County of Los Angeles General Plan 2035 Mobility Element
Highway Plan Policy Map

Legend:

✳ = Project Site

= Existing Major Highway

= Existing Secondary Highway

N

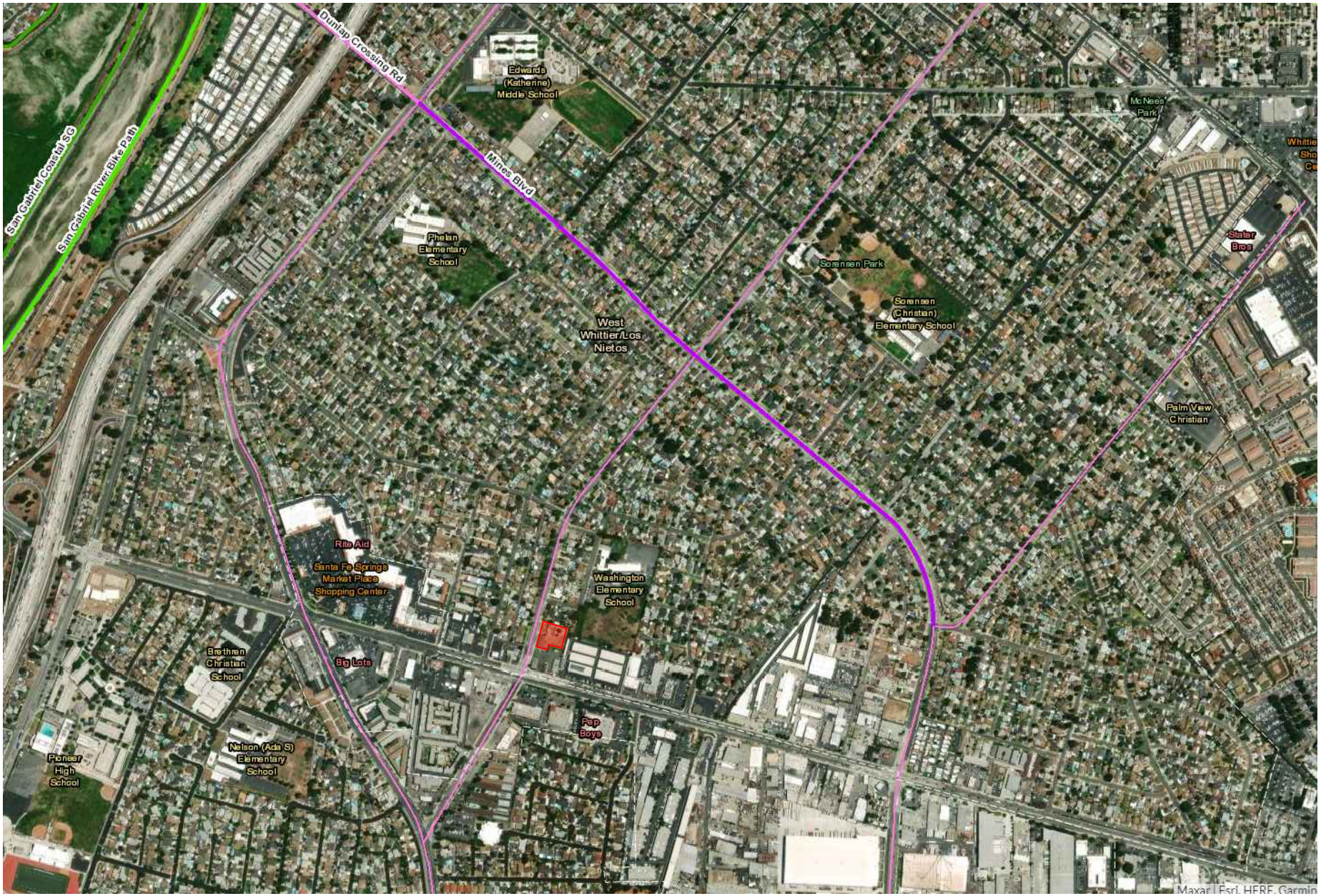
- Broadway Ave. – Existing Secondary Highway (undivided 4 lanes, 80 feet right-of-way);
- Washington Blvd. – Existing Major Highway (divided 4 lanes, 100 feet right-of-way); and
- Mines Blvd. – Existing Major Highway (divided 2 lanes w/ TWLTL, 100 feet right-of-way.)

Exhibit 2-5 and **Exhibit 2-6** illustrates the County of Los Angeles existing bikeways map and the County of Los Angeles General Plan 2035 Mobility Element's Bicycle Master Plan, respectively. As shown in Exhibits 2-5 and 2-6, the following bikeway classifications are identified:

- Broadway Ave. – Existing Class III Bike Route
- Washington Blvd. – No Existing Bikeways & No Proposed Bikeways
- Mines Blvd. – Existing Class II Bike Lane & Proposed Class III Bike Route

Exhibit 2-5

County of Los Angeles Existing Bikeway Map



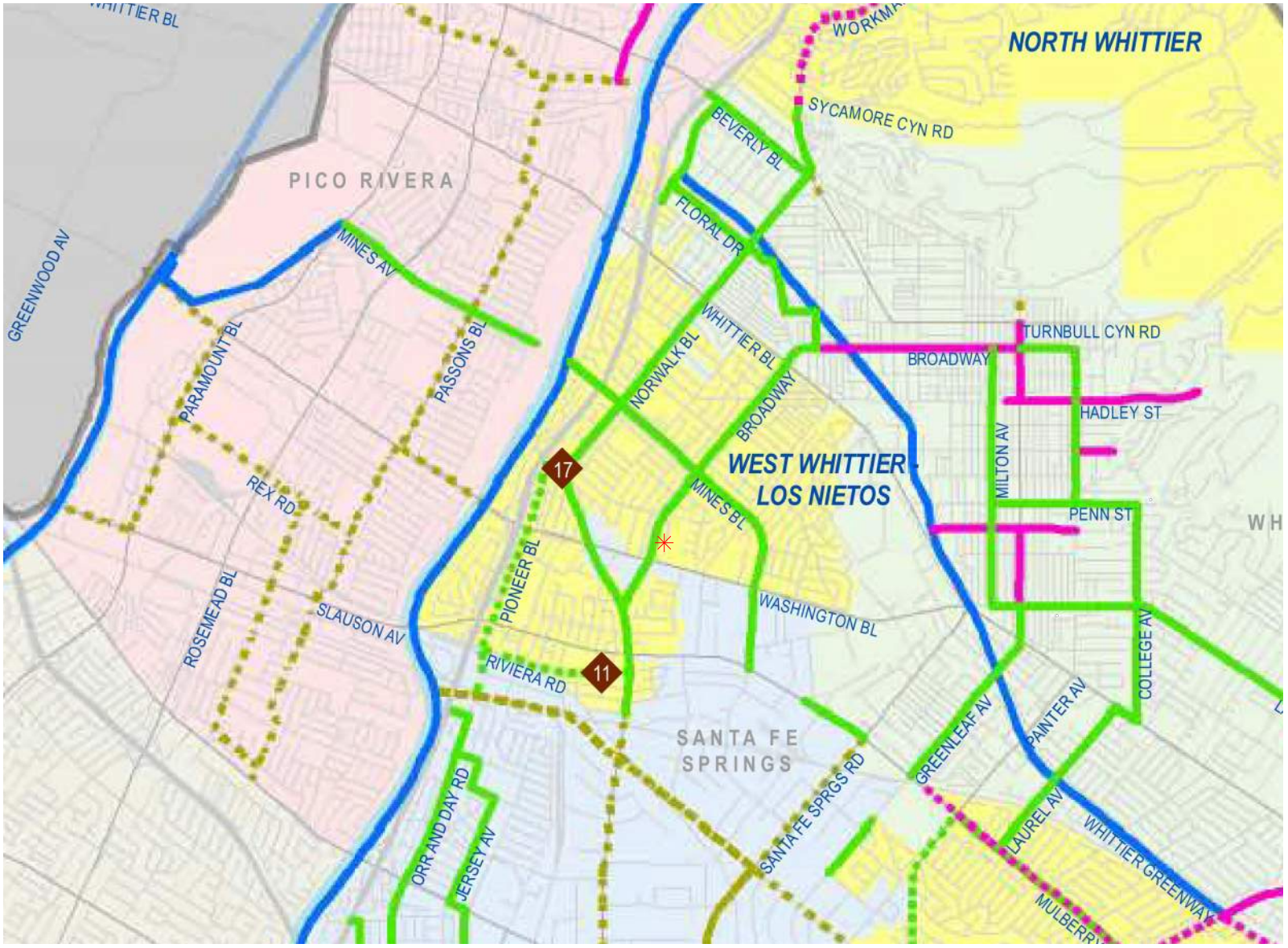
N

Legend:

- = Project Site
- = Bike Path
- = Bike Lane
- = Bike Route

Exhibit 2-6

County of Los Angeles General Plan 2035 Mobility Element
Bicycle Master Plan



N

Legend:

- ✳ = Project Site
- = Class I - Bike Path
- = Class II - Bike Lane
- = Classs III - Bike Route

3.0 Future Traffic Volumes

This section provides a discussion on methodologies utilized to derive future traffic volumes for the study area.

3.1 Future Planned Improvements

It is RK's understanding that the County of Los Angeles is currently finalizing plans to configure the intersection of Broadway Avenue at Washington Boulevard (i.e., Intersection 2) to provide an exclusive northbound left-turn lane, exclusive right-turn lane, and through lane for the northbound and southbound approaches.

The future planned configuration for Intersection 2 is illustrated in Exhibit 2-1B.

3.2 Project Traffic Conditions

3.2.1 Project Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development. Typically, trip generation rates from the latest Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) are used when calculating a proposed project's trip generation forecast. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

The project is proposing to construct a five-story multifamily apartment building consisting of sixty (60) dwelling units (DU), which includes seven (7) affordable housing DU. As such, ITE Land Use Code 221: Multifamily Housing (Mid-Rise) trip rates are the most appropriate for this land use.

Table 3-1 shows the referenced ITE Trip Generation Rates for the proposed project. **Table 3-2** shows the trip generation for the proposed utilizing the identified trip generation rates.

Table 3-1
ITE Trip Generation Rates[1]

Land Use	ITE Code	Units[2]	Weekday						
			AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	221	DU	23%	77%	0.37	61%	39%	0.39	4.54

[1] *Source*: ITE Trip Generation Manual (11th Edition, 2021).
[2] DU = Dwelling Units.

Table 3-2
Project Trip Generation[1]

Land Use	Quantity	Units[2]	Weekday						
			AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	60	DU	5	17	22	14	9	23	272

[1] Source: ITE Trip Generation Manual (11th Edition, 2021).

[2] DU = Dwelling Units.

As shown in Table 3-2, the project is forecast to generate approximately 272 daily trips with approximately 22 trips during the AM peak hour and approximately 23 trips during the PM peak hour.

3.2.2 Project Trip Distribution & Assignment

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of residential, employment and recreational opportunities, and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses, highways within the community, and existing traffic volumes.

The assignment of traffic from the project site to the adjoining roadway system has been based upon the site's trip generation, trip distribution, existing and proposed arterial highways, and local street systems, which would be in place by the time of initial occupancy of the site.

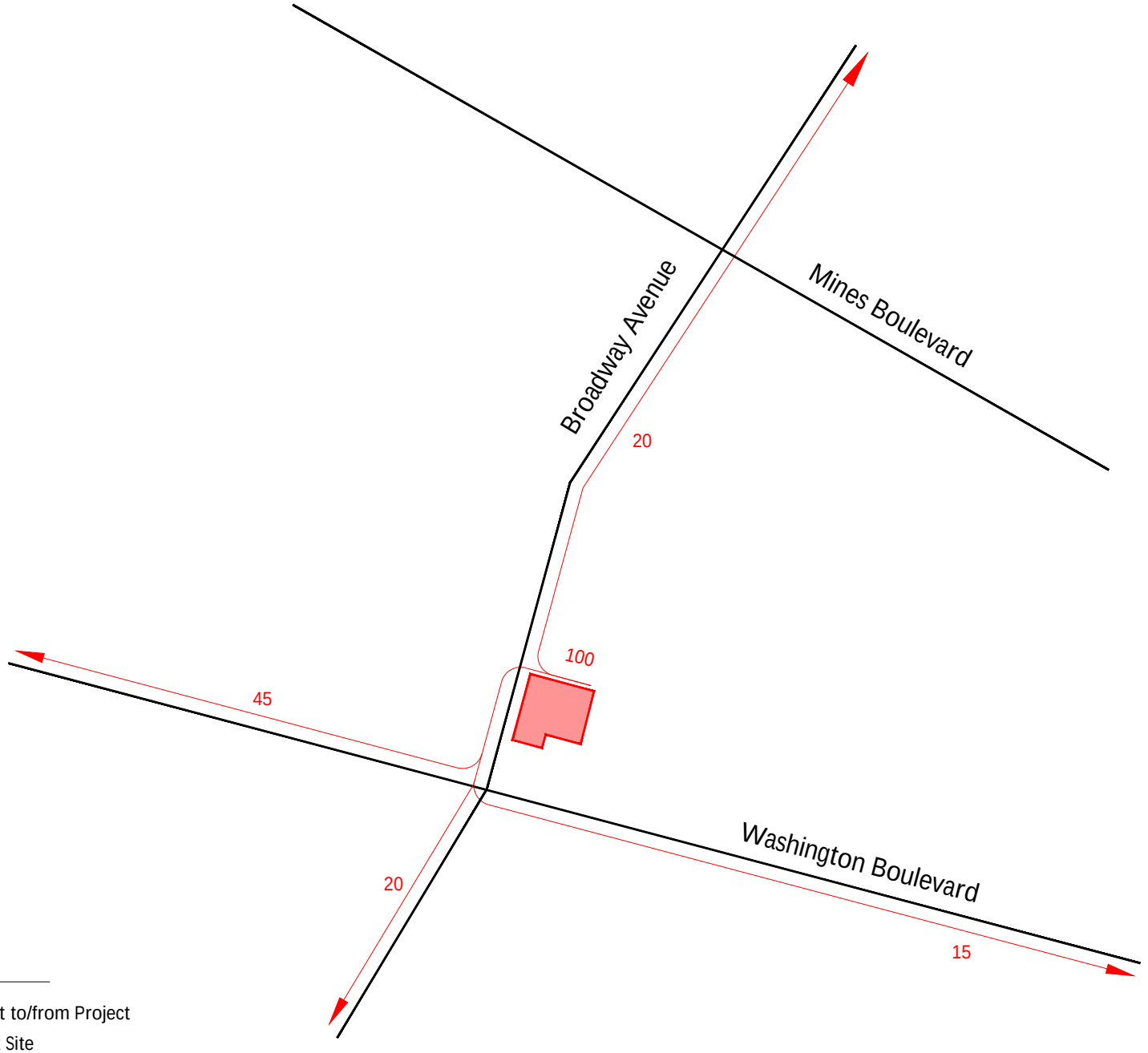
Exhibit 3-1 shows the forecast project trip distribution.

3.2.3 Modal Split

Modal split denotes the proportion of traffic generated by a project that would use any of the transportation modes, namely buses, cars, bicycles, motorcycles, trains, carpools, etc. The traffic-reducing potential of public transit and other modes is significant. However, the traffic projections in this study are conservative in that public transit and alternative transportation may be able to reduce the traffic volumes, but no modal split reduction is applied to the projections. With the implementation of transit service and provision of alternative transportation ideas and incentives, the automobile traffic demand can be reduced significantly.

Exhibit 3-1

Project Trip Distribution



Legend:

10 = Percent to/from Project

= Project Site

= Project Access Driveway

N

RK engineering group, inc.

3.2.4 Project Peak Hour Traffic Volumes

Project peak hour and daily traffic volumes have been calculated throughout the study area. The project's AM and PM peak hour intersection turning movement volumes are shown on **Exhibit 3-2.**

3.3 Background Traffic

3.3.1 Method of Projection

To assess future traffic conditions, project traffic is combined with existing traffic and area-wide growth. To account for area-wide/ambient growth in the study area, a "Year 2024 to Year 2026" growth factor of 1.0043 has been calculated based on the growth factor information provided in the Los Angeles County 2010 Congestion Management Plan (CMP), as summarized in **Table 3-3.** This growth factor has been applied to the existing (2024) traffic volumes for project opening year 2026 conditions.

Table 3-3
Traffic Volume Growth Factor Calculations

RSA	Representative City/Place	2025		2030		Derived Growth Factor from Year 2024 to Year 2026[3]
		General Traffic Growth Factors[1]	Annual Growth Rate[2]	General Traffic Growth Factors[1]	Annual Growth Rate[2]	
22	Downey	1.116	0.22%	1.127	0.21%	1.0043

[1] Source: *Los Angeles County 2010 Congestion Management Plan (CMP)*. Growth factors for the Downey Regional Statistical Area (RSA) 22. Base Year 2010.

[2] Annual growth rates of each 5 year interval were provided by County of LA staff.

[3] Derived Growth Factor from Year 2024 to Year 2026 was calculated using the annual growth rates for Year 2025 and Year 2030 & the following equation: $Growth\ Factor = (1 + \frac{Growth\ Rate_{2025}}{100})^{(2025-2024)} * (1 + \frac{Growth\ Rate_{2030}}{100})^{(2026-2025)}$

3.3.2 Cumulative Projects Traffic Volumes

Exhibit 3-3 illustrates the jurisdictions located within a 1-mile radius of the project, which consists of the City of Whittier, the City of Pico Rivera, and the City of Santa Fe Springs.

However, it should be noted that the portions of the City of Whittier and City of Pico Rivera within the 1-mile buffer are generally built-out. As such, only cumulative projects located in the City of Santa Fe Springs and the Unincorporated County of Los Angeles (within a 1-mile radius of the project) are included in this study. Information on future projects in the vicinity of the study area for inclusion in this analysis has been provided via interactive GIS maps made available from the Unincorporated County of Los Angeles Planning Department and

Exhibit 3-2

Project Traffic Assignment

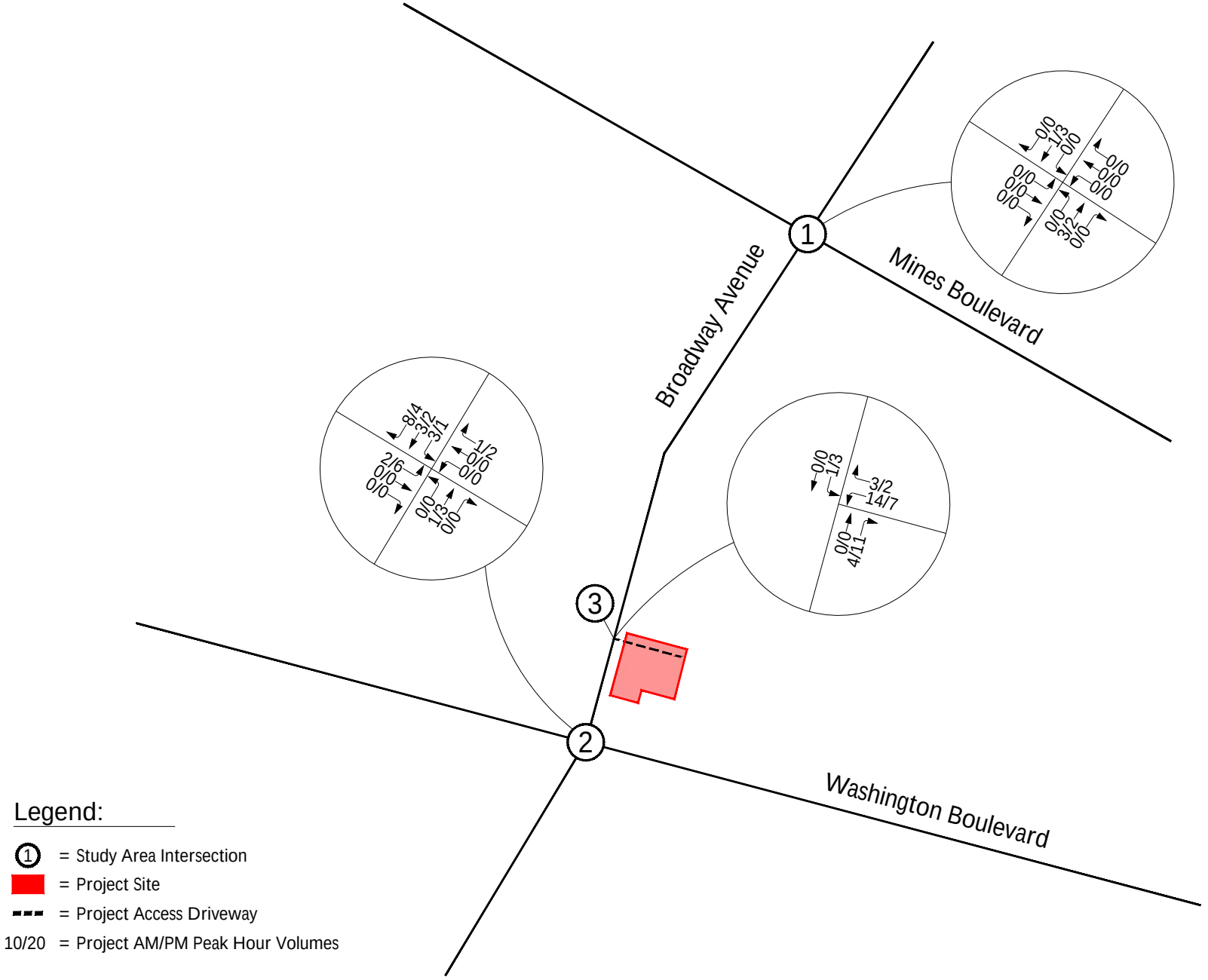
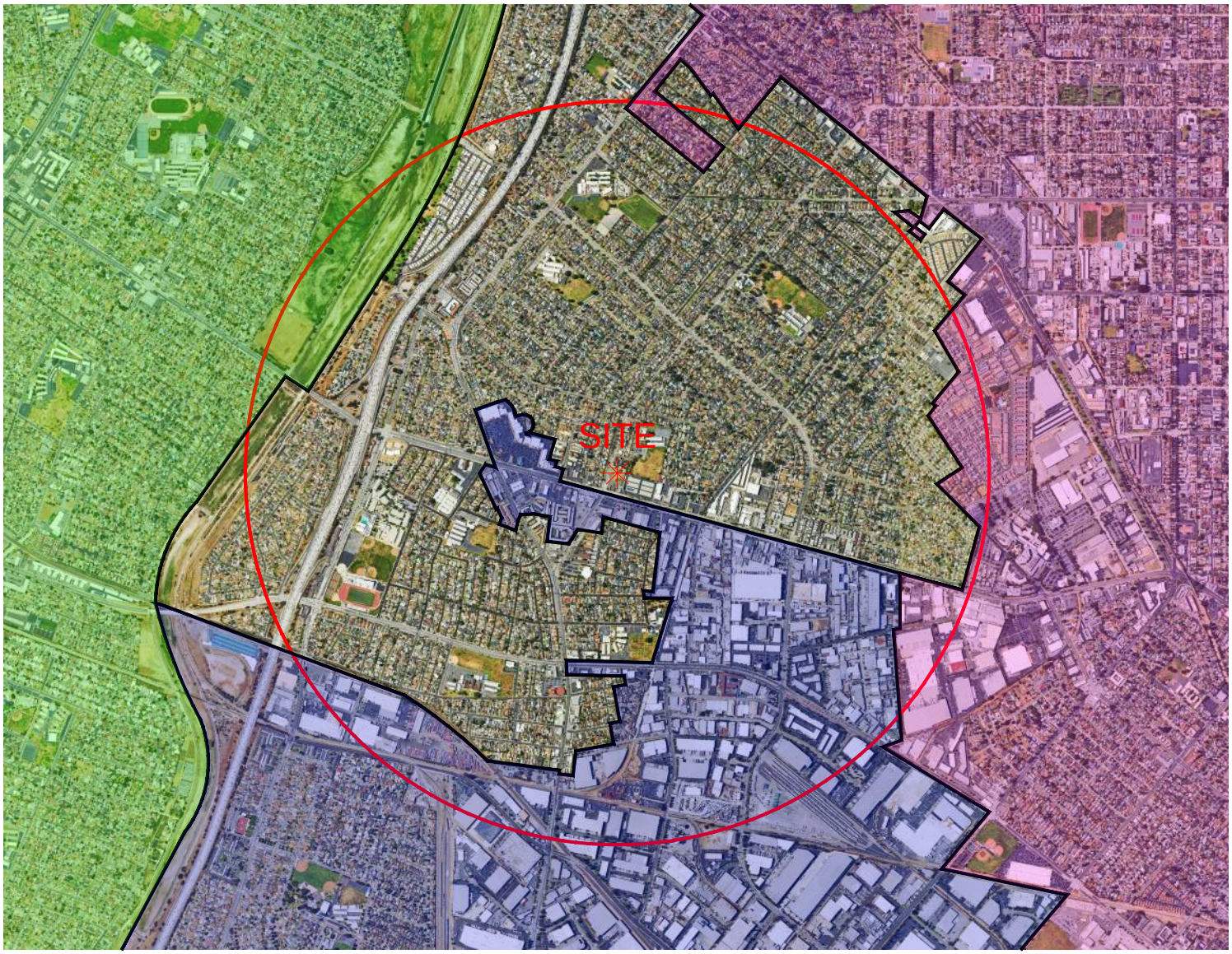


Exhibit 3-3

Local Jurisdictions Within 1-Mile Buffer of Project Site



Legend:

- ✳ = Project Site
- = 1-Mile Radius Buffer
- = Unincorporated County of Los Angeles
- = City of Pico Rivera
- = City of Santa Fe Springs
- = City of Whittier

N

City of Santa Fe Springs official websites, respectively. Furthermore, RK has coordinated with Mr. Carl Nadela, AICP (Principal Regional Planner) from the Los Angeles County Department of Regional Planning via email on August 18, 2024 to confirm that all required related projects are included.

Table 3-4 summarizes the cumulative projects included in this study, which shows the land uses, and daily and peak hour trip generation.

Table 3-4
Cumulative Projects Trip Generation[1,2]

ID No.	Jurisdiction	Project Name / Case Number	Land Use	Quantity	Units[3]	Weekday						
						AM Peak Hour			PM Peak Hour			ADT
						In	Out	Tot.	In	Out	Tot.	
TAZ 1												
CLA 1	Unincorporated County of Los Angeles	TR83666	Single Family Detached Housing	14	DU	2	8	10	8	5	13	132
TAZ 1 Sub-Total						**2**	**8**	**10**	**8**	**5**	**13**	**132**
TAZ 2												
SFS 1	City of Santa Fe Springs	Primestor (Phase 2)	Low-Rise Residential w/ GF Comm. - GFA (1-25k)	88	DU	9	30	39	22	10	32	303
SFS 2	City of Santa Fe Springs	Primestor (Phase 1)	Affordable Housing	44	DU	6	16	22	12	8	20	212
TAZ 2 Sub-Total						**15**	**46**	**61**	**34**	**18**	**52**	**515**
TAZ 3												
SFS 3	City of Santa Fe Springs	EC & Assoc. / APN: 8168-023-048	Mfg.	12.731	TSF	7	2	9	3	6	9	70
TAZ 3 Sub-Total						**7**	**2**	**9**	**3**	**6**	**9**	**70**
Total Cumulative Project Developments Trip Generation						**24**	**56**	**80**	**45**	**29**	**74**	**717**

[1] *Unincorporated County of Los Angeles Cumulative Projects Source:*
https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public. Accessed May 2024.
City of Santa Fe Springs Cumulative Projects Source:
https://experience.arcgis.com/experience/a140df3bb4d44fa4a5d1f721efdbad8c/. Accessed May 2024.
[2] *Source*: ITE Trip Generation Manual (11th Edition, 2021).

A location map of the proposed project and cumulative projects is shown on **Exhibit 3-4.**

The cumulative projects' AM and PM peak hour intersection turning movement volumes are shown on **Exhibit 3-5.**

In reality, some of the cumulative projects may be downsized or may not be developed by the project opening year (2026). In addition, many of the cumulative projects have been or will be subject to a variety of mitigation measures that will reduce the potential environmental impacts associated with those projects. However, those mitigation measures have not been taken into account in projecting the environmental impact of the related projects. Therefore, the cumulative analyses set forth below are conservative and could result in greater impacts than actually anticipated.

3.4 Project Opening Year (2026) Without Project Conditions Traffic Volumes

Project Opening Year (2026) Without Project Conditions traffic volumes consists of existing traffic volumes that have been adjusted with a growth factor of 1.0043, plus traffic generated by cumulative projects.

Project Opening Year (2026) Without Project Conditions traffic volumes are depicted in **Exhibit 3-6**.

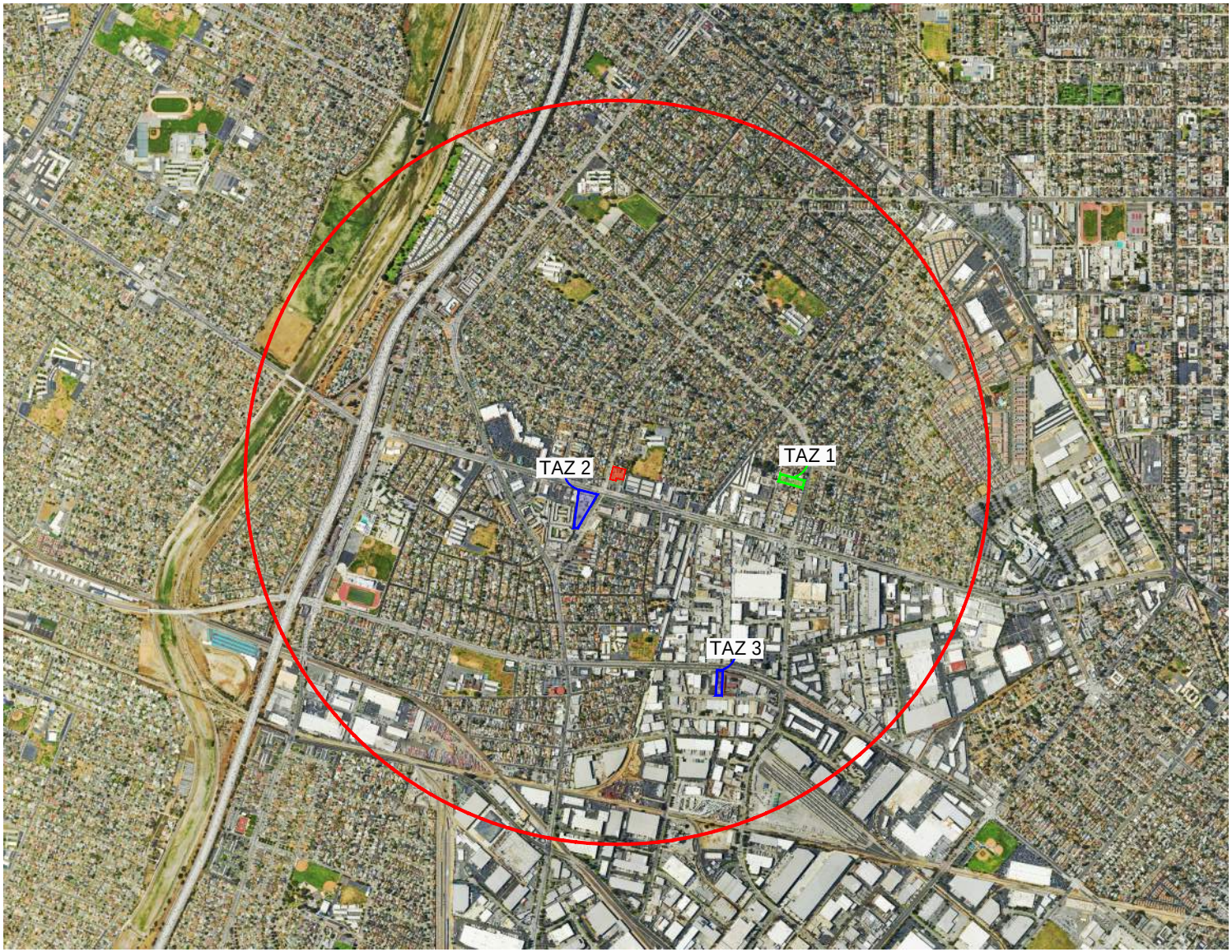
3.5 Project Opening Year (2026) With Project Conditions Traffic Volumes

Project Opening Year (2026) With Project Conditions traffic volumes consists of existing traffic volumes that have been adjusted with a growth factor of 1.0043, plus traffic generated by cumulative projects and the proposed project.

Project Opening Year (2026) With Project Conditions traffic volumes are depicted in **Exhibit 3-7**.

Exhibit 3-4

Cumulative Projects Location Map



Legend:

- = Project Site
- = 1-Mile Radius Buffer
- = Unincorprated County of Los Angeles Cumulative Projects
- = City of Santa Fe Springs Cumulative Projects

N

NOTE: Additional information and detail about the cumulative projects is provided in Table 4-3.

Exhibit 3-5

Cumulative Projects Volumes

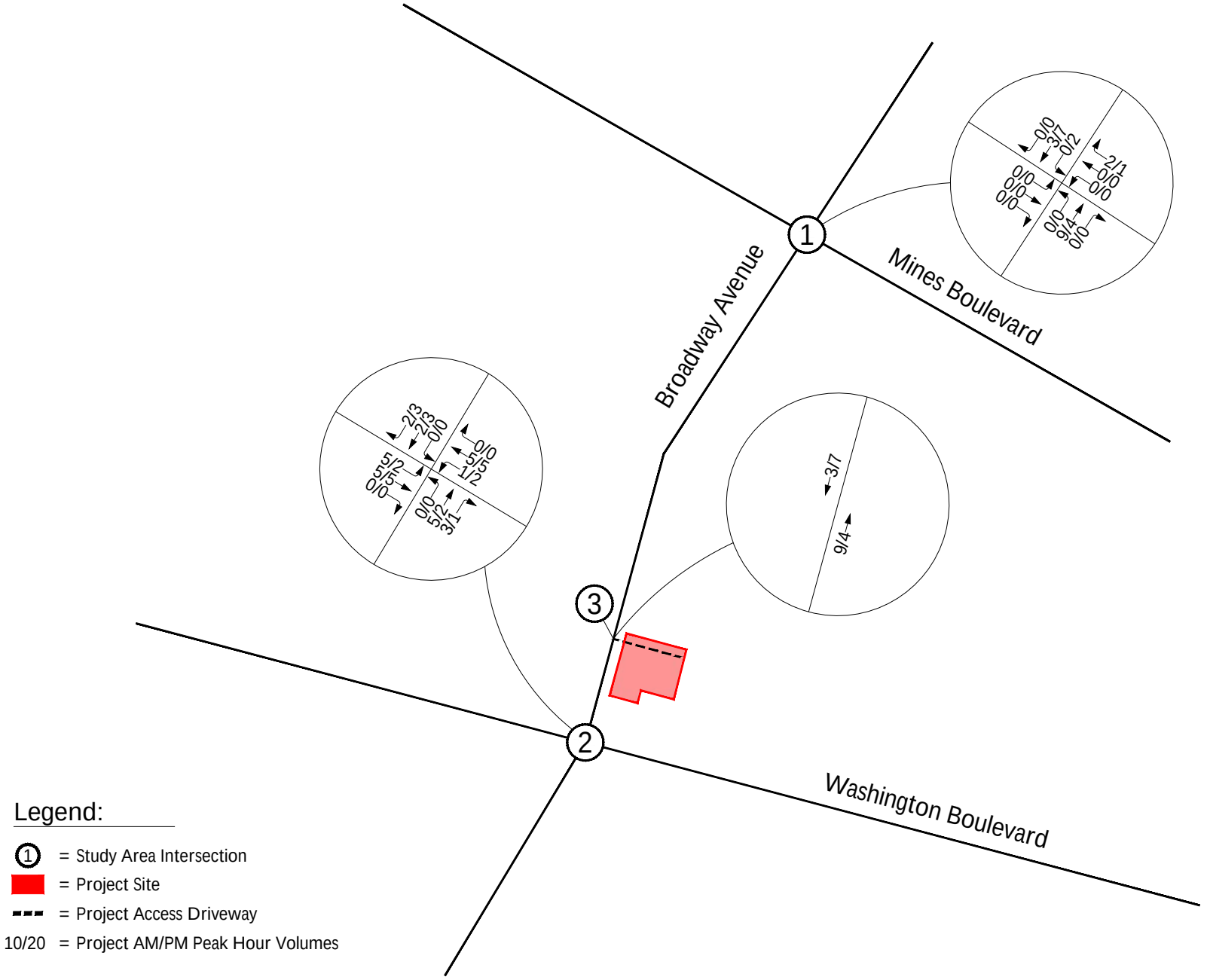


Exhibit 3-6

Project Opening Year (2026) Without Project Conditions Traffic Volumes

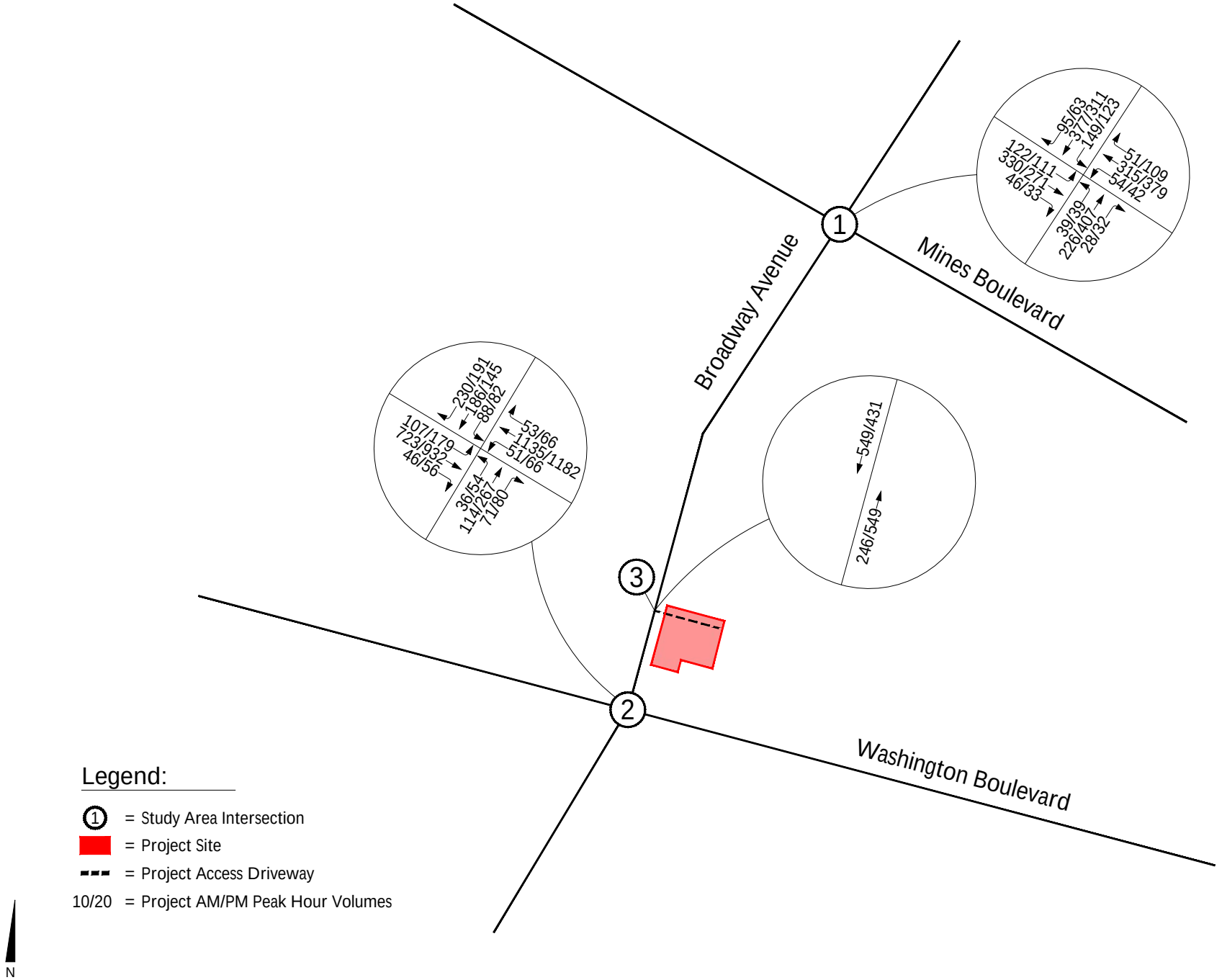
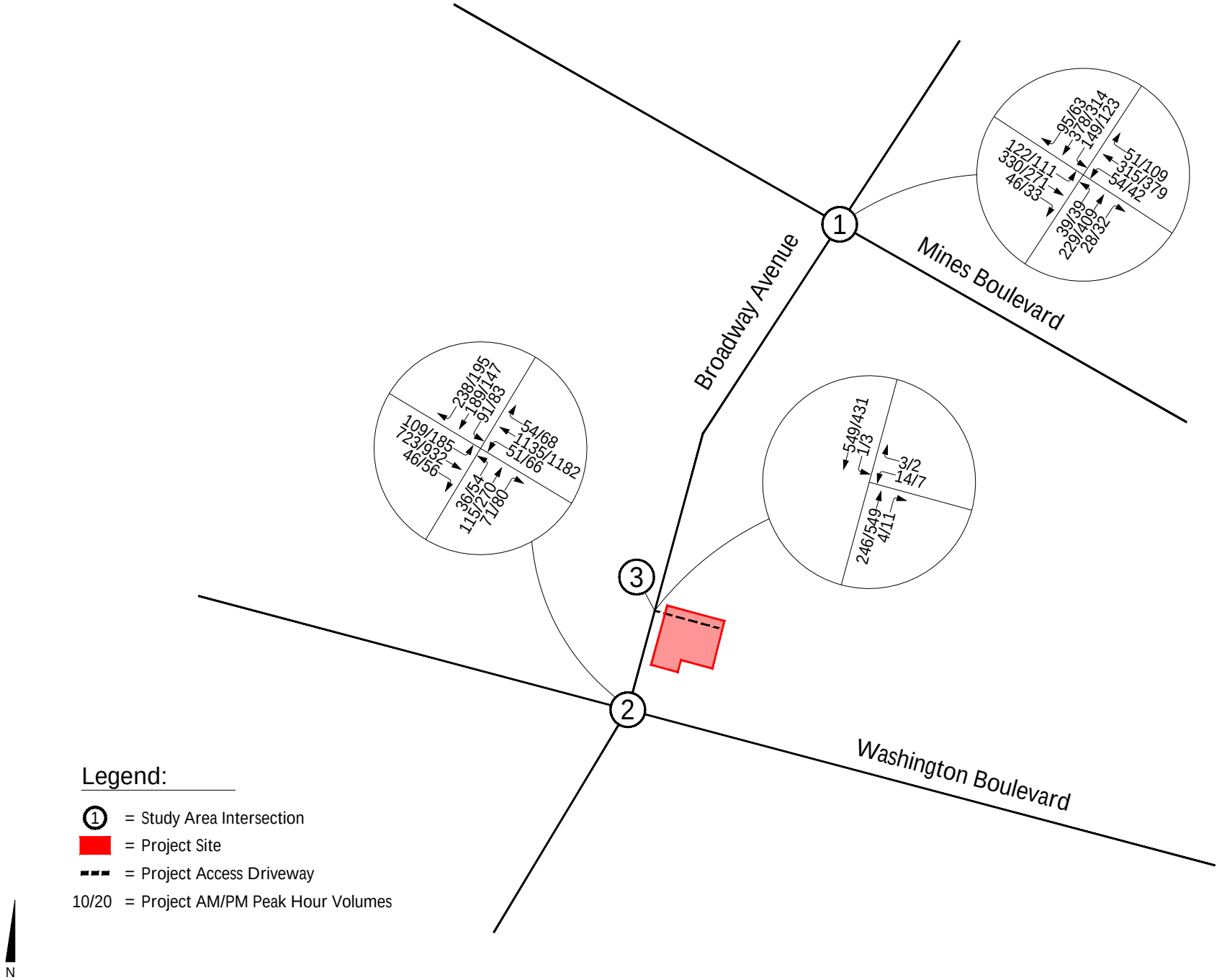


Exhibit 3-7

Project Opening Year (2026) With Project Conditions Traffic Volumes



4.0 CEQA Vehicle Miles Traveled (VMT) Analysis

Los Angeles County Public Works Transportation Impact Analysis Guidelines, dated July 23, 2020 provides recommendations in the form of thresholds of significance and methodology for identifying VMT related impacts. The proposed project is subjected to a VMT analysis and will adhere to the recommendations and practices described in the County's guidelines.

4.1 Vehicle Miles Traveled (VMT) Screening Criteria

Per the County of LOS Angeles Guidelines, a development project may need to be assessed for VMT impacts if the project conflicts or is inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1). The County's guidelines provide screening and impact criteria to determine if the project conflicts or is inconsistent with CEQA guidelines. If the proposed project meets any of the following VMT screening criteria, the proposed project should be expected to have a less than significant impact without conducting a detailed project-level assessment:

- Non-Retail Project Trip Generation Screening Criteria: Project generates less than 110 Net Daily Trips.
- Retail Project Site Plan Screening Criteria: Project is a local serving retail land use with less than 50,000 Square Feet of Gross Floor Area.
- Proximity to Transit Based Screening Criteria: Project is located near a major transit stop or high-quality transit corridor, AND the following is true:
    - Project has an FAR Ratio is Greater than 0.75,
    - Project does not provide more parking than required by the County Code, and
    - Project is consistent the SCAG RTP/SCS.
- Residential Land Use Based Screening Criteria: Project is 100% affordable housing.

4.2 VMT Screening Assessment

The County of Los Angeles VMT Tool Version 1.0 was utilized to determine if the project meets any of the screening criteria discussed above, and is provided in **Appendix C**. As shown in Appendix C, the project does not meet any of the VMT screening criteria. As such, additional VMT analysis is required.

4.3 Vehicle Miles Traveled (VMT) Impact Criteria

The project has a potentially significant VMT impact if the project residential VMT per capita exceeds 16.8% below the existing residential VMT per capita for the Baseline Area in which the project is located. The project is located within the South County Baseline Area. As per Table 3.1.3.-1 of the County guidelines, the residential VMT per capita for the South County Baseline Area is 12.7 residential VMT per capita. Thus, as per Table 3.1.3.-2 of the County guidelines, a residential VMT per capita that exceeds 10.6 residential VMT per capita (i.e., 16.8% below 12.7 residential VMT per capita) would result in a significant environmental impact.

4.4 Project VMT Impact Assessment

The County of Los Angeles VMT Tool Version 1.0 was utilized to determine the Project VMT. **Table 4-1** summarizes the findings of the VMT impact assessment.

Table 4-1
Project VMT Impact Assessment

Project TAZ	Analysis Year	Residential VMT Per Capita
21839300	2024	11.2
County of Los Angeles (South County) Residential VMT Threshold		**10.6**
Percent (%) of Project VMT that Exceeds Threshold		**5.7%**
Requires Mitigation?		**Yes**

As shown in Table 4-1, the project 's VMT is 11.2 residential VMT per capita, which exceeds the County of Los Angeles (South County)'s efficiency-based residential VMT of 10.6 residential VMT per capita by approximately 5.7%. As such, VMT mitigation measures are required to reduce the project's impact to a less than significant level.

4.5 CAPCOA Transportation Demand Management Measures

The *California Air Pollution Control Officers Association Handbook for Analyzing Greenhouse Gas Emission Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity, dated December 2021 (2021 CAPCOA Handbook)* identifies thirty (30) quantifiable transportation demand management (TDM) measures for the purposes of mitigating VMT impacts. Each measure is categorized by its subsector (i.e., Land Use, Trip Reduction Programs, Parking or Road Pricing Management, Neighborhood Design, and/or Clean Vehicles and Fuels) and its scale of application (i.e., Project / Site and Plan / Community).

It should be noted that the 2021 CAPCOA Handbook does not allow for the VMT reductions of transportation measures from different scales of application to be combined. While it may be possible that a project may involve measures that affect vehicle trips or VMT at both scales, it is likely that combining the percent reduction from measures of different scales would not be valid.

4.6 Recommended CAPCOA TDM Measures

RK evaluated each quantifiable TDM measure per the 2021 CAPCOA Handbook based on the measure's scale of application and the measure's applicability/feasibility for the Project. It should be noted that due to the Project's scale, only measures categorized as Project/Site for its scale of application was considered.

RK recommends the following two (2) CAPCOA TDM measures:

- **T-1: Increase Residential Density**
- **T-4: Integrate Affordable and Below Market Rate Housing**

The specific implementation of each measure is described below:

T-1: Increase Residential Density

The project would naturally achieve a VMT reduction due to its characteristics, which builds residential homes at a high density. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in VMT.

As previously discussed, the project is located at APN 8173-023-020 and 8173-023-021.The County of Los Angeles parcel map for APNs 8173-023-020 and 8173-023-021.is provided in **Appendix D.** As shown in Appendix D, APNs 8173-023-020 and 8173-023-021 are approximately 19,430 square feet (SF) and 17,870 SF, respectively. Hence, the entire lot size is approximately 37,300 SF or 0.86 acres.

The County of Los Angeles VMT Tool Version 1.0, which was utilized to determine VMT impacts, did not provide the residential density. As such, the residential density of 9.1 DU/acres provided by the CAPCOA Handbook was utilized. It should be noted that the Project is significantly denser than the local surrounding neighborhood, which is predominantly comprised of single-family homes, and that the CAPCOA residential density of 9.1 DU/acres would therefore provide a conservative analysis.

Based on a total 60 DU count and a 0.86 lot acreage, the Project has a residential density of approximately 69.8 DU/acres, which results in a calculated 146.7% reduction for a maximum allowable VMT reduction of 30%. It should be noted that since this VMT reduction is a result of the project's characteristics, no additional implementation requirements are necessary.

T-4: Integrate Affordable and Below Market Rate Housing

California Department of Housing and Community Development (2021) defines lower-income as 80 percent if area median income or below, and affordable housing as costing 30% of gross household income or less. To fulfill the requirements for Measure T-4, the project shall provide seven (7) affordable housing dwelling units, which will be **permanently** dedicated as affordable units per CAPCOA requirements. The project proposes to build a total of 60 dwelling units, which would result in a total of 11.7% of the dwelling units that are permanently dedicated as affordable. The application of this individual measure would result in a VMT reduction of 3.3%.

Calculated VMT Reduction

Table 4-2 identifies the TDM measures that are applicable to the project and summarizes the calculated VMT reduction associated with each TDM measure for each scale of application and subsector. The VMT reduction calculations for each TDM measure per the 2021 CAPCOA Handbook are provided in **Appendix E. As shown in Table 4-2, these two (2) TDM measures results in a VMT reduction of approximately 32.3%, which would effectively mitigate the Project VMT per capita to less than significant levels.**

Table 4-3
VMT Reduction Calculations Summary[1]

TDM Measure	Scale of Application	2021 CAPCOA Handbook Pages	Calculated Reduction in VMT (%)	Maximum Allowable Reduction in VMT (%)	VMT Reduction Credit (%)
Land Use Subsector					
T-1 Increase Residential Density	Project/Site	70-72	146.7%	30.0%	30.0%
T-4: Integrate Affordable and Below Market Rate Housing	Project/Site	80-82	3.3%	28.6%	3.3%
Total VMT Reduction (%) for Land Use Subsector[2]				**65.0%**	**32.3%**
Total VMT Reduction (%) Across Subsectors[3]					**32.3%**

[1] Source: *California Air Pollution Control Officers Association Handbook for Analyzing Greenhouse Gas Emission Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA Handbook), dated December 2021.

[2] Per the 2021 CAPCOA Handbook, effectiveness levels for multiple measures within a subsector are multiplied to determine a combined effectiveness level. This takes the following form: Reduction $_{subsector}$ = 1 - [(1 - A) * (1 - B) * (1 - C)]
where A, B, and C are the individual measure reduction percentages for the measures to be combined in each subsector.
Based on the equation above, the VMT calculation within the subsector are as follows:

Reduction $_{subsector}$ = 1 - [(1 – A_{T-1}) * (1 - B_{T-2})]
Reduction $_{subsector}$ = 1 - [(1 - 0.3) * (1 - 0.033)]
Reduction $_{subsector}$ = 1 - (0.7 * 0.967)
Reduction $_{subsector}$ = 1 - 0.6769 = 0.3231 =32.31% ≈ **32.3%**

[3] Per the 2021 CAPCOA Handbook, effectiveness levels for multiple measures across a subsector are multiplied to determine a combined effectiveness level. This takes the following form: Reduction $_{multi\text{-}subsector}$ = 1 - [(1 - Land) * (1 - Design) * (1 - Parking) *(1-Transit)] ≤70%
Based on the equation above, the VMT calculations across the subsector are as follows:

Reduction $_{multi\text{-}subsector}$ = 1 - [(1 – 0.3364) * (1 - 0) * (1 – 0) *(1-0)]
Reduction $_{multi\text{-}subsector}$ = 1 - 0.6769 = 0.3231 =32.31% ≈ **32.3%**

5.0 Operational Analysis

This section of the report provides a comprehensive queuing analysis conducted for the study area for each analysis scenario. Project access is considered constrained if the project's traffic would contribute to unacceptable queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as spill over from turn pockets into through lanes and/or spillover into intersections.

5.1 Traffic Access Management Analysis Screening Criteria

For development projects, if the answer is "yes" to the following questions, further analysis may be required to assess whether the project would affect project access and circulation:

- Is the project required to submit a Transportation Impact Analysis?
- Does the development project involve a discretionary action that would be reviewed the Department of Regional Planning?

5.2 Traffic Access Management Analysis Screening Assessment

Because the project is required to submit a Transportation Impact Analysis, the project does not meet the screening criteria and is therefore required to conduct a traffic access management. As such, a HCM 7 95th percentile queue evaluation was conducted to evaluate the project's expected access and circulation analysis utilizing PTV Vistro analysis software. Existing traffic signal timing sheets have been incorporated into Vistro and are provided in Appendix F. Queue lengths have been reported for the following project-only turning movements:

Intersection #1 – Broadway Avenue (N/S) at Mines Boulevard (E/W)

- Northbound Through
- Southbound Through

Intersection #2 – Broadway Avenue (N/S) at Washington Boulevard (E/W)

- Northbound Shared Through/Left/Right *(Existing Conditions Only)*
- Northbound Through *(Project Opening Year [2026] With Project Conditions Only)*
- Southbound Through/Left-Turn *(Existing Conditions Only)*
- Southbound Through/Right-Turn *(Existing Conditions Only)*
- Southbound Left-Turn *(Project Opening Year [2026] With Project Conditions Only)*
- Southbound Through *(Project Opening Year [2026] With Project Conditions Only)*
- Southbound Right-Turn *(Project Opening Year [2026] With Project Conditions Only)*

- Eastbound Left Turn
- Westbound Through/Right-Turn

Intersection #3 – Broadway Avenue (N/S) at Project Access Driveway (E/W)

- Northbound Shared Through/Right-Turn
- Southbound Shared Through/Left-Turn

5.3 Existing Conditions Queue Analysis

The queue analysis under Existing Conditions has been performed for the existing seven (7) turning movements. Detailed Vistro worksheets for Existing Conditions are included in **Appendix G**. **Table 5-1** shows the results of the queue analysis under Existing Conditions.

Table 5-1
Study Intersection Queue Analysis Summary
Existing Conditions

Intersection	Movement	Existing Storage Length Per Lane (Feet)[2]	95th Percentile Queue Length (Feet)		Adequate Storage Provided?	
			AM	PM	AM	PM
1. Broadway Avenue (N/S) at Mines Boulevard (E/W)	Northbound Through	225	92	149	Yes	Yes
	Southbound Through	235	195	125	Yes	Yes
2. Broadway Avenue (N/S) at Washington Boulevard (E/W)	Northbound Shared Through/Left/Right	1,145	299	461	Yes	Yes
	Southbound Through/Left-Turn	482	261	168	Yes	Yes
	Southbound Through/Right-Turn	482	353	263	Yes	Yes
	Eastbound Left-Turn	100	**146**	**250**	No	No
	Westbound Through/Right-Turn	750	457	593	Yes	Yes
3. Broadway Avenue (N/S) at Project Access Driveway (E/W)	Northbound Shared Through/Right-Turn	--	*Does Not Currently Exist*			
	Southbound Shared Through/Left-Turn	--	*Does Not Currently Exist*			

[1] Queue lengths reported for intersection based on PTV Vistro Software

[2] Storage length for turning movements with dedicated turn lanes is measured as the length of the turn lanes. Storage length for through movements and turning movements without dedicated turn lanes is measured as the distance to the next intersection.

As shown in Table 5-1, the 95th percentile queues are satisfied for all turning movements except for the following turning movement:

Intersection #2 – Broadway Avenue (N/S) at Washington Boulevard (E/W)

- Eastbound Left-Turn (AM & PM Peak Hours)

The remaining existing six (6) turning movements have queues that are adequately accommodated by the existing storage provided. It should be noted that the identified movements at Intersection #3 do not exist under existing conditions, and that no queues are currently generated due to the lack of conflicting movements.

5.4 Project Opening Year (2026) With Project Conditions Queue Analysis

The queue analysis under Project Opening Year (2026) With Project Conditions has been performed the nine (9) project-only turning movements. Detailed Vistro worksheets for Project Opening Year (2026) With Project Conditions are included in **Appendix H**. **Table 5-2** shows the results of the queue analysis under Opening Year (2026) With Project Conditions.

Table 5-2
Study Intersection Queue Analysis Summary
Project Opening Year (2026) With Project Conditions

Intersection		Movement	Existing/ Proposed Storage Length Per Lane (Feet)[2]	95th Percentile Queue Length (Feet)		Adequate Storage Provided?	
				AM	PM	AM	PM
1.	Broadway Avenue (N/S) at Mines Boulevard (E/W)	Northbound Through	225	97	153	Yes	Yes
		Southbound Through	235	198	130	Yes	Yes
2.	Broadway Avenue (N/S) at Washington Boulevard (E/W)	Northbound Through	1,145	140	282	Yes	Yes
		Southbound Left-Turn	130[3]	126	112	Yes	Yes
		Southbound Through	482	230	157	Yes	Yes
		Southbound Right-Turn	300[3]	300	213	Yes	Yes
		Eastbound Left-Turn	100	**156**	**265**	No	No
		Westbound Through/Right-Turn	750	370	505	Yes	Yes
3.	Broadway Avenue (N/S) at Project Access Driveway (E/W)	Northbound Shared Through/Right-Turn	330	0	0	Yes	Yes
		Southbound Shared Through/Left-Turn	105	0	0	Yes	Yes

[1] Queue lengths reported for intersection based on PTV Vistro Software

[2] Storage length for turning movements with dedicated turn lanes is measured as the length of the turn lanes. Storage length for through movements and turning movements without dedicated turn lanes is measured as the distance to the next intersection.

[3] Recommended storage length for planned turning movements, which do not exist under Existing Conditions. The recommended lengths are based on the forecasted 95th percentile queues.

As shown in Table 5-2, the 95th percentile queues are satisfied for all turning movements except for the following turning movement:

Intersection #2 – Broadway Avenue (N/S) at Washington Boulevard (E/W)

- Eastbound Left-Turn (AM & PM Peak Hours)

The remaining nine (9) turning movements have queues that are adequately accommodated by the existing storage provided.

5.5 Queue Analysis Findings and Recommendations

Based on the results of the queue evaluation, the following turning movement does not provide adequate storage capacity under Existing Conditions and Project Opening Year (2026) With Project Conditions:

Intersection #2 – Broadway Avenue (N/S) at Washington Boulevard (E/W)

- Eastbound Left-Turn (AM & PM Peak Hours)

Per discussion with County of Los Angeles Staff, RK recommends the following improvements to accommodate the 95th percentile queue length:

- Remove approximately 5 feet of existing yellow median striping and 45 feet of existing dashed white lane striping, and paint a "Keep Clear" area in front of the Vanport Avenue intersection.

- Modify the left-turn lane at Intersection #2 by installing double-double yellow striping that is the same width as the physical raised island which will be extended to the end of the "Keep Clear" area and extending the Detail 38 to the end of the "Keep Clear" area.

- Remove the existing second left-turn pavement marking located at the end of the existing eastbound left-turn lane at Intersection #2 and install a new left-turn pavement marking at the end of the proposed extended eastbound left-turn lane at Intersection #2.

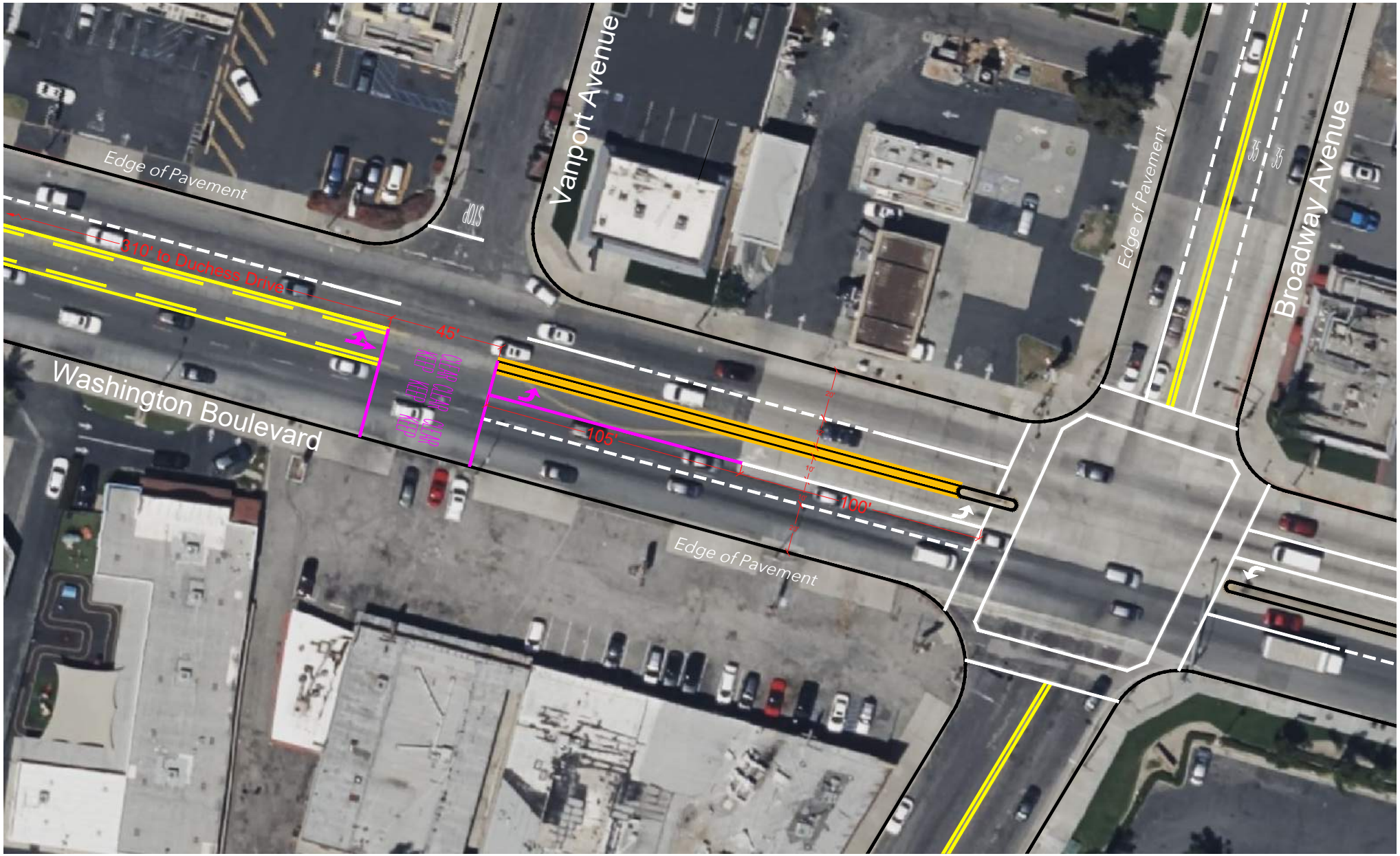
- Install a through/left-turn pavement marking west of Vanport Avenue.

Exhibit 5-1 illustrates the improvements identified above.

As directed by the County, the Project is responsible for 100% of the cost for these recommended improvements.

Exhibit 5-1

Conceptual Roadway Improvements



Note: The white and yellow striping illustrated above represents existing striping.

Legend:

= Proposed White Striping

= Proposed Double Double Yellow Striping

N

Not to Scale

6.0 Construction Phase Analysis

The following section of this report analyzes the potential impacts that the project's construction activities and associated major in-street improvements may have in regard to existing pedestrian, bicycle, transit, or vehicle circulation.

6.1 Construction Phase Analysis Screening Criteria

Per Section 4.2.2 of the County's Guidelines, if the answer is "Yes" to any of the following questions stated below, further analysis will be required to assess if the project could negatively affect existing pedestrian, bicycle, transit, or vehicle circulation:

- For projects that require construction activities to take place within the right-of-way of a highway, would it be necessary to close any temporary lanes, alleys, or streets for more than one day (including day and evening hours, and overnight closures if on a residential street)?

- For projects that require construction activities to take place within the right-of-way of a Local Street, would it be necessary to temporarily close any lanes, alleys, or streets for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?

- Would in-street construction activities result in the loss of any vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?

- Would in-street construction activities result in the loss of any ADA access to an existing transit station, stop, or facility (e.g., layover zone)?

- Would in-street construction activities restrict access to any bus stops for more than one day, or necessitate any rerouting of a bus route?

- Would construction of a project interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas?

6.2 Construction Phase Analysis Screening Assessment

The proposed project is located within the Gateway Planning Area of Unincorporated Los Angeles County. Primary access to the transportation network is facilitated through Washington Boulevard and Broadway Avenue. Furthermore, Broadway Avenue currently serves Sunshine Shuttle Route C and Washington Boulevard currently serves Montebello Bus Line Route 50. As previously discussed,

Broadway Avenue is identified as an existing Class II bike route; Mines Boulevard is identified as an existing Class II Bike Lanes; and no bicycle facilities exist along Washington Boulevard. Lastly, there is one (1) residential home adjacent to the project site located directly north.

The following are responses to the circumstances for assessment:

1. **No**, the project would not require construction activities to take place within the right-of-way of a highway that would require to close any temporary lanes, alleys, or streets for more than one day.

2. **No**, the project would not require construction activities to take place within the right-of-way of a Local Street that would require to temporarily close any lanes, alleys, or streets for more than seven days.

3. **No**, in-street construction activities (i.e., restriping of eastbound left-turn at Intersection 1) would not result in the loss of any vehicle, bicycle, or pedestrian access for more than one day.

4. **No**, in-street construction activities (i.e., restriping of eastbound left-turn at Intersection 1) would not result in the loss of any ADA access to an existing transit station, stop, or facility.

5. **No**, in-street construction activities (i.e., restriping of eastbound left-turn at Intersection 1) would not restrict access to any bus stops for more than one day, or necessitate any rerouting of a bus route.

6. **No**, construction of a project would not interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas.

As such, the Project screens out of a Construction Phase Analysis and no further analysis is required.

7.0 Local Residential Street Cut-Through Analysis

Per Section 4.3 of the County's Guidelines, development and transportation projects may be required to conduct a Local Residential Street Cut-Through (LRSTM) Analysis. The objective of a LRSTM analysis is to determine whether the potential increases in average daily traffic (ADT) volumes on designated local residential streets, produced by a project, may adversely affect the character and function of those streets.

The potential increase in ADT generated by developments or transportation projects upon designated local residential streets are classified as cut-through trips. Cut-through trips can be defined as vehicular traffic passing through a designated local residential street without stopping or without an origin or destination within the area. Such traffic utilizes a local residential street rather than highways whose primary function is to accommodate through traffic.

7.1 LRSTM Screening Criteria

Per Section 4.3.2.1 of the County's Guidelines, if the answer is yes to the following questions, further analysis may be required to assess whether the project would negatively affect residential streets:

- Is the project required to submit a Transportation Impact Analysis?
- Does the development project involve a discretionary action that would be reviewed by the Department of Regional Planning?

The proposed project is subject to submit a Transportation Impact Analysis and is expected to have a discretionary action prior to approval. The County Guidelines also identify the following three (3) circumstances to be assessed for analysis:

- The project is located along a current Limited Secondary, Secondary, Major, Parkway, Expressway per the County's General Plan and the study intersections under project build-out conditions operate at a peak hour LOS E or LOS F.
- The project has the potential, based on connectivity to the roadway network, to add automobile traffic to the alternative local residential street route(s) during peak hours.

7.2 Study Intersection Peak Hour Level of Service Analysis Methodology

In accordance with the *Los Angeles County Public Works Transportation Impact Analysis Guidelines,* dated July 23, 2020 (TIA Guidelines), the Highway Capacity Manual Seventh Edition (HCM 7) is utilized as the technical guide in the evaluation of traffic operations.

The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of factors such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted. The definitions of level of service for interrupted flow (flow regulated by the existence of traffic control devices) are:

- **LOS A** (Free Flow / Insignificant Delays) describes traffic operations in which progression is exceptionally favorable or the cycle length is extremely short. Generally, LOS A operations for signalized intersections tend to result in most vehicles arriving during the green phase and traveling through the intersection without stopping.

- **LOS B** (Stable Operation / Minimal Delays) describes traffic operations in which progression slightly diminishes but is still considered highly favorable and the cycle length is short. Vehicles stop more often causing a marginal increase in average delay.

- **LOS C** (Stable Operation / Acceptable Delays) describes traffic operations in which progression is favorable and the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Many vehicles still past through the intersection but a significant number of vehicles are stopping. Average delay is fair.

- **LOS D** (Approaching Unstable / Tolerable Delays) describes traffic operations in which progression is ineffective and/or cycle length is long. Considerable amount of vehicles stop and individual cycle failures are noticeable. Average delay is adequate.

- **LOS E** (Unstable Operation / Significant Delays) describes traffic operations in which progression is unfavorable and the cycle length is exceedingly long. Individual cycle failures are frequent. Average delay is high.

- **LOS F** (Forced Flow / Excessive Delays) describes traffic operations in which progression is extremely poor and the cycle length is extremely long. Most cycles fail to clear the queue. Average delay is vast.

For this study, the HCM level of service grades will be determined utilizing the HCM 7 methodology and PTV Vistro analysis software. As previously mentioned in Section 5.0, existing traffic signal timing sheets have been incorporated into Vistro and are provided in Appendix F.

7.3 Existing Conditions Level of Service

Existing Conditions LOS calculations for the existing study intersections are reported in **Table 7-1** and are based on the weekday AM and PM peak hour existing traffic volumes shown in Exhibit 2-2 and the existing traffic controls & intersection geometrics shown in Exhibit 2-1A.

Table 7-1
Study Intersection LOS Analysis Summary
Existing Conditions

Study Intersection	Traffic Control[1]	Methodology	Acceptable LOS	Delay (sec/veh)[2,3]		Level of Service	
				AM	PM	AM	PM
1. Broadway Avenue (N/S) at Mines Boulevard (E/W)	TS	HCM 7	D	25.3	24.1	C	C
2. Broadway Avenue (N/S) at Washington Boulevard (E/W)	TS	HCM 7	D	30.4	37.6	C	D
3. Broadway Avenue (N/S) at Project Access Driveway (E/W)	CSS	HCM 7	D	*Does Not Currently Exist*			

[1] CSS = Cross-Street Stop.
TS = Traffic Signal

[2] Deficient operation shown in **Bold**.

[3] HCM Analysis Software: PTV Vistro Software

As shown in Table 7-1, the existing study intersections are currently operating at an acceptable LOS D or better during the AM and PM peak hours under Existing Conditions. Detailed LOS Analysis worksheets for Existing Conditions are included in Appendix G.

7.4 Project Opening Year (2026) With Project Conditions Level of Service

Project Opening Year (2026) With Project Conditions LOS calculations for the three (3) study intersections are reported in **Table 7-2** and are based on the Project Opening Year (2026) With Project Conditions traffic volumes shown in Exhibit 3-7 and the future planned traffic controls & intersection geometrics shown in Exhibit 2-1B.

Table 7-2
Study Intersection LOS Analysis Summary
Project Opening Year (2026) With Project Conditions

Study Intersection	Traffic Control[1]	Methodology	Acceptable LOS	Delay (sec/veh)[2,3]		Level of Service	
				AM	PM	AM	PM
1. Broadway Avenue (N/S) at Mines Boulevard (E/W)	TS	HCM 7	D	25.2	24.0	C	C
2. Broadway Avenue (N/S) at Washington Boulevard (E/W)	TS	HCM 7	D	25.3	30.7	C	D
3. Broadway Avenue (N/S) at Project Access Driveway (E/W)	CSS	HCM 7	D	12.4	15.3	B	C

[1] CSS = Cross-Street Stop.
TS = Traffic Signal

[2] Deficient operation shown in **Bold**.

[3] HCM Analysis Software: PTV Vistro Software

As shown in Table 7-2, the study intersections are forecast to continue to operate at an acceptable LOS C or better during the AM and PM peak hours under Project Opening Year (2026) With Project Conditions. Detailed LOS Analysis worksheets for Project Opening Year (2026) With Project Conditions are included in Appendix H.

7.5 LRSTM Screening Assessment

The following are responses to the three (3) circumstances for assessment:

1. All study intersections are forecast to continue operating at acceptable levels of service (LOS D or better) under Project Opening Year (2026) With Project Conditions for both AM and PM peak hours. As a result, the existing roadway facilities will be able to accommodate the proposed project and not encourage motorists to utilize alternative routes.
2. Based on the project's trip distribution, the project is not expected to add automobile traffic to alternative local residential street route(s) during peak hours.
3. There are no local residential streets in the vicinity of the projects that are expected to be viable alternative routes based on the direction of travel that traffic generated by the project is forecast to go.

Based on the project's trip distribution, site location, and forecasted LOS results, the proposed project is not expected to generate local residential cut-through traffic. Hence further residential cut-through traffic analysis is not required for the proposed project.

8.0 Additional Site Access Analysis

Per Section 4.4 of the County's guidelines, project access and circulation constraints related to the site plan and access to and from the project site may be analyzed separately from the Transportation Impact Analysis. The following section of this report analyzes whether additional site access analysis would be required per the County's screening criteria.

8.1 Additional Site Access Analysis Screening Criteria

If the answer is "yes" to the following question, a traffic access management study may be required to assess the project site access requirements:

- Would the project provide a driveway on a rural cross section two-lane highway per the County's General Plan?

If the answer is "yes" to the following question, a traffic queuing analysis may be required to assess the project site access requirements:

- Does the project's land use require vehicles to queue on-site?

If the answer is "yes" to the following question, a traffic event management study may be required to assess the project site access requirements:

- Does the project's land use include intermittent events which may exceed the supply of on-site parking?

8.2 Additional Site Access Analysis Screening Assessment

Because the project does not provide a driveway on a rural cross-section two-lane highway, does not require vehicles to queue on-site, and does not include intermittent events which may exceed the supply of on-site parking, the project screens out of a traffic access management study, a traffic queuing analysis, and a traffic event management study. As such, no additional site access analysis is required.

9.0 Findings and Recommendations

The purpose of this traffic impact study is to evaluate the Washington Avenue at Broadway Avenue Multifamily Residential Project from a traffic and circulation standpoint and to determine whether the Project has a significant traffic impact. This traffic study has been conducted pursuant to the *Los Angeles County Public Works Transportation Impact Analysis Guidelines,* dated July 23, 2020 (TIA Guidelines) and the California Environmental Quality Act (CEQA) requirements.

9.1 Site Location & Project Description Summary

The Washington Boulevard at Broadway Avenue Multifamily Residential Project (hereinafter referred to as "project") is located within the Gateway Planning Area of Unincorporated Los Angeles County and within Los Angeles County Supervisorial District #4. Specifically, the site project is located at 7914 Broadway Avenue, generally located near the intersection of Broadway Avenue and Washington Boulevard.

The project characteristics are as follows:

- Assessor's Parcel Numbers (APN): 8173-023-020 and 8173-023-021
- Project's Type w/ID#: (R) 85860326429
- Project's RPPL#: RPPL2023003948
- Project's Assigned DRP Planner: Mr. Carl Nadela

The project proposes to raze the existing single-family residence and construct a five-story multifamily apartment building consisting of sixty (60) dwelling units (DU) which includes seven (7) affordable housing DU. Access to the project is proposed via one (1) full-access unsignalized driveway located along Broadway Avenue. A total of 81 on-site parking spaces are proposed. The project is planned to open in 2026 and will be evaluated in one (1) single phase.

9.2 Traffic Study Area & Analysis Scenarios Summary

The study area consists of two (2) off-site study intersections and one (1) project access driveway as listed below. All study intersections are located within the Unincorporated County of Los Angeles:

1. Broadway Avenue (N/S) at Mines Boulevard (E/W);
2. Broadway Avenue (N/S) at Washington Boulevard (E/W); and
3. Broadway Avenue (N/S) at Project Access Driveway (E/W) [FUTURE INTERSECTION].

The analysis evaluates traffic conditions of the three (3) study intersections for the following scenarios during the weekday (7:00 AM to 9:00 AM) and weekday PM (4:00 PM to 6:00 PM) peak periods, in accordance with the applicable jurisdictional traffic impact analysis guidelines for the Unincorporated County of Los Angeles.

- Existing Conditions; and
- Opening Year (2026) With Project Conditions.

9.3 Project Trip Generation Summary

The project is proposing to construct a five-story multifamily apartment building consisting of sixty (60) dwelling units (DU) which includes seven (7) affordable housing DU. As such, ITE Land Use Code 221: Multifamily Housing (Mid-Rise) trip rates are the most appropriate for this land use. Based on ITE Land Use Code 221, the project is forecast to generate approximately 272 daily trips with approximately 22 trips during the AM peak hour and approximately 23 trips during the PM peak hour.

9.4 CEQA VMT Analysis Summary

The project's VMT is 11.2 residential VMT per capita, which exceeds the County of Los Angeles (South County)'s efficiency-based residential VMT of 10.6 residential VMT per capita by approximately 5.7%. As such, VMT mitigation measures are required to reduce the project's impact to less than significant. RK evaluated each quantifiable TDM measure per the 2021 CAPCOA Handbook based on the measure's scale of application and the measure's applicability/feasibility for the Project. It should be noted that due to the Project's scale, only measures categorized as Project/Site for its scale of application was considered.

RK recommends the following two (2) CAPCOA TDM measures reduce the Project' VMT per capita by approximately 32.3%, which would effectively mitigate the Project VMT per capita to less than significant levels.

- **T-1: Increase Residential Density**
- **T-4: Integrate Affordable and Below Market Rate Housing**

9.5 Operational Analysis Summary

Based on the results of the queue evaluation, the following turning movement do not provide adequate storage capacity under all analysis scenarios:

Intersection #2 – Broadway Avenue (N/S) at Washington Boulevard (E/W)

- Eastbound Left-Turn (AM & PM Peak Hours)

As such, the following improvements are recommended to accommodate the 95th percentile queue length:

- Remove approximately 5 feet of existing yellow median striping and 45 feet of existing dashed white lane striping, and paint a "Keep Clear" area in front of the Vanport Avenue intersection.

- Modify the left-turn lane at Intersection #2 by installing double-double yellow striping that is the same width as the physical raised island which will be extended to the end of the "Keep Clear" area and extending the Detail 38 to the end of the "Keep Clear" area.

- Remove the existing second left-turn pavement marking located at the end of the existing eastbound left-turn lane at Intersection #2 and install a new left-turn pavement marking at the end of the proposed extended eastbound left-turn lane at Intersection #2.

- Install a through/left-turn pavement marking west of Vanport Avenue.

It should be noted that, per direction from the County, the project will be 100% responsible for the cost of the improvements.

9.6 Construction Phase Analysis Summary

The Project answered "no" to all the questions listed Section 4.2.2 of the County's Guidelines. As such, the Project screens out of a Construction Phase Analysis and no further analysis is required.

9.7 Local Residential Street Cut-Through Analysis Summary

Based on the project's trip distribution, site location, and forecasted LOS results, the proposed project is not expected to generate local residential cut-through traffic. Hence further residential cut-through traffic analysis is not required for the proposed project.

9.8 Additional Site Access Analysis Summary

Because the project does not provide a driveway on a rural cross-section two-lane highway, does not require vehicles to queue on-site, and does not include intermittent events which may exceed the supply of on-site parking, the project screens out of a traffic access management study, a traffic queuing analysis, and a traffic event management study. As such, no additional site access analysis is required.

Appendices

Appendix A

E-Mail Correspondence With Mr. Carl Nadela Regarding Affordable Units

RK19953.7
JN: 3184-2024-01

Justin Tucker

From: Carl Nadela <cnadela@planning.lacounty.gov>
Sent: Wednesday, February 19, 2025 12:35 PM
To: hamiddari; Justin Tucker
Subject: RE: 7914 Broadway Ave

It depends on the type of affordable housing you provide. Based on our previous discussions, your minimum now is 7 units at 65% AMI.

Regards,

CARL VINCENT NADELA, AICP (he/him/his)
PRINCIPAL REGIONAL PLANNER, Puente Whittier Development Services
Office: (213) 974-6411 • Direct: (213) 893-7010
Email: cnadela@planning.lacounty.gov

Los Angeles County Department of Regional Planning
320 West Temple Street, 13th Floor, Los Angeles, CA 90012
planning.lacounty.gov

Our field offices are currently open to the public. Please visit planning.lacounty.gov for information about available services, public meeting schedules, and planning projects.

From: Hamid Dari <hamiddari@yahoo.com>
Sent: Wednesday, February 19, 2025 12:23 PM
To: Carl Nadela <cnadela@planning.lacounty.gov>; Justin Tucker <jt@rkengineer.com>
Subject: 7914 Broadway Ave

CAUTION: External Email. Proceed Responsibly.

Hello Mr. Nadela,
Hope this email finds you well. My Traffic Engineer consultant Mr. Tucker is on this email as well. We are trying to wrap up our traffic study impact with your engineering department and everything is going well. The only thing we need to know from you that What's the minimum affordable housing units we should have or we do not have to have any at all please advise? Thank you so very much.
Best regards,

Appendix B

Existing Traffic Count Worksheets

RK19953.7
JN: 3184-2024-01

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Mines Boulevard
Weather: Clear

File Name : 01_CLA_Broad_Mines AM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 1

Groups Printed- Total Volume

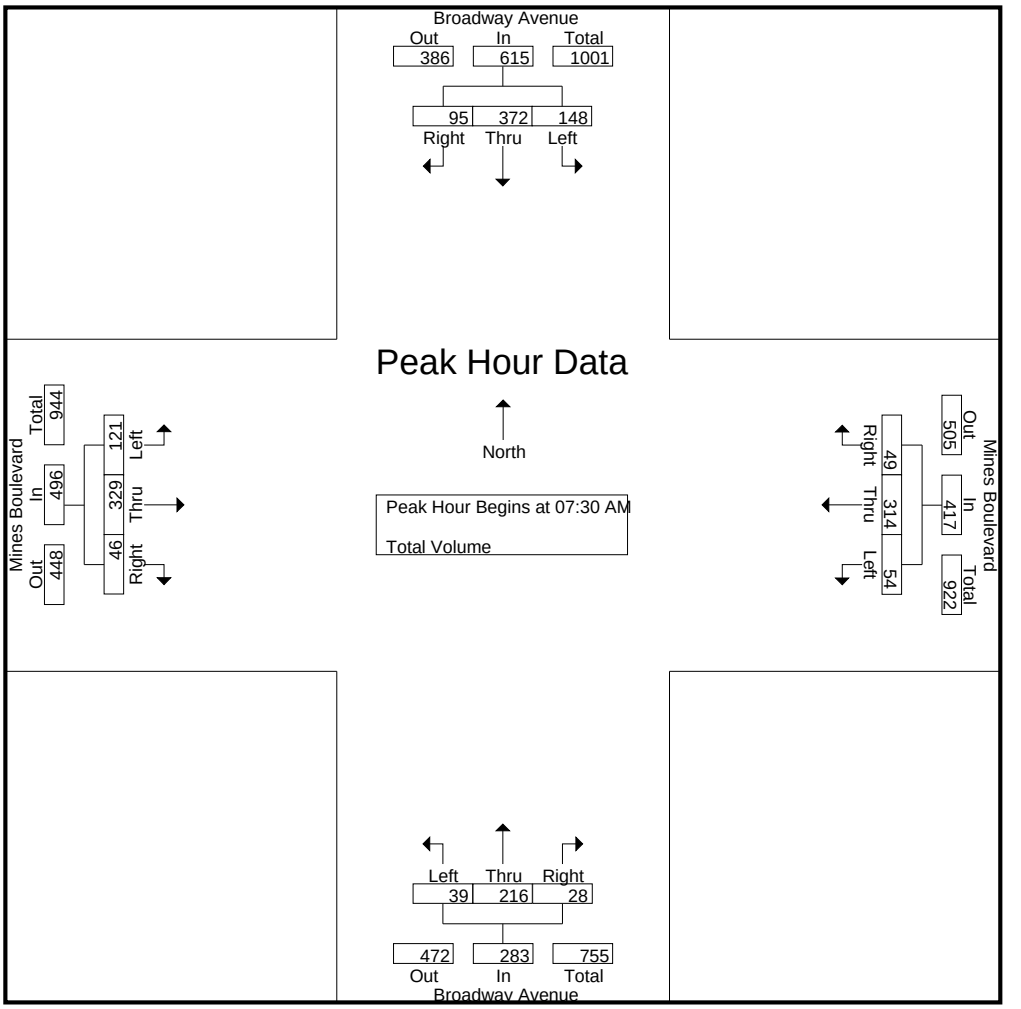
	Broadway Avenue Southbound				Mines Boulevard Westbound				Broadway Avenue Northbound				Mines Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	23	75	20	118	14	41	8	63	4	37	1	42	12	51	9	72	295
07:15 AM	31	83	19	133	5	74	17	96	9	46	5	60	13	63	8	84	373
07:30 AM	39	89	23	151	13	89	13	115	11	53	6	70	27	68	7	102	438
07:45 AM	39	94	24	157	21	122	18	161	15	60	13	88	27	108	11	146	552
Total	132	341	86	559	53	326	56	435	39	196	25	260	79	290	35	404	1658
08:00 AM	39	106	31	176	12	66	6	84	5	40	5	50	36	85	14	135	445
08:15 AM	31	83	17	131	8	37	12	57	8	63	4	75	31	68	14	113	376
08:30 AM	14	71	11	96	11	67	10	88	11	51	7	69	15	70	5	90	343
08:45 AM	12	57	12	81	4	53	11	68	7	58	1	66	20	40	7	67	282
Total	96	317	71	484	35	223	39	297	31	212	17	260	102	263	40	405	1446
Grand Total	228	658	157	1043	88	549	95	732	70	408	42	520	181	553	75	809	3104
Apprch %	21.9	63.1	15.1		12	75	13		13.5	78.5	8.1		22.4	68.4	9.3		
Total %	7.3	21.2	5.1	33.6	2.8	17.7	3.1	23.6	2.3	13.1	1.4	16.8	5.8	17.8	2.4	26.1	

	Broadway Avenue Southbound				Mines Boulevard Westbound				Broadway Avenue Northbound				Mines Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**39**	89	23	151	13	89	13	115	11	53	6	70	27	68	7	102	438
07:45 AM	39	94	24	157	**21**	**122**	**18**	**161**	**15**	60	**13**	**88**	27	**108**	11	**146**	**552**
08:00 AM	39	**106**	**31**	**176**	12	66	6	84	5	40	5	50	**36**	85	**14**	135	445
08:15 AM	31	83	17	131	8	37	12	57	8	**63**	4	75	31	68	14	113	376
Total Volume	148	372	95	615	54	314	49	417	39	216	28	283	121	329	46	496	1811
% App. Total	24.1	60.5	15.4		12.9	75.3	11.8		13.8	76.3	9.9		24.4	66.3	9.3		
PHF	.949	.877	.766	.874	.643	.643	.681	.648	.650	.857	.538	.804	.840	.762	.821	.849	.820

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Mines Boulevard
Weather: Clear

File Name : 01_CLA_Broad_Mines AM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	31	83	19	133	5	74	17	96	11	53	6	70	27	68	7	102
+15 mins.	**39**	89	23	151	13	89	13	115	**15**	60	**13**	**88**	27	**108**	11	**146**
+30 mins.	39	94	24	157	**21**	**122**	**18**	**161**	5	40	5	50	**36**	85	**14**	135
+45 mins.	39	**106**	**31**	**176**	12	66	6	84	8	**63**	4	75	31	68	14	113
Total Volume	148	372	97	617	51	351	54	456	39	216	28	283	121	329	46	496
% App. Total	24	60.3	15.7		11.2	77	11.8		13.8	76.3	9.9		24.4	66.3	9.3	
PHF	.949	.877	.782	.876	.607	.719	.750	.708	.650	.857	.538	.804	.840	.762	.821	.849

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Mines Boulevard
Weather: Clear

File Name : 01_CLA_Broad_Mines PM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 1

Groups Printed- Total Volume

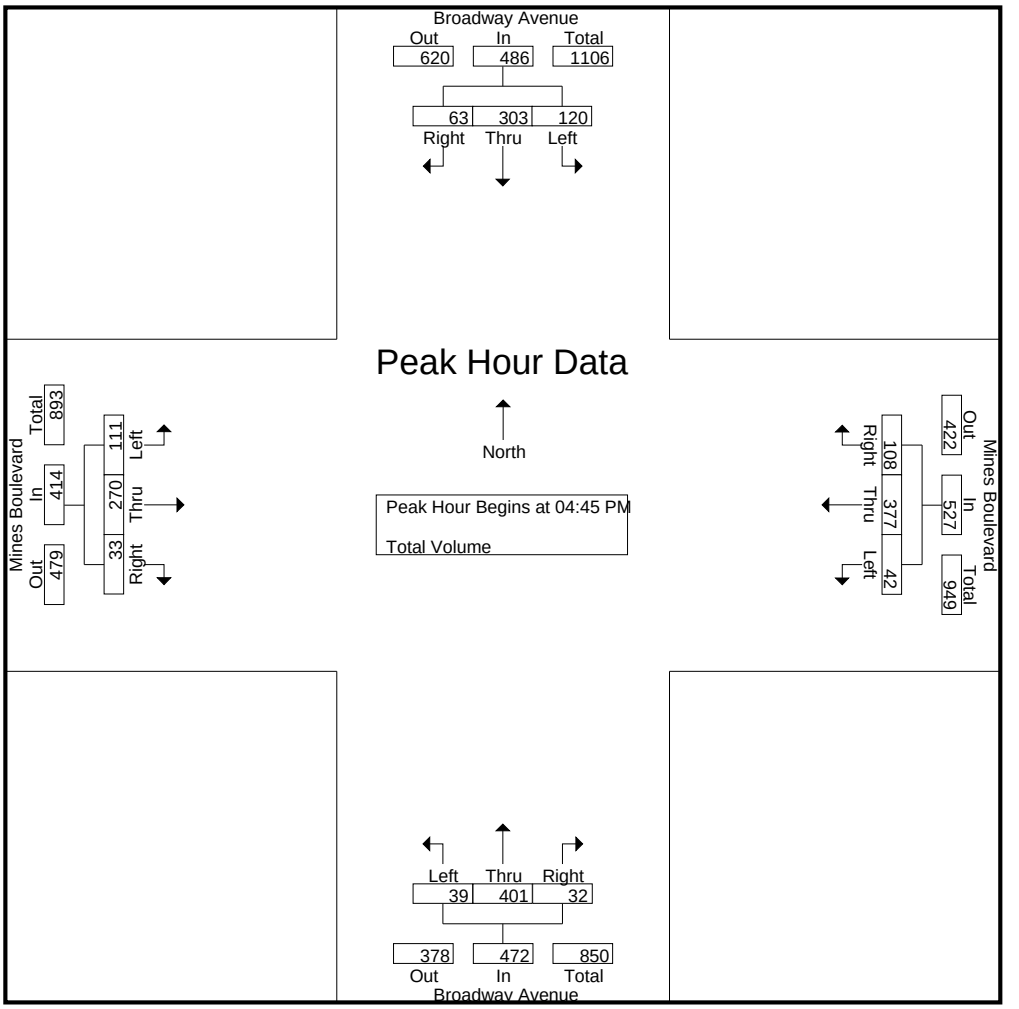
	Broadway Avenue Southbound				Mines Boulevard Westbound				Broadway Avenue Northbound				Mines Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	29	86	21	136	8	85	36	129	1	73	8	82	25	61	12	98	445
04:15 PM	30	81	12	123	11	86	32	129	12	97	8	117	19	63	13	95	464
04:30 PM	31	87	16	134	7	94	31	132	10	102	10	122	23	64	8	95	483
04:45 PM	31	70	10	111	8	102	24	134	12	119	5	136	25	55	7	87	468
Total	121	324	59	504	34	367	123	524	35	391	31	457	92	243	40	375	1860
05:00 PM	22	72	13	107	13	102	31	146	9	55	10	74	31	75	9	115	442
05:15 PM	41	88	18	147	10	86	28	124	11	124	6	141	25	58	7	90	502
05:30 PM	26	73	22	121	11	87	25	123	7	103	11	121	30	82	10	122	487
05:45 PM	16	85	16	117	10	77	28	115	12	107	8	127	20	60	4	84	443
Total	105	318	69	492	44	352	112	508	39	389	35	463	106	275	30	411	1874
Grand Total	226	642	128	996	78	719	235	1032	74	780	66	920	198	518	70	786	3734
Apprch %	22.7	64.5	12.9		7.6	69.7	22.8		8	84.8	7.2		25.2	65.9	8.9		
Total %	6.1	17.2	3.4	26.7	2.1	19.3	6.3	27.6	2	20.9	1.8	24.6	5.3	13.9	1.9	21	

	Broadway Avenue Southbound				Mines Boulevard Westbound				Broadway Avenue Northbound				Mines Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	31	70	10	111	8	**102**	24	134	**12**	119	5	136	25	55	7	87	468
05:00 PM	22	72	13	107	**13**	102	**31**	**146**	9	55	10	74	**31**	75	9	115	442
05:15 PM	**41**	**88**	18	**147**	10	86	28	124	11	**124**	6	**141**	25	58	7	90	**502**
05:30 PM	26	73	**22**	121	11	87	25	123	7	103	**11**	121	30	**82**	**10**	**122**	487
Total Volume	120	303	63	486	42	377	108	527	39	401	32	472	111	270	33	414	1899
% App. Total	24.7	62.3	13		8	71.5	20.5		8.3	85	6.8		26.8	65.2	8		
PHF	.732	.861	.716	.827	.808	.924	.871	.902	.813	.808	.727	.837	.895	.823	.825	.848	.946

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Mines Boulevard
Weather: Clear

File Name : 01_CLA_Broad_Mines PM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:30 PM				04:45 PM			
+0 mins.	29	86	**21**	**136**	11	86	**32**	129	10	102	**10**	122	25	55	7	87
+15 mins.	30	81	12	123	7	94	31	132	**12**	119	5	136	**31**	75	9	115
+30 mins.	**31**	**87**	16	134	8	**102**	24	134	9	55	10	74	25	58	7	90
+45 mins.	31	70	10	111	**13**	102	31	**146**	11	**124**	6	**141**	30	**82**	**10**	**122**
Total Volume	121	324	59	504	39	384	118	541	42	400	31	473	111	270	33	414
% App. Total	24	64.3	11.7		7.2	71	21.8		8.9	84.6	6.6		26.8	65.2	8	
PHF	.976	.931	.702	.926	.750	.941	.922	.926	.875	.806	.775	.839	.895	.823	.825	.848

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Washington Boulevard
Weather: Clear

File Name : 02_CLA_Broad_Wash AM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 1

Groups Printed- Total Volume

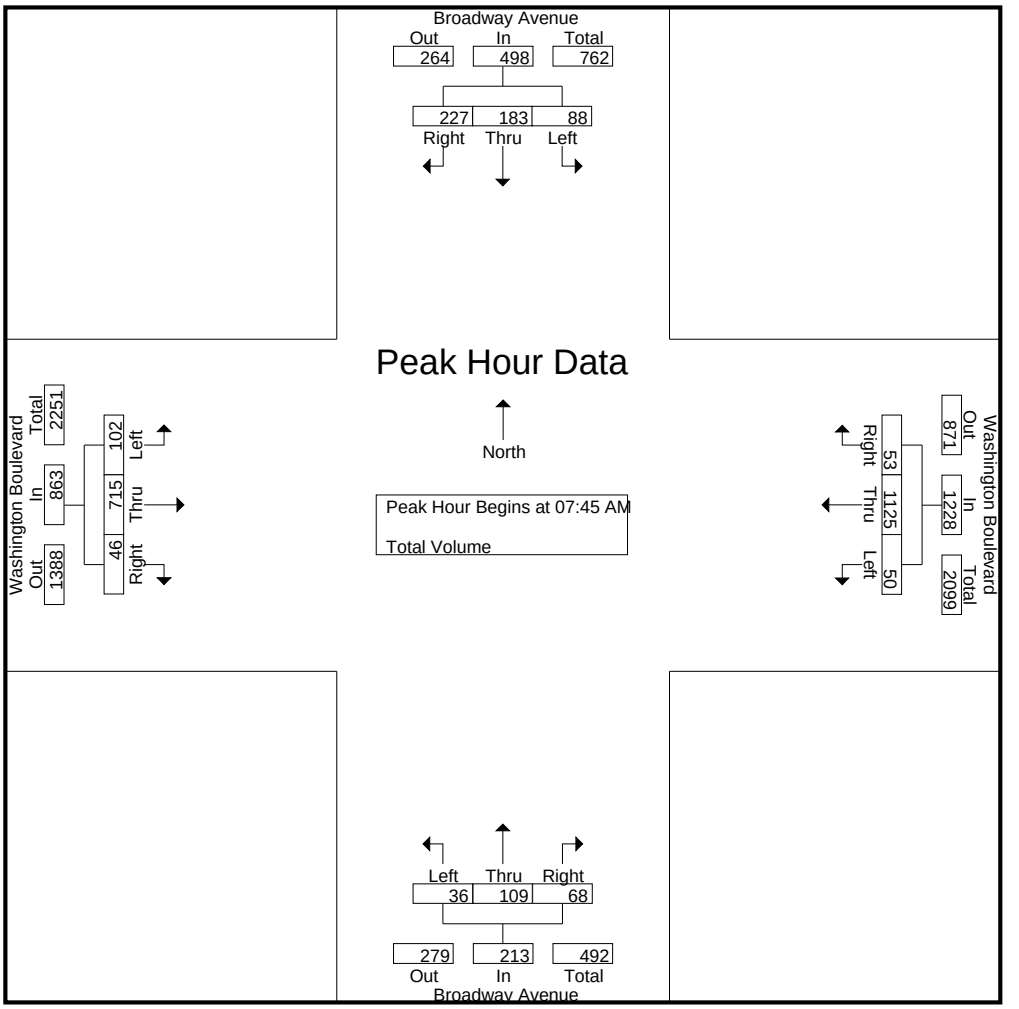
	Broadway Avenue Southbound				Washington Boulevard Westbound				Broadway Avenue Northbound				Washington Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	33	56	103	13	346	8	367	3	12	10	25	14	143	8	165	660
07:15 AM	24	42	60	126	10	324	9	343	5	26	15	46	26	145	11	182	697
07:30 AM	22	52	61	135	11	297	11	319	5	26	13	44	21	123	11	155	653
07:45 AM	24	63	63	150	19	274	16	309	18	29	16	63	28	125	10	163	685
Total	84	190	240	514	53	1241	44	1338	31	93	54	178	89	536	40	665	2695
08:00 AM	23	51	57	131	7	297	16	320	5	21	16	42	17	146	7	170	663
08:15 AM	19	41	58	118	16	252	8	276	9	33	14	56	33	235	13	281	731
08:30 AM	22	28	49	99	8	302	13	323	4	26	22	52	24	209	16	249	723
08:45 AM	22	25	34	81	14	244	16	274	5	31	24	60	22	210	6	238	653
Total	86	145	198	429	45	1095	53	1193	23	111	76	210	96	800	42	938	2770
Grand Total	170	335	438	943	98	2336	97	2531	54	204	130	388	185	1336	82	1603	5465
Apprch %	18	35.5	46.4		3.9	92.3	3.8		13.9	52.6	33.5		11.5	83.3	5.1		
Total %	3.1	6.1	8	17.3	1.8	42.7	1.8	46.3	1	3.7	2.4	7.1	3.4	24.4	1.5	29.3	

	Broadway Avenue Southbound				Washington Boulevard Westbound				Broadway Avenue Northbound				Washington Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**24**	**63**	**63**	**150**	**19**	274	**16**	309	**18**	29	16	**63**	28	125	10	163	685
08:00 AM	23	51	57	131	7	297	16	320	5	21	16	42	17	146	7	170	663
08:15 AM	19	41	58	118	16	252	8	276	9	**33**	14	56	**33**	**235**	13	**281**	**731**
08:30 AM	22	28	49	99	8	**302**	13	**323**	4	26	**22**	52	24	209	**16**	249	723
Total Volume	88	183	227	498	50	1125	53	1228	36	109	68	213	102	715	46	863	2802
% App. Total	17.7	36.7	45.6		4.1	91.6	4.3		16.9	51.2	31.9		11.8	82.9	5.3		
PHF	.917	.726	.901	.830	.658	.931	.828	.950	.500	.826	.773	.845	.773	.761	.719	.768	.958

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Washington Boulevard
Weather: Clear

File Name : 02_CLA_Broad_Wash AM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:45 AM				08:00 AM			
+0 mins.	**24**	42	60	126	13	**346**	8	**367**	**18**	29	16	**63**	17	146	7	170
+15 mins.	22	52	61	135	10	324	9	343	5	21	16	42	**33**	**235**	13	**281**
+30 mins.	24	**63**	**63**	**150**	11	297	11	319	9	**33**	14	56	24	209	**16**	249
+45 mins.	23	51	57	131	**19**	274	**16**	309	4	26	**22**	52	22	210	6	238
Total Volume	93	208	241	542	53	1241	44	1338	36	109	68	213	96	800	42	938
% App. Total	17.2	38.4	44.5		4	92.8	3.3		16.9	51.2	31.9		10.2	85.3	4.5	
PHF	.969	.825	.956	.903	.697	.897	.688	.911	.500	.826	.773	.845	.727	.851	.656	.835

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Washington Boulevard
Weather: Clear

File Name : 02_CLA_Broad_Wash PM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 1

Groups Printed- Total Volume

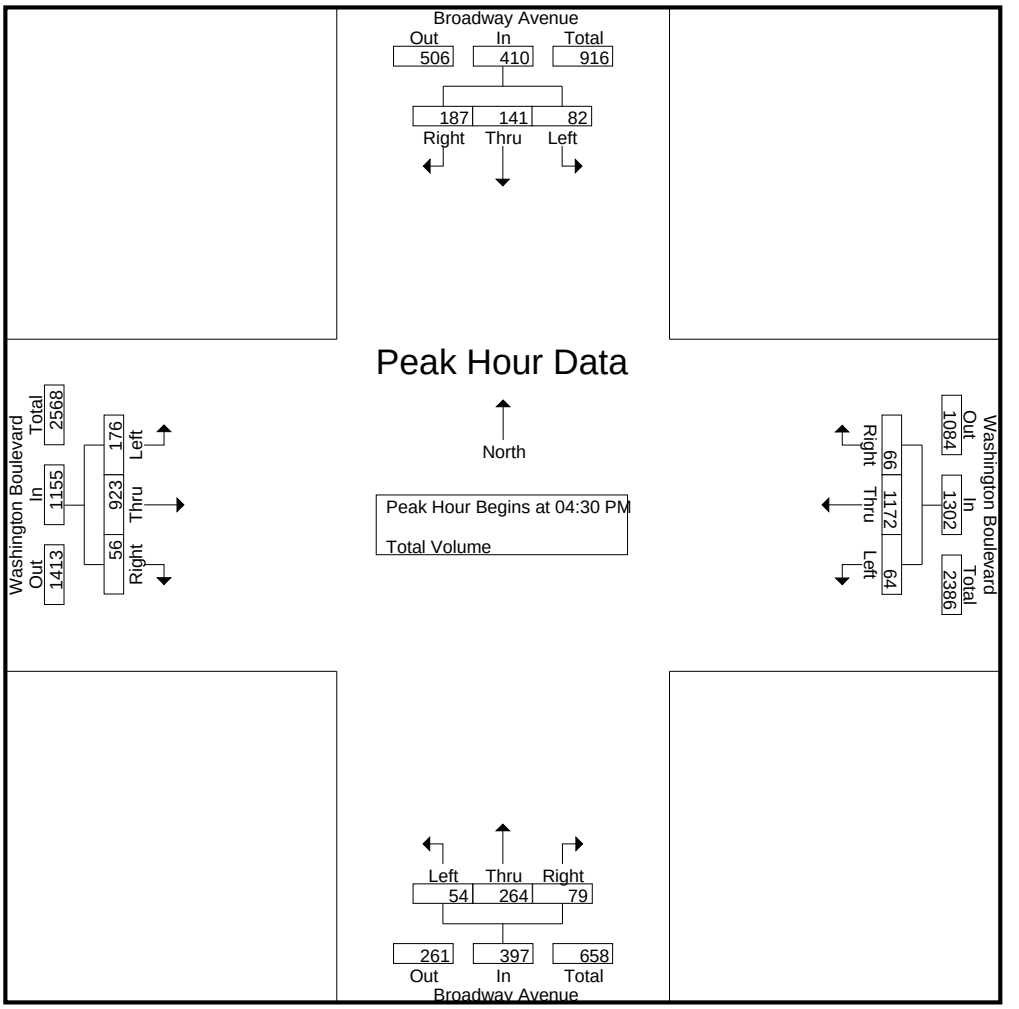
	Broadway Avenue Southbound				Washington Boulevard Westbound				Broadway Avenue Northbound				Washington Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	19	31	56	106	17	256	13	286	12	57	19	88	34	257	10	301	781
04:15 PM	24	31	47	102	20	252	14	286	12	70	29	111	34	255	8	297	796
04:30 PM	21	39	54	114	14	291	12	317	9	51	11	71	43	236	19	298	800
04:45 PM	25	18	44	87	20	262	21	303	14	59	25	98	56	258	17	331	819
Total	89	119	201	409	71	1061	60	1192	47	237	84	368	167	1006	54	1227	3196
05:00 PM	17	40	41	98	18	299	18	335	17	79	22	118	38	220	10	268	819
05:15 PM	19	44	48	111	12	320	15	347	14	75	21	110	39	209	10	258	826
05:30 PM	24	27	53	104	21	250	23	294	19	72	16	107	35	232	13	280	785
05:45 PM	10	32	42	84	15	246	18	279	15	65	18	98	44	266	21	331	792
Total	70	143	184	397	66	1115	74	1255	65	291	77	433	156	927	54	1137	3222
Grand Total	159	262	385	806	137	2176	134	2447	112	528	161	801	323	1933	108	2364	6418
Apprch %	19.7	32.5	47.8		5.6	88.9	5.5		14	65.9	20.1		13.7	81.8	4.6		
Total %	2.5	4.1	6	12.6	2.1	33.9	2.1	38.1	1.7	8.2	2.5	12.5	5	30.1	1.7	36.8	

	Broadway Avenue Southbound				Washington Boulevard Westbound				Broadway Avenue Northbound				Washington Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	21	39	**54**	**114**	14	291	12	317	9	51	11	71	43	236	**19**	298	800
04:45 PM	**25**	18	44	87	**20**	262	**21**	303	14	59	**25**	98	**56**	**258**	17	**331**	819
05:00 PM	17	40	41	98	18	299	18	335	**17**	**79**	22	**118**	38	220	10	268	819
05:15 PM	19	**44**	48	111	12	**320**	15	**347**	14	75	21	110	39	209	10	258	**826**
Total Volume	82	141	187	410	64	1172	66	1302	54	264	79	397	176	923	56	1155	3264
% App. Total	20	34.4	45.6		4.9	90	5.1		13.6	66.5	19.9		15.2	79.9	4.8		
PHF	.820	.801	.866	.899	.800	.916	.786	.938	.794	.835	.790	.841	.786	.894	.737	.872	.988

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Washington Boulevard
Weather: Clear

File Name : 02_CLA_Broad_Wash PM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:45 PM				04:00 PM			
+0 mins.	21	39	**54**	**114**	14	291	12	317	14	59	**25**	98	34	257	10	301
+15 mins.	**25**	18	44	87	**20**	262	**21**	303	17	**79**	22	**118**	34	255	8	297
+30 mins.	17	40	41	98	18	299	18	335	14	75	21	110	43	236	**19**	298
+45 mins.	19	**44**	48	111	12	**320**	15	**347**	**19**	72	16	107	**56**	**258**	17	**331**
Total Volume	82	141	187	410	64	1172	66	1302	64	285	84	433	167	1006	54	1227
% App. Total	20	34.4	45.6		4.9	90	5.1		14.8	65.8	19.4		13.6	82	4.4	
PHF	.820	.801	.866	.899	.800	.916	.786	.938	.842	.902	.840	.917	.746	.975	.711	.927

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Alleyway
Weather: Clear

File Name : 03_CLA_Broad_Alley AM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 1

Groups Printed- Total Volume

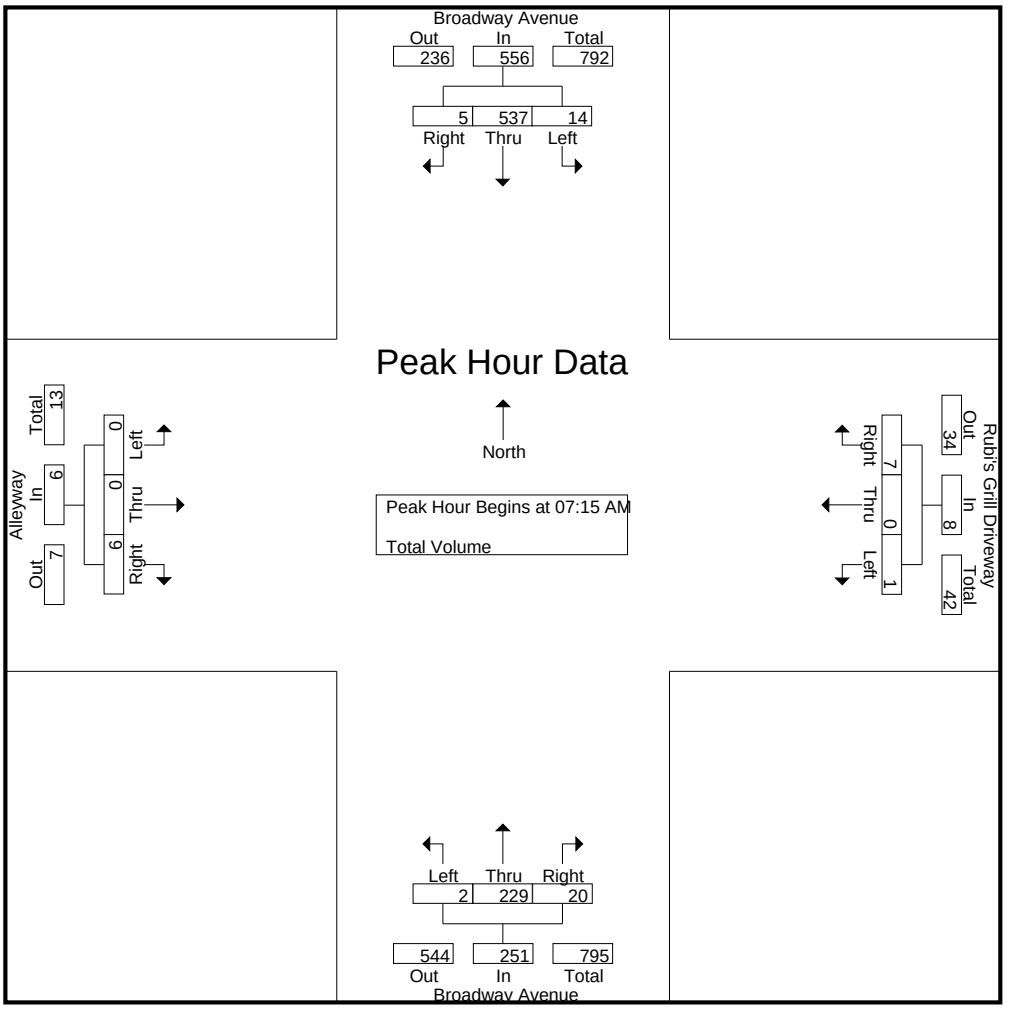
	Broadway Avenue Southbound				Rubi's Grill Driveway Westbound				Broadway Avenue Northbound				Alleyway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	119	0	120	1	0	1	2	0	36	1	37	0	0	0	0	159
07:15 AM	3	124	0	127	0	0	3	3	1	55	4	60	0	0	2	2	192
07:30 AM	2	137	0	139	0	0	2	2	1	60	2	63	0	0	2	2	206
07:45 AM	6	140	2	148	1	0	0	1	0	66	6	72	0	0	1	1	222
Total	12	520	2	534	2	0	6	8	2	217	13	232	0	0	5	5	779
08:00 AM	3	136	3	142	0	0	2	2	0	48	8	56	0	0	1	1	201
08:15 AM	5	109	1	115	0	0	2	2	0	70	3	73	1	0	0	1	191
08:30 AM	4	105	1	110	4	0	1	5	1	63	3	67	1	1	1	3	185
08:45 AM	4	71	1	76	0	0	2	2	0	63	5	68	0	0	0	0	146
Total	16	421	6	443	4	0	7	11	1	244	19	264	2	1	2	5	723
Grand Total	28	941	8	977	6	0	13	19	3	461	32	496	2	1	7	10	1502
Apprch %	2.9	96.3	0.8		31.6	0	68.4		0.6	92.9	6.5		20	10	70		
Total %	1.9	62.6	0.5	65	0.4	0	0.9	1.3	0.2	30.7	2.1	33	0.1	0.1	0.5	0.7	

	Broadway Avenue Southbound				Rubi's Grill Driveway Westbound				Broadway Avenue Northbound				Alleyway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	124	0	127	0	0	**3**	**3**	**1**	55	4	60	0	0	**2**	**2**	192
07:30 AM	2	137	0	139	0	0	2	2	1	60	2	63	0	0	2	2	206
07:45 AM	**6**	**140**	2	**148**	**1**	0	0	1	0	**66**	6	**72**	0	0	1	1	**222**
08:00 AM	3	136	**3**	142	0	0	2	2	0	48	**8**	56	0	0	1	1	201
Total Volume	14	537	5	556	1	0	7	8	2	229	20	251	0	0	6	6	821
% App. Total	2.5	96.6	0.9		12.5	0	87.5		0.8	91.2	8		0	0	100		
PHF	.583	.959	.417	.939	.250	.000	.583	.667	.500	.867	.625	.872	.000	.000	.750	.750	.925

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Alleyway
Weather: Clear

File Name : 03_CLA_Broad_Alley AM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:45 AM				07:15 AM			
+0 mins.	3	124	0	127	0	0	**2**	2	0	66	6	72	0	0	**2**	**2**
+15 mins.	2	137	0	139	0	0	2	2	0	48	**8**	56	0	0	2	2
+30 mins.	**6**	**140**	2	**148**	**4**	0	1	**5**	0	**70**	3	**73**	0	0	1	1
+45 mins.	3	136	**3**	142	0	0	2	2	**1**	63	3	67	0	0	1	1
Total Volume	14	537	5	556	4	0	7	11	1	247	20	268	0	0	6	6
% App. Total	2.5	96.6	0.9		36.4	0	63.6		0.4	92.2	7.5		0	0	100	
PHF	.583	.959	.417	.939	.250	.000	.875	.550	.250	.882	.625	.918	.000	.000	.750	.750

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Alleyway
Weather: Clear

File Name : 03_CLA_Broad_Alley PM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 1

Groups Printed- Total Volume

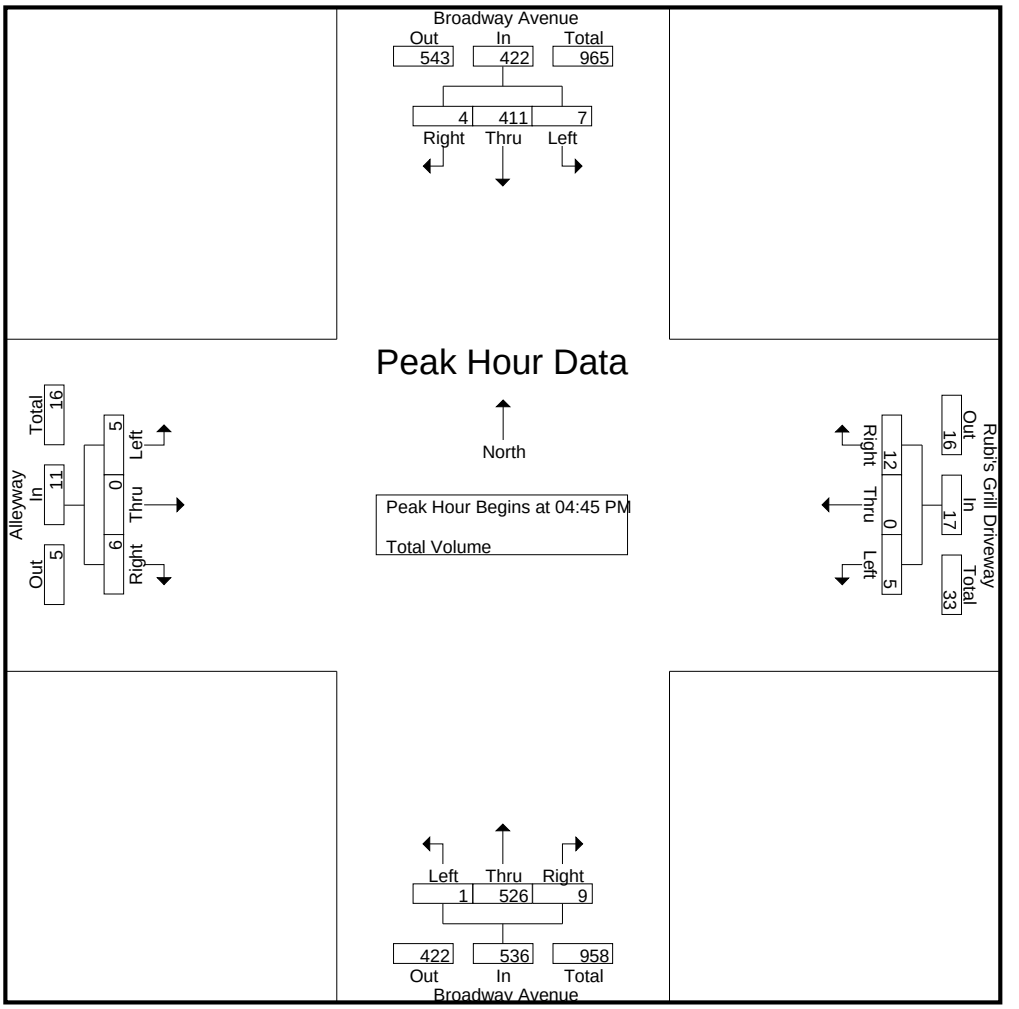
	Broadway Avenue Southbound				Rubi's Grill Driveway Westbound				Broadway Avenue Northbound				Alleyway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	109	1	112	1	0	2	3	0	104	0	104	1	0	2	3	222
04:15 PM	0	106	0	106	0	0	2	2	0	124	1	125	0	0	1	1	234
04:30 PM	2	108	1	111	0	0	5	5	1	102	1	104	1	0	1	2	222
04:45 PM	0	94	1	95	1	0	4	5	0	139	4	143	2	0	3	5	248
Total	4	417	3	424	2	0	13	15	1	469	6	476	4	0	7	11	926
05:00 PM	3	106	1	110	3	0	3	6	0	128	2	130	0	0	1	1	247
05:15 PM	1	107	1	109	0	0	3	3	0	126	1	127	1	0	1	2	241
05:30 PM	3	104	1	108	1	0	2	3	1	133	2	136	2	0	1	3	250
05:45 PM	1	92	1	94	1	0	5	6	1	127	4	132	1	0	0	1	233
Total	8	409	4	421	5	0	13	18	2	514	9	525	4	0	3	7	971
Grand Total	12	826	7	845	7	0	26	33	3	983	15	1001	8	0	10	18	1897
Apprch %	1.4	97.8	0.8		21.2	0	78.8		0.3	98.2	1.5		44.4	0	55.6		
Total %	0.6	43.5	0.4	44.5	0.4	0	1.4	1.7	0.2	51.8	0.8	52.8	0.4	0	0.5	0.9	

	Broadway Avenue Southbound				Rubi's Grill Driveway Westbound				Broadway Avenue Northbound				Alleyway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	94	**1**	95	1	0	**4**	5	0	**139**	**4**	**143**	**2**	0	**3**	**5**	248
05:00 PM	**3**	106	1	**110**	**3**	0	3	**6**	0	128	2	130	0	0	1	1	247
05:15 PM	1	**107**	1	109	0	0	3	3	0	126	1	127	1	0	1	2	241
05:30 PM	3	104	1	108	1	0	2	3	**1**	133	2	136	2	0	1	3	**250**
Total Volume	7	411	4	422	5	0	12	17	1	526	9	536	5	0	6	11	986
% App. Total	1.7	97.4	0.9		29.4	0	70.6		0.2	98.1	1.7		45.5	0	54.5		
PHF	.583	.960	1.00	.959	.417	.000	.750	.708	.250	.946	.563	.937	.625	.000	.500	.550	.986

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of Los Angeles
N/S: Broadway Avenue
E/W: Alleyway
Weather: Clear

File Name : 03_CLA_Broad_Alley PM
Site Code : 10524414
Start Date : 5/7/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:45 PM				04:00 PM			
+0 mins.	2	**108**	**1**	**111**	0	0	**5**	5	0	**139**	**4**	**143**	1	0	2	3
+15 mins.	0	94	1	95	1	0	4	5	0	128	2	130	0	0	1	1
+30 mins.	**3**	106	1	110	**3**	0	3	**6**	0	126	1	127	1	0	1	2
+45 mins.	1	107	1	109	0	0	3	3	**1**	133	2	136	**2**	0	**3**	**5**
Total Volume	6	415	4	425	4	0	15	19	1	526	9	536	4	0	7	11
% App. Total	1.4	97.6	0.9		21.1	0	78.9		0.2	98.1	1.7		36.4	0	63.6	
PHF	.500	.961	1.000	.957	.333	.000	.750	.792	.250	.946	.563	.937	.500	.000	.583	.550

Appendix C

County of Los Angeles VMT Tool Worksheet Print-Out

RK19953.7
JN: 3184-2024-01

COUNTY OF LOS ANGELES VMT TOOL

version 1.0

Project Information

Project Name	Analysis Year
Washington Blvd at Broadway Avenue Multifamily Residential	2024

Parcel Number (TAZ# 21839300)

8173023020, 8173023021

Project Land Use Information

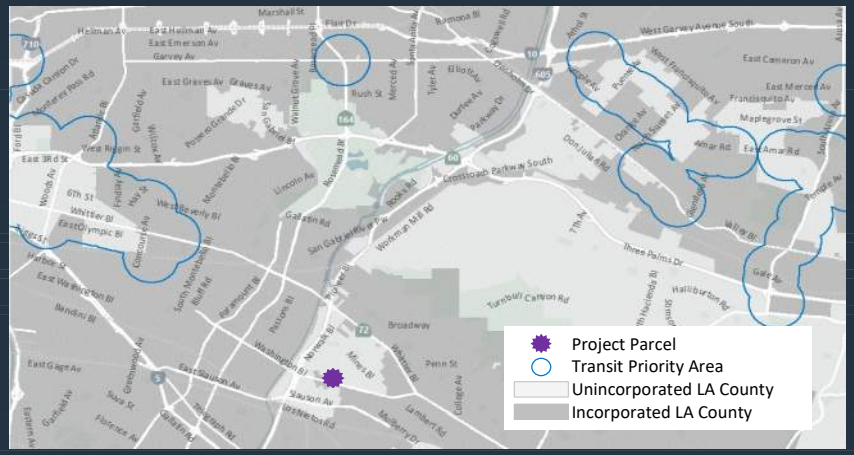
	Values	Unit
Residential - Single-Family Housing		DU
Residential - Multifamily Housing	53	DU
Residential - Affordable Housing	7	DU
Office - General Office		KSF
Office - Medical Office		KSF
Retail - Shopping Center, Restaurant, Services		KSF
Industrial - Warehousing		KSF
Industrial - Light Industrial		KSF
Custom Land Use (ignores all other land use entries)		Daily Trips

Project Daily Trips: 317

Screening Criteria for County of Los Angeles

	Value
Is the project screened in a Transit Priority Area?	No
Is the project's residential land uses 100% affordable housing?	No
Is the project's local service retail land uses under 50,000 square foot?	N/A
Does the project generate fewer than 110 daily trips? (enter project land use in the section above)	No

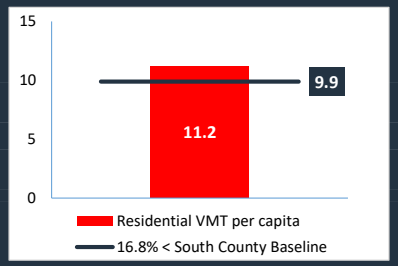
Project Location and VMT Information



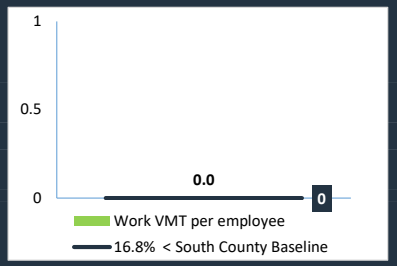
Project Summary Information

South County Residential VMT Baseline (11.9)	16.8%	% Threshold for Screening
South County Work VMT Baseline (16.0)	16.8%	% Threshold for Screening

Residential VMT per capita



Work VMT per employee



The project is not presumed to have a less than significant impact on VMT, therefore a CEQA VMT analysis may be required. Please refer to the Transportation Impact Analysis Guidelines on how to proceed forward.

FEHR PEERS

Appendix D

APNs 8173-023-020 and 8173-023-021
Parcel Map

RK19953.7
JN: 3184-2024-01

8173	23 SHEET	P. A. 842-27	TRA 9669 9678	REVISED 770512307 2003032707001001-27	20120509190050001-27			SEARCH NO		OFFICE OF THE ASSESSOR COUNTY OF LOS ANGELES COPYRIGHT © 2002

2013

N

MAPPING AND GIS SERVICES SCALE 1" = 100'

9669 9678

THORNLAKE AVE

50 50

S 74°35'E

80 122 16990±SF (11) 60 122 N 15°25'E (14) 122

S 15°25'W 590 FT FROM NE COR LOT 1

PG 4

BROADWAY

CF 1951

N 15°20'E

S 74°35'E 60

1 POR

19430±SF (20) (21) 17870±SF 165.87

S 15°30'W 768 FT FROM THE MOST E COR LOT 2

S 15°30'W 768 FT FROM THE MOST N COR LOT 3

PG 22

JAMES M KING

N 74°55'W S 74°45'E 300.24

14810±SF (18) (4) 2 POR (23) 3 POR

181 80 R=960 76.13 18.86 MB N 14°57'E 151 200.37 200.37 N 15°25'E N 15°30'E

SW COR LOT 19 TR NO 18932

PG 21

MOST E COR LOT 13 TR NO 18932

WESTMAN AVE

PG 26

TRACT (22) 15250±SF 178.23 75 21.18 30.50 R=30 75

N 15°40'E 298.92 301.95

(7) 4 POR

N 15°45'E

5 POR (24) 1.07±AC

237.59 N 15°50'E

7

39.01 60 R=25

GRETNA AVE

PG 24

133.32± 100 10 105.71 3.622 CHS 105.71 N 74°55'W 90 20 10 100 90

WASHINGTON

3.6225 CHS

S 74°45'E 3.623 CHS

3.6235 CHS

30

MB 476-5-6 3.624 CHS

100 30

BLVD

CS 8594-2

BK 8169

WESTMAN AVE

Appendix E

CAPCOA VMT Mitigation Measures Calculation Worksheets

RK19953.7
JN: 3184-2024-01

T-1 Increase Residential Density

GHG Reduction Formula

$$A = \frac{B - C}{C} \times D$$

GHG Calculation Variables

ID	Variable	Value	Unit	Source
Output				
A	Percent reduction in GHG emissions from project VMT in study area	0–30.0	%	calculated
User Inputs				
B	Residential density of project development	[ ]	du/acre	user input
Constants, Assumptions, and Available Defaults				
C	Residential density of typical development	9.1	du/acre	Ewing et al. 2007
D	Elasticity of VMT with respect to residential density	-0.22	unitless	Stevens 2016

Output

A = -146.7%

User Inputs, Constants, Assumptions, and Defaults:

B = 69.77

b_{DUs} = 60

$b_{Project\ Acreage}$ = 0.86

C = 9.1

D = -0.22

VMT Reduction = -30.0%

RK engineering group, inc.

T-4 Integrate Affordable and Below Market Rate Housing

GHG Reduction Formula

$A = B \times C$

GHG Calculation Variables

ID	Variable	Value	Unit	Source
Output				
A	Percent reduction in GHG emissions from Project/Site VMT for multifamily residential developments	0–28.6	%	calculated
User Inputs				
B	Percent of multifamily units permanently dedicated as affordable	0–100	%	user input
Constants, Assumptions, and Available Defaults				
C	Percent reduction in VMT for qualified units compared to market rate units	-28.6	%	ITE 2021

Further explanation of key variables:

- (B) – This refers to percent of multifamily units in the project that are deed restricted or otherwise permanently dedicated as affordable.
- (C) – The 11th Edition of the *ITE Trip Generation Manual* (ITE 2021) contains daily vehicle trip rates for market rate multifamily housing that is low-rise and not close to transit (ITE code 221) as well as affordable multifamily housing (ITE code 223). While these rates do not account for trip length, they serve as a proxy for the expected difference in vehicle trip generation and VMT generation presuming similar trip lengths for both types of land use. If the user has information about trip length differences between market rate and affordable housing, then adjusting the percent reduction accordingly is recommended.

  Users should note that the ITE trip rate estimates are based on a small sample of studies for the affordable housing rate and that no stratification of affordable housing by number of stories was available. This is an important distinction since the multifamily low-rise vehicle trip rate applies to four or fewer stories. Therefore, this measure may not apply to affordable housing projects with more than four stories.

Output

A	=	-3.3%

User Inputs, Constants, Assumptions, and Defaults:

B	=	11.7%
$b_{\text{affordable housing DUs}}$	=	7
$b_{\text{total multifamily DUs}}$	=	60
C	=	-28.6%

VMT Reduction = -3.3%

RK engineering group, inc.

Combining Measures Within Subsectors - Land Use
CAPCOA Equation

$$Reduction_{subsector} = 1 - [(1 - A) \times (1 - B) \times (1 - C)]$$

Output

VMT Reduction$_{\text{Land Use}}$	=	-32.3%

Input

$A_{\text{T-1: Increase Residential Density}}$	=	-30.0%
$B_{\text{T-4: Integrate Affordable and Below Market Rate Housing}}$	=	-3%
VMT Reduction$_{\text{Land Use}}$	=	-32.3%

RK engineering group, inc.

Combining Measures Across Subsectors
CAPCOA Equation

$$\text{Reduction}_{\text{multi-subsector}} = 1 - [(1 - \text{Land}) \times (1 - \text{Design}) \times (1 - \text{Parking}) \times (1 - \text{Transit})] \leq 70\%$$

Output

VMT Reduction$_{\text{multi-subsector}}$	=	-32.3%

Input

Land	=	-32.3%
Design	=	0%
Parking	=	0.0%
Transit	=	0%

VMT Reduction$_{\text{multi-subsector}}$	=	-32.3%

RK engineering group, inc.

Appendix F

Existing Traffic Signal Timing Plans

RK19953.7
JN: 3184-2024-01

Public Works
LOS ANGELES COUNTY

LACO - 1R WWV - TIME - BASED
TYPE 170 PROGRAM

Intersection: BROADWAY (N/S) @ MINES BLVD (E/W)

Date Prepared: 11-20-2023 By: RBO

T.S. No.: 1038

Date Implemented: 12/13/23 By: OP

PHASE TIMING

Keystrokes: F + Phase + Interval

Phase #		1	2	3	4	5	6	7	8
Minimum Walk	0		12		11		12		11
Flashing Don't Walk	1		24		17		23		17
Minimum Green	2		9		8		9		8
Queue Maximum	3		25		0		0		0
Added Green/Actuation	4		0.0		0.0		0.0		0.0
Vehicle Extension	5		4.0		4.0		2.0		3.0
Maximum Gap	6		5.0		5.0		2.0		3.0
Minimum Gap	7		3.0		3.0		2.0		3.0
Max Extension 1 (Free)	8		40		40		40		40
Max Extension 2 (Coord)	9								
Offset 1	A	Dial 1	Dial 2	Dial 3					
Offset 2	b								
Offset 3	C								
Reduce 0.1 Sec. Every...	d		1.1		1.1		0.0		0.0
Yellow	E		5.0		5.0		5.0		5.0
Red Clearance	F		0.5		0.5		0.5		0.5

Max Added Green	F-0-E	0
Red Revert	F-0-F	2.0

Remarks:

RECEIVED
NOV 29 2023
674-13
LACO PUBLIC WORKS
TRAFFIC SIGNAL LAB

PREEMPTION

Keystrokes: F+E+Function

RR Select (0, 1, 2)		0
Track Clearance		1
RR Red		2
RR2 Maximum(Minutes)		3
EV-A Delay		4
EV-A Clearance		5
EV-B Delay		6
EV-B Clearance		7
EV-C Delay		8
EV-C Clearance		9
EV-D Delay		A
EV-D Clearance		b
EV Maximum (Seconds)		C
Delay Timer		d
Clerance Timer		E
Maximum Timer		F

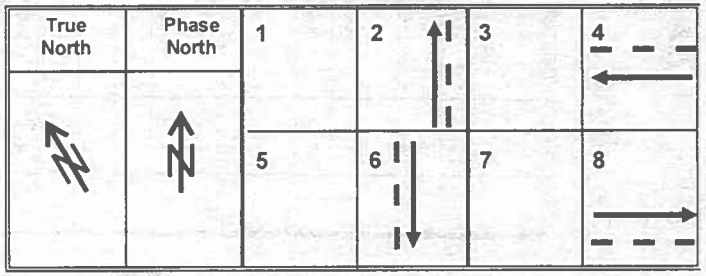
PHASE FUNCTION FLAGS

Keystokes: F+F+Function

		1	2	3	4	5	6	7	8
Phases Permitted	0		X		X		X		X
Red Lock	1								
Red & Yellow Lock	2		X		X				
Minimum Vehicle Recall	3								
Pedestrian Recall + Rest in Walk	4								
Pedestrian Phases	5		X		X		X		X
Rest in Red	6								
Semi Traffic Actuated Mode	7								
Double Entry	8		X		X		X		X
Maximum Vehicle Recall	9								
Overlap A	A								
Overlap B	b								
Barrier Recall	C								
Rest in Green	d								
Yellow Start Up	E		X				X		
Protected/Permissive Left Turn	F								

LAG PHASE FLAGS

		1	2	3	4	5	6	7	8
Lag Free	d-F-0		X		X		X		X
Lag Dial 1	d-F-1								
Lag Dial 2	d-F-2								
Lag Dial 3	d-F-3								



LACO-1R WWV DETECTOR ASSIGNMENTS

T.S.: 1038 Intersection: BROADWAY (N/S) @ MINES BLVD (E/W) Date Prepared: 11-20-2023 / 12/13/23 By: RBO OR

App	Lanes	Description	Phase File - Slot Channel	Delay Code	Delay Seconds	Extended Call Code	Extended Call Seconds	Remarks (Note: The four Programmable Detectors will default to normal phasing if not flagged.)	Yellow Disconnect Code	Yellow Disconnect Lite	Yellow Disconnect On	Queue Clearing Code	Queue Clearing Lite	Queue Clearing On
			1I1U	d10		d30			dF4	1		dF8	1	
			1I1L											
N	1,2	ADVANCE	2I2U	d11		d31			dF4	2		dF8	2	
S	1,2	ADVANCE	2I2L	d12		d32			dF4	3		dF8	3	
			2I3U	d13		d33			dF4	4		dF8	4	
			2I3L	d14		d34			dF4	5		dF8	5	
N	1,2	QUEUE CL. *	2I4U	d15		d35	2.0	Call Ø 1 2 3 4 5 6 7 8	dF4	6		dF8	6	X
S	1,2	QUEUE CL. *	2I4L					dd8	dF4			dF8		
			3I5U	d16		d36			dF4	7		dF8	7	
			3I5L						dF4			dF8		
E	1,2	ADVANCE	4I6U	d17		d37			dF4	8		dF8	8	
W	1,2	ADVANCE	4I6L	d18		d38			dF5	1		dF9	1	
			4I7U	d19		d39			dF5	2		dF9	2	
			4I7L	d1A		d3A			dF5	3		dF9	3	
			4I8U	d1b		d3b		Call Ø 1 2 3 4 5 6 7 8	dF5	4		dF9	4	
			4I8L					dd9	dF5			dF9		
			1I9U	d1C		d3c			dF5	5		dF9	5	
			3I9L	d1d		d3d			dF5	6		dF9	6	
			5J1U	d20		d40			dF6	1		dFA	1	
			5J1L						dF6			dFA		
			6J2U	d21		d41			dF6	2		dFA	2	
			6J2L	d22		d42			dF6	3		dFA	3	
N	LT	HOLDING *	6J3U	d23	3.0	d43		2-6'X6'	dF6	4		dFA	4	
S	LT	HOLDING *	6J3L	d24	3.0	d44		2-6'X6'	dF6	5		dFA	5	
			6J4U	d25		d45		Call Ø 1 2 3 4 5 6 7 8	dF6	6		dFA	6	
			6J4L					ddA	dF6			dFA		
			7J5U	d26		d46			dF6	7		dFA	7	
			7J5L						dF6			dFA		
E	Lt,Th,8	1ST VEH. *	8J6U	d27		d47		2-6'X6', (Bike Lane: 6'X6')	dF6	8		dFA	8	
E	RT	1ST VEH. *	8J6L	d28	10.0	d48		2-6'X6'	dF7	1		dFb	1	
W	Lt,Th,8	1ST VEH. *	8J7U	d29		d49		2-6'X6', (Bike Lane: 6'X6')	dF7	2		dFb	2	
W	RT	1ST VEH. *	8J7L	d2A	10.0	d4A		2-6'X6'	dF7	3		dFb	3	
			8J8U	d2b		d4b		Call Ø 1 2 3 4 5 6 7 8	dF7	4		dFb	4	
			8J8L					ddb	dF7			dFb		
			5J9U	d2C		d4C			dF7	5		dFb	5	
			7J9L	d2d		d4d			dF7	6		dFb	6	

YELLOW DISCONNECT QUICK REFERENCE

	Call Lights							
Code	1	2	3	4	5	6	7	8
dF4								
dF5								
dF6								
dF7								

Remarks:

* Bike/Vehicle Detection

QUEUE CLEARING DETECTOR QUICK REFERENCE

	Call Lights							
Code	1	2	3	4	5	6	7	8
dF8						X		
dF9								
dFA								
dFb								

LACO-1R WWV - TIME - BASED COORDINATION

T.S. No.: 1038 Intersection: BROADWAY (N/S) @ MINES BLVD (E/W)

System Limits:

Remote Master:

Date Prepared: 11-20-2023 PL By: RBO

Date Implemented: 12/13/23 By: OP

TIME OF DAY OPERATION SUMMARY

	Dial 1	Dial 2	Dial 3 / Offset Timing
Offset 1			
Offset 2			
Offset 3			
Free			
Special			

* Set Local Manual to 14 (free) before setting or changing dial intervals & functions. Setting either of the Manuals to 0 will release that Manual.

Offset Timing Mode:
A 12 at C-0-1 or by T.O.D enables this mode and uses the Dial 3 Intervals and Functions.

Observe:

Call	d-F-C
Hold	d-F-d
Ped Restrict	d-F-E
Force - Off	d-F-F
Cycle with Field Calls	C-0-b
Master Sync Pulse Width	d-0-d

INTERCONNECT SELECT

d-0-0 [ ] 7 = Slave [ ] 170 = Master

d-0-E Set Maximum Width 4.0 Seconds
d-0-F Set Minimum Width 1.0 Seconds

Remarks:

Keystrokes:
C + Column + Row

Coordination Parameters		INTERVALS (in seconds) Dial 1	Dial 2	Dial 3	FUNCTION FLAGS DIAL 1 Force Off	Hold	Ped Rstrict	Call	DIAL 2 Force Off	Hold	Ped Rstrict	Call	DIAL 3 / OFFSET TIMING Force Off	Hold	Ped Rstrict	Call	
0	Int	1	2	3	4	5	6	7	8	9	A	b	C	d	E	F	Int
System Manual* 14	0																0
Local Manual* 14	1																1
Master Diel	2																2
Current Diel	3																3
Offset Number	4																4
Time of Day Plan	5																5
Function 6 14	6																6
Current Teble	7																7
Minimum Cycle 0	8																8
Maximum Cycle 255	9																9
Mester Timer	A																A
Local Timer	b																b
New Offset	C																C
Current Offset	d																d
Last Mester Cycle	E																E
Last Locel Cycle	F																F

LACO-1R WWV TIME BASE UNIT

CLOCK AND EVENT TABLE SHEET

Intersection: BROADWAY (N/S) @ MINES BLVD (E/W)

Date Prepared: 11-20-2023 PL By: RBO

T.S. No.: 1038

Date Implemented: 12/13/23 By: OP

CONTROL CODE A-C

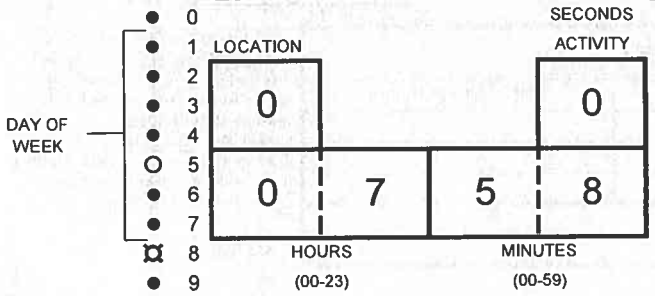


FIG. 1

CLOCK

CONTROL CODE A-D

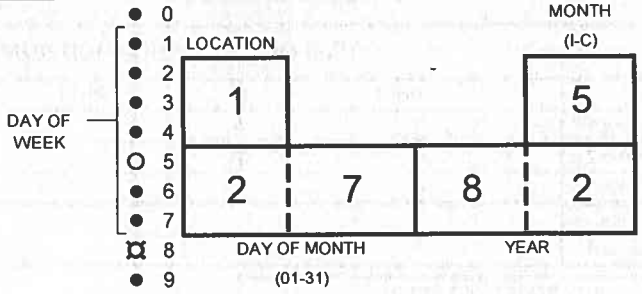


FIG. 2

ABOVE EXAMPLES

7:58 A.M. ON THURSDAY (FIG. 1)
MAY 27, 1982 (FIG. 2)

DAY OF WEEK

1	SUNDAY
2	MONDAY
3	TUESDAY
4	WEDNESDAY
5	THURSDAY
6	FRIDAY
7	SATURDAY

MONTH

1	JANUARY	7	JULY
2	FEBRUARY	8	AUGUST
3	MARCH	9	SEPTEMBER
4	APRIL	A	OCTOBER
5	MAY	B	NOVEMBER
6	JUNE	C	DECEMBER

DIRECTIONS

At control code A - C, key in hours and minutes, then key in 0 for seconds activity. Enter key E and turn on call light corresponding to day of the week. (NOTE: Seconds start at 0 seconds - for observation and correction use address D - 4 - F). At cibtrik cide A - D, key in the day of the month, year and month, then enter key E.

CONTROL CODE 9-3

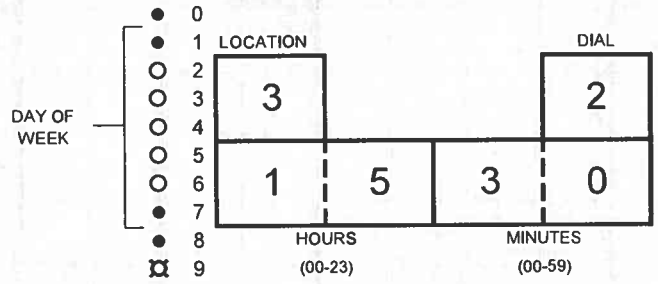


FIG. 3

EVENT TABLE

ABOVE EXAMPLE

The example (FIG. 3), shows a time of day event at control code 9-3 with dial 2 to start at 3:30 P.M. each weekday from Monday through Friday.

DIRECTIONS

To set an event, key in 9 + the table location, key in hour, minute, and event, then enter key E. Set day(s) with call/active lights. To observe current event use address C - 0 - 5. (NOTE: These time of day events are local - not system events.)

FOR DIRECT INTERCONNECT ONLY. (D00=7)

			DAY AND LIGHT ← Set DAY using call/active LIGHT →						
LOC. 9+ ↓	TIME	EVENT *DIAL	SUN 1	MON 2	TUE 3	WED 4	THUR 5	FRI 6	SAT 7
0									
1									
2									
3									
4									
5									
6									
7									
8									
9									
A									
B									
C									
D									
E									
F									

* DIAL 1 = 1, 2 = 2, 3 = 3, FREE = E, OFF = 0.

(NOTE: At C - 0 - 5, Free = 14)
OFFSET TIMING =C T.O.D. FLASH=F

REMARKS:

LACO-1R WWV - TIME - BASED EVENT TABLES

Intersection: BROADWAY (N/S) @ MINES BLVD (E/W)

Date Prepared: 11-20-2023 By: RBO

T.S. No.: 1038

Date Implemented: 12/13/23 By:

TABLE 0 - DEFAULT				s	m	t	w	t	f	s
Code	Hour	Min	Plan	1	2	3	4	5	6	7
0 -0		:								
0 -1		:								
0 -2		:								
0 -3		:								
0 -4		:								
0 -5		:								
0 -6		:								
0 -7		:								
0 -8		:								
0 -9		:								
0 -A		:								
0 -b		:								
0 -C		:								
0 -d		:								
0 -E		:								
0 -F		:								

TABLE 3				s	m	t	w	t	f	s
Code	Hour	Min	Plan	1	2	3	4	5	6	7
3 -0		:								
3 -1		:								
3 -2		:								
3 -3		:								
3 -4		:								
3 -5		:								
3 -6		:								
3 -7		:								
3 -8		:								
3 -9		:								
3 -A		:								
3 -b		:								
3 -C		:								
3 -d		:								
3 -E		:								
3 -F		:								

ANNUAL EVENTS				s	m	t	w	t	f	s
Code	Month	/	Table	1	2	3	4	5	6	7
5 -0		/								
5 -1		/								
5 -2		/								
5 -3		/								
5 -4		/								
5 -5		/								
5 -6		/								
5 -7		/								
5 -8		/								
5 -9		/								
5 -A		/								
5 -b		/								
5 -C		/								
5 -d		/								
5 -E		/								
5 -F		/								

TABLE 1				s	m	t	w	t	f	s
Code	Hour	Min	Plan	1	2	3	4	5	6	7
1 -0		:								
1 -1		:								
1 -2		:								
1 -3		:								
1 -4		:								
1 -5		:								
1 -6		:								
1 -7		:								
1 -8		:								
1 -9		:								
1 -A		:								
1 -b		:								
1 -C		:								
1 -d		:								
1 -E		:								
1 -F		:								

Plan = Plan Number

	D1	D2	D3
O1 =	1	2	3
O2 =	4	5	6
O3 =	7	8	9

Plans:
A = Arrows On
B = TOD Output On
C = Offset Timing
D = Arrows / TOD Output Off
E = Function 6
F = Flash

Keys:
0 = No Days
8 = All Days
9 = Weekdays

Table #4, N^{th} = The number of the occurrence in the month (1-5). 99 = Always the last occurance in the month.

I.E. Thanksgiving = 11/04 [Table] and Thursday.

ANNUAL EVENTS				s	m	t	w	t	f	s
Code	Month	/ N^{th}	Table	1	2	3	4	5	6	7
6 -0		/								
6 -1		/								
6 -2		/								
6 -3		/								
6 -4		/								
6 -5		/								
6 -6		/								
6 -7		/								
6 -8		/								
6 -9		/								
6 -A		/								
6 -b		/								
6 -C		/								
6 -d		/								
6 -E		/								
6 -F		/								

TABLE 2				s	m	t	w	t	f	s
Code	Hour	Min	Plan	1	2	3	4	5	6	7
2 -0		:								
2 -1		:								
2 -2		:								
2 -3		:								
2 -4		:								
2 -5		:								
2 -6		:								
2 -7		:								
2 -8		:								
2 -9		:								
2 -A		:								
2 -b		:								
2 -C		:								
2 -d		:								
2 -E		:								
2 -F		:								

FLOATING HOLIDAYS				s	m	t	w	t	f	s
Code	Month	/ N^{th}	Table	1	2	3	4	5	6	7
4 -0		/								
4 -1		/								
4 -2		/								
4 -3		/								
4 -4		/								
4 -5		/								
4 -6		/								
4 -7		/								
4 -8		/								
4 -9		/								
4 -A		/								
4 -b		/								
4 -C		/								
4 -d		/								
4 -E		/								
4 -F		/								

ANNUAL EVENTS				s	m	t	w	t	f	s
Code	Month	/ N^{th}	Table	1	2	3	4	5	6	7
7 -0		/								
7 -1		/								
7 -2		/								
7 -3		/								
7 -4		/								
7 -5		/								
7 -6		/								
7 -7		/								
7 -8		/								
7 -9		/								
7 -A		/								
7 -b		/								
7 -C		/								
7 -d		/								
7 -E		/								
7 -F		/								

LACO-1R WWV-TIME-BASED ANNUAL TABLES

Intersection: BROADWAY (N/S) @ MINES BLVD (E/W)

Date Prepared: 11-20-2023 By: RBO

T.S. No.: 1038

Date Implemented: 12/13/23 By: OP

EXCEPTION DAYS			s	m	t	w	t	f	s
Code	Month / Day	Flag	1	2	3	4	5	6	7
8 - 0	/								
8 - 1	/								
8 - 2	/								
8 - 3	/								
8 - 4	/								
8 - 5	/								
8 - 6	/								
8 - 7	/								
8 - 8	/								
8 - 9	/								
8 - A	/								
8 - b	/								
8 - C	/								
8 - d	/								
8 - E	/								
8 - F	/								

EXCEPTION TIMES				Table 8 Flags						
Code	Hour	Min	Plan	1	2	3	4	5	6	7
9 - 0		:								
9 - 1		:								
9 - 2		:								
9 - 3		:								
9 - 4		:								
9 - 5		:								
9 - 6		:								
9 - 7		:								
9 - 8		:								
9 - 9		:								
9 - A		:								
9 - b		:								
9 - C		:								
9 - d		:								
9 - E		:								
9 - F		:								

NOTES ON USING TABLES:

Starting from the base display [A/b], Table access is gained with a two digit Table Code. Access is verified by the flashing of both Call Light 9 and the Phase digit* of the display (* No Flash if Table # & Event # match).

Five keypresses will be required followed by [E] to either the data and open the flag mode. Day of Week flags can now be set.

ADDITIONAL KEY CODES:

d-0-3=1 Search Tables
d-0-3=3 Repoll WWV Clock
d-A-F=1 Repoll WWV Clock
d-0-3=071 Save Timing to Prom Module
d-0-3=170 Download TIming into 170
d-0-3=999 Clear All Tables
F-0-0=Phase/Dial Copy - Source
F-0-1=Phase/Dial Copy - Destination
F-0-4=Program Number (66)
d-0-8,9,A=Mo,Day,Yr of Latest Revision
E-E-0-0= Reinitialization

SPECIAL FUNCTION TABLE									
Keystrokes: F + d + Function									
		Phase Flags							
		1	2	3	4	5	6	7	8
(Green) Calling Phases	0								
(Green) Call To Phases	1								
(Yellow) Calling Phases	2								
(Yellow) Call To Phases	3								
Auxiliary Ovlp A Output	4								
Mid-Block Ped Crossing	5								
Driveway Flash	6								
Green Extension	7								
Sequential Ped	8								
Not Used	9								
EV- A Clearance Phases	A								
EV- B Clearance Phases	b								
EV- C Clearance Phases	C								
EV- D Clearance Phases	d								
Track Clerance Phases	E								
Limited Servces Phases	F								

When Any Flagged Phase Is Green ---

--- Place A Locked Call To These Phases.

When Any Flagged Phase Is Yellow ---

--- Place A Locked Call To These Phases.

"Three Color single Phase Overlap" Outputs On Auxiliary File - Slot 1

Ø4P Only. Ø2 & Ø6 Reds Flash During Ø4P Clearance

Flashes The Green Outputs of The Selected Phases

Staggered Termination At Barrier Crossing

Allows Ø1, Ø3 or Ø5 Ped to output on the Ø8P Load Switch

OVERLAP GREEN OMIT	Keys	1	2	3	4	5	6	7	8
Green Omit for Overlap A	F-C-4								
Green Omit for Overlap B	F-C-5								
Green Omit for Overlap C	F-C-6								
Green Omit for Overlap D	F-C-7								

F-9-7		Coordination Free Time (Seconds) After railroad preempt
F-9-d		Green Rest Delay Time (Seconds)
d-0-1		RAILROAD ROUTINE SELECT: 0=Normal Railroad 1=Special Two Input Railroad Routine
d-0-2		MANUAL CONTROL: 0=Not Enabled 1=No Rcalls 2=Vehicle recalls 3=Vehicle and Ped Recalls

PHASE OMIT	Keys	1	2	3	4	5	6	7	8
Phase Omit (Observe Only)	d-d-4								
Phase Omit for Dial 1	d-d-5								
Phase Omit for Dial 2	d-d-6								
Phase Omit for Dial 3	d-d-7								

ADDITIONAL OVERLAPS	Keys	1	2	3	4	5	6	7	8
Aux File 2 Color Overlap C	d-d-C								
Aux File 2 Color Overlap D	d-d-d								
Ø7 Load Sw. 3 Color Ovrlp E	d-d-E								
Green Omit for Overlap E	d-d-F								

PHASE OMIT is active when Coordination CALL function is active and the OMIT flag is set.

Overlap E will not function if the Railroad Preempt has been selected.

LACO-1R WWV TIME BASED
COMMUNICATIONS & SPECIAL OPTIONS

Intersection: BROADWAY (N/S) @ MINES BLVD (E/W) Date Prepared: 11-20-2023 PL By: RBO

T.S. No.: 1038 Date Implemented: 12/13/23 By: op

SPECIAL OPTIONS	Keys								
Comm 3 Options	F-9-3								
		1	2	3	4	5	6	7	8
User Flag Options	F-C-2								
AB3418 Slave Number (1-62)	F-9-0								

Comm 3 Options (F-9-3)
1. Unused
2. Transmit 7-Wire
3. Unused
4. Transmit Time & Day
5. Unused
6. Transmit Plan
7. Transmit State Protocal AB3418 Time & Date
8. Receive & Respond to State Protocal AB3418

Note: A Slave Number must be entered at F-9-0 (1-62) when using Option # 8.

User Flag Options (F-C-2)
1. Send out the "System Sync Pulse" on Phase 4 Ped Yellow
2. Send out the "Time of Day Output" on Phase 4 Ped Yellow
3. Send out the "Midnight Sync Pulse" on Phase 4 Ped Yellow
4. Reserved
5. Enable AB3418 to set the Time & Date
6. Enable AB3418 to set the Coordination Free
7. Enable the Special Time of Day Overlap B
8. Enable the Freeway Ramp Release Logic Routine

LOS ANGELES COUNTY
DEPARTMENT OF PUBLIC WORKS
TRAFFIC & LIGHTING DIVISION
TRAFFIC SIGNAL TIMING

LACO - 1R WWV - TIME - BASED

TYPE 170 PROGRAM

Intersection: Washington Boulevard @ Broadway

T.S. No.: 463

Date Prepared: SMP 6/13/16 By: JSH

Date Implemented: 3/21/16 By: DT

PHASE TIMING

Keystrokes: F + Phase + Interval

Phase #		1	2	3	4	5	6	7	8
Minimum Walk	0	0	11		12	0	10		
Flashing Don't Walk	1	0	17		24	0	18		
Minimum Green	2	9	10		8	9	10		
Queue Maximum	3	0	0		25	0	0		
Added Green/Actuation	4	0.0	1.5		0.0	0.0	1.5		
Vehicle Extension	5	2.0	4.0		4.0	2.0	4.0		
Maximum Gap	6	2.0	5.0		5.0	2.0	5.0		
Minimum Gap	7	2.0	3.0		3.0	2.0	3.0		
Max Extension 1 (Free)	8	20	50		40	20	50		
Max Extension 2 (Coord)	9	20	130		40	20	130		
Offset 1	A	Dial 1: 56	Dial 2: 48	Dial 3: 117					
Offset 2	b								
Offset 3	C								
Reduce 0.1 Sec. Every...	d	0.0	1.5		1.2	0.0	1.5		
Yellow	E	3.5	4.5		4.5	3.5	4.5		
Red Clearance	F	0.5	0.5		0.5	0.5	0.5		

Max Added Green	F-0-E	20
Red Revert	F-0-F	2.0

Remarks:

PREEMPTION

Keystrokes: F+E+Function

RR Select (0, 1, 2)		0
Track Clearance		1
RR Red		2
RR2 Maximum(Minutes)		3
EV-A Delay		4
EV-A Clearance		5
EV-B Delay		6
EV-B Clearance		7
EV-C Delay		8
EV-C Clearance		9
EV-D Delay		A
EV-D Clearance		b
EV Maximum (Seconds)		C
Delay Timer		d
Clearance Timer		E
Maximum Timer		F

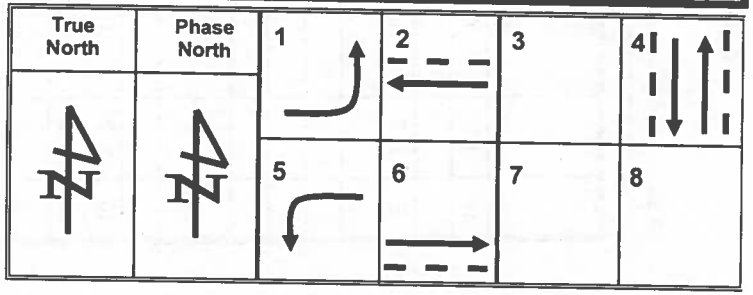
PHASE FUNCTION FLAGS

Keystokes: F+F+Function

		1	2	3	4	5	6	7	8
Phases Permitted	0	X	X		X	X	X		
Red Lock	1								
Red & Yellow Lock	2		X		X		X		
Minimum Vehicle Recall	3		X				X		
Pedestrian Recall + Rest in Walk	4								
Pedestrian Phases	5		X		X		X		
Rest in Red	6								
Semi Traffic Actuated Mode	7								
Double Entry	8								
Maximum Vehicle Recall	9								
Overlap A	A								
Overlap B	b								
Barrier Recall	C								
Rest in Green	d								
Yellow Start Up	E		X				X		
Protected/Permissive Left Turn	F								

LAG PHASE FLAGS

		1	2	3	4	5	6	7	8
Lag Free	d-F-0		X		X		X		X
Lag Dial 1	d-F-1		X		X		X		X
Lag Dial 2	d-F-2		X		X		X		X
Lag Dial 3	d-F-3		X		X		X		X



LACO-1R WWV DETECTOR ASSIGNMENTS

T.S.: 463 Intersection: Washington Boulevard @ Broadway Date Prepared: Sept 01/13/16 3/21/16 By: JSH BST

App	Lanes	Description	Phase File - Slot Channel	Delay Code	Delay Seconds	Extended Call Code	Extended Call Seconds	Remarks (Note: The four Programmable Detectors will default to normal phasing if not flagged.)	Yellow Disconnect Code	Yellow Disconnect Lite	Yellow Disconnect On	Queue Clearing Code	Queue Clearing Lite	Queue Clearing On
W	LT	6'X100'	1I9U	d16		d36			dF4	1		dF8	1	
			1I1L											
E	1,2	ADVANCE	2I2L	d11		d39			dF4	2		dFb	2	
			2I2L	d19		d32			dF4	5		dFb	8	
			1I9U	d13		d39			dF4	8		dFb	8	
			2I3L	d19		d39			dF4	5		dFb	8	
			2I4U	d16		d36		Call Ø 1 2 3 4 5 6 7 8	dF4	6		dFb	6	
			2I4L					dd8	dF4			dF8		
			3I5U	d16		d36			dF4	4		dFb	7	
			3I5L						dF4			dFb		
N	1,2	ADVANCE	1I9U	d17		d32			dF4	5		dFb	8	
S	1,2	ADVANCE	4I6L	d19		d39			dF5	1		dFb	1	
			4I7U	d19		d39			dF5	2		dFb	2	
			4I7L	d1A		d3A			dF5	3		dFb	8	
N	1,2	QUEUE CL.	4I8U	d16	10	d36		Call Ø 1 2 3 4 5 6 7 8	dF5	4		dFb	6	X
S	1,2	QUEUE CL.	4I7L					ddb	dF5			dF9		
			1I9U	d1C		d3c			dF5	5		dFb	8	
			3I9L	d1d		d3d			dF5	6		dF9	6	
E	LT	6'X100'	5J1U	d20		d40			dF6	1		dFA	1	
			6J2U						dF6			dFA		
W	1,2	ADVANCE	6J2U	d21		d48			dF5	2		dFA	2	
			6J2U	d22		d42			dF5	5		dFA	8	
			6J3U	d29		d48			dF4	5		dFA	4	
			6J3L	d24		d48			dF5	8		dFA	5	
			6J2U	d16		d46		Call Ø 1 2 3 4 5 6 7 8	dF5	4		dFA	6	
			6J4L					ddA	dF5			dFA		
			7J5U	d16		d46			dF5	4		dFA	1	
			8J6L						dF4			dFA		
			8J6U	d27		d47			dF4	5		dFA	8	
			8J6L	d29		d48			dF7	1		dFb	1	
			8J6L	d29		d48			dF7	2		dFb	2	
			8J7L	d2A		d4A			dF7	5		dFb	8	
			8J8U	d16		d46		Call Ø 1 2 3 4 5 6 7 8	dF7	4		dFb	1	
			8J6L					ddb	dF7			dFb		
			8J6L	d2C		d4C			dF7	5		dFb	8	
			7J9L	d2d		d4d			dF7	6		dF9	6	

YELLOW DISCONNECT QUICK REFERENCE

	Call Lights							
Code	1	2	3	4	5	6	7	8
dF4								
dF5								
dF6								
dF7								

Remarks:

QUEUE CLEARING DETECTOR QUICK REFERENCE

	Call Lights							
Code	1	2	3	4	5	6	7	8
dF8								
dF9				X				
dFA								
dFb								

LACO-1R WWV - TIME - BASED COORDINATION

T.S. No.: 463 Intersection: Washington Boulevard @ Broadway

System Limits: Pioneer Boulevard to Sorensen Avenue

Remote Master: WWV Date Prepared: SMP 01/13/16 By: JSH

Date Implemented: 3/21/16 By: JT

TIME OF DAY OPERATION SUMMARY

	Dial 1	Dial 2	Dial 3 / Offset Timing
Offset 1	ALL OTHER TIMES	0530-0830 M-F	1400-1830 M-F
Offset 2			
Offset 3			
Free	2200-0530 CONTINUOUS		
Special			

* Set Local Manual to 14 (free) before setting or changing dial intervals & functions. Setting either of the Manuals to 0 will release that Manual.

Offset Timing Mode:
A 12 at C-0-1 or by T.O.D enables this mode and uses the Dial 3 Intervals and Functions.

Observe:

Call	d-F-C
Hold	d-F-d
Ped Restrict	d-F-E
Force - Off	d-F-F
Cycle with Field Calls	C-0-b
Master Sync Pulse Width	d-0-d

INTERCONNECT SELECT

d-0-0 [ ] 7 = Slave [X] 170 = Master

d-0-E Set Maximum Width 4.0 Seconds

d-0-F Set Minimum Width 1.0 Seconds

Remarks:

Keystrokes: C + Column + Row

Coordination Parameters		INTERVALS (in seconds)			FUNCTION FLAGS												
					DIAL 1				DIAL 2				DIAL 3 / OFFSET TIMING				
		Dial 1	Dial 2	Dial 3	Force Off	Hold	Ped Rstrict	Call	Force Off	Hold	Ped Rstrict	Call	Force Off	Hold	Ped Rstrict	Call	
0	Int	1	2	3	4	5	6	7	8	9	A	b	C	d	E	F	Int
System Manual* 0	0	120	120	120	2,6				2,6				2,6				0
Local Manual* 0	1	1	1	1	-,-	2,6			-,-	2,6			-,-	2,6			1
Master Dial	2	6	6	6		-,-	4			-,-	4			-,-	4		2
Current Dial	3	29	29	29		2,6	4			2,6	4			2,6	4		3
Offset Number	4	42	42	42	4	2,6	-		4	2,6	-		4	2,6	-		4
Time of Day Plan	5	43	43	43	-	2,6			-	2,6			-	2,6			5
Function 6 14	6	59	59	59	1,5	2,6			1,5	2,6			1,5	2,6			6
Current Table	7	60	60	60	-,-	2,6			-,-	2,6			-,-	2,6			7
Minimum Cycle 0	8	69	69	69		-,-				-,-				-,-			8
Maximum Cycle 255	9	92	92	92			2,6				2,6				2,6		9
Master Timer	A	120	120	120			-,-				-,-				-,-		A
Local Timer	b																b
New Offset	C																C
Current Offset	d																d
Last Master Cycle	E																E
Last Local Cycle	F																F

LACO-TR WWV TIME BASE UNIT
CLOCK AND EVENT TABLE SHEET

Intersection: Washington Boulevard @ Broadway Date Prepared: SMP 01/13/16 By: JSH

T.S. No.: 463 Date Implemented: 3/21/16 By: DT

CLOCK

CONTROL CODE A-C

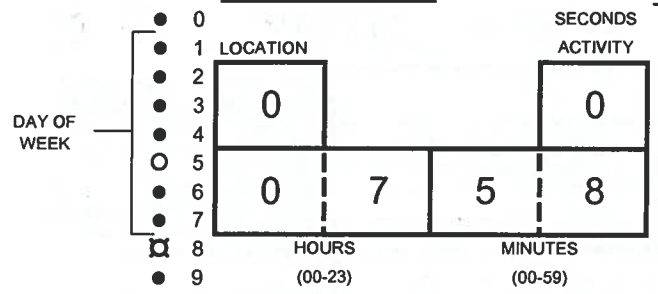


FIG. 1

CONTROL CODE A-D

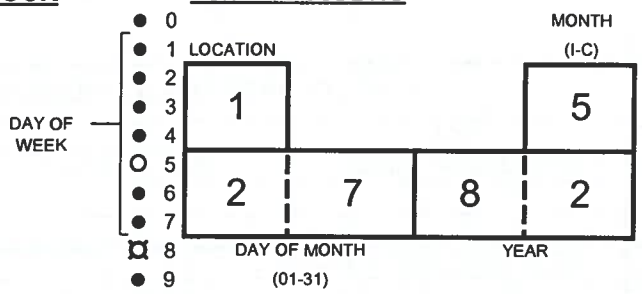


FIG. 2

ABOVE EXAMPLES
7:58 A.M. ON THURSDAY (FIG. 1)
MAY 27, 1982 (FIG. 2)

DAY OF WEEK

1	SUNDAY
2	MONDAY
3	TUESDAY
4	WEDNESDAY
5	THURSDAY
6	FRIDAY
7	SATURDAY

MONTH

1	JANUARY	7	JULY
2	FEBRUARY	8	AUGUST
3	MARCH	9	SEPTEMBER
4	APRIL	A	OCTOBER
5	MAY	B	NOVEMBER
6	JUNE	C	DECEMBER

DIRECTIONS
At control code A - C, key in hours and minutes, then key in 0 for seconds activity. Enter key E and turn on call light corresponding to day of the week. (NOTE: Seconds start at 0 seconds - for observation and correction use address D - 4 - F).
At cibtrik cide A - D, key in the day of the month, year and month, then enter key E.

EVENT TABLE

CONTROL CODE 9-3

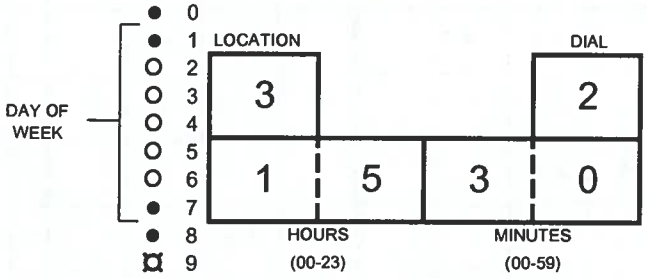


FIG. 3

ABOVE EXAMPLE

The example (FIG. 3), shows a time of day event at control code 9-3 with dial 2 to start at 3:30 P.M. each weekday from Monday through Friday.

DIRECTIONS

To set an event, key in 9 + the table location, key in hour, minute, and event, then enter key E. Set day(s) with call/active lights. To observe current event use address C - 0 - 5. (NOTE: These time of day events are local - not system events.)

REMARKS:

FOR DIRECT INTERCONNECT ONLY. (D00=7)

			DAY AND LIGHT ← Set DAY using call/active LIGHT →						
LOC. 9+ ↓	TIME	EVENT *DIAL	SUN 1	MON 2	TUE 3	WED 4	THUR 5	FRI 6	SAT 7
0									
1									
2									
3									
4									
5									
6									
7									
8									
9									
A									
B									
C									
D									
E									
F									

* DIAL 1 = 1, 2 = 2, 3 = 3, FREE = E, OFF = 0.
(NOTE: At C - 0 - 5, Free = 14)
OFFSET TIMING =C T.O.D. FLASH=F

LACO-1R WWV - TIME - BASED EVENT TABLES

Intersection: Washington Boulevard @ Broadway

Date Prepared: Sample 01/13/16 By: JSH

T.S. No.: 463

Date Implemented: 3/21/16 By: BT

TABLE 0 - DEFAULT

Code	Hour : Min	Plan	s	m	t	w	t	f	s
0 -0	00 : 00	E	X	X	X	X	X	X	X
0 -1	05 : 30	1	X						X
0 -2	05 : 30	2		X	X	X	X	X	
0 -3	08 : 30	1		X	X	X	X	X	
0 -4	14 : 00	3		X	X	X	X	X	
0 -5	18 : 30	1		X	X	X	X	X	
0 -6	22 : 00	E	X	X	X	X	X	X	X
0 -7	:								
0 -8	:								
0 -9	:								
0 -A	:								
0 -b	:								
0 -C	:								
0 -d	:								
0 -E	:								
0 -F	:								

TABLE 3

Code	Hour : Min	Plan	s	m	t	w	t	f	s
3 -0	:								
3 -1	:								
3 -2	:								
3 -3	:								
3 -4	:								
3 -5	:								
3 -6	:								
3 -7	:								
3 -8	:								
3 -9	:								
3 -A	:								
3 -b	:								
3 -C	:								
3 -d	:								
3 -E	:								
3 -F	:								

ANNUAL EVENTS

Code	Month / Nth	Table	s	m	t	w	t	f	s
5 -0	/								
5 -1	/								
5 -2	/								
5 -3	/								
5 -4	/								
5 -5	/								
5 -6	/								
5 -7	/								
5 -8	/								
5 -9	/								
5 -A	/								
5 -b	/								
5 -C	/								
5 -d	/								
5 -E	/								
5 -F	/								

TABLE 1

Code	Hour : Min	Plan	s	m	t	w	t	f	s
1 -0	00 : 00	E		X	X	X	X	X	
1 -1	05 : 30	1		X	X	X	X	X	
1 -2	22 : 00	E		X	X	X	X	X	
1 -3	:								
1 -4	:								
1 -5	:								
1 -6	:								
1 -7	:								
1 -8	:								
1 -9	:								
1 -A	:								
1 -b	:								
1 -C	:								
1 -d	:								
1 -E	:								
1 -F	:								

Plan = Plan Number

	D1	D2	D3
O1 =	1	2	3
O2 =	4	5	6
O3 =	7	8	9

Plans:
A = Arrows On
B = TOD Output On
C = Offset Timing
D = Arrows / TOD Output Off
E = Function 6
F = Flash

Keys:
0 = No Days
8 = All Days
9 = Weekdays

Table #4, Nth = The number of the occurrence in the month (1-5). 99 = Always the last occurance in the month.

I.E. Thanksgiving = 11/04 [Table] and Thursday.

ANNUAL EVENTS

Code	Month / Nth	Table	s	m	t	w	t	f	s
6 -0	/								
6 -1	/								
6 -2	/								
6 -3	/								
6 -4	/								
6 -5	/								
6 -6	/								
6 -7	/								
6 -8	/								
6 -9	/								
6 -A	/								
6 -b	/								
6 -C	/								
6 -d	/								
6 -E	/								
6 -F	/								

TABLE 2

Code	Hour : Min	Plan	s	m	t	w	t	f	s
2 -0	:								
2 -1	:								
2 -2	:								
2 -3	:								
2 -4	:								
2 -5	:								
2 -6	:								
2 -7	:								
2 -8	:								
2 -9	:								
2 -A	:								
2 -b	:								
2 -C	:								
2 -d	:								
2 -E	:								
2 -F	:								

FLOATING HOLIDAYS

Code	Month / Nth	Table	s	m	t	w	t	f	s
4 -0	01 / 03	1		X					
4 -1	02 / 03	1		X					
4 -2	05 / 99	1		X					
4 -3	09 / 01	1		X					
4 -4	11 / 04	1					X		
4 -5	/								
4 -6	/								
4 -7	/								
4 -8	/								
4 -9	/								
4 -A	/								
4 -b	/								
4 -C	/								
4 -d	/								
4 -E	/								
4 -F	/								

ANNUAL EVENTS

Code	Month / Nth	Table	s	m	t	w	t	f	s
7 -0	/								
7 -1	/								
7 -2	/								
7 -3	/								
7 -4	/								
7 -5	/								
7 -6	/								
7 -7	/								
7 -8	/								
7 -9	/								
7 -A	/								
7 -b	/								
7 -C	/								
7 -d	/								
7 -E	/								
7 -F	/								

LACO-TR WWV-TIME-BASED ANNUAL TABLES

Intersection: Washington Boulevard @ Broadway Date Prepared: SMP 01/13/14 By: JSH

T.S. No.: 463 Date Implemented: 3/22/16 By: OT

EXCEPTION DAYS			s	m	t	w	t	f	s
Code	Month / Day	Flag	1	2	3	4	5	6	7
8-0	01 / 01	1		X	X	X	X	X	
8-1	01 / 02	1		X					
8-2	07 / 04	1		X	X	X	X	X	
8-3	07 / 05	1		X					
8-4	11 / 10	1						X	
8-5	11 / 11	1		X	X	X	X	X	
8-6	11 / 12	1		X					
8-7	12 / 24	1		X	X	X	X	X	
8-8	12 / 25	1		X	X	X	X	X	
8-9	12 / 26	1		X				X	
8-A	/								
8-b	/								
8-C	/								
8-d	/								
8-E	/								
8-F	/								

EXCEPTION TIMES			Table 8 Flags						
Code	Hour : Min	Plan	1	2	3	4	5	6	7
9-0	00 : 00	E		X	X	X	X	X	
9-1	05 : 30	1		X	X	X	X	X	
9-2	22 : 00	E		X	X	X	X	X	
9-3	:								
9-4	:								
9-5	:								
9-6	:								
9-7	:								
9-8	:								
9-9	:								
9-A	:								
9-b	:								
9-C	:								
9-d	:								
9-E	:								
9-F	:								

NOTES ON USING TABLES:

Starting from the base display [A/b], Table access is gained with a two digit Table Code. Access is verified by the flashing of both Call Light 9 and the Phase digit* of the display (* No Flash if Table # & Event # match).

Five keypresses will be required followed by [E] to either the data and open the flag mode. Day of Week flags can now be set.

ADDITIONAL KEY CODES:

d-0-3=1 Search Tables
d-0-3=3 Repoll WWV Clock
d-A-F=1 Repoll WWV Clock
d-0-3=071 Save Timing to Prom Module
d-0-3=170 Download TIming into 170
d-0-3=999 Clear All Tables
F-0-0=Phase/Dial Copy - Source
F-0-1=Phase/Dial Copy - Destination
F-0-4=Program Number (66)
d-0-8,9,A=Mo,Day,Yr of Latest Revision
E-E-0-0= Reinitialization

SPECIAL FUNCTION TABLE									
Keystrokes: F + d + Function									
		Phase Flags							
		1	2	3	4	5	6	7	8
(Green) Calling Phases	0								
(Green) Call To Phases	1								
(Yellow) Calling Phases	2								
(Yellow) Call To Phases	3								
Auxiliary Ovlp A Output	4								
Mid-Block Ped Crossing	5								
Driveway Flash	6								
Green Extension	7								
Sequential Ped	8								
Not Used	9								
EV- A Clearance Phases	A								
EV- B Clearance Phases	b								
EV- C Clearance Phases	C								
EV- D Clearance Phases	d								
Track Clerance Phases	E								
Limited Servces Phases	F								

When Any Flagged Phase Is Green ---
--- Place A Locked Call To These Phases.
When Any Flagged Phase Is Yellow ---
--- Place A Locked Call To These Phases.
"Three Color single Phase Overlap" Outputs On Auxiliary File - Slot 1
Ø4P Only. Ø2 & Ø6 Reds Flash During Ø4P Clearance
Flashes The Green Outputs of The Selected Phases
Staggered Termination At Barrier Crossing
Allows Ø1, Ø3 or Ø5 Ped to output on the Ø8P Load Switch

OVERLAP GREEN OMIT	Keys	1	2	3	4	5	6	7	8
Green Omit for Overlap A	F-C-4								
Green Omit for Overlap B	F-C-5								
Green Omit for Overlap C	F-C-6								
Green Omit for Overlap D	F-C-7								

F-9-7		Coordination Free Time (Seconds) After railroad preempt
F-9-d		Green Rest Delay Time (Seconds)
d-0-1		RAILROAD ROUTINE SELECT: 0=Normal Railroad 1=Special Two Input Railroad Routine
d-0-2		MANUAL CONTROL: 0=Not Enabled 1=No Rcalls 2=Vehicle recalls 3=Vehicle and Ped Recalls

PHASE OMIT	Keys	1	2	3	4	5	6	7	8
Phase Omit (Observe Only)	d-d-4								
Phase Omit for Dial 1	d-d-5								
Phase Omit for Dial 2	d-d-6								
Phase Omit for Dial 3	d-d-7								

ADDITIONAL OVERLAPS	Keys	1	2	3	4	5	6	7	8
Aux File 2 Color Overlap C	d-d-C								
Aux File 2 Color Overlap D	d-d-d								
Ø7 Load Sw. 3 Color Ovrlp E	d-d-E								
Green Omit for Overlap E	d-d-F								

PHASE OMIT is active when Coordination CALL function is active and the OMIT flag is set.

Overlap E will not function if the Railroad Preempt has been selected.

COMMUNICATIONS & SPECIAL OPTIONS

Intersection: Washington Boulevard @ Broadway Date Prepared: SMP 01/13/16 By: JSH

T.S. No.: 463 Date Implemented: 3/21/16 By: DC

SPECIAL OPTIONS	Keys								
Comm 3 Options	F-9-3								
		1	2	3	4	5	6	7	8
User Flag Options	F-C-2								
AB3418 Slave Number (1-62)	F-9-0								

Comm 3 Options (F-9-3)

1. Unused
2. Transmit 7-Wire
3. Unused
4. Transmit Time & Day
5. Unused
6. Transmit Plan
7. Transmit State Protocal AB3418 Time & Date
8. Receive & Respond to State Protocal AB3418

Note: A Slave Number must be entered at F-9-0 (1-62) when using Option # 8.

User Flag Options (F-C-2)

1. Send out the "System Sync Pulse" on Phase 4 Ped Yellow
2. Send out the "Time of Day Output" on Phase 4 Ped Yellow
3. Send out the "Midnight Sync Pulse" on Phase 4 Ped Yellow
4. Reserved
5. Enable AB3418 to set the Time & Date
6. Enable AB3418 to set the Coordination Free
7. Enable the Special Time of Day Overlap B
8. Enable the Freeway Ramp Release Logic Routine

Appendix G

Intersection Analysis Worksheets
for
Existing Conditions

RK19953.7
JN: 3184-2024-01

Intersection Level Of Service Report
Intersection 1: Broadway Avenue (N/S) at Mines Boulevard (E/W)

Control Type:	Signalized	Delay (sec / veh):	25.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.408

Intersection Setup

Name	Broadway Avenue			Broadway Avenue			Mines Boulevard			Mines Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	155.00	100.00	55.00	155.00	100.00	55.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Broadway Avenue			Broadway Avenue			Mines Boulevard			Mines Boulevard		
Base Volume Input [veh/h]	39	216	28	148	372	95	121	329	46	54	314	49
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	216	28	148	372	95	121	329	46	54	314	49
Peak Hour Factor	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	66	9	45	113	29	37	100	14	16	96	15
Total Analysis Volume [veh/h]	48	263	34	180	454	116	148	401	56	66	383	60
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	28	0	0	28	0	6	24	0	0	24	0
Amber [s]	0.0	5.0	0.0	0.0	5.0	0.0	3.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	1.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0	12	0	0	12	0	0	11	0	0	11	0
Pedestrian Clearance [s]	0	24	0	0	23	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	2.0	3.5	0.0	0.0	3.5	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	6.0	6.0	0.0	0.0	6.0	0.0
Advanced Detector Location [ft]	0.0	235.0	0.0	0.0	245.0	0.0	245.0	245.0	0.0	0.0	245.0	0.0
Advanced Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	6.0	6.0	0.0	0.0	6.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	51	0	0	51	0	124	69	0	0	69	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	9	0	0	9	0	6	8	0	0	8	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	2.0	0.0	3.0	3.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
g_i, Effective Green Time [s]	66	66	66	66	66	66	43	43	43	43	43	43
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.55	0.55	0.36	0.36	0.36	0.36	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.06	0.08	0.08	0.17	0.16	0.16	0.16	0.21	0.04	0.07	0.20	0.04
s, saturation flow rate [veh/h]	842	1870	1797	1082	1870	1741	946	1870	1589	934	1870	1589
c, Capacity [veh/h]	432	1025	984	587	1025	954	234	674	573	223	674	573
d1, Uniform Delay [s]	19.85	13.33	13.35	18.95	14.56	14.57	47.31	31.25	25.44	43.98	30.87	25.51
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.15	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.52	0.30	0.32	1.35	0.71	0.76	2.79	0.84	0.07	1.04	1.08	0.11
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.11	0.15	0.15	0.31	0.29	0.29	0.63	0.60	0.10	0.30	0.57	0.10
d, Delay for Lane Group [s/veh]	20.37	13.63	13.67	20.30	15.26	15.33	50.11	32.09	25.52	45.02	31.94	25.62
Lane Group LOS	C	B	B	C	B	B	D	C	C	D	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.85	2.04	1.99	3.24	4.38	4.11	4.41	9.47	1.07	1.80	8.98	1.15
50th-Percentile Queue Length [ft/ln]	21.27	50.89	49.86	80.91	109.40	102.63	110.25	236.64	26.75	44.98	224.60	28.87
95th-Percentile Queue Length [veh/ln]	1.53	3.66	3.59	5.83	7.81	7.39	7.85	14.51	1.93	3.24	13.90	2.08
95th-Percentile Queue Length [ft/ln]	38.28	91.60	89.76	145.64	195.17	184.73	196.35	362.78	48.15	80.96	347.48	51.97

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.37	13.65	13.67	20.30	15.29	15.33	50.11	32.09	25.52	45.02	31.94	25.62
Movement LOS	C	B	B	C	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	14.59			16.50			35.89			32.89		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	25.29											
Intersection LOS	C											
Intersection V/C	0.408											

Emissions

Vehicle Miles Traveled [mph]	1.50	4.69	4.58	5.62	9.20	8.59	7.66	20.76	2.90	3.59	20.82	3.26
Stops [stops/h]	25.52	61.07	59.84	97.09	131.29	123.15	132.30	283.97	32.10	53.97	269.51	34.65
Fuel consumption [US gal/h]	0.45	1.05	1.03	1.69	2.25	2.11	2.80	5.55	0.64	1.15	5.31	0.70
CO [g/h]	31.32	73.73	72.20	117.99	157.51	147.67	195.44	387.62	44.92	80.20	371.18	48.77
NOx [g/h]	6.09	14.35	14.05	22.96	30.65	28.73	38.03	75.42	8.74	15.60	72.22	9.49
VOC [g/h]	7.26	17.09	16.73	27.35	36.50	34.22	45.29	89.84	10.41	18.59	86.02	11.30

Other Modes

g_Walk,mi, Effective Walk Time [s]	15.0	15.0	16.0	16.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	45.94	45.94	45.07	45.07
l_p,int, Pedestrian LOS Score for Intersectio	2.614	2.799	2.537	2.717
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	758	758	1058	1058
d_b, Bicycle Delay [s]	23.13	23.13	13.30	13.30
l_b,int, Bicycle LOS Score for Intersection	1.844	2.178	2.558	2.399
Bicycle LOS	A	B	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Broadway Avenue (N/S) at Washington Boulevard (E/W)

Control Type:	Signalized	Delay (sec / veh):	30.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.717

Intersection Setup

Name	Broadway Avenue			Broadway Avenue			Washington Boulevard			Washington Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Broadway Avenue			Broadway Avenue			Washington Boulevard			Washington Boulevard		
Base Volume Input [veh/h]	36	109	68	88	183	227	102	715	46	50	1125	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	109	68	88	183	227	102	715	46	50	1125	53
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	28	18	23	48	59	27	187	12	13	294	14
Total Analysis Volume [veh/h]	38	114	71	92	191	237	106	746	48	52	1174	55
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	48.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	4	0	0	4	0	1	6	0	5	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	17	31	0	17	31	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	3.5	4.5	0.0	3.5	4.5	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Walk [s]	0	12	0	0	12	0	0	10	0	0	11	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	18	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	40.0	0.0	0.0	40.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0
Advanced Detector Location [ft]	0.0	250.0	0.0	0.0	250.0	0.0	0.0	185.0	0.0	0.0	210.0	0.0
Advanced Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	41	0	0	41	0	46	66	0	13	33	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	8	0	0	8	0	9	10	0	9	10	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	4.0	0.0	2.0	4.0	0.0	2.0	4.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00
g_i, Effective Green Time [s]	35	35	35	9	64	64	7	62	62
g / C, Green / Cycle	0.29	0.29	0.29	0.08	0.53	0.53	0.06	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.25	0.25	0.21	0.06	0.21	0.21	0.03	0.33	0.33
s, saturation flow rate [veh/h]	882	777	1506	1781	1870	1831	1781	1870	1841
c, Capacity [veh/h]	290	268	435	135	996	975	110	970	955
d1, Uniform Delay [s]	39.26	39.18	38.60	54.49	16.68	16.68	54.41	20.77	20.79
k, delay calibration	0.35	0.35	0.26	0.04	0.50	0.50	0.04	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	12.75	11.96	5.92	3.76	1.21	1.24	1.17	3.21	3.27
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.74	0.74	0.79	0.40	0.40	0.47	0.64	0.64
d, Delay for Lane Group [s/veh]	52.01	51.14	44.52	58.26	17.89	17.92	55.58	23.98	24.06
Lane Group LOS	D	D	D	E	B	B	E	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.47	6.32	9.15	3.24	6.59	6.46	1.53	12.63	12.47
50th-Percentile Queue Length [ft/ln]	186.63	157.93	228.72	80.94	164.82	161.54	38.31	315.63	311.79
95th-Percentile Queue Length [veh/ln]	11.95	10.44	14.11	5.83	10.80	10.63	2.76	18.45	18.26
95th-Percentile Queue Length [ft/ln]	298.65	260.98	352.73	145.68	270.09	265.76	68.95	461.31	456.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	52.01	52.01	52.01	51.14	48.19	44.52	58.26	17.90	17.92	55.58	24.02	24.06
Movement LOS	D	D	D	D	D	D	E	B	B	E	C	C
d_A, Approach Delay [s/veh]	52.01			47.04			22.66			25.30		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	30.39											
Intersection LOS	C											
Intersection V/C	0.717											

Emissions

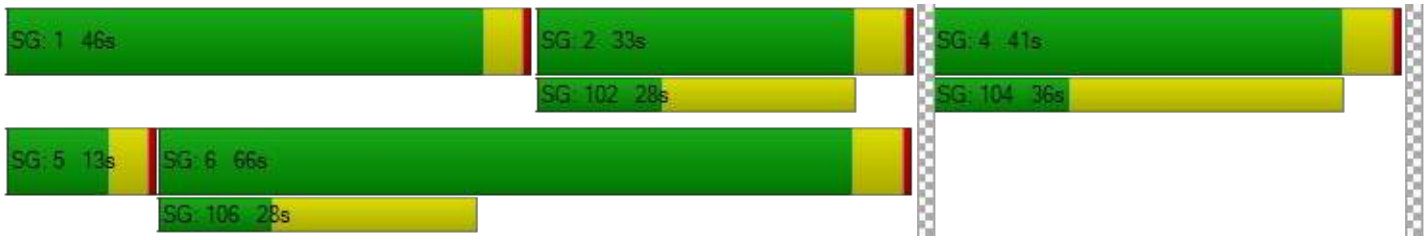
Vehicle Miles Traveled [mph]	7.40	5.99	9.75	5.56	21.06	20.61	3.52	41.85	41.26
Stops [stops/h]	223.95	189.51	274.46	97.12	197.78	193.84	45.97	378.76	374.15
Fuel consumption [US gal/h]	4.33	3.71	5.35	2.41	4.16	4.07	1.17	8.24	8.14
CO [g/h]	302.43	259.53	374.22	168.45	290.63	284.82	81.47	575.95	569.03
NOx [g/h]	58.84	50.49	72.81	32.77	56.55	55.42	15.85	112.06	110.71
VOC [g/h]	70.09	60.15	86.73	39.04	67.36	66.01	18.88	133.48	131.88

Other Modes

g_Walk,mi, Effective Walk Time [s]	14.0	15.0	16.0	16.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.82	45.94	45.07	45.07
l_p,int, Pedestrian LOS Score for Intersectio	2.147	2.368	2.975	3.010
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	1017	467
d_b, Bicycle Delay [s]	29.40	29.40	14.50	35.27
l_b,int, Bicycle LOS Score for Intersection	1.928	1.989	2.302	2.616
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 1: Broadway Avenue (N/S) at Mines Boulevard (E/W)

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.374

Intersection Setup

Name	Broadway Avenue			Broadway Avenue			Mines Boulevard			Mines Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	155.00	100.00	55.00	155.00	100.00	55.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Broadway Avenue			Broadway Avenue			Mines Boulevard			Mines Boulevard		
Base Volume Input [veh/h]	39	401	32	120	303	63	111	270	33	42	377	108
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	401	32	120	303	63	111	270	33	42	377	108
Peak Hour Factor	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	106	8	32	80	17	29	71	9	11	100	29
Total Analysis Volume [veh/h]	41	424	34	127	320	67	117	285	35	44	399	114
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	28	0	0	28	0	6	24	0	0	24	0
Amber [s]	0.0	5.0	0.0	0.0	5.0	0.0	3.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	1.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0	12	0	0	12	0	0	11	0	0	11	0
Pedestrian Clearance [s]	0	24	0	0	23	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	2.0	3.5	0.0	0.0	3.5	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	6.0	6.0	0.0	0.0	6.0	0.0
Advanced Detector Location [ft]	0.0	235.0	0.0	0.0	245.0	0.0	245.0	245.0	0.0	0.0	245.0	0.0
Advanced Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	6.0	6.0	0.0	0.0	6.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	48	0	0	48	0	124	72	0	0	72	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	9	0	0	9	0	6	8	0	0	8	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	2.0	0.0	3.0	3.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
g_i, Effective Green Time [s]	66	66	66	66	66	66	43	43	43	43	43	43
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.55	0.55	0.36	0.36	0.36	0.36	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.04	0.12	0.12	0.14	0.11	0.11	0.13	0.15	0.02	0.04	0.21	0.07
s, saturation flow rate [veh/h]	996	1870	1822	933	1870	1760	887	1870	1589	1059	1870	1589
c, Capacity [veh/h]	546	1021	994	506	1021	961	199	678	576	290	678	576
d1, Uniform Delay [s]	16.44	14.12	14.13	18.93	13.84	13.86	49.12	28.77	24.93	38.36	31.00	26.27
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.15	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.27	0.52	0.53	1.19	0.42	0.46	2.74	0.42	0.04	0.34	1.16	0.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.08	0.23	0.23	0.25	0.19	0.20	0.59	0.42	0.06	0.15	0.59	0.20
d, Delay for Lane Group [s/veh]	16.71	14.64	14.67	20.12	14.27	14.32	51.85	29.19	24.98	38.71	32.16	26.51
Lane Group LOS	B	B	B	C	B	B	D	C	C	D	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.64	3.32	3.26	2.27	2.78	2.66	3.52	6.18	0.66	1.08	9.43	2.27
50th-Percentile Queue Length [ft/ln]	15.94	82.90	81.42	56.63	69.53	66.59	88.05	154.60	16.42	27.09	235.74	56.70
95th-Percentile Queue Length [veh/ln]	1.15	5.97	5.86	4.08	5.01	4.79	6.34	10.26	1.18	1.95	14.47	4.08
95th-Percentile Queue Length [ft/ln]	28.68	149.21	146.56	101.94	125.15	119.86	158.49	256.56	29.56	48.76	361.64	102.06

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	16.71	14.65	14.67	20.12	14.29	14.32	51.85	29.19	24.98	38.71	32.16	26.51
Movement LOS	B	B	B	C	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	14.82			15.73			34.92			31.52		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	24.07											
Intersection LOS	C											
Intersection V/C	0.374											

Emissions

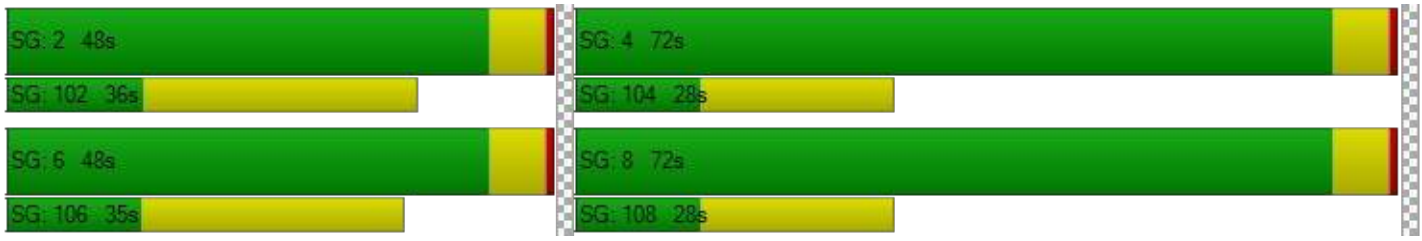
Vehicle Miles Traveled [mph]	1.28	7.22	7.07	3.96	6.18	5.90	6.06	14.75	1.81	2.39	21.69	6.20
Stops [stops/h]	19.12	99.47	97.71	67.96	83.43	79.91	105.66	185.52	19.71	32.50	282.88	68.04
Fuel consumption [US gal/h]	0.33	1.71	1.68	1.18	1.44	1.38	2.26	3.65	0.40	0.68	5.57	1.36
CO [g/h]	23.21	119.68	117.52	82.63	100.54	96.20	157.97	255.15	27.62	47.68	389.03	95.26
NOx [g/h]	4.52	23.29	22.86	16.08	19.56	18.72	30.74	49.64	5.37	9.28	75.69	18.53
VOC [g/h]	5.38	27.74	27.24	19.15	23.30	22.30	36.61	59.13	6.40	11.05	90.16	22.08

Other Modes

g_Walk,mi, Effective Walk Time [s]	15.0	15.0	16.0	16.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	45.94	45.94	45.07	45.07
l_p,int, Pedestrian LOS Score for Intersectio	2.578	2.743	2.468	2.607
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	708	708	1108	1108
d_b, Bicycle Delay [s]	25.03	25.03	11.93	11.93
l_b,int, Bicycle LOS Score for Intersection	1.971	1.984	2.281	2.479
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Broadway Avenue (N/S) at Washington Boulevard (E/W)

Control Type:	Signalized	Delay (sec / veh):	37.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.832

Intersection Setup

Name	Broadway Avenue			Broadway Avenue			Washington Boulevard			Washington Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Broadway Avenue			Broadway Avenue			Washington Boulevard			Washington Boulevard		
Base Volume Input [veh/h]	54	264	79	82	141	187	176	923	56	64	1172	66
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	264	79	82	141	187	176	923	56	64	1172	66
Peak Hour Factor	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	67	20	21	36	47	45	234	14	16	297	17
Total Analysis Volume [veh/h]	55	267	80	83	143	189	178	934	57	65	1186	67
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	117.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	4	0	0	4	0	1	6	0	5	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	17	31	0	17	31	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	3.5	4.5	0.0	3.5	4.5	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Walk [s]	0	12	0	0	12	0	0	10	0	0	11	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	18	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	40.0	0.0	0.0	40.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0
Advanced Detector Location [ft]	0.0	250.0	0.0	0.0	250.0	0.0	0.0	185.0	0.0	0.0	210.0	0.0
Advanced Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	51	0	0	51	0	20	56	0	13	49	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	8	0	0	8	0	9	10	0	9	10	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	4.0	0.0	2.0	4.0	0.0	2.0	4.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00
g_i, Effective Green Time [s]	42	42	42	14	56	56	8	50	50
g / C, Green / Cycle	0.35	0.35	0.35	0.12	0.47	0.47	0.07	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.31	0.24	0.18	0.10	0.27	0.27	0.04	0.34	0.34
s, saturation flow rate [veh/h]	1294	577	1517	1781	1870	1832	1781	1870	1835
c, Capacity [veh/h]	486	249	529	206	875	858	118	783	769
d1, Uniform Delay [s]	38.27	32.52	31.04	52.15	23.19	23.19	54.27	30.60	30.63
k, delay calibration	0.33	0.22	0.15	0.16	0.50	0.50	0.04	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.49	4.09	1.12	14.54	2.71	2.77	1.48	8.70	8.95
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.57	0.52	0.86	0.57	0.57	0.55	0.81	0.81
d, Delay for Lane Group [s/veh]	48.76	36.61	32.16	66.68	25.89	25.96	55.75	39.30	39.58
Lane Group LOS	D	D	C	E	C	C	E	D	D
Critical Lane Group	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	12.62	3.75	6.38	6.00	10.49	10.30	1.92	17.18	16.97
50th-Percentile Queue Length [ft/ln]	315.54	93.68	159.60	150.03	262.23	257.59	48.07	429.60	424.21
95th-Percentile Queue Length [veh/ln]	18.45	6.75	10.53	10.02	15.80	15.57	3.46	23.98	23.72
95th-Percentile Queue Length [ft/ln]	461.20	168.63	263.19	250.47	395.02	389.19	86.52	599.56	593.10

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	48.76	48.76	48.76	36.61	33.97	32.16	66.68	25.92	25.96	55.75	39.43	39.58
Movement LOS	D	D	D	D	C	C	E	C	C	E	D	D
d_A, Approach Delay [s/veh]	48.76			33.67			32.13			40.25		
Approach LOS	D			C			C			D		
d_I, Intersection Delay [s/veh]	37.59											
Intersection LOS	D											
Intersection V/C	0.832											

Emissions

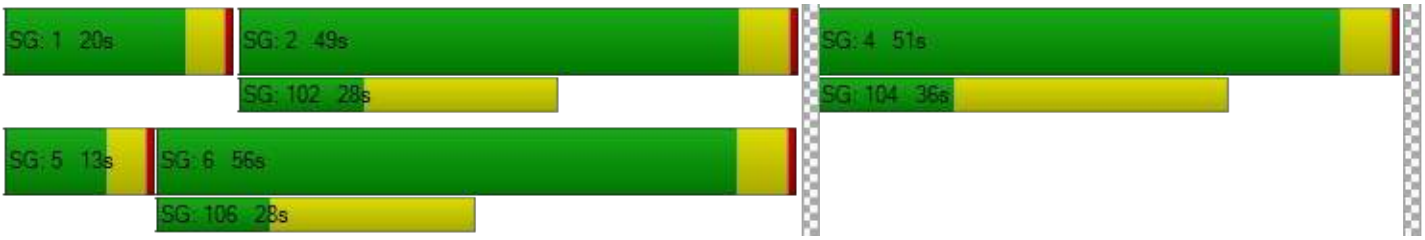
Vehicle Miles Traveled [mph]	13.35	4.27	8.29	9.34	26.26	25.75	4.40	42.71	42.01
Stops [stops/h]	378.65	112.42	191.52	180.04	314.68	309.11	57.68	515.52	509.05
Fuel consumption [US gal/h]	7.35	2.06	3.55	4.52	6.67	6.55	1.46	11.65	11.51
CO [g/h]	513.43	143.86	248.14	315.83	466.09	457.91	102.15	814.05	804.56
NOx [g/h]	99.89	27.99	48.28	61.45	90.68	89.09	19.88	158.38	156.54
VOC [g/h]	118.99	33.34	57.51	73.20	108.02	106.13	23.68	188.66	186.46

Other Modes

g_Walk,mi, Effective Walk Time [s]	14.0	15.0	16.0	16.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.82	45.94	45.07	45.07
l_p,int, Pedestrian LOS Score for Intersectio	2.205	2.405	3.064	3.056
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	767	767	850	733
d_b, Bicycle Delay [s]	22.82	22.82	19.84	24.07
l_b,int, Bicycle LOS Score for Intersection	2.223	1.902	2.524	2.647
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Appendix H

Intersection Analysis Worksheets
for
Project Opening Year (2026) With Project Conditions

RK19953.7
JN: 3184-2024-01

Intersection Level Of Service Report
Intersection 1: Broadway Avenue (N/S) at Mines Boulevard (E/W)

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.413

Intersection Setup

Name	Broadway Avenue			Broadway Avenue			Mines Boulevard			Mines Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	155.00	100.00	55.00	155.00	100.00	55.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Broadway Avenue			Broadway Avenue			Mines Boulevard			Mines Boulevard		
Base Volume Input [veh/h]	39	229	28	149	378	95	122	330	46	54	315	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	229	28	149	378	95	122	330	46	54	315	51
Peak Hour Factor	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200	0.8200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	70	9	45	115	29	37	101	14	16	96	16
Total Analysis Volume [veh/h]	48	279	34	182	461	116	149	402	56	66	384	62
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	28	0	0	28	0	6	24	0	0	24	0
Amber [s]	0.0	5.0	0.0	0.0	5.0	0.0	3.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	1.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0	12	0	0	12	0	0	11	0	0	11	0
Pedestrian Clearance [s]	0	24	0	0	23	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	2.0	3.5	0.0	0.0	3.5	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	6.0	6.0	0.0	0.0	6.0	0.0
Advanced Detector Location [ft]	0.0	235.0	0.0	0.0	245.0	0.0	245.0	245.0	0.0	0.0	245.0	0.0
Advanced Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	6.0	6.0	0.0	0.0	6.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	51	0	0	51	0	124	69	0	0	69	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	9	0	0	9	0	6	8	0	0	8	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	2.0	0.0	3.0	3.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
g_i, Effective Green Time [s]	66	66	66	66	66	66	43	43	43	43	43	43
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.55	0.55	0.36	0.36	0.36	0.36	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.06	0.08	0.09	0.17	0.16	0.16	0.16	0.21	0.04	0.07	0.21	0.04
s, saturation flow rate [veh/h]	836	1870	1800	1066	1870	1742	944	1870	1589	933	1870	1589
c, Capacity [veh/h]	427	1022	984	575	1022	952	235	677	575	224	677	575
d1, Uniform Delay [s]	20.07	13.49	13.51	19.34	14.69	14.70	47.24	31.12	25.32	43.84	30.74	25.42
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.15	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.53	0.32	0.34	1.44	0.72	0.78	2.81	0.84	0.07	1.03	1.07	0.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.11	0.15	0.16	0.32	0.29	0.29	0.63	0.59	0.10	0.29	0.57	0.11
d, Delay for Lane Group [s/veh]	20.60	13.81	13.85	20.79	15.41	15.48	50.05	31.95	25.39	44.87	31.81	25.53
Lane Group LOS	C	B	B	C	B	B	D	C	C	D	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	0.86	2.17	2.12	3.33	4.46	4.19	4.44	9.47	1.07	1.80	8.99	1.19
50th-Percentile Queue Length [ft/ln]	21.42	54.13	53.05	83.15	111.49	104.63	110.98	236.66	26.67	44.88	224.63	29.79
95th-Percentile Queue Length [veh/ln]	1.54	3.90	3.82	5.99	7.92	7.53	7.89	14.51	1.92	3.23	13.90	2.14
95th-Percentile Queue Length [ft/ln]	38.56	97.43	95.49	149.66	198.07	188.34	197.37	362.80	48.01	80.79	347.53	53.61

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.60	13.83	13.85	20.79	15.44	15.48	50.05	31.95	25.39	44.87	31.81	25.53
Movement LOS	C	B	B	C	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	14.73			16.73			35.79			32.73		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	25.23											
Intersection LOS	C											
Intersection V/C	0.413											

Emissions

Vehicle Miles Traveled [mph]	1.50	4.94	4.83	5.68	9.31	8.70	7.71	20.81	2.90	3.59	20.87	3.37
Stops [stops/h]	25.71	64.95	63.66	99.77	133.79	125.56	133.18	283.99	32.00	53.86	269.56	35.74
Fuel consumption [US gal/h]	0.45	1.12	1.10	1.74	2.30	2.15	2.81	5.54	0.64	1.14	5.31	0.72
CO [g/h]	31.57	78.41	76.80	121.40	160.53	150.57	196.64	387.44	44.77	79.99	371.05	50.29
NOx [g/h]	6.14	15.26	14.94	23.62	31.23	29.30	38.26	75.38	8.71	15.56	72.19	9.78
VOC [g/h]	7.32	18.17	17.80	28.14	37.20	34.90	45.57	89.79	10.38	18.54	85.99	11.65

Other Modes

g_Walk,mi, Effective Walk Time [s]	15.0	15.0	16.0	16.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	45.94	45.94	45.07	45.07
l_p,int, Pedestrian LOS Score for Intersectio	2.619	2.807	2.538	2.721
Crosswalk LOS	B	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	758	758	1058	1058
d_b, Bicycle Delay [s]	23.13	23.13	13.30	13.30
l_b,int, Bicycle LOS Score for Intersection	1.857	2.186	2.561	2.404
Bicycle LOS	A	B	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Broadway Avenue (N/S) at Washington Boulevard (E/W)

Control Type:	Signalized	Delay (sec / veh):	25.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

Intersection Setup

Name	Broadway Avenue			Broadway Avenue			Washington Boulevard			Washington Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Broadway Avenue			Broadway Avenue			Washington Boulevard			Washington Boulevard		
Base Volume Input [veh/h]	36	115	71	91	189	238	109	723	46	51	1135	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	115	71	91	189	238	109	723	46	51	1135	54
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	30	19	24	49	62	28	189	12	13	296	14
Total Analysis Volume [veh/h]	38	120	74	95	197	248	114	755	48	53	1185	56
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	48.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	4	0	0	4	0	1	6	0	5	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	17	31	0	17	31	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	3.5	4.5	0.0	3.5	4.5	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Walk [s]	0	12	0	0	12	0	0	10	0	0	11	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	18	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	40.0	0.0	0.0	40.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0
Advanced Detector Location [ft]	0.0	250.0	0.0	0.0	250.0	0.0	0.0	185.0	0.0	0.0	210.0	0.0
Advanced Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	41	0	0	41	0	46	66	0	13	33	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	8	0	0	8	0	9	10	0	9	10	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	4.0	0.0	2.0	4.0	0.0	2.0	4.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00
g_i, Effective Green Time [s]	24	24	24	24	24	24	10	75	75	7	73	73
g / C, Green / Cycle	0.20	0.20	0.20	0.20	0.20	0.20	0.08	0.62	0.62	0.06	0.61	0.61
(v / s)_i Volume / Saturation Flow Rate	0.04	0.06	0.05	0.08	0.11	0.16	0.06	0.22	0.22	0.03	0.33	0.33
s, saturation flow rate [veh/h]	945	1870	1589	1189	1870	1589	1781	1870	1831	1781	1870	1840
c, Capacity [veh/h]	142	368	313	210	368	313	145	1167	1143	111	1131	1113
d1, Uniform Delay [s]	52.09	41.34	40.58	49.75	43.24	45.84	54.10	10.83	10.83	54.38	14.06	14.07
k, delay calibration	0.15	0.15	0.15	0.15	0.15	0.15	0.04	0.50	0.50	0.04	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.41	0.73	0.55	2.15	1.72	6.31	3.56	0.82	0.84	1.19	1.94	1.98
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.27	0.33	0.24	0.45	0.53	0.79	0.79	0.35	0.35	0.48	0.55	0.55
d, Delay for Lane Group [s/veh]	53.51	42.07	41.12	51.90	44.96	52.15	57.66	11.65	11.67	55.57	16.00	16.05
Lane Group LOS	D	D	D	D	D	D	E	B	B	E	B	B
Critical Lane Group	No	No	No	No	No	Yes	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.14	3.11	1.88	2.81	5.38	7.50	3.47	5.03	4.93	1.56	9.82	9.70
50th-Percentile Queue Length [ft/ln]	28.44	77.69	47.09	70.27	134.62	187.52	86.69	125.68	123.21	39.05	245.59	242.59
95th-Percentile Queue Length [veh/ln]	2.05	5.59	3.39	5.06	9.19	11.99	6.24	8.70	8.57	2.81	14.96	14.81
95th-Percentile Queue Length [ft/ln]	51.19	139.85	84.77	126.49	229.76	299.81	156.04	217.61	214.23	70.28	374.09	370.31

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	53.51	42.07	41.12	51.90	44.96	52.15	57.66	11.66	11.67	55.57	16.03	16.05
Movement LOS	D	D	D	D	D	D	E	B	B	E	B	B
d_A, Approach Delay [s/veh]	43.64			49.48			17.38			17.65		
Approach LOS	D			D			B			B		
d_I, Intersection Delay [s/veh]	25.35											
Intersection LOS	C											
Intersection V/C	0.616											

Emissions

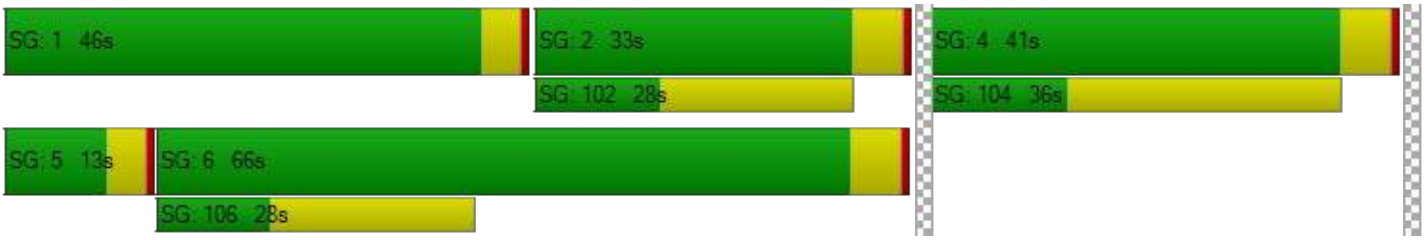
Vehicle Miles Traveled [mph]	1.26	3.98	2.46	2.87	5.96	7.50	5.98	21.29	20.85	3.58	42.25	41.66
Stops [stops/h]	34.12	93.23	56.51	84.33	161.54	225.02	104.03	150.82	147.85	46.86	294.71	291.11
Fuel consumption [US gal/h]	0.72	1.88	1.14	1.75	3.24	4.61	2.57	3.21	3.14	1.19	6.44	6.36
CO [g/h]	50.22	131.43	79.54	122.12	226.78	322.24	179.90	224.10	219.65	83.04	450.43	444.91
NOx [g/h]	9.77	25.57	15.48	23.76	44.12	62.70	35.00	43.60	42.74	16.16	87.64	86.56
VOC [g/h]	11.64	30.46	18.43	28.30	52.56	74.68	41.69	51.94	50.91	19.24	104.39	103.11

Other Modes

g_Walk,mi, Effective Walk Time [s]	14.0	15.0	16.0	16.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.82	45.94	45.07	45.07
l_p,int, Pedestrian LOS Score for Intersectio	2.432	2.499	2.985	3.022
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	600	1017	467
d_b, Bicycle Delay [s]	29.40	29.40	14.50	35.27
l_b,int, Bicycle LOS Score for Intersection	1.942	2.451	2.316	2.627
Bicycle LOS	A	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Broadway Avenue (N/S) at Project Access (E/W)

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name	Broadway Avenue		Broadway Avenue		Project Access	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Broadway Avenue		Broadway Avenue		Project Access	
Base Volume Input [veh/h]	246	4	1	549	14	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	246	4	1	549	14	3
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	1	0	144	4	1
Total Analysis Volume [veh/h]	259	4	1	578	15	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.01	0.03	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.77	0.00	13.04	9.29
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.04	0.02	2.77	2.77
d_A, Approach Delay [s/veh]	0.00		0.01		12.41	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.27					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 1: Broadway Avenue (N/S) at Mines Boulevard (E/W)

Control Type:	Signalized	Delay (sec / veh):	24.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.380

Intersection Setup

Name	Broadway Avenue			Broadway Avenue			Mines Boulevard			Mines Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	1	1	0	1
Entry Pocket Length [ft]	60.00	100.00	100.00	60.00	100.00	100.00	155.00	100.00	55.00	155.00	100.00	55.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Broadway Avenue			Broadway Avenue			Mines Boulevard			Mines Boulevard		
Base Volume Input [veh/h]	39	409	32	123	314	63	111	271	33	42	379	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	39	409	32	123	314	63	111	271	33	42	379	109
Peak Hour Factor	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	108	8	33	83	17	29	72	9	11	100	29
Total Analysis Volume [veh/h]	41	432	34	130	332	67	117	286	35	44	401	115
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	6	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Maximum Green [s]	0	28	0	0	28	0	6	24	0	0	24	0
Amber [s]	0.0	5.0	0.0	0.0	5.0	0.0	3.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	1.0	0.5	0.0	0.0	0.5	0.0
Walk [s]	0	12	0	0	12	0	0	11	0	0	11	0
Pedestrian Clearance [s]	0	24	0	0	23	0	0	17	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.5	0.0	0.0	3.5	0.0	2.0	3.5	0.0	0.0	3.5	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	6.0	6.0	0.0	0.0	6.0	0.0
Advanced Detector Location [ft]	0.0	235.0	0.0	0.0	245.0	0.0	245.0	245.0	0.0	0.0	245.0	0.0
Advanced Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	6.0	6.0	0.0	0.0	6.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	48	0	0	48	0	124	72	0	0	72	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	9	0	0	9	0	6	8	0	0	8	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	2.0	0.0	3.0	3.0	0.0	0.0	4.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50	5.50
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50	3.50
g_i, Effective Green Time [s]	65	65	65	65	65	65	44	44	44	44	44	44
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.55	0.55	0.36	0.36	0.36	0.36	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.04	0.13	0.13	0.14	0.11	0.11	0.13	0.15	0.02	0.04	0.21	0.07
s, saturation flow rate [veh/h]	985	1870	1823	927	1870	1763	885	1870	1589	1059	1870	1589
c, Capacity [veh/h]	537	1018	993	500	1018	960	199	680	578	291	680	578
d1, Uniform Delay [s]	16.66	14.24	14.25	19.22	13.97	13.99	49.07	28.67	24.83	38.26	30.92	26.18
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	0.15	0.15	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.28	0.53	0.55	1.26	0.44	0.48	2.73	0.41	0.04	0.34	1.16	0.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.08	0.23	0.23	0.26	0.20	0.20	0.59	0.42	0.06	0.15	0.59	0.20
d, Delay for Lane Group [s/veh]	16.94	14.77	14.80	20.48	14.41	14.47	51.81	29.09	24.88	38.60	32.08	26.42
Lane Group LOS	B	B	B	C	B	B	D	C	C	D	C	C
Critical Lane Group	No	No	No	Yes	No	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.64	3.39	3.33	2.35	2.89	2.77	3.52	6.20	0.66	1.08	9.47	2.28
50th-Percentile Queue Length [ft/ln]	16.07	84.83	83.33	58.67	72.17	69.15	88.03	154.90	16.39	27.05	236.72	57.11
95th-Percentile Queue Length [veh/ln]	1.16	6.11	6.00	4.22	5.20	4.98	6.34	10.28	1.18	1.95	14.52	4.11
95th-Percentile Queue Length [ft/ln]	28.93	152.70	150.00	105.60	129.91	124.47	158.45	256.96	29.49	48.69	362.89	102.80

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	16.94	14.78	14.80	20.48	14.43	14.47	51.81	29.09	24.88	38.60	32.08	26.42
Movement LOS	B	B	B	C	B	B	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	14.96			15.93			34.82			31.43		
Approach LOS	B			B			C			C		
d_I, Intersection Delay [s/veh]	24.02											
Intersection LOS	C											
Intersection V/C	0.380											

Emissions

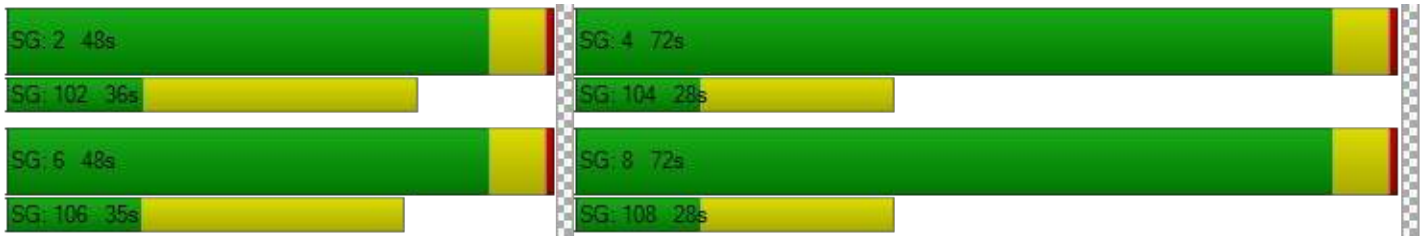
Vehicle Miles Traveled [mph]	1.28	7.34	7.20	4.06	6.37	6.08	6.06	14.80	1.81	2.39	21.80	6.25
Stops [stops/h]	19.29	101.80	100.00	70.40	86.60	82.98	105.63	185.88	19.66	32.46	284.07	68.53
Fuel consumption [US gal/h]	0.34	1.75	1.72	1.23	1.49	1.43	2.26	3.66	0.39	0.68	5.58	1.37
CO [g/h]	23.42	122.51	120.30	85.70	104.37	99.92	157.88	255.49	27.55	47.59	390.39	95.90
NOx [g/h]	4.56	23.84	23.41	16.67	20.31	19.44	30.72	49.71	5.36	9.26	75.96	18.66
VOC [g/h]	5.43	28.39	27.88	19.86	24.19	23.16	36.59	59.21	6.38	11.03	90.48	22.23

Other Modes

g_Walk,mi, Effective Walk Time [s]	15.0	15.0	16.0	16.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	45.94	45.94	45.07	45.07
l_p,int, Pedestrian LOS Score for Intersectio	2.582	2.748	2.469	2.613
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	708	708	1108	1108
d_b, Bicycle Delay [s]	25.03	25.03	11.93	11.93
l_b,int, Bicycle LOS Score for Intersection	1.978	1.996	2.282	2.484
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Broadway Avenue (N/S) at Washington Boulevard (E/W)

Control Type:	Signalized	Delay (sec / veh):	30.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

Intersection Setup

Name	Broadway Avenue			Broadway Avenue			Washington Boulevard			Washington Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	205.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Broadway Avenue			Broadway Avenue			Washington Boulevard			Washington Boulevard		
Base Volume Input [veh/h]	54	270	80	83	147	195	185	932	56	66	1182	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	54	270	80	83	147	195	185	932	56	66	1182	68
Peak Hour Factor	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880	0.9880
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	68	20	21	37	49	47	236	14	17	299	17
Total Analysis Volume [veh/h]	55	273	81	84	149	197	187	943	57	67	1196	69
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	117.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing (Basic)

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	4	0	0	4	0	1	6	0	5	2	0
Auxiliary Signal Groups												
Maximum Green [s]	0	30	0	0	30	0	17	31	0	17	31	0
Amber [s]	0.0	4.5	0.0	0.0	4.5	0.0	3.5	4.5	0.0	3.5	4.5	0.0
All red [s]	0.0	0.5	0.0	0.0	0.5	0.0	0.5	0.5	0.0	0.5	0.5	0.0
Walk [s]	0	12	0	0	12	0	0	10	0	0	11	0
Pedestrian Clearance [s]	0	24	0	0	24	0	0	18	0	0	17	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	0.0	3.0	0.0	2.0	3.0	0.0	2.0	3.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	40.0	0.0	0.0	40.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0
Advanced Detector Location [ft]	0.0	250.0	0.0	0.0	250.0	0.0	0.0	185.0	0.0	0.0	210.0	0.0
Advanced Detector Length [ft]	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0	0.0	6.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Pattern 1

Split [s]	0	51	0	0	51	0	20	56	0	13	49	0
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	8	0	0	8	0	9	10	0	9	10	0
Vehicle Extension [s]	0.0	4.0	0.0	0.0	4.0	0.0	2.0	4.0	0.0	2.0	4.0	0.0
Minimum Recall		No			No		No	Yes		No	Yes	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Calculated Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	4.00	5.00	5.00	4.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	2.00	3.00	3.00	2.00	3.00	3.00
g_i, Effective Green Time [s]	32	32	32	32	32	32	14	66	66	8	59	59
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.27	0.12	0.55	0.55	0.07	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.05	0.15	0.05	0.08	0.08	0.12	0.11	0.27	0.27	0.04	0.34	0.34
s, saturation flow rate [veh/h]	1035	1870	1589	1027	1870	1589	1781	1870	1833	1781	1870	1834
c, Capacity [veh/h]	259	507	431	195	507	431	214	1020	999	119	920	902
d1, Uniform Delay [s]	41.29	37.33	33.59	49.29	34.64	36.39	51.87	16.99	17.00	54.28	23.51	23.54
k, delay calibration	0.15	0.15	0.15	0.15	0.15	0.15	0.19	0.50	0.50	0.04	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.57	1.27	0.30	2.13	0.45	1.08	16.85	1.72	1.76	1.54	4.29	4.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.21	0.54	0.19	0.43	0.29	0.46	0.87	0.50	0.50	0.56	0.69	0.70
d, Delay for Lane Group [s/veh]	41.87	38.60	33.89	51.43	35.09	37.47	68.72	18.71	18.75	55.82	27.80	27.95
Lane Group LOS	D	D	C	D	D	D	E	B	B	E	C	C
Critical Lane Group	No	Yes	No	No	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.42	6.96	1.85	2.48	3.50	4.90	6.43	8.65	8.49	1.98	14.24	14.05
50th-Percentile Queue Length [ft/ln]	35.62	173.94	46.14	62.03	87.43	122.44	160.80	216.13	212.36	49.60	356.02	351.25
95th-Percentile Queue Length [veh/ln]	2.56	11.28	3.32	4.47	6.30	8.53	10.59	13.47	13.27	3.57	20.43	20.20
95th-Percentile Queue Length [ft/ln]	64.12	282.08	83.05	111.66	157.38	213.18	264.79	336.69	331.85	89.28	510.75	504.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.87	38.60	33.89	51.43	35.09	37.47	68.72	18.73	18.75	55.82	27.87	27.95
Movement LOS	D	D	C	D	D	D	E	B	B	E	C	C
d_A, Approach Delay [s/veh]	38.11			39.37			26.61			29.28		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	30.70											
Intersection LOS	C											
Intersection V/C	0.659											

Emissions

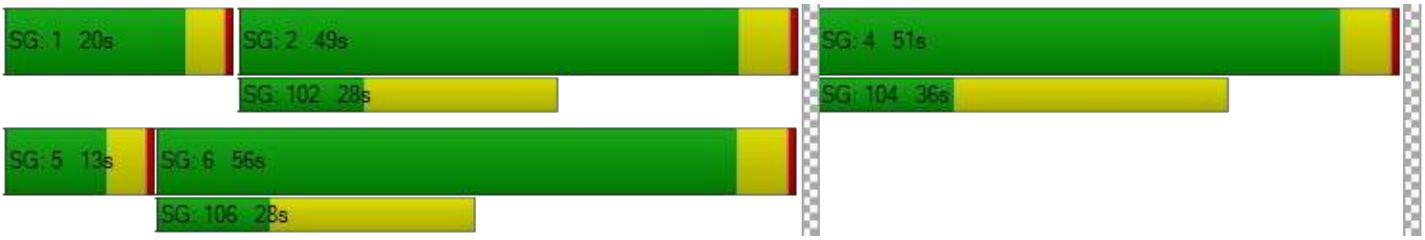
Vehicle Miles Traveled [mph]	1.83	9.06	2.69	2.54	4.51	5.96	9.81	26.49	25.99	4.53	43.12	42.41
Stops [stops/h]	42.74	208.72	55.37	74.44	104.92	146.93	192.96	259.36	254.83	59.52	427.23	421.50
Fuel consumption [US gal/h]	0.86	4.06	1.08	1.54	2.02	2.83	4.86	5.42	5.32	1.51	9.35	9.23
CO [g/h]	60.09	283.76	75.32	107.35	141.54	198.11	339.83	378.77	372.16	105.40	653.55	644.99
NOx [g/h]	11.69	55.21	14.65	20.89	27.54	38.55	66.12	73.69	72.41	20.51	127.16	125.49
VOC [g/h]	13.93	65.76	17.46	24.88	32.80	45.91	78.76	87.78	86.25	24.43	151.47	149.48

Other Modes

g_Walk,mi, Effective Walk Time [s]	14.0	15.0	16.0	16.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	46.82	45.94	45.07	45.07
l_p,int, Pedestrian LOS Score for Intersectio	2.467	2.529	3.073	3.064
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	767	767	850	733
d_b, Bicycle Delay [s]	22.82	22.82	19.84	24.07
l_b,int, Bicycle LOS Score for Intersection	2.234	2.269	2.539	2.659
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Broadway Avenue (N/S) at Project Access (E/W)

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Broadway Avenue		Broadway Avenue		Project Access	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Broadway Avenue		Broadway Avenue		Project Access	
Base Volume Input [veh/h]	549	11	3	431	7	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	549	11	3	431	7	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	144	3	1	113	2	1
Total Analysis Volume [veh/h]	578	12	3	454	7	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	8.67	0.00	16.75	10.39
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.13	0.06	1.93	1.93
d_A, Approach Delay [s/veh]	0.00		0.06		15.34	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.16					
Intersection LOS	C					

LA COUNTY PLANNING

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

SUPPLEMENTAL
REPORT TO THE REGIONAL PLANNING COMMISSION

DATE ISSUED:	October 23, 2025
HEARING DATE:	October 29, 2025 AGENDA ITEM: 7
PROJECT NUMBER:	PRJ2022-000557-(4)
PERMIT NUMBER(S):	General Plan Amendment Number RPPL2022001526 Zone Change Number RPPL2022001527 Administrative Housing Permit RPPL2023004066
SUPERVISORIAL DISTRICT:	4
PROJECT LOCATION:	7914 Broadway, Whittier, CA 90606
OWNER:	Marisela Garcia Trust
APPLICANT:	Marisela Garcia
PUBLIC MEETINGS HELD:	2 of 2
INCLUSIONARY ZONING ORDINANCE (IZO):	The Project is not subject to the IZO because it is a rental project in the Gateway Submarket Area.
CASE PLANNER:	Carl Nadela, AICP, Principal Regional Planner cnadela@planning.lacounty.gov

RECOMMENDATION

The following recommendation is made prior to the public hearing and is subject to change based upon testimony and/or documentary evidence presented at the public hearing:

LA County Planning staff ("Staff") recommends that the Regional Planning Commission ("Commission") recommend **APPROVAL** to the Los Angeles County Board of Supervisors ("Board") of Project Number PRJ2022-000557-(4), General Plan Amendment ("PA") Number RPPL2022001526, Zone Change ("ZC") Number RPPL2022001527 and Administrative Housing Permit ("AHP") Number RPPL2023004066 based on the Draft Resolution and Findings (Exhibit C – Findings) contained within this report.

Staff recommends the following motions:

CEQA:

I MOVE THAT THE REGIONAL PLANNING COMMISSION CLOSE THE PUBLIC HEARING AND ADOPT THE MITIGATED NEGATIVE DECLARATION AND THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PROJECT PURSUANT TO STATE AND LOCAL CEQA GUIDELINES.

***ENTITLEMENTS*:**

I MOVE THAT THE REGIONAL PLANNING COMMISSION ADOPT THE DRAFT RESOLUTION RECOMMENDING TO THE BOARD OF SUPERVISORS APPROVAL OF GENERAL PLAN AMENDMENT NUMBER RPPL2022001526, ZONE CHANGE NUMBER RPPL2022001527 AND ADMINISTRATIVE HOUSING PERMIT NUMBER RPPL2023004066.

PROJECT DESCRIPTION

A. Entitlements Requested

The following entitlements are requested to allow the development of a five-story, 60-unit apartment building pursuant to County Code Section 22.18.030 (Land Use Regulations for Zones R-A, R-1, R-2, R-3, R-4, and R-5).

- General Plan Amendment No. RPPL2022001526 to change the land use policy designation from H9 (Residential 9 – 0 to 9 Dwelling Units per Net Acre) to H50 (Residential 50 – Dwelling Units per Net Acre)
- Zone Change No. RPPL2022001527 to change the zone from R-1 (Single-Family Residence) to R-3 (Limited Density Multiple Residence)
- Administrative Housing Permit ("AHP") No. RPPL2023004066 for the waiver of the maximum height of 35 feet and the minimum 20 feet and 15 feet front and rear yards respectively to allow for a total height of 69 feet and ten inches and front and rear yard setbacks of five feet with the provision of seven Very Low Income (50% Area Median Income) Affordable Units.

B. Project

The Project is for a General Plan Amendment to change the land use policy designation from H9 to H50, and a Zone Change to change the zone from R-1 to R-3 to allow for the development of a five-story, 60-unit apartment building on 0.85 acres. The Project also includes AHP RPPL2023004066 to allow for a density bonus of 17 additional units in addition to the base density of 43 units allowed for the Project Site and a waiver of the maximum height of 35 feet and the minimum 20 feet and 15 feet front and rear yards respectively to allow for a total height of 69 feet and ten inches and front and rear yard setbacks of five feet for providing seven affordable units as part of the Project.

C. Project Updates

Since the submission of the Report to the Regional Planning Commission dated October 16, 2025, Staff has received a total of seven comment letters from the public regarding the Project. These comment letters are attached for the Commission's review and consideration.

Report Reviewed By: Maria Masis, AICP, Supervising Regional Planner

Report Approved By: Susan Tae, AICP, Assistant Administrator

Attachment: Public Comment Letters

Carl Nadela

From: Marjorie Eaton <eatonmarjorie@yahoo.com>
Sent: Thursday, October 23, 2025 10:52 AM
To: Carl Nadela
Subject: Fwd: Zoning Change in West Whittier

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: External Email. Proceed Responsibly.

Sent from my iPhone

Begin forwarded message:

> **From:** Marjorie Eaton <eatonmarjorie@yahoo.com>
> **Date:** October 15, 2025 at 7:35:27 AM PDT
> **To:** cnadela@planning.lacoynty.gov
> **Subject: Zoning Change in West Whittier**
>
> My name is Marjorie Eaton, I live at 7725 Broadway, Whittier and less than a block away from the proposed zoning change for the apartment complex.
>
> We do not want the zoning to change. We live in a nice neighborly area and apartments would change the dynamics and the traffic (already a problem) in this immediate area.
>
> Please do not consider changing the zoning for this parcel.
>
> Thank you.
> Marjorie Eaton
> 7725 Broadway
> Whittier CA 90606
> 562/320-9764
>
> Sent from my iPhone

Carl Nadela

From: Ali Pournamdari <pournamdaria@yahoo.com>
Sent: Tuesday, October 21, 2025 3:15 PM
To: Carl Nadela
Subject: 7914 Broadway Ave

CAUTION: External Email. Proceed Responsibly.

To the Honorable Los Angeles County Regional Planning Commission, and to Whom It May Concern,

We unequivocal support for the proposed project at 7914 Broadway, Whittier (PRJ2022-000557-(4))—including the General Plan Amendment (H9 → H50), Zone Change (R-1 → R-3), adoption of the Mitigated Negative Declaration, and approval of the five-story, 60-unit apartment community.

Our community has watched this effort mature over years of careful planning and engagement. Today, we face an undeniable reality: families, teachers, nurses, service workers, young professionals, and aging parents are being priced out—or crowded into inadequate, unstable living situations. The gap between wages and rent continues to widen, and our children increasingly see "home" as something they must find elsewhere. This project is a concrete, thoughtful step in the opposite direction.

Why approval matters now

- Real homes for real people. Sixty well-designed apartments may not solve the housing crisis alone, but in Whittier and the Gateway Planning Area, it is meaningful—and humane. Each unit represents dignity, stability, and a chance to put down roots.
- Smart infill over sprawl. Building where infrastructure already exists is fiscally responsible, environmentally sensible, and supportive of our climate goals. It reduces long commutes, traffic miles, and the pressure to pave over open space elsewhere.
- Local economic vitality. More residents mean greater support for neighborhood small businesses—cafés, corner stores, childcare providers, and service shops—strengthening the tax base and the social fabric that keeps corridors like Broadway lively and safe.
- A balanced housing ladder. When we add quality apartments, we free up other units across the market, helping seniors to downsize gracefully and young families to step into their first homes. That fluidity is how healthy housing ecosystems work.

On community character and quality

We believe community character is not frozen in time; it is defined by how well we welcome the next generation. Thoughtful multifamily homes near established services knit neighbors closer together. With appropriate building design, landscaping, lighting, and management—standards we trust the County to enforce—this project can elevate the look and feel of the block, not diminish it.

On the Mitigated Negative Declaration (MND)

We appreciate that staff have identified impacts and provided mitigation measures to reduce them to less-than-significant levels. That is the promise of CEQA at its best: study, disclose, mitigate, and improve. We ask the Commission to adopt the MND and ensure robust implementation and

monitoring of the mitigation program so the project's benefits are fully realized for neighbors from day one.

A vote that reflects our values

Approving this project says plainly that Whittier is a place where:

- We welcome neighbors, not just commuters.
- We prioritize homes over hurdles.
- We plan for people, not just parking lots.

Please approve PRJ2022-000557-(4)—the General Plan Amendment to H50, the Zone Change to R-3, and the project as proposed—so that sixty families can call this community home. In doing so, you will send a clear message that Los Angeles County is serious about addressing the housing shortage responsibly, compassionately, and now.

With gratitude for your service and consideration!

Carl Nadela

From: ray prayer <ray584prayer@yahoo.com>
Sent: Sunday, October 19, 2025 8:49 PM
To: DRP Public Comment; Carl Nadela
Subject: 7914 Broadway AVE Whittier

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: External Email. Proceed Responsibly.

Hello Mr. Nadela and Honorable Planning Commissioners:

My name is Ray, and I live in City of Long Beach work in your unincorporated County of Los Angeles close to the subject property. I saw your public Notice posted on the subject property and indicated that a proposed 60 units coming before you in October 29, 2025 for your approval. When I saw such noticed that gave me hope maybe one day I could work and live in your City of Whittier.

Currently living in Long Beach and working in Whittier sometimes took me more than 1 hour to get to work or get back home and cost me a lot of money just for gas. For past few years I am trying to find a decent place in Whittier noting available. If this project gets approve by your Honorable Planning Commissioners that make a lot of people dream become true and open the doors for us to raise our family here in your city. I hope and pray you Honorable Planning Commissioners approve this project that way a lots of people like me could work and live in this City. As you all probably know, this area of your county do not have to many rentals thats why this project is very good for the area.

I wish you all the best and God bless all of you.Thank you.

Carl Nadela

From: jtalla <joisktalla@gmail.com>
Sent: Wednesday, October 15, 2025 8:47 PM
To: Carl Nadela
Subject: LA Regional Planning Commission - Public Comment on Agenda Item 7

CAUTION: External Email. Proceed Responsibly.

Dear Commissioners,

I've been a resident of Whittier for almost 24 years. I am writing in support of the proposed zone change for the Broadway Avenue site in Whittier and strongly support the vision for a five-story, 60-unit apartment building on this underutilized parcel.

This site is ideally located for multifamily housing. It is located just east of the intersection of Washington and Norwalk Boulevards, an area slated for a future E Line light rail stop. Allowing greater residential density here is consistent with regional and County goals to add housing near future rail stations and reduce long car commutes.

Currently, the property is largely vacant and bordered by nonresidential uses such as Rubi's Restaurant and an Extra Space Storage facility. Adding homes here would help activate the area, increase foot traffic for local businesses, and provide much-needed housing options for working families and young residents priced out of Whittier's single-family market.

Concerns about traffic and parking, often raised by my neighbors reflexively and in fear, are not reasons to deny responsible infill housing. These issues can be addressed through thoughtful design, transportation demand management, and adequate on-site parking standards already required in the County's review process.

Whittier cannot continue to oppose every increase in density while claiming to care about affordability, sustainability, and a healthy local economy. Approving this zone change is a small but meaningful step toward a more inclusive, connected, and livable community.

Sincerely,
Jois T.

Whittier, 90606

Carl Nadela

From: davidlp1@juno.com
Sent: Wednesday, October 15, 2025 12:43 PM
To: Carl Nadela
Subject: Karen Lamadrid

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: External Email. Proceed Responsibly.

To Whomever is trying to destroy our neighborhood, We do not want a 5 story apartment building in our area. This will only bring crime as there is alot of crime directly across Washington Blvd. at the apartment buildings. High Density brings crime. We have lived here for 35 years. We living in a single dwelling residential area. This is where we bought. You are quietly doing this and most seniors in this area have no idea. Thank you. Karen Lamadrid 562 400 7995 11417 Balfour St. Whittier, CA 90606

Carl Nadela

From: Ricky Ramirez <rickymaka25@gmail.com>
Sent: Wednesday, October 15, 2025 12:34 AM
To: Carl Nadela
Subject: 7914 Broadway Aveneue

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: External Email. Proceed Responsibly.

Hi Carl, my name is Ricky and I grew up my entire life in West Whittier - Los Nietos. As someone who has struggled keeping and finding a roof over my head, I understand that every neighborhood of LA county needs to do their part in building much more new housing in order to satisfy the housing needs of our population. My neighbors will relentlessly complain about homelessness but will also in the same breathe want to crush projects like this that add dozens of housing units to the overall housing supply. Please don't let the loudness of a few selfish neighbors deter such a necessary housing project. This building looks gorgeous, and I'm very excited for it's construction as it is so very much needed.

Carl Nadela

From: issic santos <issicsantos@gmail.com>
Sent: Tuesday, October 14, 2025 9:50 PM
To: Carl Nadela
Subject: Concerns Regarding Proposed Rezoning and 5-Story Apartment at 7914 Broadway Ave, West Whittier

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: External Email. Proceed Responsibly.

Dear Mr. Nadela

I am writing as a concerned resident of West Whittier regarding the proposed rezoning and development of a five-story, 60-unit apartment complex at 7914 Broadway Avenue, next to Rubi's Restaurant.

While I understand the need for housing, I have serious concerns about the scale, density, and impact this project would have on our neighborhood. The proposed change from R-1/H9 (single-family residential) to R-3/H50 high-density zoning represents a more than fivefold increase in housing density on the same parcel — which would dramatically alter the character, safety, and livability of our community.

My main concerns include:

- Displacement of an existing family: The plan includes demolishing a single-family home where a local family currently resides. This project would directly force that family out of their home, adding to housing instability rather than solving it.
- Traffic and pedestrian safety: Broadway already sees significant congestion and speeding. A 60-unit complex would add dozens of vehicles daily, worsening traffic and increasing risks for pedestrians and motorists
- Building height and neighborhood fit: A five-story structure would tower over surrounding single-story homes, blocking sunlight and reducing privacy for existing residents.
- Parking overflow: On-site parking will likely be insufficient, forcing residents and visitors to park on nearby streets that are already crowded.
- Environmental and construction impacts: Dust, noise, and traffic from demolition and construction would disrupt nearby homes and small businesses.

I urge the City to deny or reconsider the rezoning request for this property. Hold a community meeting in West Whittier (after 6 PM) to ensure residents can attend and voice their input. Explore smaller-scale alternatives that align with existing zoning and protect current residents from displacement.

Please keep me informed about all upcoming hearings and public comment opportunities regarding this project. Thank you for your time, service, and for considering the concerns of local residents.

LA COUNTY PLANNING

AMY J. BODEK, AICP
Director,
Regional Planning

DENNIS SLAVIN
Chief Deputy Director,
Regional Planning

SUPPLEMENTAL
REPORT TO THE REGIONAL PLANNING COMMISSION

DATE ISSUED:	October 28, 2025
HEARING DATE:	October 29, 2025 AGENDA ITEM: 7
PROJECT NUMBER:	PRJ2022-000557-(4)
PERMIT NUMBER(S):	General Plan Amendment Number RPPL2022001526 Zone Change Number RPPL2022001527 Administrative Housing Permit RPPL2023004066
SUPERVISORIAL DISTRICT:	4
PROJECT LOCATION:	7914 Broadway, Whittier, CA 90606
OWNER:	Marisela Garcia Trust
APPLICANT:	Marisela Garcia
PUBLIC MEETINGS HELD:	2 of 2
INCLUSIONARY ZONING ORDINANCE (IZO):	The Project is not subject to the IZO because it is a rental project in the Gateway Submarket Area.
CASE PLANNER:	Carl Nadela, AICP, Principal Regional Planner cnadela@planning.lacounty.gov

RECOMMENDATION

The following recommendation is made prior to the public hearing and is subject to change based upon testimony and/or documentary evidence presented at the public hearing:

LA County Planning staff ("Staff") recommends that the Regional Planning Commission ("Commission") recommend **APPROVAL** to the Los Angeles County Board of Supervisors ("Board") of Project Number PRJ2022-000557-(4), General Plan Amendment ("PA") Number RPPL2022001526, Zone Change ("ZC") Number RPPL2022001527 and Administrative Housing Permit ("AHP") Number RPPL2023004066 based on the Draft Resolution and Findings (Exhibit C – Findings) contained within this report.

Staff recommends the following motions:

CEQA:

I MOVE THAT THE REGIONAL PLANNING COMMISSION CLOSE THE PUBLIC HEARING AND ADOPT THE MITIGATED NEGATIVE DECLARATION AND THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PROJECT PURSUANT TO STATE AND LOCAL CEQA GUIDELINES.

***ENTITLEMENTS*:**

I MOVE THAT THE REGIONAL PLANNING COMMISSION ADOPT THE DRAFT RESOLUTION RECOMMENDING TO THE BOARD OF SUPERVISORS APPROVAL OF GENERAL PLAN AMENDMENT NUMBER RPPL2022001526, ZONE CHANGE NUMBER RPPL2022001527 AND ADMINISTRATIVE HOUSING PERMIT NUMBER RPPL2023004066.

PROJECT DESCRIPTION

A. Project

The Project is for a General Plan Amendment to change the land use policy designation from H9 to H50, and a Zone Change to change the zone from R-1 to R-3 to allow for the development of a five-story, 60-unit apartment building on 0.85 acres. The Project also includes AHP RPPL2023004066 to allow for a density bonus of 17 additional units in addition to the base density of 43 units allowed for the Project Site and a waiver of the maximum height of 35 feet and the minimum 20 feet and 15 feet front and rear yards respectively to allow for a total height of 69 feet and ten inches and front and rear yard setbacks of five feet for providing seven affordable units as part of the Project.

B. Project Updates

Since the submission of the Report to the Regional Planning Commission dated October 16, 2025 and the Supplemental Report to the Regional Planning Commission dated October 23, 2025, Staff has received a total of three additional comment letters from the public regarding the Project. These do not include comments received after the public comment deadline of **12:00 pm of Tuesday, October 28, 2025**. These comment letters are attached for the Commission's review and consideration.

Report Reviewed By: Maria Masis, AICP, Supervising Regional Planner

Report Approved By: Susan Tae, AICP, Assistant Administrator

Attachment: Public Comment Letters

Carl Nadela

From: DRP Public Comment
Sent: Tuesday, October 28, 2025 12:03 PM
To: Carl Nadela; Maria Masis
Cc: DRP Public Comment
Subject: FW: 10/29/2025 Regional Planning Commission Agenda Item 7, Project PRJ2022-000557-(4)

Follow Up Flag: Follow up
Flag Status: Flagged

Hello –

Please see below email received at 12pm.

Thank you,

ELIDA LUNA (she/her/hers)
COMMISSION SECRETARY, Operations & Major Projects (OMP)
Direct: (213) 974-6409
Email: eluna@planning.lacounty.gov

From: Milton Lum <4pawproductions@gmail.com>
Sent: Tuesday, October 28, 2025 12:00 PM
To: DRP Public Comment <comment@planning.lacounty.gov>
Cc: Mary Ellen Bloom <maryellenbloom@gmail.com>
Subject: 10/29/2025 Regional Planning Commission Agenda Item 7, Project PRJ2022-000557-(4)

CAUTION: External Email. Proceed Responsibly.

Agenda Item 7, Project PRJ2022-000557-(4)
Milton Lum
4pawproductions@gmail.com
(310) 722-6458
I am not the applicant.

I am against rezoning the property to allow a five story apartment building.

1. The building will be the tallest structure in a 1 mile radius with the exception of PIH hospital. There are no structures north of Washington Blvd with the exception of PIH that are over two stories. The apartment will be a visual blight on a single family dwelling neighborhood.

2. The traffic study on table 5-2 on page 5-1 stated that there is insufficient storage on the left turn lane from Broadway to Washington Blvd. That is because the apartment driveway and limited road width prevents a long enough turn lane. Since most of the traffic from the apartment is expected to travel south on Broadway to reach Washington Blvd., there will be more congestion than what the study

showed. Left turns onto broadway from the apartments will block traffic because southbound traffic on broadway will impede their exit and they will be trapped perpendicular to the flow of traffic on broadway. Traffic from the apartments will not have the option of going north on broadway because there is only one lane exiting the apartment complex. One left turning car will block all the other residents of the apartment from leaving even if they wanted to go north on Broadway.

3. There is insufficient street parking in the neighborhood already. 1

Carl Nadela

From: Suzan Alvarado <zalvarado83@yahoo.com>
Sent: Monday, October 27, 2025 11:34 PM
To: Carl Nadela
Subject: NO NEW HOUSING 7914 BROADWAY W. WHITTIER

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: External Email. Proceed Responsibly.

LA County Regional Planning:

I am writing as a long time Los Nietos/West Whittier resident to express my right to oppose new housing at 7914 Broadway Ave., Whittier 90606. Residents work hard, plan for & purchase their homes in the areas they choose to live in for many reasons, one of them NOT being for the county to forge in & force & change the zoning. LA County needs to set a strong example that they care not only about current residents, but about the environment. We do not want, nor deserve, more forced rolling blackouts, dial it downs or harsh drought restrictions, enough is enough. Our resources are not endless! These issues never used to be, in year's past, when the quality of life was better & not devolved into third world conditions. Stop neglecting majority Latino communities with this over development & show that the county truly does care about these communities, such as mine. With more population comes more crime, less safety, more extreme traffic & longer wait times for everything everywhere in the area & irritation of residents. Washington & Broadway has turned into an inescapable mess as it is, with an over abundance of traffic & near collisions as illegal food trucks have only added on to the existing mess the past couple years preventing pedestrians the right to use unobstructed public sidewalks, especially for the disabled & seniors. It is not safe for them now! Very poor, dangerous & neglectful planning is everywhere more & more. Do not add on to our problems in the name of money & a person or persons outside of the community to greedily come in & not only degrade our neighborhoods but also the natural environment, or what's left of it, even more. No more!!

Thank you,
Suzan Alvarado
Sent from my iPhone

Carl Nadela

From: Frank Rodriguez <frank@casabellausa.com>
Sent: Monday, October 27, 2025 8:46 AM
To: Carl Nadela
Subject: Project No.: PRJ2022-000557-(4)

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: External Email. Proceed Responsibly.

Good morning Honorable Planning Commission,

As a leasing agent for a client who owns a commercial retail building near this project, I want to express our strong support.

Our current business tenants are experiencing a downturn due to the rise of online services. Therefore, any efforts to bring more families to the community would be greatly appreciated. These new residents would not only be potential clients but also provide a much-needed lifeline for our local businesses.

Thank you for your consideration.

Sincerely,
Frank Rodriguez