

MEMORANDUM

To: Paul Lam, Principal Planner, City of Alhambra
From: Dennis Pascua, Transportation Services Manager
Subject: Peer Review of the (revised) Alhambra Residential Project – Level of Service Analysis for General Plan Consistency (dated June 25, 2021)
Date: July 1, 2021
cc: Nicole Cobleigh, Dudek
Sabita Tewani, AICP, Dudek

Dudek has peer reviewed the (revised) *Alhambra Residential Project – Level of Service Analysis for General Plan Consistency* dated June 25, 2021 prepared by the Project Applicant’s consultant, Kimley Horn. Our peer review follows the guidelines in the *City of Alhambra Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (October 2020) and the City of Alhambra General Plan (adopted August 2019).

This revised analysis incorporated our comments noted in our June 30, 2021 peer review memorandum. We concur with the methodology and findings of the (revised) June 25, 2021 LOS analysis memorandum, and we have no further comments. The LOS analysis has been prepared consistent with the City’s transportation study guidelines and their General Plan.

This concludes our peer review of the (revised) *Alhambra Residential Project – Level of Service Analysis for General Plan Consistency*. If you have any questions, please call me at (760) 479-4256 or e-mail me at dpascua@dudek.com.

MEMORANDUM

To: Paul Lam, City of Alhambra
Dennis Pascua, Dudek

From: Sri Chakravarthy
Matt Stewart
Kimley-Horn and Associates, Inc.

Date: June 25, 2021

Subject: Alhambra Residential Project – Level of Service Analysis for General Plan Consistency

This document is an analysis of the proposed Project's General Plan consistency with respect to Level of Service (LOS). This analysis draws upon the data from the Traffic Impact Analysis prepared for the Draft Environmental Impact Report (DEIR).

The Alhambra General Plan was adopted in August 2019. As required by California Assembly Bill [AB] 1358, the Circulation Element of the General Plan was updated to plan for a balanced, multi-modal transportation network that meets the needs of all users of streets, roads, and highways. Furthermore, SB 743, approved in 2013, mandated a change in the way transportation impacts are determined according to the California Environmental Quality Act (CEQA). The City's General Plan notes that "The City can, however, continue to use LOS standards to ensure reasonable flow of vehicle traffic." The City's General Plan includes several goals and policies that "provide guidance on how to achieve a balanced transportation system that safely and efficiently moves people goods, and services through the City; accommodates all modes of transportation; and maintains a pleasant and attractive environment for residents of and visitors to the City." The following policies and goals are applicable to the project:

Policy M-1A. Maintain peak hour LOS D for intersections on secondary arterial and collector roadways and, as feasible, on major arterials.

Policy M-1B. At major intersections where two major arterials intersect (such as along Fremont, Valley, Mission, and Garfield), peak hour LOS E or F may be acceptable. In these locations, balance the efficiency and convenience of vehicular operations with other General Plan goals and policies.

Furthermore, the City's TIA Guidelines indicate that the City may require improvements or other strategies to reduce the V/C ratio to acceptable ratios if the project-related increase in volume-to-capacity (V/C) is equal to or greater than 0.020 at an intersection that degrades from acceptable operations (LOS D or better) to unacceptable operations (LOS E or F).

Project Trip Generation and Distribution

Trip generation estimates were calculated for the proposed modified project with 790 units. The trip generation estimate is shown on the following page in **Table 1**.

Table 1 – Trip Generation for Modified (790-unit) Project

ITE Code	Building	Land Use Description	Units	No. of Units	Project Generated Trips				
					Daily	AM Peak Hour		PM Peak Hour	
						In	Out	In	Out
Trips Generated									
220	S1-2, C	Apartment	DU	560	3,724	57	228	226	122
230	N1-4	Residential Condominium/Townhouse	DU	230	1,840	14	110	108	60
Subtotal of Trips Generated					5,564	71	338	334	182
Trip Credits									
710	S1	General Office Building	KSF	10.145	-112	-14	-2	-3	-13
Drive Ratio Reduction (11%)					-612	-8	-37	-37	-20
Internal Capture (2-3% AM, 7-11% PM, 9% daily)					-501	-1	-10	-47	-18
Subtotal of Trip Credits					-1,225	-23	-49	-87	-51
Net Project Total					4,339	48	289	247	131

Table 1 above indicates that the modified project will generate approximate 4,339 daily trips, with 337 new trips during the AM peak hour and 378 new trips during the PM peak hour.

Trip distribution assumptions for the modified project are the same as for the original project described in the Traffic Impact Analysis. Figure 1 provides the Modified Project Trip Distribution for the proposed land uses.

Project Level of Service Analysis

To provide the most conservative analysis, a comparison of Cumulative (2028) and Cumulative (2028) Plus Project for the Modified Project (790 units) is provided in this section. **Table 2** on the following page shows a comparison of the Cumulative (2028) Without Project and Cumulative (2028) With Project Level of Service (LOS) analysis for the signalized study intersections. Each signalized study intersection was evaluated for compliance with the City’s General Plan policies M-1A and M-1B. Policy M-1A applies to intersections on secondary arterial and collector roadways while Policy M-1B applies to intersections of two major arterials.

Unsignalized study intersections are not included in this analysis. In the original TIA, the unsignalized study intersections were found to contribute less than 10% of the total peak hour volumes and were not required to provide improvements. The 790-unit modified project would generate less traffic than the original project and therefore would also not be required to provide improvements at unsignalized study intersections.

Table 2 – Cumulative (2028) Plus Project Scenario for Modified (790-unit) Project

Signalized Study Intersections		Cumulative (2028) Without Project				Cumulative (2028) Plus Project				Change in V/C		Applicable Policy ¹	General Plan Compliant
		LOS Analysis Results				LOS Analysis Results				AM	PM		
		AM		PM		AM		PM					
		LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	V/C	V/C		
1	S Fremont Ave/W Mission Rd	F	1.297	F	1.211	F	1.356	F	1.266	0.059	0.055	M-1B	Yes
2	S Fremont Ave/Project Driveway	B	0.632	B	0.693	B	0.662	C	0.717	0.030	0.024	M-1A	Yes
3	S Fremont Ave/Orange St	B	0.633	D	0.875	B	0.656	D	0.893	0.023	0.018	M-1A	Yes
7	S Fremont Ave/Poplar Blvd	C	0.779	C	0.781	C	0.790	C	0.793	0.011	0.012	M-1A	Yes
10	S Fremont Ave/Concord Ave	C	0.708	B	0.654	C	0.710	B	0.658	0.002	0.004	M-1A	Yes
11	S Fremont Ave/Montezuma Ave	B	0.670	C	0.745	B	0.680	C	0.747	0.010	0.002	M-1A	Yes
12	W Commonwealth Ave/S Palm Ave	A	0.482	B	0.609	A	0.487	B	0.614	0.005	0.005	M-1A	Yes
13	Date Ave/W Commonwealth Ave	A	0.448	B	0.662	A	0.454	B	0.666	0.006	0.004	M-1A	Yes
14	S Fremont Ave/W Commonwealth Ave	C	0.793	E	0.964	C	0.795	E	0.975	0.002	0.011	M-1A	N/A ²
15	S Fremont Ave/W Valley Blvd	F	1.033	E	0.980	F	1.052	F	1.016	0.019	0.036	M-1B	Yes
16	W Mission Rd/S Palm Ave	B	0.691	B	0.646	C	0.700	B	0.653	0.009	0.007	M-1A	Yes
17	W Valley Blvd/S Marengo Ave	D	0.802	D	0.831	D	0.807	D	0.838	0.005	0.007	M-1A	Yes
18	S Atlantic Blvd/W Mission Rd	E	0.951	F	1.019	E	0.953	F	1.022	0.002	0.003	M-1B	Yes
19	S Marengo Ave/W Mission Rd	F	1.036	F	1.002	F	1.042	F	1.016	0.006	0.014	M-1A	N/A ²
20	S Marengo Ave/Front St	D	0.818	D	0.862	D	0.826	D	0.866	0.008	0.004	M-1A	Yes
21	W Valley Blvd/I-710 NB Off-ramp	C	0.769	C	0.716	C	0.778	C	0.732	0.009	0.016	M-1B	Yes
22	W Valley Blvd/I-710 SB On-ramp	F	1.173	E	0.914	F	1.191	E	0.922	0.018	0.008	M-1B	Yes
23	S Fremont Ave/W Hellman Ave	D	0.873	D	0.853	D	0.893	D	0.871	0.020	0.018	M-1A	Yes
26	S Fremont Ave/Ross Ave	C	0.720	A	0.551	C	0.724	A	0.561	0.004	0.010	M-1A	Yes
27	W Valley Blvd/Westmont Dr	D	0.893	C	0.701	E	0.908	C	0.714	0.015	0.013	M-1A	Yes ³

¹ Policy M-1A applies to intersections of secondary arterial and collector roadways. Policy M-1B applies to intersections of major arterials

² General Plan Policy M-1A indicates that LOS D should be “maintained” which does not address facilities already operating (before the project) with deficient LOS (LOS E or F). Because there are existing deficiencies at those two study intersections, they would be not applicable (N/A) to the current General Plan policies related to LOS, and therefore, no General Plan consistency findings can be made at those two intersections.

³ Although the LOS increases from LOS D to LOS E from Cumulative (2028) to Cumulative (2028) Plus Project conditions, the increase in V/C ratio is less than 0.020

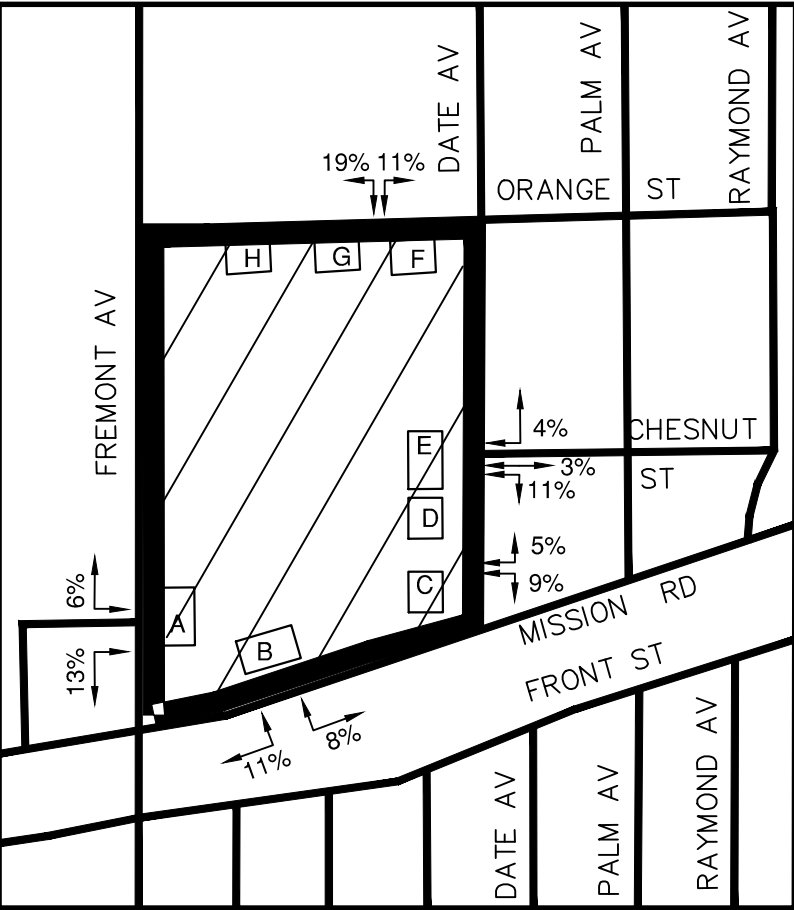
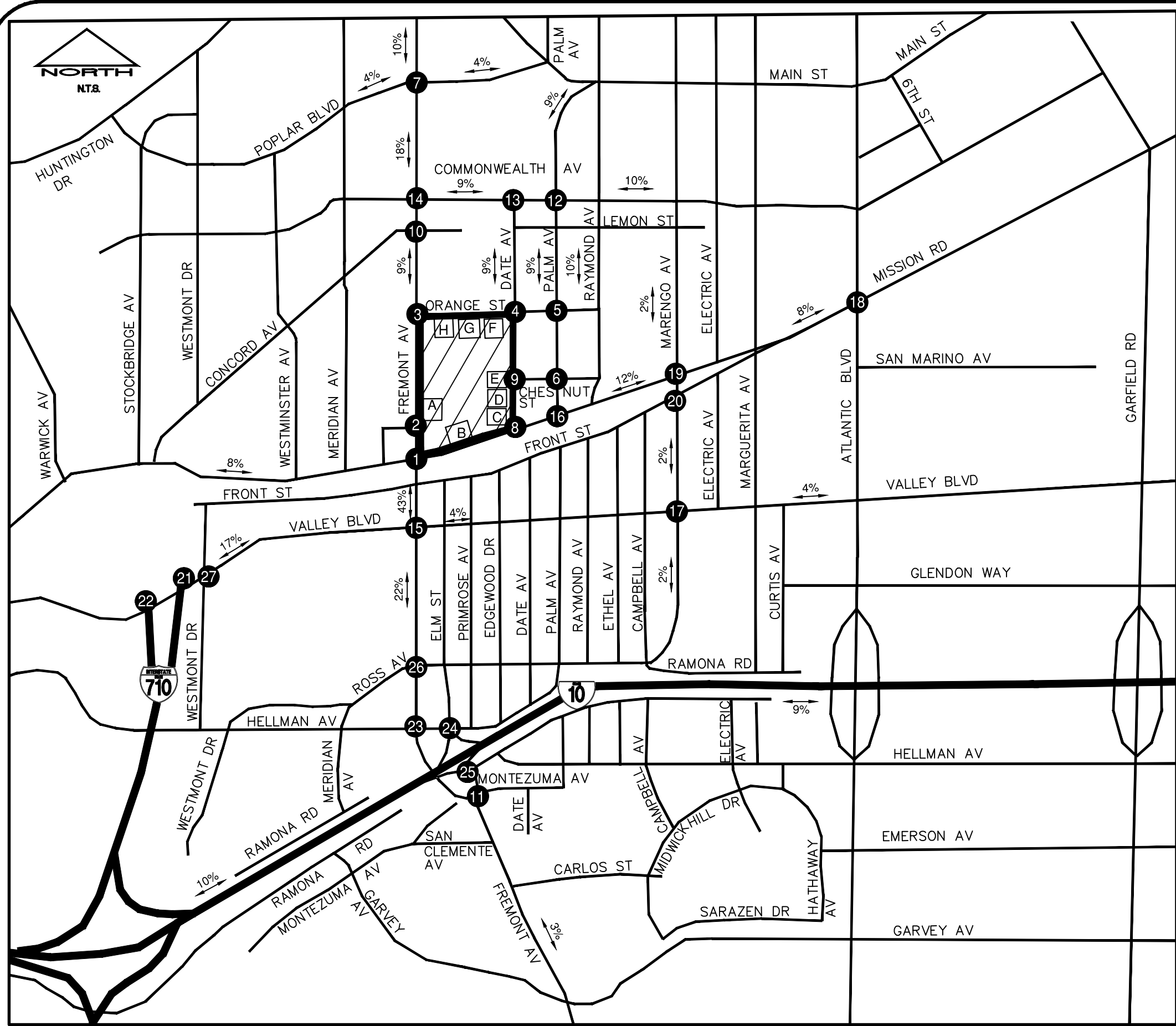
As is shown in **Table 1**, all but three of the signalized study intersections meet the City’s General Plan Policy M-1A or M-1B for the Cumulative (2028) Without Project and Cumulative (2028) Plus Project scenarios.

Two study intersections (Intersection #14, S Fremont Ave/W Commonwealth Ave and Intersection #19, S Marengo Ave/W Mission Rd) would operate at LOS E or F in 2028 without the proposed project (considered an existing deficiency) and would continue to operate at the same LOS with the proposed project. The City's General Plan does not include a policy to address intersections with existing deficiencies. Policy M-1A only indicates that LOS D should be "maintained" which does not address facilities already operating with deficient LOS (LOS E or F). Because there are existing deficiencies at those two study intersections, they would be not applicable (N/A) to the current General Plan policies related to LOS, and therefore, no General Plan consistency findings can be made at those two intersections. Furthermore, per the City's current Transportation Study Guidelines (October 2020), "any intersection operating at a LOS of E or F is considered deficient."

The intersection of W Valley Blvd/Westmont Dr (Intersection #27) would operate at LOS D in the Cumulative (2028) scenario and LOS E in the Cumulative (2028) Plus Project scenario. This change in level of service from LOS D to LOS E would cause the intersection to operate at a level that implicates Policy M-1A. However, the City's TIA Guidelines indicate that for intersections that increase in level of service from LOS D to LOS E, if the increase in volume to capacity (V/C) is less than 0.020, no improvements or other strategies to reduce the V/C ratio are required. The increase in V/C ratio at intersection #27 is less than 0.020 in the AM peak period and as such, the General Plan does not require improvements or other strategies to maintain compliance with the General Plan.

Conclusion

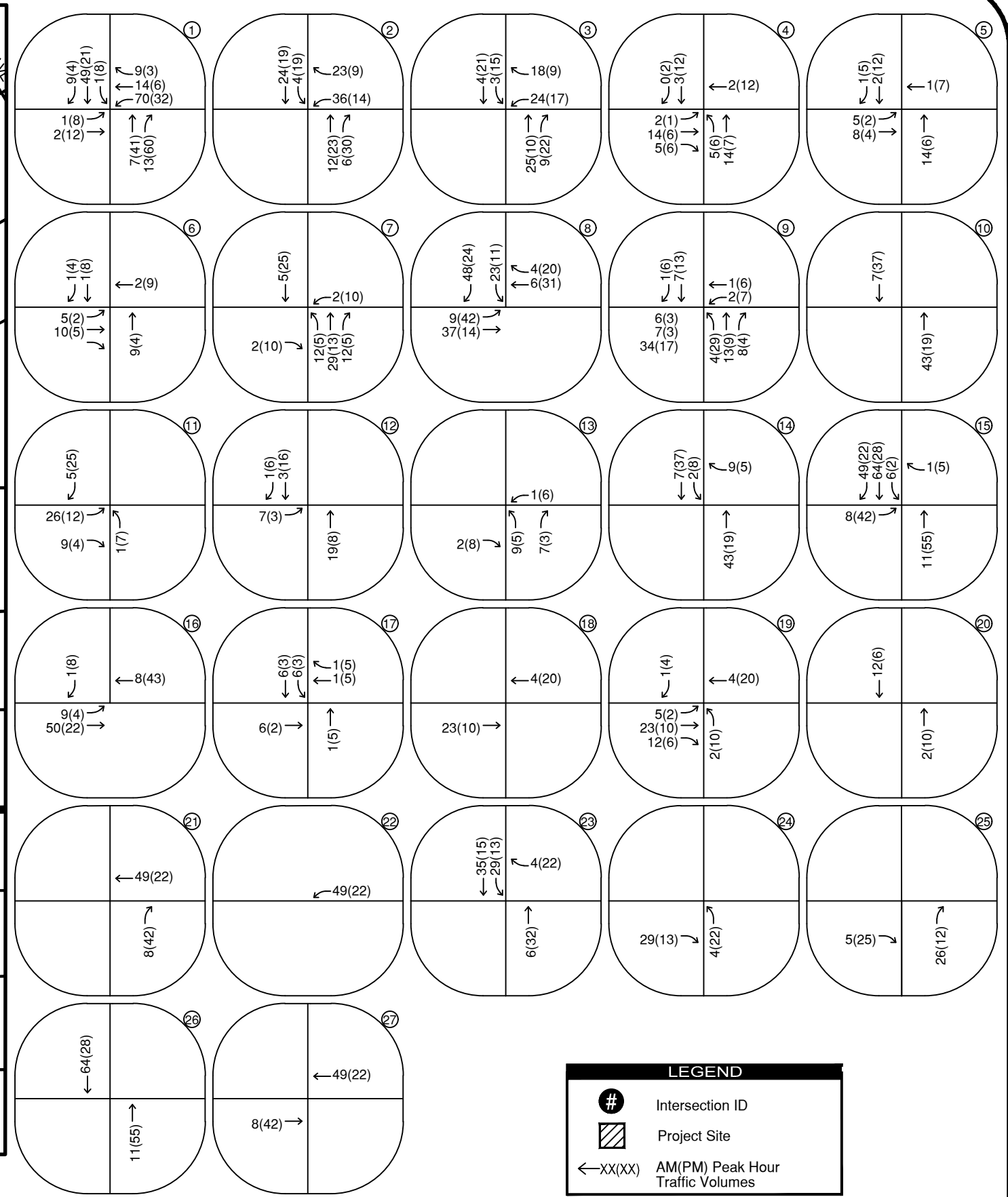
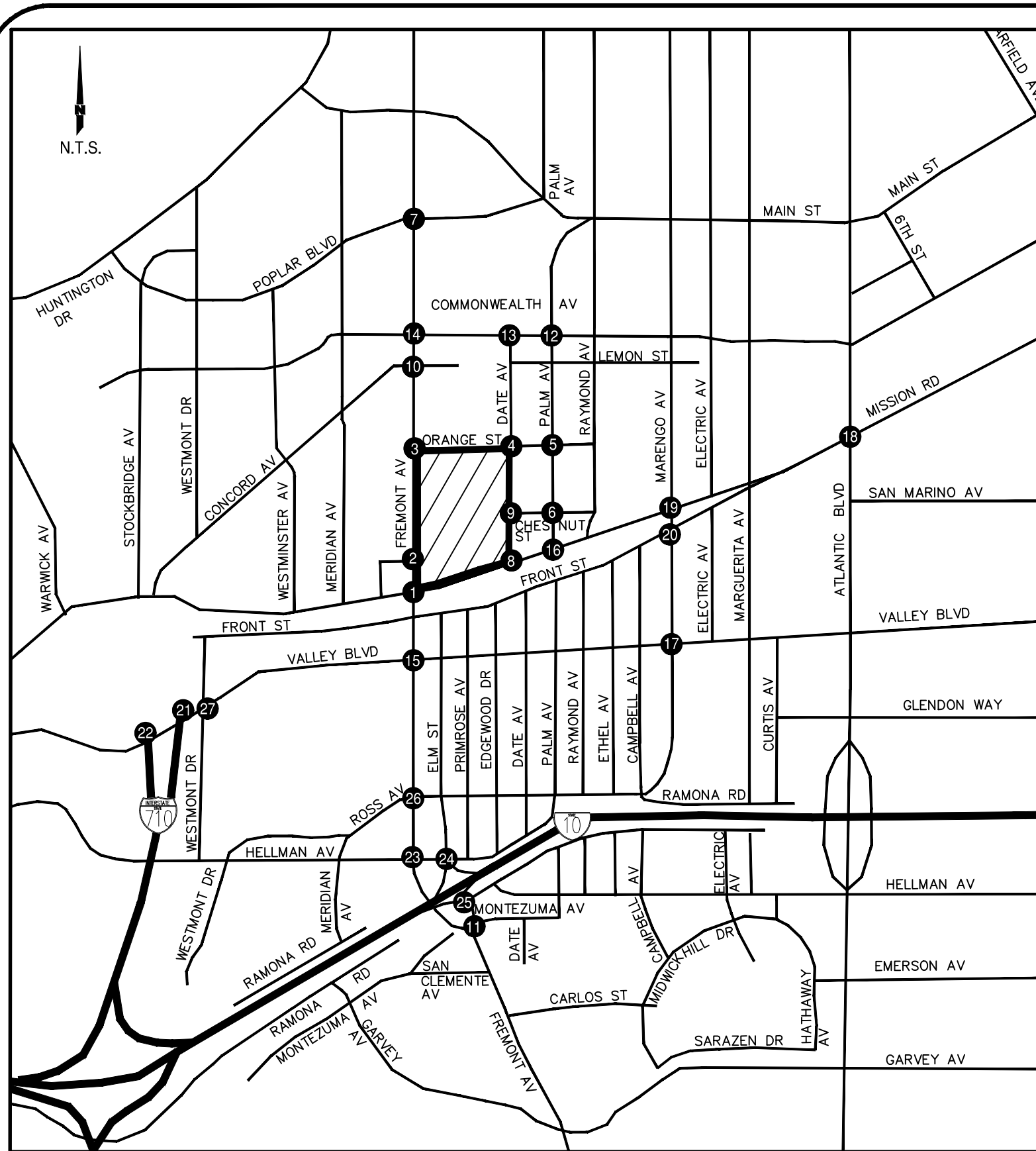
The 790-unit alternative would be compliant with the City's applicable General Plan LOS policies at 18 of the 20 signalized study intersections; and, all unsignalized study intersections. For the remaining two signalized study intersections forecast to operate with deficient LOS (LOS E or F) without the project, the General Plan does not include a policy to address intersections with existing deficiencies. Because there are existing deficiencies at two signalized study intersections and they are not a result of the proposed project, those intersections would not be applicable to General Plan LOS policies.



Project Driveway Trip Distribution

FIGURE 1
The Villages at The Alhambra Development
Project Trip Distribution Percentages

LEGEND	
#	Intersection ID
[Hatched Box]	Project Site
X	Project Driveway
XX%	% Project Traffic



LEGEND

- # Intersection ID
- ▨ Project Site
- ←XX(X) AM(PM) Peak Hour Traffic Volumes

FIGURE 2
 The Villages at The Alhambra Development
 Project Weekday Peak-Hour Turning Movement Volumes

Alhambra Campus Residential Development TIA
Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Scenario Report

Scenario: 2028 Cum + Project AM Alt 17
Command: 2018 Existing PM
Volume: 2028 AM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Alt 17 AM
Trip Distribution: Cum + Project
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #1 Fremont Ave and Mission Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.356
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Fremont Ave						Mission Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Fremont Ave			Mission Rd			Mission Rd			Mission Rd		
Base Vol:	221	1349	202	12	1303	44	62	335	475	356	781	43
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	247	1505	225	13	1454	49	69	374	530	397	871	48
Added Vol:	0	7	28	1	49	25	17	2	0	85	14	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	1512	253	14	1503	74	86	376	530	482	885	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	1512	253	14	1503	74	86	376	530	482	885	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	1512	253	14	1503	74	86	376	530	482	885	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	1512	253	14	1503	74	86	376	530	482	885	57

Saturation Flow Module:	Fremont Ave			Mission Rd			Mission Rd			Mission Rd		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.71	0.29	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1600	2741	459	1600	3200	1600	1600	3200	1600	1600	3007	193

Capacity Analysis Module:	Fremont Ave			Mission Rd			Mission Rd			Mission Rd		
Vol/Sat:	0.15	0.55	0.55	0.01	0.47	0.05	0.05	0.12	0.33	0.30	0.29	0.29
Crit Moves:	****			****			****		****	****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #2 Fremont Ave and 1000 Fremont Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: B

Street Name:	Fremont Ave						1000 Fremont Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	0	1	0	0

Volume Module:	Fremont Ave			Fremont Ave			1000 Fremont Ave			1000 Fremont Ave		
Base Vol:	48	1296	117	4	1291	36	23	5	54	4	1	6
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	54	1446	131	4	1440	40	26	6	60	4	1	7
Added Vol:	0	28	6	4	39	0	0	0	0	36	0	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1474	137	8	1479	40	26	6	60	40	1	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	1474	137	8	1479	40	26	6	60	40	1	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1474	137	8	1479	40	26	6	60	40	1	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	1474	137	8	1479	40	26	6	60	40	1	30

Saturation Flow Module:	Fremont Ave			Fremont Ave			1000 Fremont Ave			1000 Fremont Ave		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.08	0.92	1.00	0.04	0.96
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	136	1464	1600	58	1542

Capacity Analysis Module:	Fremont Ave			Fremont Ave			1000 Fremont Ave			1000 Fremont Ave		
Vol/Sat:	0.03	0.46	0.09	0.01	0.46	0.03	0.02	0.04	0.04	0.03	0.02	0.02
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

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

Intersection #3 Fremont Ave and Orange St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: B

Street Name:	Fremont Ave						Orange St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	0	1	0

Volume Module:	Fremont Ave			Fremont Ave			Orange St			Orange St		
Base Vol:	2	1124	222	140	1320	2	1	1	0	54	0	53
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	2	1254	248	156	1473	2	1	1	0	60	0	59
Added Vol:	0	41	9	3	19	0	0	0	0	24	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1295	257	159	1492	2	1	1	0	84	0	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1295	257	159	1492	2	1	1	0	84	0	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1295	257	159	1492	2	1	1	0	84	0	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1295	257	159	1492	2	1	1	0	84	0	77

Saturation Flow Module:	Fremont Ave			Fremont Ave			Orange St			Orange St		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.50	0.50	1.00	1.04	0.00	0.96
Final Sat.:	1600	3200	1600	1600	3195	5	800	800	1600	1671	0	1529

Capacity Analysis Module:	Fremont Ave			Fremont Ave			Orange St			Orange St		
Vol/Sat:	0.00	0.40	0.16	0.10	0.47	0.47	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #7 Fremont Ave and Poplar Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 64 Level Of Service: C

Street Name:	Fremont Ave						Poplar Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Fremont Ave			Fremont Ave			Poplar Blvd			Poplar Blvd		
Base Vol:	90	1036	50	17	1402	15	19	104	65	53	106	18
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	100	1156	56	19	1564	17	21	116	73	59	118	20
Added Vol:	12	52	12	1	29	0	0	9	2	2	7	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1208	68	20	1593	17	21	125	75	61	125	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1208	68	20	1593	17	21	125	75	61	125	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1208	68	20	1593	17	21	125	75	61	125	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	1208	68	20	1593	17	21	125	75	61	125	24

Saturation Flow Module:	Fremont Ave			Fremont Ave			Poplar Blvd			Poplar Blvd		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3030	170	1600	3167	33	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:	Fremont Ave			Fremont Ave			Poplar Blvd			Poplar Blvd		
Vol/Sat:	0.07	0.40	0.40	0.01	0.50	0.50	0.01	0.08	0.05	0.04	0.08	0.02
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #10 Fremont Ave and Concord Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level Of Service: C

Street Name:	Fremont Ave						Concord Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	1	0	1	1	0	1

Volume Module:	Fremont Ave			Fremont Ave			Concord Ave			Concord Ave		
Base Vol:	56	1088	37	4	1380	59	40	12	68	22	14	10
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	62	1214	41	4	1540	66	45	13	76	25	16	11
Added Vol:	0	59	0	0	22	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1273	41	4	1562	66	45	13	76	25	16	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1273	41	4	1562	66	45	13	76	25	16	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1273	41	4	1562	66	45	13	76	25	16	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1273	41	4	1562	66	45	13	76	25	16	11

Saturation Flow Module:	Fremont Ave			Fremont Ave			Concord Ave			Concord Ave		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	1.00	1.92	0.08	1.00	1.00	1.00	1.00	0.58	0.42
Final Sat.:	1600	4649	151	1600	3071	129	1600	1600	1600	1600	933	667

Capacity Analysis Module:	Fremont Ave			Fremont Ave			Concord Ave			Concord Ave		
Vol/Sat:	0.04	0.27	0.27	0.00	0.51	0.51	0.03	0.01	0.05	0.02	0.02	0.02
Crit Moves:	****			****			****		****	****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #11 Fremont Ave and Montezuma Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 48 Level Of Service: B

Street Name:	Fremont Ave						Montezuma Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	2	0	0	1	1	0

Volume Module:	Fremont Ave			Fremont Ave			Montezuma Ave			Montezuma Ave		
Base Vol:	683	258	40	4	80	598	405	52	612	50	93	10
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	762	288	45	4	89	667	452	58	683	56	104	11
Added Vol:	26	4	0	0	4	12	34	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	788	292	45	4	93	679	486	58	700	56	104	11
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	788	292	45	4	93	0	486	58	700	56	104	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	788	292	45	4	93	0	486	58	700	56	104	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	788	292	45	4	93	0	486	58	700	56	104	11

Saturation Flow Module:	Fremont Ave			Fremont Ave			Montezuma Ave			Montezuma Ave		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.87	0.13	0.09	1.91	1.00	2.00	0.15	1.85	0.33	0.61	0.06
Final Sat.:	2880	1388	212	146	3054	1600	2880	245	2955	523	973	105

Capacity Analysis Module:	Fremont Ave			Fremont Ave			Montezuma Ave			Montezuma Ave		
Vol/Sat:	0.27	0.21	0.21	0.00	0.03	0.00	0.17	0.24	0.24	0.03	0.11	0.11
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #12 Palm Ave and Commonwealth Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

Street Name:	Palm Ave						Commonwealth Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	Palm Ave			Palm Ave			Commonwealth Ave			Commonwealth Ave		
Base Vol:	18	32	4	39	215	252	60	212	28	13	259	38
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	20	36	4	44	240	281	67	237	31	15	289	42
Added Vol:	0	19	0	0	3	41	45	38	0	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	55	4	44	243	322	112	275	31	15	329	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	55	4	44	243	322	112	275	31	15	329	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	55	4	44	243	322	112	275	31	15	329	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	55	4	44	243	322	112	275	31	15	329	42

Saturation Flow Module:	Palm Ave			Palm Ave			Commonwealth Ave			Commonwealth Ave		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2873	327	1600	3200	1600

Capacity Analysis Module:	Palm Ave			Palm Ave			Commonwealth Ave			Commonwealth Ave		
Vol/Sat:	0.01	0.03	0.00	0.03	0.15	0.20	0.07	0.10	0.10	0.01	0.10	0.03
Crit Moves:	****					****	****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #13 Date Ave and Commonwealth Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Street Name:	Date Ave						Commonwealth Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	24	40	16	47	66	71	68	239	94	118	326	67
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	27	45	18	52	74	79	76	267	105	132	364	75
Added Vol:	9	0	45	0	0	0	0	38	2	41	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	45	63	52	74	79	76	305	107	173	404	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	45	63	52	74	79	76	305	107	173	404	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	45	63	52	74	79	76	305	107	173	404	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	45	63	52	74	79	76	305	107	173	404	75

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.48	0.52	1.00	1.48	0.52	1.00	1.69	0.31
Final Sat.:	1600	1600	1600	1600	771	829	1600	2369	831	1600	2700	500

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.04	0.03	0.10	0.10	0.05	0.13	0.13	0.11	0.15	0.15
Crit Moves:	****				****			****		****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #14 Fremont Ave and Commonwealth Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.795
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level Of Service: C

Street Name:	Fremont Ave						Commonwealth Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	1	0	1

Volume Module:	Fremont Ave			Fremont Ave			Commonwealth Ave			Commonwealth Ave		
Base Vol:	39	1008	92	171	1305	62	27	134	16	108	155	107
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	44	1125	103	191	1456	69	30	150	18	120	173	119
Added Vol:	0	43	16	26	7	0	0	0	0	15	0	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1168	119	217	1463	69	30	150	18	135	173	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1168	119	217	1463	69	30	150	18	135	173	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1168	119	217	1463	69	30	150	18	135	173	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1168	119	217	1463	69	30	150	18	135	173	151

Saturation Flow Module:	Fremont Ave			Fremont Ave			Commonwealth Ave			Commonwealth Ave		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.91	0.09	1.00	0.89	0.11	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3056	144	1600	1429	171	1600	1600	1600

Capacity Analysis Module:	Fremont Ave			Fremont Ave			Commonwealth Ave			Commonwealth Ave		
Vol/Sat:	0.03	0.36	0.07	0.14	0.48	0.48	0.02	0.10	0.10	0.08	0.11	0.09
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #15 Fremont Ave and Valley Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.052
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Fremont Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	2	2	0	2	1	0	2

Volume Module:	Fremont Ave			Fremont Ave			Valley Blvd			Valley Blvd		
Base Vol:	41	915	26	74	805	1273	527	404	28	56	725	185
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	46	1021	29	83	898	1420	588	451	31	62	809	206
Added Vol:	5	26	4	6	79	49	8	2	1	7	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1047	33	89	977	1469	596	453	32	69	812	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1047	33	89	977	1469	596	453	32	69	812	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1047	33	89	977	1469	596	453	32	69	812	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1047	33	89	977	1469	596	453	32	69	812	207

Saturation Flow Module:	Fremont Ave			Fremont Ave			Valley Blvd			Valley Blvd		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3102	98	1600	3200	3200	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:	Fremont Ave			Fremont Ave			Valley Blvd			Valley Blvd		
Vol/Sat:	0.03	0.34	0.34	0.06	0.31	0.46	0.21	0.14	0.02	0.04	0.25	0.13
Crit Moves:	****					****	****				****	

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #16 Palm Ave and Mission Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: C

Street Name:	Palm Ave						Mission Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	1

Volume Module:	>>	Count	Date:	17 Nov 2015	<<	AM Peak						
Base Vol:	0	0	0	51	0	124	33	422	0	0	1284	84
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	57	0	138	37	471	0	0	1433	94
Added Vol:	0	0	0	0	0	1	9	66	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	57	0	139	46	537	0	0	1457	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	57	0	139	46	537	0	0	1457	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	57	0	139	46	537	0	0	1457	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	57	0	139	46	537	0	0	1457	94

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.88	0.12
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3007	193

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.09	0.03	0.17	0.00	0.00	0.48	0.48
Crit Moves:						****	****				****	

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #17 Marengo Ave and Valley Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 68 Level Of Service: D

Street Name:	Marengo Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:	Marengo Ave			Marengo Ave			Valley Blvd			Valley Blvd		
Base Vol:	22	117	72	223	163	137	166	419	23	62	956	188
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	25	131	80	249	182	153	185	467	26	69	1067	210
Added Vol:	10	27	0	6	27	0	0	6	7	0	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	158	80	255	209	153	185	473	33	69	1068	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	158	80	255	209	153	185	473	33	69	1068	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	158	80	255	209	153	185	473	33	69	1068	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	158	80	255	209	153	185	473	33	69	1068	211

Saturation Flow Module:	Marengo Ave			Marengo Ave			Valley Blvd			Valley Blvd		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	924	676	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:	Marengo Ave			Marengo Ave			Valley Blvd			Valley Blvd		
Vol/Sat:	0.02	0.10	0.05	0.16	0.23	0.23	0.12	0.15	0.02	0.04	0.33	0.13
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #18 Atlantic Blvd and Mission Road

Cycle (sec): 100 Critical Vol./Cap.(X): 0.953
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 136 Level Of Service: E

Street Name:	Atlantic Blvd						Mission Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Atlantic Blvd			Atlantic Blvd			Mission Road			Mission Road		
Base Vol:	154	1062	115	40	943	246	88	516	67	175	956	33
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	172	1185	128	45	1052	274	98	576	75	195	1067	37
Added Vol:	0	31	0	0	23	1	3	23	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	1216	128	45	1075	275	101	599	75	195	1071	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	1216	128	45	1075	275	101	599	75	195	1071	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	1216	128	45	1075	275	101	599	75	195	1071	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	1216	128	45	1075	275	101	599	75	195	1071	37

Saturation Flow Module:	Atlantic Blvd			Atlantic Blvd			Mission Road			Mission Road		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	1600	2895	305	1600	3200	1600	1600	3200	1600	1600	3094	106

Capacity Analysis Module:	Atlantic Blvd			Atlantic Blvd			Mission Road			Mission Road		
Vol/Sat:	0.11	0.42	0.42	0.03	0.34	0.17	0.06	0.19	0.05	0.12	0.35	0.35
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #19 Marengo Ave and Mission Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.042
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Marengo Ave						Mission Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	Marengo Ave			Mission Rd			Marengo Ave			Mission Rd		
Base Vol:	85	382	157	43	504	66	44	351	85	272	1171	74
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	95	426	175	48	562	74	49	392	95	303	1306	83
Added Vol:	25	0	3	0	0	1	5	23	32	1	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	426	178	48	562	75	54	415	127	304	1310	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	426	178	48	562	75	54	415	127	304	1310	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	426	178	48	562	75	54	415	127	304	1310	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	426	178	48	562	75	54	415	127	304	1310	83

Saturation Flow Module:	Marengo Ave			Mission Rd			Marengo Ave			Mission Rd		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.88	0.12	1.00	1.53	0.47	1.00	1.88	0.12
Final Sat.:	1600	1600	1600	1600	1413	187	1600	2450	750	1600	3010	190

Capacity Analysis Module:	Marengo Ave			Mission Rd			Marengo Ave			Mission Rd		
Vol/Sat:	0.07	0.27	0.11	0.03	0.40	0.40	0.03	0.17	0.17	0.19	0.44	0.44
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #20 Marengo Ave and Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 73 Level Of Service: D

Street Name:	Marengo Ave						Front St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0

Volume Module:	Marengo Ave			Marengo Ave			Front St			Front St		
Base Vol:	2	508	3	10	493	358	81	11	7	2	75	34
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	2	567	3	11	550	399	90	12	8	2	84	38
Added Vol:	0	28	0	0	33	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	595	3	11	583	399	90	12	8	2	84	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	595	3	11	583	399	90	12	8	2	84	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	595	3	11	583	399	90	12	8	2	84	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	595	3	11	583	399	90	12	8	2	84	38

Saturation Flow Module:	Marengo Ave			Marengo Ave			Front St			Front St		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.99	0.01	1.00	0.59	0.41	0.88	0.12	1.00	0.03	0.97	1.00
Final Sat.:	1600	1591	9	1600	950	650	1409	191	1600	42	1558	1600

Capacity Analysis Module:	Marengo Ave			Marengo Ave			Front St			Front St		
Vol/Sat:	0.00	0.37	0.37	0.01	0.61	0.61	0.06	0.06	0.00	0.00	0.05	0.02
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #21 I-710 NB Ramp and Valley Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.778
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level Of Service: C

Street Name:	I-710 NB Ramp						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	2	0	0	3

Volume Module:	I-710 NB Ramp			I-710 SB Ramp			Valley Blvd East			Valley Blvd West		
Base Vol:	603	1	685	4	0	1	0	207	0	0	2176	6
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	673	1	764	4	0	1	0	231	0	0	2428	7
Added Vol:	0	0	12	0	0	0	0	0	0	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	673	1	776	4	0	1	0	231	0	0	2486	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	673	1	776	4	0	1	0	231	0	0	2486	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	673	1	776	4	0	1	0	231	0	0	2486	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	673	1	776	4	0	1	0	231	0	0	2486	7

Saturation Flow Module:	I-710 NB Ramp			I-710 SB Ramp			Valley Blvd East			Valley Blvd West		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.39	0.01	1.60	0.79	0.01	0.20	0.00	2.00	0.00	0.00	3.99	0.01
Final Sat.:	2227	4	2569	1280	0	320	0	3200	0	0	6383	17

Capacity Analysis Module:	I-710 NB Ramp			I-710 SB Ramp			Valley Blvd East			Valley Blvd West		
Vol/Sat:	0.30	0.30	0.30	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.39	0.39
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #22 I-710 SB Ramp and Valley Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.191
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name: I-710 SB Ramp Valley Blvd

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	0	0	0	0	0	0	2	0	1	2	0	2	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	214	650	1593	1200	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	0	0	0	0	239	725	1777	1339	0
Added Vol:	0	0	0	0	0	0	0	0	0	58	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	239	725	1835	1339	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	239	725	1835	1339	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	239	725	1835	1339	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	239	725	1835	1339	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3200	1600	2880	3200	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.45	0.64	0.42	0.00
Crit Moves:									****	****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #23 Fremont Ave and Hellman Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 96 Level Of Service: D

Street Name:	Fremont Ave						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	142	934	313	127	706	110	108	111	153	168	228	212
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	158	1042	349	142	788	123	120	124	171	187	254	237
Added Vol:	0	24	14	37	50	0	0	0	0	1	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	1066	363	179	838	123	120	124	171	188	254	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1066	363	179	838	123	120	124	171	188	254	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1066	363	179	838	123	120	124	171	188	254	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	1066	363	179	838	123	120	124	171	188	254	248

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.49	0.51	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	2387	813	1600	2791	409	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.10	0.45	0.45	0.11	0.30	0.30	0.08	0.08	0.11	0.12	0.16	0.15
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #26 Ross Ave and Fremont Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: C

Street Name:	Fremont Ave						Ross Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	1

Volume Module:

Base Vol:	26	1007	212	42	867	34	26	49	5	173	177	17
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	29	1124	237	47	967	38	29	55	6	193	197	19
Added Vol:	0	36	0	0	87	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	1160	237	47	1054	38	29	55	6	193	197	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	1160	237	47	1054	38	29	55	6	193	197	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1160	237	47	1054	38	29	55	6	193	197	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	1160	237	47	1054	38	29	55	6	193	197	19

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.66	0.34	1.00	1.93	0.07	1.00	0.91	0.09	1.00	1.00	1.00
Final Sat.:	1600	2658	542	1600	3089	111	1600	1452	148	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.44	0.44	0.03	0.34	0.34	0.02	0.04	0.04	0.12	0.12	0.01
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #27 Westmont Dr and Valley Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.908
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 104 Level Of Service: E

Street Name:	Westmont Dr						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	2 0 1	1	0	2 0 1

Volume Module:	Westmont Dr			Westmont Dr			Valley Blvd			Valley Blvd		
Base Vol:	51	14	7	4	6	37	17	966	14	3	2036	30
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	57	16	8	4	7	41	19	1078	16	3	2272	33
Added Vol:	0	0	0	0	0	0	0	12	0	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	16	8	4	7	41	19	1090	16	3	2330	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	16	8	4	7	41	19	1090	16	3	2330	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	16	8	4	7	41	19	1090	16	3	2330	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	16	8	4	7	41	19	1090	16	3	2330	33

Saturation Flow Module:	Westmont Dr			Westmont Dr			Valley Blvd			Valley Blvd		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.71	0.19	0.10	0.08	0.13	0.79	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1133	311	156	136	204	1260	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:	Westmont Dr			Westmont Dr			Valley Blvd			Valley Blvd		
Vol/Sat:	0.04	0.05	0.05	0.00	0.03	0.03	0.01	0.34	0.01	0.00	0.73	0.02
Crit Moves:	****			****			****			****		

Alhambra Campus Residential Development TIA
Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Scenario Report

Scenario: 2028 Cum + Project PM Alt 17
Command: 2018 Existing PM
Volume: 2028 PM
Geometry: Existing
Impact Fee: Default Impact Fee
Trip Generation: Alt 17 PM
Trip Distribution: Cum + Project
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #1 Fremont Ave and Mission Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.266
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Fremont Ave						Mission Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Fremont Ave			Mission Rd			Mission Rd			Mission Rd		
Base Vol:	193	1390	192	50	1099	54	117	503	431	308	422	45
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	215	1551	214	56	1226	60	131	561	481	344	471	50
Added Vol:	0	41	70	8	21	13	18	12	0	40	6	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1592	284	64	1247	73	149	573	481	384	477	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	1592	284	64	1247	73	149	573	481	384	477	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1592	284	64	1247	73	149	573	481	384	477	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	1592	284	64	1247	73	149	573	481	384	477	53

Saturation Flow Module:	Fremont Ave			Mission Rd			Mission Rd			Mission Rd		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.80	0.20
Final Sat.:	1600	2715	485	1600	3200	1600	1600	3200	1600	1600	2879	321

Capacity Analysis Module:	Fremont Ave			Mission Rd			Mission Rd			Mission Rd		
Vol/Sat:	0.13	0.59	0.59	0.04	0.39	0.05	0.09	0.18	0.30	0.24	0.17	0.17
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #2 Fremont Ave and 1000 Fremont Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: C

Street Name:	Fremont Ave						1000 Fremont Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	0	1	0	0	1	0	0

Volume Module:	Fremont Ave			Fremont Ave			1000 Fremont Ave			1000 Fremont Ave		
Base Vol:	54	1457	43	7	1113	60	81	3	69	39	4	25
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	60	1626	48	8	1242	67	90	3	77	44	4	28
Added Vol:	0	33	30	19	28	0	0	0	0	14	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1659	78	27	1270	67	90	3	77	58	4	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	1659	78	27	1270	67	90	3	77	58	4	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1659	78	27	1270	67	90	3	77	58	4	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1659	78	27	1270	67	90	3	77	58	4	37

Saturation Flow Module:	Fremont Ave			Fremont Ave			1000 Fremont Ave			1000 Fremont Ave		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.04	0.96	1.00	0.11	0.89
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	67	1533	1600	173	1427

Capacity Analysis Module:	Fremont Ave			Fremont Ave			1000 Fremont Ave			1000 Fremont Ave		
Vol/Sat:	0.04	0.52	0.05	0.02	0.40	0.04	0.06	0.05	0.05	0.04	0.03	0.03
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #3 Fremont Ave and Orange St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 97 Level Of Service: D

Street Name:	Fremont Ave						Orange St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	0	1	0

Volume Module:	Fremont Ave			Fremont Ave			Orange St			Orange St		
Base Vol:	2	1400	175	102	951	2	9	5	5	243	2	289
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	2	1562	195	114	1061	2	10	6	6	271	2	322
Added Vol:	0	20	22	15	30	0	0	0	0	17	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1582	217	129	1091	2	10	6	6	288	2	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1582	217	129	1091	2	10	6	6	288	2	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1582	217	129	1091	2	10	6	6	288	2	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1582	217	129	1091	2	10	6	6	288	2	331

Saturation Flow Module:	Fremont Ave			Fremont Ave			Orange St			Orange St		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	0.64	0.36	1.00	1.00	0.01	0.99
Final Sat.:	1600	3200	1600	1600	3193	7	1029	571	1600	1600	11	1589

Capacity Analysis Module:	Fremont Ave			Fremont Ave			Orange St			Orange St		
Vol/Sat:	0.00	0.49	0.14	0.08	0.34	0.34	0.01	0.01	0.00	0.18	0.21	0.21
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #7 Fremont Ave and Poplar Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 65 Level Of Service: C

Street Name:	Fremont Ave						Poplar Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Fremont Ave			Fremont Ave			Poplar Blvd			Poplar Blvd		
Base Vol:	152	1403	115	25	863	42	25	117	80	53	118	28
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	170	1565	128	28	963	47	28	131	89	59	132	31
Added Vol:	5	26	5	7	40	0	0	12	10	10	12	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	1591	133	35	1003	47	28	143	99	69	144	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	1591	133	35	1003	47	28	143	99	69	144	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	1591	133	35	1003	47	28	143	99	69	144	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	1591	133	35	1003	47	28	143	99	69	144	35

Saturation Flow Module:	Fremont Ave			Fremont Ave			Poplar Blvd			Poplar Blvd		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	2953	247	1600	3057	143	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:	Fremont Ave			Fremont Ave			Poplar Blvd			Poplar Blvd		
Vol/Sat:	0.11	0.54	0.54	0.02	0.33	0.33	0.02	0.09	0.06	0.04	0.09	0.02
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #10 Fremont Ave and Concord Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: B

Street Name:	Fremont Ave						Concord Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	1	0	1	1	0	1

Volume Module:	Fremont Ave			Fremont Ave			Concord Ave			Concord Ave		
Base Vol:	51	1539	113	27	898	71	79	43	47	75	60	75
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	57	1717	126	30	1002	79	88	48	52	84	67	84
Added Vol:	0	29	0	0	45	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1746	126	30	1047	79	88	48	52	84	67	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1746	126	30	1047	79	88	48	52	84	67	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1746	126	30	1047	79	88	48	52	84	67	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1746	126	30	1047	79	88	48	52	84	67	84

Saturation Flow Module:	Fremont Ave			Fremont Ave			Concord Ave			Concord Ave		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.80	0.20	1.00	1.86	0.14	1.00	1.00	1.00	1.00	0.44	0.56
Final Sat.:	1600	4477	323	1600	2975	225	1600	1600	1600	1600	711	889

Capacity Analysis Module:	Fremont Ave			Fremont Ave			Concord Ave			Concord Ave		
Vol/Sat:	0.04	0.39	0.39	0.02	0.35	0.35	0.06	0.03	0.03	0.05	0.09	0.09
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #11 Fremont Ave and Montezuma Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.747
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 83 Level Of Service: C

Street Name:	Fremont Ave						Montezuma Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	1	0	1	2	0	0	1	1	0

Volume Module:	Fremont Ave			Fremont Ave			Montezuma Ave			Montezuma Ave		
Base Vol:	687	443	86	24	41	259	399	167	611	33	69	19
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	766	494	96	27	46	289	445	186	682	37	77	21
Added Vol:	23	2	0	0	14	32	18	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	789	496	96	27	60	321	463	186	699	37	77	21
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	789	496	96	27	60	0	463	186	699	37	77	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	789	496	96	27	60	0	463	186	699	37	77	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	789	496	96	27	60	0	463	186	699	37	77	21

Saturation Flow Module:	Fremont Ave			Fremont Ave			Montezuma Ave			Montezuma Ave		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.84	0.16	0.62	1.38	1.00	2.00	0.42	1.58	0.27	0.57	0.16
Final Sat.:	2880	1341	259	990	2210	1600	2880	674	2526	436	912	251

Capacity Analysis Module:	Fremont Ave			Fremont Ave			Montezuma Ave			Montezuma Ave		
Vol/Sat:	0.27	0.37	0.37	0.02	0.03	0.00	0.16	0.28	0.28	0.02	0.08	0.08
Crit Moves:	****						****					

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #12 Palm Ave and Commonwealth Ave

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

Street Name:	Palm Ave						Commonwealth Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	Palm Ave			Palm Ave			Commonwealth Ave			Commonwealth Ave		
Base Vol:	49	124	20	172	217	244	190	416	70	8	385	96
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	55	138	22	192	242	272	212	464	78	9	430	107
Added Vol:	0	8	0	0	16	31	25	22	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	146	22	192	258	303	237	486	78	9	456	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	146	22	192	258	303	237	486	78	9	456	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	146	22	192	258	303	237	486	78	9	456	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	146	22	192	258	303	237	486	78	9	456	107

Saturation Flow Module:	Palm Ave			Palm Ave			Commonwealth Ave			Commonwealth Ave		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.72	0.28	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	2757	443	1600	3200	1600

Capacity Analysis Module:	Palm Ave			Palm Ave			Commonwealth Ave			Commonwealth Ave		
Vol/Sat:	0.03	0.09	0.01	0.12	0.16	0.19	0.15	0.18	0.18	0.01	0.14	0.07
Crit Moves:	****					****	****				****	

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #13 Date Ave and Commonwealth Ave

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

Street Name:	Date Ave						Commonwealth Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:												
Base Vol:	63	127	57	116	81	144	206	514	97	51	487	115
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	70	142	64	129	90	161	230	573	108	57	543	128
Added Vol:	5	0	25	0	0	0	0	22	8	31	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	142	89	129	90	161	230	595	116	88	569	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	142	89	129	90	161	230	595	116	88	569	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	142	89	129	90	161	230	595	116	88	569	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	142	89	129	90	161	230	595	116	88	569	128

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.36	0.64	1.00	1.67	0.33	1.00	1.63	0.37
Final Sat.:	1600	1600	1600	1600	576	1024	1600	2677	523	1600	2611	589

Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.06	0.08	0.16	0.16	0.14	0.22	0.22	0.05	0.22	0.22
Crit Moves:	****				****		****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #14 Fremont Ave and Commonwealth Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.975
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 160 Level Of Service: E

Street Name:	Fremont Ave						Commonwealth Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	0	1	0	1

Volume Module:

Base Vol:	36	1421	259	199	799	25	30	137	14	157	158	238
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	40	1585	289	222	891	28	33	153	16	175	176	266
Added Vol:	0	19	10	23	37	0	0	0	0	9	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1604	299	245	928	28	33	153	16	184	176	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1604	299	245	928	28	33	153	16	184	176	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1604	299	245	928	28	33	153	16	184	176	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1604	299	245	928	28	33	153	16	184	176	284

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	0.91	0.09	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3107	93	1600	1452	148	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.50	0.19	0.15	0.30	0.30	0.02	0.11	0.11	0.12	0.11	0.18
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #15 Fremont Ave and Valley Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.016
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Fremont Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	2	2	0	2	1	0	2

Volume Module:	Fremont Ave			Fremont Ave			Valley Blvd			Valley Blvd		
Base Vol:	28	803	33	186	961	774	616	899	25	125	349	308
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	31	896	37	208	1072	864	687	1003	28	139	389	344
Added Vol:	3	65	8	2	37	22	42	4	5	9	4	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	961	45	210	1109	886	729	1007	33	148	393	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	961	45	210	1109	886	729	1007	33	148	393	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	961	45	210	1109	886	729	1007	33	148	393	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	961	45	210	1109	886	729	1007	33	148	393	349

Saturation Flow Module:	Fremont Ave			Fremont Ave			Valley Blvd			Valley Blvd		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	2.00	2.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3057	143	1600	3200	3200	2880	3200	1600	1600	3200	1600

Capacity Analysis Module:	Fremont Ave			Fremont Ave			Valley Blvd			Valley Blvd		
Vol/Sat:	0.02	0.31	0.31	0.13	0.35	0.28	0.25	0.31	0.02	0.09	0.12	0.22
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #16 Palm Ave and Mission Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: B

Street Name:	Palm Ave						Mission Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	1

Volume Module: >> Count Date: 17 Nov 2015 << PM Peak												
Base Vol:	0	0	0	330	0	110	49	898	0	0	570	102
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	368	0	123	55	1002	0	0	636	114
Added Vol:	0	0	0	0	0	8	4	31	0	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	368	0	131	59	1033	0	0	689	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	368	0	131	59	1033	0	0	689	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	368	0	131	59	1033	0	0	689	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	368	0	131	59	1033	0	0	689	114

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.72	0.28
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2746	454

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.08	0.04	0.32	0.00	0.00	0.25	0.25
Crit Moves:				****				****		****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #17 Marengo Ave and Valley Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 76 Level Of Service: D

Street Name:	Marengo Ave						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:	Marengo Ave			Marengo Ave			Valley Blvd			Valley Blvd		
Base Vol:	17	159	64	285	201	195	307	869	8	48	557	136
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	19	177	71	318	224	218	343	970	9	54	621	152
Added Vol:	13	26	0	3	23	0	0	2	12	0	5	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	203	71	321	247	218	343	972	21	54	626	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	203	71	321	247	218	343	972	21	54	626	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	203	71	321	247	218	343	972	21	54	626	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	203	71	321	247	218	343	972	21	54	626	157

Saturation Flow Module:	Marengo Ave			Marengo Ave			Valley Blvd			Valley Blvd		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.53	0.47	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1600	1600	1600	851	749	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:	Marengo Ave			Marengo Ave			Valley Blvd			Valley Blvd		
Vol/Sat:	0.02	0.13	0.04	0.20	0.29	0.29	0.21	0.30	0.01	0.03	0.20	0.10
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #18 Atlantic Blvd and Mission Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.022
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Atlantic Blvd						Mission Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	95	1061	137	42	951	101	131	965	133	182	563	60
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	106	1184	153	47	1061	113	146	1077	148	203	628	67
Added Vol:	0	27	0	0	34	4	2	10	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	1211	153	47	1095	117	148	1087	148	203	648	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1211	153	47	1095	117	148	1087	148	203	648	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1211	153	47	1095	117	148	1087	148	203	648	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	1211	153	47	1095	117	148	1087	148	203	648	67

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	1600	2841	359	1600	3200	1600	1600	3200	1600	1600	2900	300

Capacity Analysis Module:

Vol/Sat:	0.07	0.43	0.43	0.03	0.34	0.07	0.09	0.34	0.09	0.13	0.22	0.22
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #19 Marengo Ave and Mission Road

Cycle (sec): 100 Critical Vol./Cap.(X): 1.016
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Street Name:	Marengo Ave						Mission Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:	Marengo Ave			Mission Rd			Marengo Ave			Mission Rd		
Base Vol:	73	515	225	58	466	46	53	939	283	70	538	59
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	81	575	251	65	520	51	59	1048	316	78	600	66
Added Vol:	29	0	2	0	0	4	2	10	22	4	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	575	253	65	520	55	61	1058	338	82	620	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	575	253	65	520	55	61	1058	338	82	620	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	575	253	65	520	55	61	1058	338	82	620	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	575	253	65	520	55	61	1058	338	82	620	66

Saturation Flow Module:	Marengo Ave			Mission Rd			Marengo Ave			Mission Rd		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	1.00	1.52	0.48	1.00	1.81	0.19
Final Sat.:	1600	1600	1600	1600	1446	154	1600	2425	775	1600	2893	307

Capacity Analysis Module:	Marengo Ave			Mission Rd			Marengo Ave			Mission Rd		
Vol/Sat:	0.07	0.36	0.16	0.04	0.36	0.36	0.04	0.44	0.44	0.05	0.21	0.21
Crit Moves:	***			***			***			***		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #20 Marengo Ave and Front St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.866
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 85 Level Of Service: D

Street Name:	Marengo Ave						Front St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0

Volume Module:	Marengo Ave			Marengo Ave			Front St			Front St		
Base Vol:	3	634	4	23	682	188	150	50	8	2	19	16
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	3	707	4	26	761	210	167	56	9	2	21	18
Added Vol:	0	31	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	738	4	26	787	210	167	56	9	2	21	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	738	4	26	787	210	167	56	9	2	21	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	738	4	26	787	210	167	56	9	2	21	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	738	4	26	787	210	167	56	9	2	21	18

Saturation Flow Module:	Marengo Ave			Marengo Ave			Front St			Front St		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.99	0.01	1.00	0.79	0.21	0.75	0.25	1.00	0.10	0.90	1.00
Final Sat.:	1600	1590	10	1600	1263	337	1200	400	1600	152	1448	1600

Capacity Analysis Module:	Marengo Ave			Marengo Ave			Front St			Front St		
Vol/Sat:	0.00	0.46	0.46	0.02	0.62	0.62	0.10	0.14	0.01	0.00	0.01	0.01
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #21 I-710 NB Ramp and Valley Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.732
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 57 Level Of Service: C

Street Name:	I-710 NB Ramp						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	0	1	0	0	2	0	0	3

Volume Module:

Base Vol:	584	0	1238	1	0	2	0	530	0	0	1118	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	652	0	1381	1	0	2	0	591	0	0	1247	0
Added Vol:	0	0	51	0	0	0	0	0	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	652	0	1432	1	0	2	0	591	0	0	1276	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	652	0	1432	1	0	2	0	591	0	0	1276	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	652	0	1432	1	0	2	0	591	0	0	1276	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	652	0	1432	1	0	2	0	591	0	0	1276	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.33	0.00	0.67	0.00	2.00	0.00	0.00	4.00	0.00
Final Sat.:	1600	0	3200	533	0	1067	0	3200	0	0	6400	0

Capacity Analysis Module:

Vol/Sat:	0.41	0.00	0.45	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.20	0.00
Crit Moves:			****	****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #22 I-710 SB Ramp and Valley Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.922
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 112 Level Of Service: E

Street Name: I-710 SB Ramp Valley Blvd

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	2	0	1	2

Volume Module:

Base Vol:	0	0	0	0	0	0	0	539	729	783	940	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	0	0	0	0	601	813	874	1049	0
Added Vol:	0	0	0	0	0	0	0	0	0	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	601	813	903	1049	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	601	813	903	1049	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	601	813	903	1049	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	601	813	903	1049	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	3200	1600	2880	3200	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.51	0.31	0.33	0.00
Crit Moves:									****	****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #23 Fremont Ave and Hellman Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.871
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 87 Level Of Service: D

Street Name:	Fremont Ave						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	85	740	242	147	813	68	128	173	216	206	181	237
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	95	826	270	164	907	76	143	193	241	230	202	264
Added Vol:	0	46	8	20	31	0	0	0	0	4	0	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	872	278	184	938	76	143	193	241	234	202	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	872	278	184	938	76	143	193	241	234	202	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	872	278	184	938	76	143	193	241	234	202	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	872	278	184	938	76	143	193	241	234	202	293

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.52	0.48	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	2426	774	1600	2961	239	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.36	0.36	0.12	0.32	0.32	0.09	0.12	0.15	0.15	0.13	0.18
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

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

 Intersection #26 Ross Ave and Fremont Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: A

Street Name:	Fremont Ave						Ross Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	1

Volume Module:

Base Vol:	30	849	168	26	988	41	11	32	6	54	40	41
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	33	947	187	29	1102	46	12	36	7	60	45	46
Added Vol:	0	76	0	0	51	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1023	187	29	1153	46	12	36	7	60	45	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	1023	187	29	1153	46	12	36	7	60	45	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1023	187	29	1153	46	12	36	7	60	45	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	1023	187	29	1153	46	12	36	7	60	45	46

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.69	0.31	1.00	1.92	0.08	1.00	0.84	0.16	1.00	1.00	1.00
Final Sat.:	1600	2705	495	1600	3078	122	1600	1347	253	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.38	0.38	0.02	0.37	0.37	0.01	0.03	0.03	0.04	0.03	0.03
Crit Moves:	****			****			****			****		

 Alhambra Campus Residential Development TIA
 Cumulative (2028) plus Modified Project Alternative (790 units - 230/560)

Level Of Service Computation Report

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

Intersection #27 Westmont Dr and Valley Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: C

Street Name:	Westmont Dr						Valley Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	2 0 1	1	0	2 0 1

Volume Module:

Base Vol:	16	10	11	24	9	14	56	1578	135	8	1040	33
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	18	11	12	27	10	16	62	1761	151	9	1160	37
Added Vol:	0	0	0	0	0	0	0	51	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	11	12	27	10	16	62	1812	151	9	1189	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	11	12	27	10	16	62	1812	151	9	1189	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	11	12	27	10	16	62	1812	151	9	1189	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	11	12	27	10	16	62	1812	151	9	1189	37

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.27	0.30	0.51	0.19	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	692	432	476	817	306	477	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.03	0.02	0.03	0.03	0.04	0.57	0.09	0.01	0.37	0.02
Crit Moves:	****			****			****			****		
