5.8 TRANSPORTATION

This section of the draft environmental impact report (DEIR) evaluates the potential for implementation of the proposed project to result in transportation and traffic impacts in Hacienda Heights and the adjacent City of Industry. The analysis in this section is based in part on the following technical report:

- *Traffic Impact Analysis for Wedgeworth K-8 School*, PlaceWorks, August 2019

A complete copy of this study is in Appendix J to this DEIR.

5.8.1 Environmental Setting

5.8.1.1 REGULATORY BACKGROUND

State

Senate Bill 743

On September 27, 2013, SB 743 was signed into law, starting a process that fundamentally changed transportation impact analysis as part of CEQA compliance. The legislature found that with the adoption of the SB 375, the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of GHG emissions, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB 32]).

SB 743 eliminates auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts under CEQA. As part of the new CEQA Guidelines, the new criteria "shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses" (Public Resources Code Section 21099(b)(1)).

Pursuant to SB 743, the Natural Resources Agency adopted revisions to the CEQA Guidelines to implement SB 743 on December 28, 2018. The revised CEQA Guidelines establish new criteria for determining the significance of transportation impacts. Under the new Guidelines, VMT-related metric(s) that evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects are required beginning on July 1, 2020. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements that require evaluation of LOS, but these metrics may no longer constitute the sole basis for determining transportation impacts under CEQA.

The County of Los Angeles has not specifically adopted elements of SB 743 into its current traffic study guidelines.

Regional/County

Regional Transportation Plan/Sustainable Communities Strategy

The 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) addresses the region's future needs for "mobility, economy, and sustainability." The RTP/SCS combines the need for mobility with a "sustainable future" through a reduction in the amount of emissions produced from transportation sources through the operation of low- or no-emission transportation systems by 2040. The RTP/SCS also focuses on the economy with expectations of shortening the gap between the regional transportation system and economic vitality.

To address the mobility challenge of the region's continuing roadway congestion, transportation investments will be made in transit; passenger and high-speed rail; active transportation; transportation demand management; transportation systems management; highways; arterials; goods movement; aviation and airport ground access; and operations and maintenance. These will indirectly create investment opportunities in the region. The RTP/SCS seeks to reduce GHG emissions; to create closer "high quality" transit for households; to decrease roadway congestion; to improve safety; and to generate average 539,900 jobs per year. This will improve and establish a platform for sustainable living situations for the region's existing and future population (SCAG 2016a).

Congestion Management Program for Los Angeles County

The Los Angeles County Metropolitan Transportation Authority (Metro) has developed and implements the Congestion Management Program (CMP) for Los Angeles County. The CMP was last updated in 2010 and links transportation, land use, and air quality decisions in the County and addresses the impact of local growth on the regional transportation system. The CMP calls for (1) monitoring the CMP highway and roadway system; (2) a multimodal system performance analysis; (3) a Transportation Demand Management Program to promote alternative modes of transportation; (4) a Land Use Analysis Program; (5) a seven-year capital improvement program of proposed projects on the CMP highway and roadway system; and (6) a deficiency plan to maintain LOS standards.

The CMP requires that individual development projects of potentially regional significance undergo a traffic impact analysis. Per the CMP TIA guidelines, a significant impact may result and a traffic impact analysis is required under these conditions:

- At CMP arterial monitoring intersections where the proposed project would add 50 or more vehicle trips during either morning or evening weekday peak hours.
- At CMP main-line freeway monitoring locations where the proposed project would add 150 or more vehicle trips, in either direction, during either morning or evening weekday peak hours.

The nearest CMP facility is SR-60, approximately 383 feet north of the project site. Two CMP intersections are in the study area: 1) Azusa Avenue and SR-60 Westbound Ramps; and 2) Azusa Avenue and SR-60 Eastbound Ramps.

Los Angeles County Mobility Element (General Plan Element)

The Mobility Element in the Los Angeles County General Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users. The Mobility Element contains seven goals that each have multiple policies that provide specific steps intended to achieve each goal. The transportation goals included in the LA County Mobility Element are as follows:

- M1: Street designs that incorporate the needs of all users.
- M2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.
- M3: Streets that incorporate innovative designs.
- M4: An efficient multimodal transportation system that serves the needs of all residents.
- M5: Land use planning and transportation management that facilitates the use of transit.
- M6: The safe and efficient movement of goods.
- M7: Transportation networks that minimizes negative impacts to the environment and communities.

Goal M4 includes policy M4.7, which presents minimum LOS standards, as follows: Maintain a minimum LOS D, where feasible; however, allow LOS below D on a case by case basis in order to further other General Plan goals and policies, such as those related to environmental protection, infill development, and active transportation.

The Mobility Element also introduces several implementation programs that will increase the safety and efficiency of the Los Angeles County roadway network. The Mobility Element implementation programs are as follows:

- Parking Ordinance
- Community Pedestrian Plans
- Safe Routes to School Program
- Multimodal Transportation Planning Function

The Mobility Element was prepared in compliance with the Complete Streets Act of 2008 (Assembly Bill 1358), which requires local jurisdictions to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation.

Los Angeles County Code

Title 15, Vehicles and Traffic, of the Los Angeles County Code regulates traffic signs and signals; traffic on public and private roads; parking restrictions; turning movement restrictions; allowable speed limit under

different circumstances; crosswalks and bicycle lanes; as well as many other chapters that deal with traffic restrictions within the county.

5.8.1.2 INTERSECTION LOS ANALYSIS AND IMPACT CRITERIA

Roadway capacity is generally limited by the ability to move vehicles through intersections. A level of service (LOS) is a standard performance measurement to describe the operating characteristics of a street system in terms of the level of congestion or delay experienced by motorists. Service levels range from A through F to represent traffic conditions from best (uncongested, free-flowing conditions) to worst (total breakdown with stop-and-go operation).

Intersection LOS

In conformance with the City of Industry and Los Angeles County requirements, existing AM and PM peak-hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU technique is intended for signalized intersection analysis and estimates the volume-to-capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU value translates to an LOS grade. Descriptions of the LOS letter grades for signalized intersections and the relationships between the various V/C ratios are provided in Table 5.8-1, *Level of Service Definitions for Signalized Intersections*. To determine the LOS at the signalized intersections, the ICU calculations used a lane capacity of 1,600 vehicles per hour for left-turn, thru, and right-turn lanes, with a lost time of 10 seconds per cycle. Intersection operation was analyzed using the Vistro software, version 7.00-02. For Caltrans facilities, the methodology used to assess the operation of an intersections is based on the Highway Capacity Manual (HCM) based on delay measured in seconds per vehicle.

Table 5.8-1 Level of Service Definitions for Signalized Intersections

LOS	V/C	Delay Per Vehicle (Sec/Vehicle)	Definition
A	0.000–0.600	≤ 10	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601–0.700	> 10–20	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701–0.800	> 20–35	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801–0.900	> 35–55	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901–1.000	> 55–80	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	> 80	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Sources: Transportation Research Board, Highway Capacity Manual, 6th edition; City of Industry General Plan.
Note: If volume-to-capacity (V/C) ratio is greater than 1.0 for the operation of a signalized or unsignalized intersection, the LOS is F regardless of the delay value.

The methodology used to assess the operation of an unsignalized intersections is based on the HCM. The peak hours selected for analysis are the highest volumes in four consecutive 15-minute periods from 7 to 9 AM and from 4 to 6 PM on weekdays. Per the HCM methodology, overall average intersection delay at all-way-stop intersections was calculated, and the worst-case approach delay was calculated at cross-street-stop intersections. The level of service corresponds to the delay calculated. Table 5.8-2, *Unsignalized Intersections Level of Service Descriptions*, describes the level of service concept and the operating conditions expected under each level of service.

Table 5.8-2 Unsignalized Intersections Level of Service Descriptions

LOS	Description	Average Delay per Vehicle (seconds)
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	50.01 and up

Source: Transportation Research Board, Highway Capacity Manual, 6th edition.
Note: If volume-to-capacity (V/C) ratio is greater than 1.0 for the operation of a signalized or unsignalized intersection, the LOS is F regardless of the delay value.

The software PTV Vistro 7.00-02 was used to determine the LOS at the study area intersections. The HCM (6th edition) unsignalized intersection methodology presents LOS in terms of control delay (in seconds per vehicle).

Los Angeles County

The County of Los Angeles strives to maintain a peak-hour LOS D at intersections. Significant impacts at signalized intersections are determined by comparing the final V/C ratio and project-related increase in V/C

based on the level of service for with- and without-project buildout scenarios. Potential traffic impacts would occur if, during the weekday peak hours:

- At intersections operating at LOS C (V/C ratio between 0.701 to 0.800) under pre-project conditions, the addition of development project trips would increase the V/C by equal to or greater than 0.040.
- At intersections operating at LOS D (V/C ratio between 0.801 to 0.900) under pre-project conditions, the addition of development project trips would increase the V/C by equal to or greater than 0.020.
- At intersections operating at LOS E (V/C ratio between 0.901 to 1.00) under pre-project conditions, the addition of development project trips would increase the V/C by equal to or greater than 0.010.
- At intersections operating at LOS F (V/C ratio greater than 1.00) under pre-project conditions, the addition of development project trips would increase the V/C by equal to or greater than 0.010.

The impacted intersections should be mitigated to offset the ICU or V/C increment attributable to the project and bring the level of service back to pre-project or cumulative conditions.

According to Los Angeles County Traffic Impact Analysis Report Guidelines, unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control devices. Consideration for a traffic signal would be given if the intersection satisfies the Manual for Uniform Traffic Control Devices (MUTCD) Peak Hour and Daily Warrants for Traffic Signal Installation. If the installation of a traffic signal is warranted with the addition of project traffic, the installation will be the sole responsibility of the project. If it is warranted with cumulative traffic of the project and other related projects, mitigation would be required according with the project's fair share percentage.

City of Industry

The City of Industry strives to maintain a peak-hour LOS D at intersections. An impact would occur at City of Industry signalized intersections if the ICU value under With Project conditions is LOS E or F and the ICU increase attributable to the project is 0.020 or greater. The impacted intersections should be mitigated to offset the ICU or V/C increment attributable to the project and bring the level of service back to pre-project or cumulative conditions. There are no stop-controlled study intersections in the City of Industry's jurisdiction.

Mitigation measures must be identified for intersections that show a significant project impact. The LOS with mitigation must be improved to pre-project conditions or better.

Caltrans

Intersections within incorporated cities associated with freeway on- and off-ramps fall under Caltrans jurisdiction. Caltrans requires the use of the HCM methodology for the analysis of traffic conditions. Caltrans targets a minimum acceptable LOS at the transition between LOS C and LOS D, as discussed in Caltrans's Guide for the Preparation of Traffic Impact Studies (Caltrans 2002). However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans

to determine the appropriate target LOS. Acceptable level of service is identified from the Caltrans "Transportation Concept Report" and is the Caltrans target facility LOS. The Transportation Concept Report for SR-60 states that the segments in the study area are forecast to operate at LOS F and does not include a concept LOS for the route. Caltrans often defers to the target LOS allowed at local intersections. Intersections in Los Angeles County and the City of Industry have a target LOS D, and the Los Angeles Congestion Management Plan (see section 2.1.3.2) uses a target LOS E for its facilities. Therefore, for the Caltrans SR-60 study intersection, LOS D is considered acceptable, and LOS E and F unacceptable.

A significant impact would occur at a signalized study intersection when the project-related traffic causes:

- An intersection to degrade from an acceptable LOS to an unacceptable LOS; or
- Any increase in delay for intersections already operating at an unacceptable LOS.

Los Angeles County Congestion Management Plan

The Los Angeles County CMP was issued by Metro in December 2010 (Metro 2010). All freeways and selected arterial roadways are designated elements of the CMP Highway System. The CMP requires that individual development projects of potentially regional significance undergo a traffic impact analysis. Per the CMP TIA guidelines, a significant impact may result and a traffic impact analysis is required under these conditions:

- At CMP arterial monitoring intersections where the proposed project would add 50 or more vehicle trips during either morning or evening weekday peak hours.
- At CMP main-line freeway monitoring locations where the proposed project would add 150 or more vehicle trips, in either direction, during either morning or evening weekday peak hours.

The nearest CMP facility is SR-60, approximately 383 feet north of the project site. Two CMP intersections are in the study area:

- Azusa Avenue and SR-60 Westbound Ramps
- Azusa Avenue and SR-60 Eastbound Ramps

5.8.1.3 EXISTING CONDITIONS

Study Area Roadway Network

The study-area roadways discussed below are in the California Highway System map (2018), which shows the major roadways in the surrounding the project site and the roadways' functional classifications.

Surrounding Street System

All roadway classifications are from the California Highway System Map. Roadways that will be utilized for project trips include:

- **Albatross Road.** This north-south, two- to four-lane, undivided roadway is classified as a local street There are paved sidewalks on both sides. Traffic signals control the study intersection of Albatross Road at Colima Road.

- **Azusa Avenue.** This north-south, eight-lane, divided roadway is classified as an "other principal arterial." It contains paved sidewalks on both sides, with a posted speed limit of 45 mph.

- **Colima Road.** This east-west, four-lane, divided roadway is classified as an "other principal arterial." There are paved sidewalks on both sides. This roadway has traffic signals that control study intersections of Hacienda Boulevard, Stimson Avenue/Sierra Ridge Way, Halliburton Road/Dawn Have Road, and Albatross Road.

- **Countrywood Avenue.** This north-south two-lane roadway is a local street. There are paved sidewalks on both sides and a posted speed limit of 35 mph. Traffic signals control the study intersection of Countrywood Avenue at Colima Road.

- **Fullerton Road.** This north-south, four-lane, undivided roadway is classified as a minor arterial. It contains paved sidewalks and a posted speed limit of 35 mph. Traffic signals control the study intersection of Fullerton Road at Colima Road.

- **Gale Avenue.** This east-west, four- to six-lane, undivided roadway is classified as a minor arterial. It contains paved sidewalks and a posted speed limit of 45 mph. Traffic signals control the study intersection of Azusa Avenue at Gale Avenue.

- **Hacienda Boulevard.** This north-south, six-lane, divided roadway is classified an "other principal arterial." It contains paved sidewalks on both sides, with a posted speed limit of 40 mph.

- **Halliburton Road.** This east-west, four-lane, undivided roadway is classified as a minor arterial. It contains paved sidewalks, with a posted speed limit of 45 mph. Traffic signals control the study intersections of Hacienda Boulevard at Halliburton Road and Stimson Avenue at Halliburton Road.

- **Manor Gate Road.** This north-south, two-lane roadway is a local street. There are paved sidewalks and curbside parking on both sides.

- **Park Lawn Road.** This north-south, two-lane roadway is a local street. There are paved sidewalks and curbside parking on both sides.

- **Pepper Brook Way.** This east-west, two-lane roadway is a local street. There are paved sidewalks and curbside parking on both sides.

- **Stimson Avenue/Sierra Ridge Way.** This north-south, four-lane, undivided roadway is classified as a minor arterial. It contains paved sidewalks and a posted speed limit of 40 mph. Traffic signals control the study intersection of Stimson Avenue at Halliburton Road and Stimson Avenue at Colima Road.

- **Wedgeworth Drive.** This east-west, two-lane roadway is a local street. There are paved sidewalks and curbside parking on both sides.

Study Area Intersections

The study area was defined in an MOU and was selected in consultation with County of Los Angeles Public Works' staff. The roadway network and study intersections are shown in Figure 5.8-1, *Traffic Study Area Intersections*. Note that not every intersection and roadway within the study area was selected for analysis; however, the selected intersections and roadway segments represent general traffic conditions in other intersections and roadways in the area. The guidelines require intersections at streets with a classification of collector or higher to be studied when the project adds 50 or more peak hour trips. Based on the calculated project trip generation and distribution, the following intersections were analyzed:

1. Hacienda Boulevard at Halliburton Road (LA County)
2. Hacienda Boulevard and Colima Road (LA County)
3. Stimson Avenue and Halliburton Road (LA County)
4. Stimson Avenue/ Sierra Ridge Way and Colima Road (LA County)
5. Halliburton Road/ Dawn Haven Road and Colima Road (LA County)
6. Countrywood Avenue and Wedgeworth Drive (LA County)
7. Countrywood Avenue and Colima Road (LA County)
8. Park Lawn Road and Colima Road (LA County)
9. Manor Gate Road and Colima Road (LA County)
10. Azusa Avenue and Gale Avenue (Industry)
11. Azusa Avenue and Interstate 60 Westbound On-Ramp (Caltrans)
12. Azusa Avenue and Interstate 60 Eastbound On-Ramp (Caltrans)
13. Azusa Avenue and Pepper Brook Way (LA County / Industry)
14. Azusa Avenue and Colima Road (LA County / Industry)
15. Albatross Road and Colima Road (LA County / Industry)
16. Fullerton Road and Colima Road (LA County)

5.8.1.4 EXISTING INTERSECTIONS OPERATIONS

Existing Traffic Volumes

Weekday AM and PM peak-hour turn movement volumes were collected at the study area intersections. The counts were collected on Tuesday, May 14, 2019. Traffic count worksheets and the existing AM and PM peak hour turn-movement volumes are presented in Appendix A of the Traffic Impact Analysis (Appendix J to the DEIR).

Existing Conditions Intersection Operations Analysis

The intersection operations analysis results are summarized in Appendix B, Intersection LOS Worksheets, Existing Conditions. LOS calculation worksheets for existing conditions are also included in Appendix B of the Traffic Impact Analysis (Appendix J to the DEIR). Appendix B of the Traffic Impact Analysis also identifies the existing intersection controls and turn lanes.

Table 5.8-3, *Existing Peak Hour Intersection Level of Service*, shows the levels of service during peak hours for all study intersection under existing conditions.

Table 5.8-3 Existing Peak Hour Intersection Levels of Service

Intersection	Jurisdiction	Intersection Control	AM Peak Hour			PM Peak Hour		
			Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS
1. Hacienda Boulevard and Halliburton Road	LA County	Signal	-	0.661	B	-	0.649	B
2. Hacienda Boulevard and Colima Road	LA County	Signal	-	**1.046**	**F**	-	**1.219**	**F**
3. Stimson Avenue and Halliburton Road	LA County	Signal	-	0.755	C	-	0.620	B
4. Stimson Avenue/ Sierra Ridge Way and Colima Road	LA County	Signal	-	0.724	C	-	0.703	C
5. Halliburton Road/ Dawn Haven Road and Colima Road	LA County	Signal	-	0.684	B	-	0.682	B
6. Countrywood Avenue and Wedgeworth Drive	LA County	AWS	**60.1**	**-**	**F**	9.5	-	A
7. Countrywood Avenue and Colima Road	LA County	Signal	-	0.706	C	-	0.657	B
8. Park Lawn Road and Colima Road	LA County	CSS	**>100**	**-**	**F**	**>100**	**-**	**F**
9. Manor Gate Road and Colima Road	LA County	Signal	-	0.555	A	-	0.735	C
10. Azusa Avenue and Gale Avenue	Industry	Signal	-	0.788	C	-	0.868	D
11. Azusa Avenue and Interstate 60 Westbound	Caltrans	Signal	13.6	-	B	34.3	-	C
12. Azusa Avenue and Interstate 60 Eastbound	Caltrans	Signal	24.4	-	C	22.4	-	C
13. Azusa Avenue and Pepper Brook Way	LA County/ Industry	Signal	-	0.841	D	-	0.896	D

Table 5.8-3 Existing Peak Hour Intersection Levels of Service

Intersection	Jurisdiction	Intersection Control	AM Peak Hour			PM Peak Hour		
			Average Delay (sec/veh)	V/C	LOS	Average Delay (sec/veh)	V/C	LOS
14. Azusa Avenue and Colima Road	LA County/ Industry	Signal	-	0.835	D	-	**0.938**	**E**
15. Albatross Road and Colima Road	LA County/ Industry	Signal	-	0.636	B	-	0.838	D
16. Fullerton Road and Colima Road	LA County	Signal	-	0.753	C	-	**0.936**	**E**

Notes: LOS calculation worksheets included in Appendix B of the Traffic Impact Analysis (Appendix J to the DEIR).
AWS = All-Way Stop, CSS = Cross Street Stop
Bold=deficient operations
Delay (veh/sec) is only shown for stop-controlled intersections and for Caltrans intersections.

All traffic study intersections are in unincorporated Los Angeles County, with the exception of intersections #13, #14, and #15 along the border of Los Angeles County and the City of Industry. Therefore, intersections #13, #14, and #15 are under both the County's and the City's jurisdiction, and intersections #11 and #12 are SR-60 freeway ramps and under the jurisdiction of Caltrans. As shown in Table 5.8-3, all study area intersections currently operate at acceptable LOS during the peak hours for existing traffic conditions, except for the following five intersections:

#2. Hacienda Boulevard and Colima Road (signalized) (LA County: AM and PM peak hours)

#6. Countrywood Avenue and Wedgeworth Drive (All-way-stop) (LA County: AM peak hour)

#8. Park Lawn Road and Colima Road (cross-street stop) (LA County: AM and PM peak hours)

#14. Azusa Avenue and Colima Road (signalized) (LA County / Industry: PM peak hour)

#16. Fullerton Road and Colima Road (signalized) (LA County: PM peak hour)

5.8.1.5 TRANSIT SERVICE AND NONMOTORIZED CIRCULATION

Foothill Transit operates public transit bus routes in the unincorporated community of Hacienda Heights. Lines 185 and 282 are the two closest bus routes to the project site. Line 185 runs north-south, serving Hacienda Heights, Industry, La Puente, West Covina, Irwindale, and Azusa, with an approximately one-hour interval. If taking Line 185, passengers can embark/disembark at Colima Road/Manor Gate Road or Colima Road/Countrywood Avenue, then enter the project site through Wedgeworth Drive. Line 282 runs southeast-northwest, serving El Monte and La Puente. Destinations include Rio Hondo Bike Path, Bassett Senior High School, Hacienda La Puente Adult Education School, and Bassett Adult School, with an approximate interval of up to 40 minutes. If taking Line 282, passengers can embark/disembark at Colima Road/Manor Gate Road or Colima Road/Countrywood Avenue.

5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

T-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

T-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).

T-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

T-4 Result in inadequate emergency access.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold T-4

This impact will not be addressed in the following analysis.

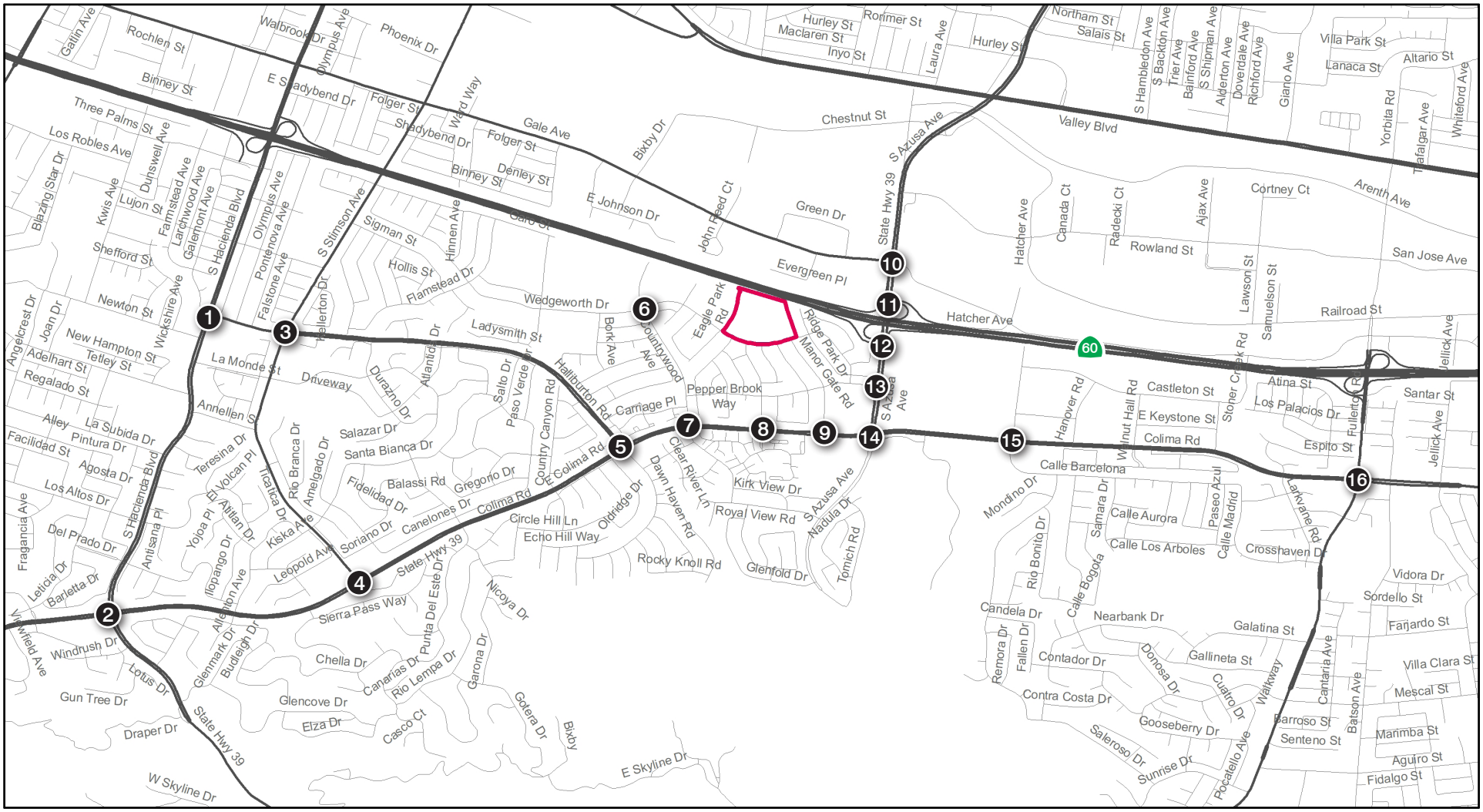
5.8.3 Plans, Programs, and Policies

Project Design Features

PDF TRAN-1 As part of the project, the Hacienda La Puente Unified School District will coordinate with the County of Los Angeles to eliminate signage that marks the existing student drop-off areas along the north side of Wedgeworth Drive, and all student drop-off/pick-up will be required to occur on-site at the designated area of the parking lot.

Figure 5.8-1 - Traffic Study Area Intersections

5. Environmental Analysis



5. Environmental Analysis
TRANSPORTATION

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5.8.4 Environmental Impacts

5.8.4.1 PROJECT TRIP GENERATION

The trip generation was calculated based on rates in the ITE Trip Generation Manual (10th edition) for land uses 520, Elementary School, and 200, Multi-Family (Low-Rise). It should be noted that the school would accommodate grades K-8. Because the grade breakdown may fluctuate over the years and because the trip rates for an elementary school are slightly higher than trip rates for a middle school, trip rates for elementary school were used in this analysis. Table 5.8-4, *Trip Generation Rates*, shows the trip generation rates for the AM peak hour and PM peak hour. The PM peak hour occurs between 4 and 6 PM, which is the heaviest traffic time in the day that coincides with the commuter traffic period. It should be noted that the PM peak hour trip rates include all typical activities for a school including after-school class programs and activities such as talent shows, family nights, parents and teachers' association events and more.

Table 5.8-4 Trip Generation Rates

			Trip Generation					
			AM Peak Hour			PM Peak Hour		
Land Use[1]	Unit	Daily	In	Out	Total	In	Out	Total
Elementary School	Students	1.89	0.36	0.31	0.67	0.08	0.09	0.17
Residential Development	Dwelling Units	7.32	0.11	0.35	0.46	0.35	0.21	0.56

[1] Used the trip generation rates of ITE Code 520 Elementary School and 220 Multi-Family Low-Rise from the ITE Trip Generation Manual 10th edition.

The project is split into two phases, the expansion of the school, opening in 2021, and the residential development, preliminarily scheduled to open in 2026. As shown in Table 5.8-5, *Phase 1 Project Trip Generation*, the expansion of the school in Phase 1 is expected to generate up to 1,134 daily trips. During the peak hours, Phase 1 of the project is expected to generate 402 trips (217 inbound and 185 outbound) during the AM peak hour and 102 trips (49 inbound and 53 outbound) during the PM peak hour.

Table 5.8-5 Phase 1 Project Trip Generation

			Trip Generation					
			AM Peak Hour			PM Peak Hour		
Land Use	Unit[1]	Daily	In	Out	Total	In	Out	Total
Elementary School	600	1,134	217	185	402	49	53	102

[1] 600 Students

Table 5.8-6, *Phase 2 Project Trip Generation*, shows that Phase 2 is expected to generate 2,205 daily trips with 441 trips (215 inbound and 226 outbound) during the AM peak hours and 182 trips (101 inbound and 81 outbound) during the PM peak hours. For Phase 2, an internal capture was included to deduct trips for students that will reside adjacent to the school. This development will be constructed in Phase 2 and is projected to generate 53 students, who would likely walk instead of drive to/from the school. Phase 2 represents the project buildout, which includes the Phase 1 plus Phase 2 development.

Table 5.8-6 Phase 2 Project Trip Generation

Land Use	Unit[1]	Daily	Trip Generation					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Elementary School	600	1,134	217	185	402	49	53	102
Residential Development	160	1,171	17	57	74	56	33	89
Internal Capture (0.33125 students/DU (0.33125x160=53)[2]	-53	-100	-19	-16	-35	-4	-5	-9
NET NEW TRIPS		2,205	215	226	441	101	81	182

[1] Units for school is students; for housing, units are dwelling units.
[2] The internal capture calculation is a reflection of future students walking to school from the proposed residential development. Based on the *Annual Enrollment Projection Report* for the Hacienda La Puente Unified School (Decision Insight 2017), the student generation rate is 0.51 student per dwelling unit for students in grades K-8. A conservative estimate of 0.333 (or 1 student for every 3 DUs) was utilized to calculate internal capture resulting from school-aged children that would reside at the project's 160 residential units.

Trip Distribution

The traffic that would be generated by the elementary school expansion and additional residential units was geographically distributed onto the street network by evaluating the layout of the study area roadway network and reviewing land uses designated in the area. The trip distribution was also prepared with feedback from Los Angeles County staff. Figure 5.8-2 through Figure 5.8-5 present the anticipated inbound and outbound trip distribution for the project for vehicles.

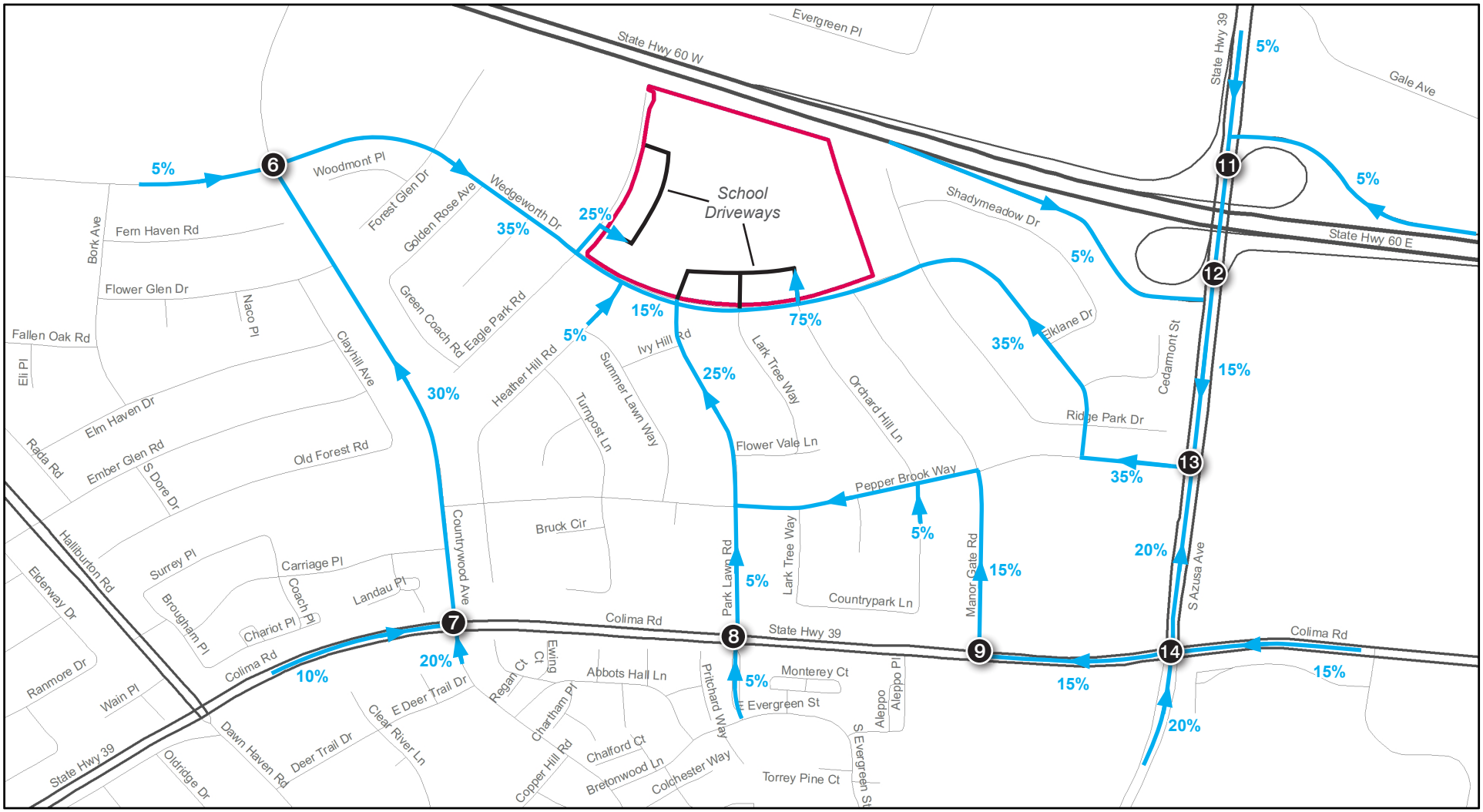
Modal Split and Trip Assignment

The trip distribution percentages are applied to the project trip generation to determine the traffic volumes forecast to be added at each intersection (i.e., trip assignment).

5.8.4.2 FUTURE TRAFFIC CONDITIONS

Phase 1 of the project is anticipated to be completed and operational in September 2021 and Phase 2 in 2026. Per Los Angeles County guidelines, the CMP growth rate for the area is required to estimate ambient growth rate. The Los Angeles Country CMP identified the area in the vicinity of the project and the unincorporated area of Hacienda Heights as part of Regional Service Area 26, with a growth increase of 2.3 percent for the 5-year period between 2015 and 2020 and a 2 percent increase for the 5-year period between 2020 and 2025. For this analysis, a 1 percent traffic increase over existing conditions (between 2019 and 2021) was assumed to add ambient growth traffic in 2021. For 2026, a 3 percent increase over existing conditions (between 2019 and 2026) was assumed to add ambient growth traffic in 2026.

Figure 5.8-2 - School Inbound Trip Distribution



Source: ESRI, 2018

5. Environmental Analysis
TRANSPORTATION

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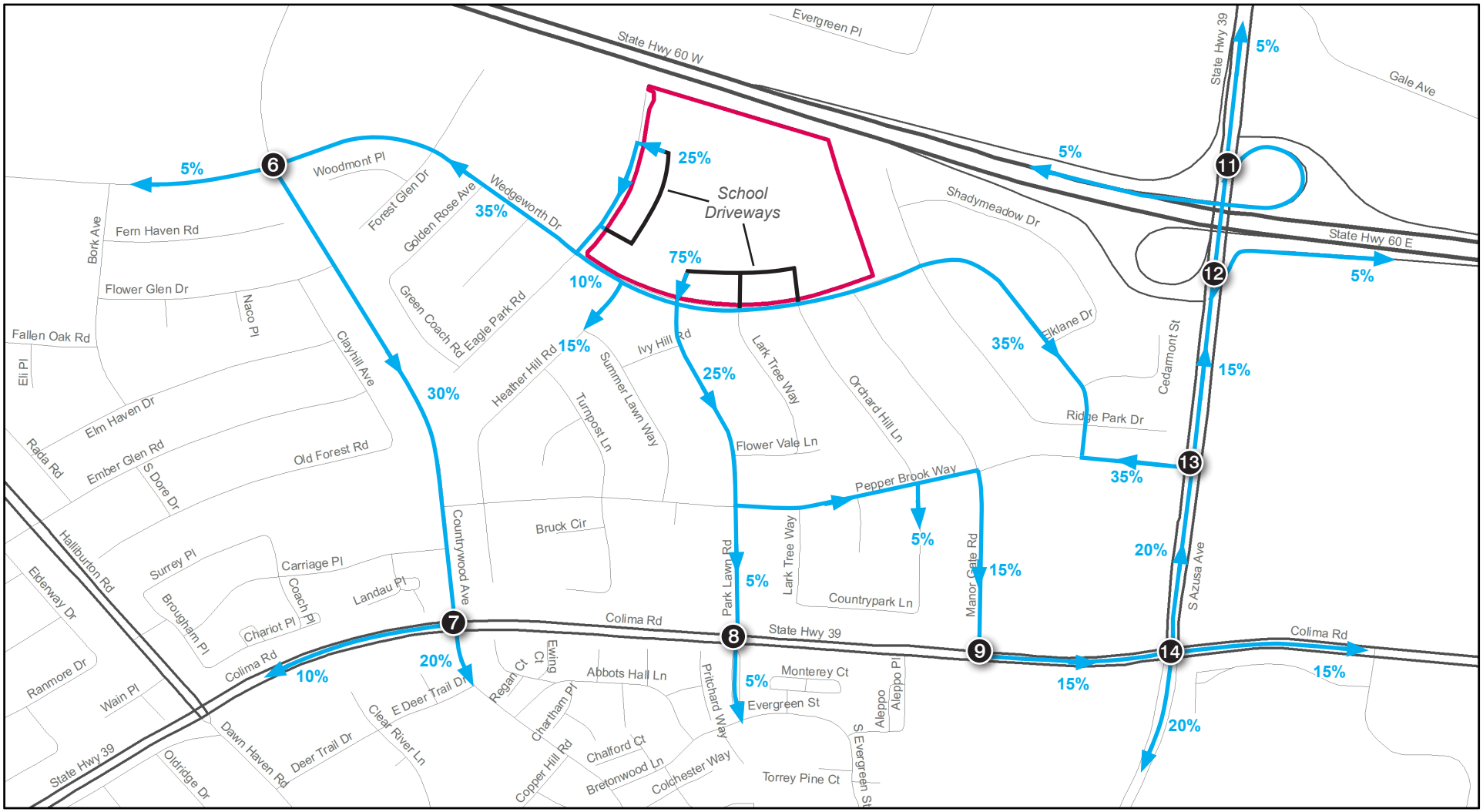
Figure 5.8-3 - School Outbound Trip Distribution

5. Environmental Analysis



Source: ESRI, 2018

5. Environmental Analysis
TRANSPORTATION

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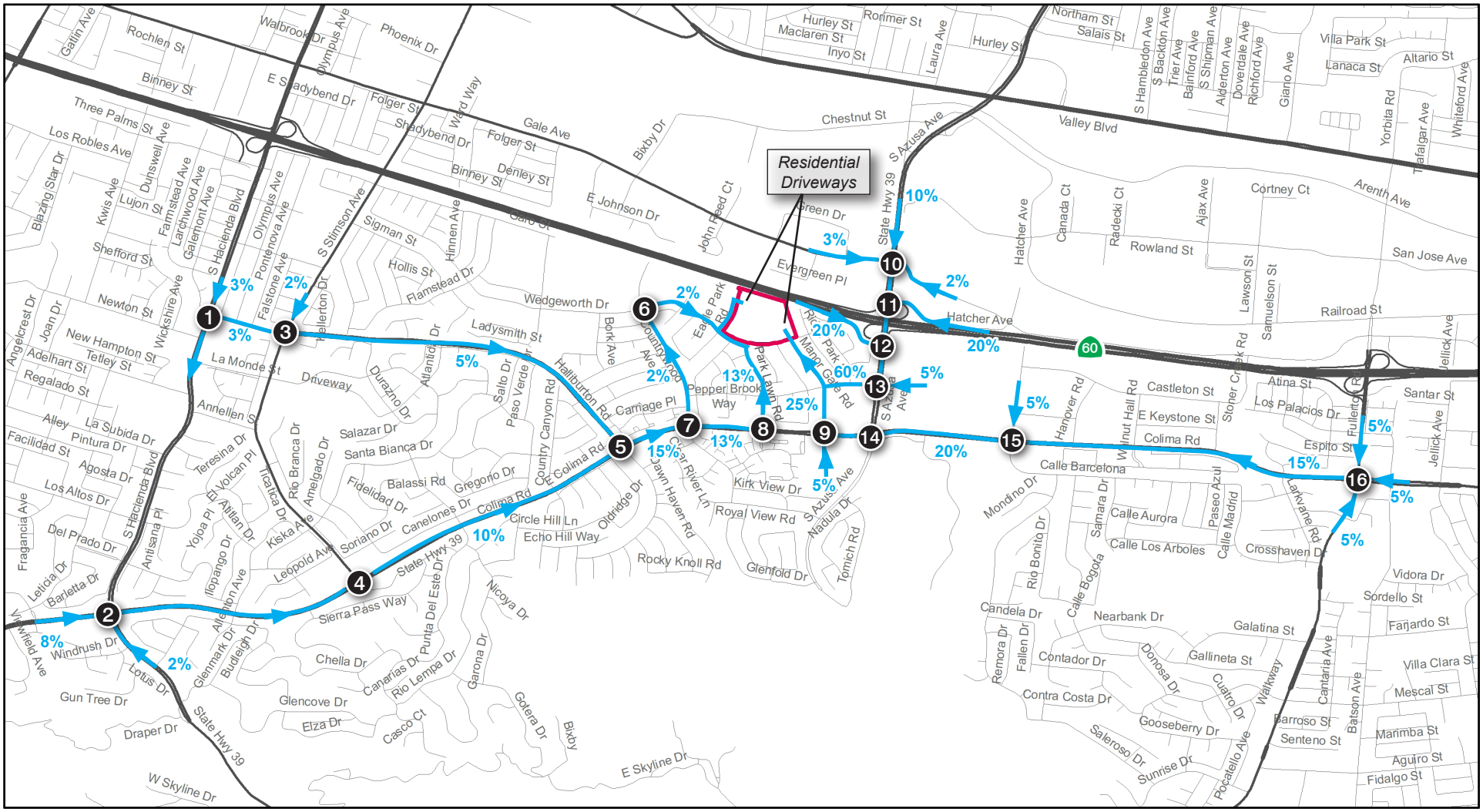
Figure 5.8-4 - Residential Inbound Trip Distribution

5. Environmental Analysis



Source: ESRI, 2018

5. Environmental Analysis
TRANSPORTATION

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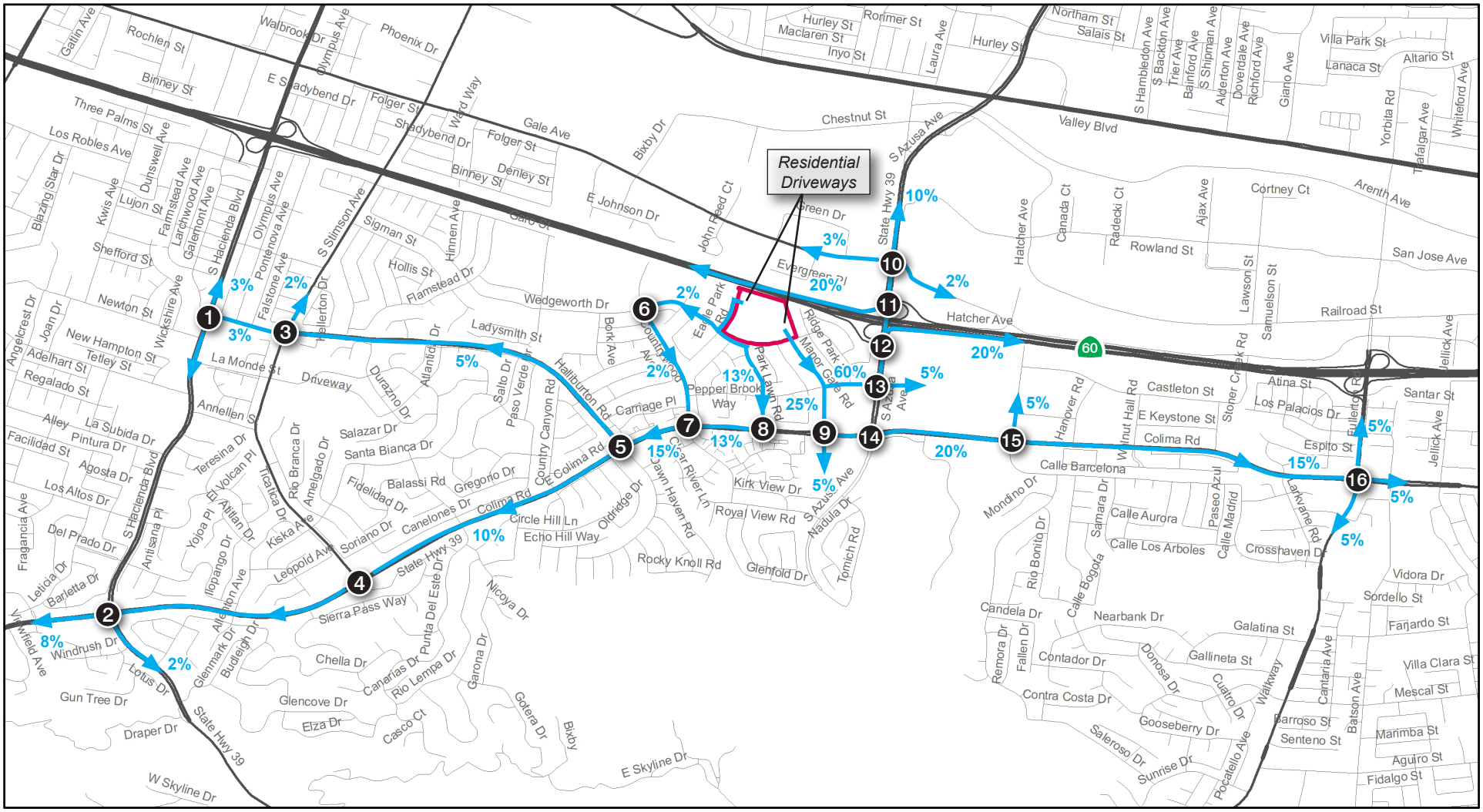
Figure 5.8-5 - Residential Outbound Trip Distribution



Source: ESRI, 2018

5. Environmental Analysis
TRANSPORTATION

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Cumulative traffic is the traffic generated by the development of future projects that have been approved but not yet built or for which development applications have been filed and are under consideration. Cumulative projects in the vicinity of the school were obtained from the cities of Industry and La Puente and the County of Los Angeles. The list of cumulative projects and their associated trip generations are included in Appendix C of the Traffic Impact Analysis (Appendix J to the DEIR). For these cumulative projects, trip generation values were taken from the ITE Trip Generation Manual. Based on a review of the circulation system, the trip generation, location, and land use type, the cumulative projects shown on Figure 5.8-6, *Cumulative Project Locations*, would have the potential for directly adding measurable traffic to the study area street system. The cumulative development projects assumed in this traffic analysis are estimated to generate 3,088 average daily trips on weekdays, with approximately 230 vehicle trips during the AM peak hour and 274 vehicle trips during the PM peak hour.

This TIA assumes that all the cumulative projects are developed and operational when the proposed project is operational. This is the most conservative, worst-case approach, since it is possible that not all these projects will be operational when the proposed project begins operation. In addition, impacts for these cumulative projects would likely be subject to mitigation measures, which could reduce potential impacts. Under this analysis, however, those future mitigation measures are not considered.

2021 Without Project Traffic

To assess future traffic conditions, which correspond to when the Phase 1 project site will be operational in 2021, ambient growth was added to the existing traffic volumes plus traffic from cumulative projects at the time of project opening year. The intersection operations for the 2021 Without Project traffic conditions have been calculated and are listed in Table 9, *2021 Without Project Peak Hour Intersection Levels of Service*, of the Traffic Impact Report (Appendix J of the DEIR). Figures showing the 2021 Without Project AM and PM peak hour intersection volumes are provided in Appendix E of the Traffic Impact Report (Appendix J to the DEIR).

All study area intersections would operate at acceptable levels of service during the peak hours for 2021 Without Project traffic conditions, except for the following intersections:

#2. Hacienda Boulevard and Colima Road (LA County: AM and PM peak hours)

#6. Countrywood Avenue and Wedgeworth Drive (LA County: AM peak hour)

#8. Park Lawn Road and Colima Road (LA County: AM and PM peak hours)

#13. Azusa Avenue and Pepper Brook Way (LA County / Industry: PM peak hour)

#14. Azusa Avenue and Colima Road (LA County / Industry: PM peak hour)

#16. Fullerton Road and Colima Road (LA County: PM Peak Hour)

2026 Without Project Traffic

To assess future traffic conditions that correspond to when the Phase 2 project site will be operational in 2026, ambient growth was added to the existing traffic volumes plus traffic from cumulative projects at the

time of project Phase 2 opening year. The intersection operations for the 2026 Without Project traffic conditions have been calculated and are listed in Table 10, *2026 Without Project Peak Hour Intersection Levels of Service*, of the Traffic Impact Report (Appendix J of the DEIR). Figures showing the Future Without Project AM and PM peak hour intersection volumes are provided in Appendix E of the Traffic Impact Report (Appendix J of the DEIR).

All study area intersections would operate at acceptable levels of service during the peak hours for 2026 Without Project conditions, except for the following intersections:

#2. Hacienda Boulevard and Colima Road (LA County: AM and PM peak hours)

#6. Countrywood Avenue and Wedgeworth Drive (LA County: AM peak hour)

#8. Park Lawn Road and Colima Road (LA County: AM and PM peak hours)

#13. Azusa Avenue and Pepper Brook Way (LA County/ Industry: PM peak hour)

#14. Azusa Avenue and Colima Road (LA County / Industry: PM peak hour)

#16. Fullerton Road and Colima Road (LA County: PM Peak Hour)

Parking

Pursuant to CEQA Section 15131(a), an EIR analyzes physical environmental impacts, and while parking deficits are an inconvenience to drivers and residents, they do not constitute as a significant physical impact on the environment. Therefore, parking impacts are not under the purview of CEQA analysis and are not included in the below analysis.

5.8.4.1 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.8-1: The proposed project could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. [Threshold T-1]

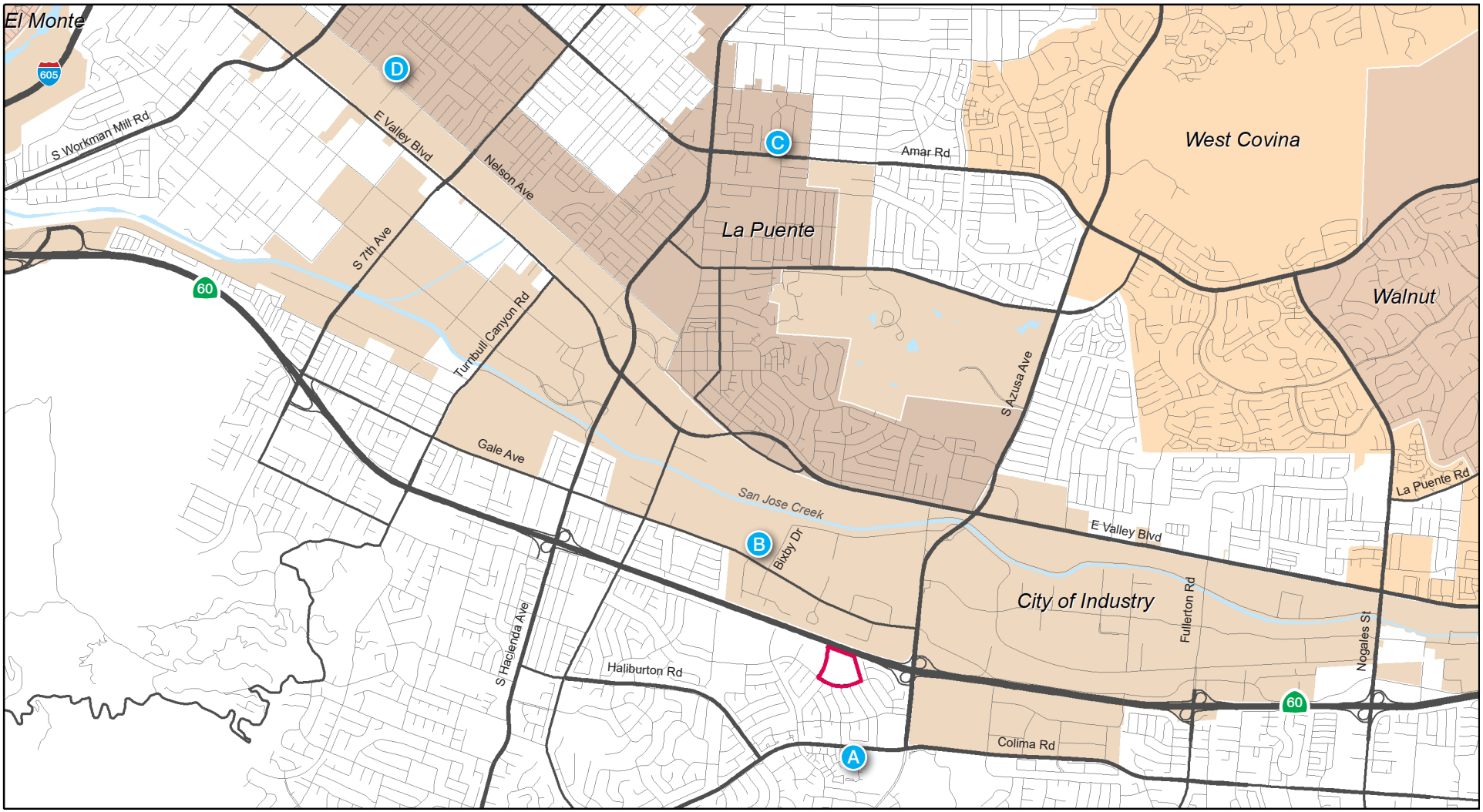
Existing Plus Project Impact

Existing Plus Project Phase 1 Traffic Conditions

To assess Existing Plus Project Phase 1 traffic conditions, existing traffic is combined with project traffic that would be generated by the school. The intersection operations for the Existing Plus Project Phase 1 traffic conditions have been calculated and are shown in Table 5.8-7, *Existing Plus Project Phase 1 Peak Hour Intersection Levels of Service*. Figures that show the Existing Plus Project Phase 1 AM and PM peak hour intersection volumes are provided in Appendix D of the Traffic Impact Report (Appendix J of the DEIR).

Figure 5.8-6 - Cumulative Project Locations

5. Environmental Analysis



Project Boundary

A Cumulative Projects

Note: Unincorporated county areas are shown in white.

Source: ESRI, 2019

0 3,000
Scale (Feet)

5. Environmental Analysis
TRANSPORTATION

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Table 5.8-7 Existing Plus Project Phase 1 Peak Hour Intersection Levels of Service

ID	Intersection	Jurisdiction	Existing No Project		Existing Plus Project		Project Increase	
			AM Peak	PM Peak	AM Peak	PM Peak		
			V/C or Average Delay – LOS	V/C or Average Delay – LOS	V/C or Average Delay – LOS	V/C or Average Delay – LOS	AM Peak (V/C)	PM Peak (V/C)
1	Hacienda Blvd. at Halliburton Rd.	LAC	0.661 – B	0.649 – B	0.669 – B	0.651 – B	0.008	0.002
2	Hacienda Blvd. and Colima Rd.	LAC	**1.046 – F**	**1.219 – F**	**1.047 – F**	**1.219 – F**	0.001	0
3	Stimson Ave. and Halliburton Rd.	LAC	0.755 – C	0.620 – B	0.761 – C	0.623 – B	0.006	0.003
4	Stimson Ave/ Sierra Ridge Way and Colima Rd.	LAC	0.724 – C	0.703 – C	0.733 – C	0.718 – C	0.009	0.015
5	Halliburton Rd./ Dawn Haven Rd. and Colima Rd.	LAC	0.684 – B	0.682 – B	0.714 – C	0.688 – B	0.030	0.006
6	Countrywood Ave and Wedgeworth Dr.	LAC	**60.1 – F**	9.5 – A	**65.9 – F**	9.5 – A	5.8	0
7	Countrywood Ave and Colima Rd	LAC	0.706 – C	0.657 – B	0.728 – C	0.664 – B	0.022	0.007
8	Park Lawn Rd and Colima Rd	LAC	**>100 – F**	**>100 – F**	**>100 – F**	**>100 – F**	0	0
9	Manor Gate Rd and Colima Rd	LAC	0.555 – A	0.735 – C	0.558 – A	0.736 – C	0.003	0.001
10	Azusa Ave and Gale Ave	Industry	0.788 – C	0.868 – D	0.790 – C	0.869 – D	0.002	0.001
11	Azusa Ave and I-60 Westbound	Caltrans	13.6 sec/veh – B	34.3 sec/veh– C	13.9 sec/veh – B	34.8 sec/veh – C	0.3	0.5
12	Azusa Ave and I-60 Eastbound	Caltrans	24.4 sec/veh – C	22.4 sec/veh – C	24.4 sec/veh – C	22.8 sec/veh – C	0	0.4
13	Azusa Ave and Pepper Brook Way	LAC/ Industry	0.841 – D	0.896 – D	0.890 – D	**0.907 – E**	0.049	0.011
14	Azusa Ave and Colima Rd	LAC/ Industry	0.835 – D	**0.938 – E**	0.854 – D	**0.941 – E**	0.019	0.003
15	Albatross Rd and Colima Rd	LAC/ Industry	0.636 – B	0.838 – D	0.652 – B	0.841 – D	0.016	0.003
16	Fullerton Road and Colima Road	LAC	0.753 – C	**0.936 – E**	0.761 – C	**0.937 – E**	0.008	0.001

Notes: LOS calculation worksheets included in Appendix B and Appendix D of the Traffic Impact Report (Appendix J of the DEIR).
Bold=deficient operations
Shade = Significant impact under the County of Los Angeles and/or City of Industry significance criteria.

All study area intersections would operate at acceptable levels of service during the peak hours for Existing Plus Project Phase 1 traffic conditions, except for the following intersections:

#2. Hacienda Boulevard and Colima Road (LA County: AM and PM peak hours)

#6. Countrywood Avenue and Wedgeworth Drive (LA County: AM peak hour)

#8. Park Lawn Road and Colima Road (LA County: AM and PM peak hours)

#13. Azusa Avenue and Pepper Brook Way (LA County/ Industry: PM peak hour)

#14. Azusa Avenue and Colima Road (LA County/ Industry: PM peak hour)

#16. Fullerton Road and Colima Road (LA County: PM peak hour)

The criteria for determining significant impact is shown in Section 5.8.1.2, *Intersection Level of Service Analysis and Impact Criteria*.

Of the 16 study intersections, 10 intersections are in the County's jurisdiction, and 3 intersections are in both the County's and the City of Industry's jurisdiction. Per County of Los Angeles criteria, a significant impact would occur at the following one intersection.

- #13. Azusa Avenue and Pepper Brook Way (LA County / Industry: AM peak hour)

Note that intersection #13 is at the jurisdictional boundary of the County of Los Angeles and the City of Industry. However, intersection #13 would not exceed the significance threshold for the City of Industry. Of the 16 study intersections, 1 intersection is in the City of Industry's jurisdiction, and 3 intersections are in both the County's and the City of Industry's jurisdiction. Per City of Industry criteria, no significant impacts would occur.

There are two Caltrans study intersections; and no intersections would degrade from an acceptable LOS to an unacceptable LOS, and no increase in delay would occur at intersections that are already operating at unacceptable LOS (E or F). Therefore, no impacts would occur under Caltrans' significance criteria.

Existing Plus Project Phase 2 Traffic Conditions

To assess Existing Plus Project Phase 2 traffic conditions, existing traffic is combined with project traffic that will be generated by the school and residential development. Phase 2 represents the project buildout (Phase 1+Phase 2). The intersection operations for the Existing Plus Project Phase 2 traffic conditions have been calculated and are shown in Table 5.8-8, *Existing Plus Project Phase 2 Peak Hour Intersection Levels of Service*. Figures that show the Existing Plus Project Phase 2 AM and PM peak hour intersection volumes are provided in the Traffic Impact Report (Appendix J of the DEIR).

Table 5.8-8 Existing Plus Project Phase 2 Peak Hour Intersection Levels of Service

ID	Intersection	Jurisdiction	Existing No Project		Existing Plus Project		Project Increase	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
			V/C or Average Delay – LOS	V/C or Average Delay – LOS	V/C or Average Delay – LOS	V/C or Average Delay – LOS	V/C	V/C
1	Hacienda Blvd. at Halliburton Rd.	LAC	0.661 – B	0.649 – B	0.668 – B	0.652 – B	0.007	0.003
2	Hacienda Blvd. and Colima Rd.	LAC	**1.046 – F**	**1.219 – F**	**1.047 – F**	**1.220 – F**	0.001	0.001
3	Stimson Ave. and Halliburton Rd.	LAC	0.755 – C	0.620 – B	0.761 – C	0.624 – B	0.006	0.004
4	Stimson Ave/ Sierra Ridge Way and Colima Rd.	LAC	0.724 – C	0.703 – C	0.733 – C	0.720 – C	0.009	0.017
5	Halliburton Rd./ Dawn Haven Rd. and Colima Rd.	LAC	0.684 – B	0.682 – B	0.713 – C	0.690 – B	0.029	0.008
6	Countrywood Ave and Wedgeworth Dr.	LAC	**60.1 – F**	9.5 – A	**65.4 – F**	9.5 – A	5.3	0
7	Countrywood Ave and Colima Rd	LAC	0.706 – C	0.657 – B	0.728 – C	0.665 – B	0.022	0.008
8	Park Lawn Rd and Colima Rd	LAC	**>100 – F**	**>100 – F**	**>100 – F**	**>100 – F**	0	0
9	Manor Gate Rd and Colima Rd	LAC	0.555 – A	0.735 – C	0.558 – A	0.739 – C	0.003	0.004
10	Azusa Ave and Gale Ave	Industry	0.788 – C	0.868 – D	0.790 – C	0.871 – D	0.002	0.003
11	Azusa Ave and I-60 Westbound	Caltrans	13.6 sec/veh – B	34.3 sec/veh– C	14.1 – B	34.7 – C	0.4	0.4
12	Azusa Ave and I-60 Eastbound	Caltrans	24.4 sec/veh – C	22.4 sec/veh – C	24.5 – C	22.8 – C	0.1	0.4
13	Azusa Ave and Pepper Brook Way	LAC/ Industry	0.841 – D	0.896 – D	**0.904 – E**	**0.932 – E**	0.063	0.036
14	Azusa Ave and Colima Rd	LAC/ Industry	0.835 – D	**0.938 – E**	0.851 – D	**0.945 – E**	0.016	0.007
15	Albatross Rd and Colima Rd	LAC/ Industry	0.636 – B	0.838 – D	0.651 – B	0.846 – D	0.015	0.008
16	Fullerton Road and Colima Road	LAC	0.753 – C	**0.936 – E**	0.760 – C	**0.939 – E**	0.007	0.003

Notes: LOS calculation worksheets included in Appendix B and Appendix D of the Traffic Impact Report (Appendix J of the DEIR).
Bold=deficient operations
Shade = Significant impact

All study area intersections would operate at acceptable levels of service during the peak hours for Existing Plus Project Phase 2 traffic conditions, except for the following intersections:

#2. Hacienda Boulevard and Colima Road (LA County: AM and PM peak hours)

#6. Countrywood Avenue and Wedgeworth Drive (LA County: AM peak hour)

#8. Park Lawn Road and Colima Road (LA County: AM and PM peak hours)

#13. Azusa Avenue and Pepper Brook Way (LA County / Industry: AM and PM peak hour)

#14. Azusa Avenue and Colima Road (LA County / Industry: PM peak hour)

#16. Fullerton Road and Colima Road (LA County: PM peak hour)

Of the 16 study intersections, 10 intersections are in the County's jurisdiction, and 3 intersections are in both the County's and the City of Industry's jurisdiction. Per County of Los Angeles criteria, significant impact would occur at one intersection.

- #13. Azusa Avenue and Pepper Brook Way (LA County / Industry: AM peak hour)

Of the 16 study intersections, 1 intersection is in the City of Industry's jurisdiction, and 3 intersections are in both the County's and the City of Industry's jurisdiction. Per City of Industry criteria, a significant impact would occur at the same intersection #13, Azusa Avenue and Pepper Brook Way.

No impacts would occur under Caltrans' significance criteria.

2021 Plus Project Impact

2021 Plus Project Phase 1 Traffic

To assess future traffic conditions with project Phase 1, school traffic is added to the 2021 Without Project conditions discussed in Section 5.3 for 2021. The intersection operations for the 2021 With Project Phase 1 traffic conditions have been calculated and are listed in Table 5.8-9, *2021 Plus Project Phase 1 Peak Hour Intersection Levels of Service*. Figures showing the 2021 With Project Phase 1 AM and PM peak hour intersection volumes and LOS calculation worksheets are provided in Appendix F of the Traffic Impact Report (Appendix J of the DEIR).

Table 5.8-9 2021 Plus Project Phase 1 Peak Hour Intersection Levels of Service

			2021 No Project		2021 Plus Project		Project Increase	
			AM Peak	PM Peak	AM Peak	PM Peak		
ID	Intersection	Jurisdiction	V/C or Average Delay – LOS	V/C or Average Delay – LOS	V/C or Average Delay – LOS	V/C or Average Delay – LOS	AM Peak (V/C)	PM Peak (V/C)
1	Hacienda Blvd. at Halliburton Rd.	LAC	0.667 – B	0.658 – B	0.675 – B	0.660 – B	0.008	0.002
2	Hacienda Blvd. and Colima Rd.	LAC	**1.055 – F**	**1.232 – F**	**1.057 – F**	**1.232 – F**	0.002	0
3	Stimson Ave. and Halliburton Rd.	LAC	0.763 – C	0.633 – B	0.768 – C	0.636 – B	0.005	0.003
4	Stimson Ave/ Sierra Ridge Way and Colima Rd.	LAC	0.735 – C	0.712 – C	0.743 – C	0.713 – C	0.008	0.001

Table 5.8-9 2021 Plus Project Phase 1 Peak Hour Intersection Levels of Service

ID	Intersection	Jurisdiction	2021 No Project		2021 Plus Project		Project Increase	
			AM Peak	PM Peak	AM Peak	PM Peak		
			V/C or Average Delay – LOS	V/C or Average Delay – LOS	V/C or Average Delay – LOS	V/C or Average Delay – LOS	AM Peak (V/C)	PM Peak (V/C)
5	Halliburton Rd./ Dawn Haven Rd. and Colima Rd.	LAC	0.700 – B	0.695 – B	0.727 – C	0.701 – C	0.027	0.006
6	Countrywood Ave and Wedgeworth Dr.	LAC	**63.0 – F**	9.6 – A	**71.0 – F**	9.6 – A	8	0
7	Countrywood Ave and Colima Rd	LAC	0.720 – C	0.676 – B	0.745 – C	0.683 – B	0.025	0.007
8	Park Lawn Rd and Colima Rd	LAC	**>100 – F**	**>100 – F**	**>100 – F**	**>100 – F**	0	0
9	Manor Gate Rd and Colima Rd	LAC	0.617 – B	0.819 – D	0.620 – B	0.803 – D	0.003	-0.016
10	Azusa Ave and Gale Ave	Industry	0.801 – D	0.884 – D	0.803 – D	0.885 – D	0.002	0.001
11	Azusa Ave and I-60 Westbound	Caltrans	14.1 – B	36.5 – D	14.4 – B	36.6 – D	0.3	0.1
12	Azusa Ave and I-60 Eastbound	Caltrans	20.1 – C	14.4 – B	20.1 – C	14.4 – B	0	0
13	Azusa Ave and Pepper Brook Way	LAC/ Industry	0.851 – D	**0.906 – E**	0.898 – D	**0.916 – E**	0.047	0.01
14	Azusa Ave and Colima Rd	LAC/ Industry	0.859 – D	**0.963 – E**	0.871 – D	**0.967 – E**	0.012	0.004
15	Albatross Rd and Colima Rd	LAC/ Industry	0.651 – B	0.854 – D	0.663 – B	0.857 – D	0.012	0.003
16	Fullerton Road and Colima Road	LAC	0.764 – C	**0.948 – E**	0.770 – C	**0.949 – E**	0.006	0.001

Notes: LOS calculation worksheets included in Appendix B and Appendix D of the Traffic Impact Report (Appendix J of the DEIR).
Bold=deficient operations
Shade = Significant impact

All study area intersections would operate at acceptable levels of service during the peak hours for 2021 With Project Phase 1 traffic conditions, except for the following intersections:

#2. Hacienda Boulevard and Colima Road (LA County: AM and PM peak hours)

#6. Countrywood Avenue and Wedgeworth Drive (LA County: AM peak hour)

#8. Park Lawn Road and Colima Road (LA County: AM and PM peak hours)

#13. Azusa Avenue and Pepper Brook Way (LA County / Industry: PM peak hour)

#14. Azusa Avenue and Colima Road (LA County / Industry: PM peak hour)

#16. Fullerton Road and Colima Road (LA County: PM Peak Hour)

Of the 16 study intersections, 10 intersections are in the County's jurisdiction, and 3 intersections are in both the County's and the City of Industry's jurisdiction. Per County of Los Angeles criteria, significant impact would occur at the following one intersection.

- #13. Azusa Avenue and Pepper Brook Way (LA County / Industry: AM peak hour)

Intersection #13 is at the jurisdictional boundary of the County of Los Angeles and the City of Industry. However, intersection #13 would not exceed the significance threshold for the City of Industry. Of the 16 study intersections, 1 intersection is in the City of Industry's jurisdiction, and 3 intersections are in both the County's and the City of Industry's jurisdiction. Per City of Industry criteria, no significant impacts would occur.

There are two Caltrans study intersections; and no intersections would degrade from an acceptable LOS to an unacceptable LOS, and no increase in delay would occur at intersections that are already operating at unacceptable LOS (E or F). Therefore, no impacts would occur under Caltrans' significance criteria.

2026 Plus Project Impact

2026 Plus Project Phase 2 Traffic

To assess future traffic conditions with project Phase 2, school and residential traffic is added to the 2026 Without Project conditions discussed in section 5.4 for 2026. Phase 2 represents the project buildout, which includes Phase 1 plus Phase 2 development. The intersection operations for the 2026 With Project Phase 2 traffic conditions have been calculated and are listed in Table 5.8-10, *2026 Plus Project Phase 2 Peak Hour Intersection Levels of Service*. Figures showing the 2026 With Project Phase 2 AM and PM peak hour intersection volumes and LOS calculation worksheets are provided in Appendix F of the Traffic Impact Report (Appendix J of the DEIR).

Table 5.8-10 2026 Plus Project Phase 2 Peak Hour Intersection Levels of Service

ID	Intersection	Jurisdiction	2026 No Project		2026 Plus Project Phase 2		Project Increase	
			AM Peak	PM Peak	AM Peak	PM Peak		
			V/C or Average Delay – LOS	V/C or Average Delay – LOS	V/C or Average Delay – LOS	V/C or Average Delay – LOS	AM Peak (V/C)	PM Peak (V/C)
1	Hacienda Blvd. at Halliburton Rd.	LAC	0.678 – B	0.669 – B	0.686 – B	0.671 – B	0.008	0.002
2	Hacienda Blvd. and Colima Rd.	LAC	**1.076 – F**	**1.254 – F**	**1.079 – F**	**1.256 – F**	0.003	0.002
3	Stimson Ave. and Halliburton Rd.	LAC	0.776 – C	0.643 – B	0.782 – C	0.647 – B	0.006	0.004
4	Stimson Ave/ Sierra Ridge Way and Colima Rd.	LAC	0.747 – C	0.724 – C	0.757 – C	0.726 – C	0.01	0.002
5	Halliburton Rd./ Dawn Haven Rd. and Colima Rd.	LAC	0.713 – C	0.707 – B	0.740 – C	0.716 – C	0.027	0.009
6	Countrywood Ave and Wedgeworth Dr.	LAC	**69.7 – F**	9.7 – A	**76.9 – F**	9.7 – A	7.2	0
7	Countrywood Ave and Colima Rd	LAC	0.732 – C	0.688 – B	0.760 – C	0.695 – B	0.028	0.007
8	Park Lawn Rd and Colima Rd	LAC	**>100 – F**	**>100 – F**	**>100 – F**	**>100 – F**	0	0
9	Manor Gate Rd and Colima Rd	LAC	0.627 – B	0.817 – D	0.633 – B	0.821 – D	0.006	0.004
10	Azusa Ave and Gale Ave	Industry	0.814 – D	0.899 – D	0.818 – D	**0.902 – E**	0.004	0.003
11	Azusa Ave and I-60 Westbound	Caltrans	14.9 – B	39.5 – D	15.4 – B	39.9 – D	0.5	0.4
12	Azusa Ave and I-60 Eastbound	Caltrans	20.6 – C	14.7 – B	20.7 – C	15.1 – B	0.1	0.4
13	Azusa Ave and Pepper Brook Way	LAC/ Industry	0.865 – D	**0.922 – E**	**0.934 – E**	**0.958 – E**	0.069	0.036
14	Azusa Ave and Colima Rd	LAC/ Industry	0.874 – D	**0.980 – E**	0.888 – D	**0.987 – E**	0.014	0.007
15	Albatross Rd and Colima Rd	LAC/ Industry	0.661 – B	0.868 – D	0.675 – B	0.876 – D	0.014	0.008
16	Fullerton Road and Colima Road	LAC	0.776 – C	**0.965 – E**	0.783 – C	**0.968 – E**	0.007	0.003

Notes: LOS calculation worksheets included in Appendix E and Appendix J of the Traffic Impact Report (Appendix J of the DEIR).
Bold=deficient operations
Shade = Significant impact under County of Los Angeles and/or City of Industry significance criteria.

All study area intersections would operate at acceptable levels of service during the peak hours for 2026 With Phase 2 traffic conditions, except for the following intersections:

#2. Hacienda Boulevard and Colima Road (LA County: AM and PM peak hours)

#6. Countrywood Avenue and Wedgeworth Drive (LA County: AM peak hour)

#8. Park Lawn Road and Colima Road (LA County: AM and PM peak hours)

#10. Azusa Avenue and Gale Avenue (Industry: PM peak hours)

#13. Azusa Avenue and Pepper Brook Way (LA County / Industry: AM and PM peak hours)

#14. Azusa Avenue and Colima Road (LA County / Industry: PM peak hour)

#16. Fullerton Road and Colima Road (LA County: PM Peak Hour)

Per County of Los Angeles criteria, significant impact would occur at the following one intersection.

- #13. Azusa Avenue and Pepper Brook Way (LA County / Industry: AM peak hour

Of the 16 study intersections, 1 intersection is in the City of Industry's jurisdiction, and 3 intersections are in both the County's and the City of Industry's jurisdiction. Per City of Industry criteria, significant impact would occur at the same intersection, #13, Azusa Avenue and Pepper Brook Way.

There are two Caltrans study intersections; and no intersections would degrade from an acceptable LOS to an unacceptable LOS, and no increase in delay would occur at intersections that are already operating at unacceptable LOS (E or F). Therefore, no impacts would occur under Caltrans' significance criteria.

Project Impact Summary

Existing Plus Project Phase 1 Conditions

County of Los Angeles Criteria

Project implementation would result in significant impact to the following traffic study intersection under the County of Los Angeles criteria:

- #13. Azusa Avenue and Pepper Brook Way (LA County / Industry) – AM peak hour

City of Industry and Caltrans Criteria

No traffic study intersections would exceed the City of Industry's and Caltrans significance criteria.

Existing Plus Project Phase 2 Conditions

County of Los Angeles

Project implementation would result in significant impact to the following traffic study intersection under the County of Los Angeles criteria:

- #13. Azusa Avenue and Pepper Brook Way (LA County / Industry) – AM and PM peak hours

City of Industry

Project implementation would result in significant impact to the following traffic study intersection under the City of Industry criteria:

- 13. Azusa Avenue and Pepper Brook Way (LA County / Industry) – AM and PM peak hours

Caltrans

No traffic study intersections would exceed Caltrans' significance criteria.

Cumulative 2021 With Project Phase 1 Conditions

County of Los Angeles Criteria

Project implementation would result in significant impact to the following traffic study intersection under the County of Los Angeles criteria:

- #13. Azusa Avenue and Pepper Brook Way (LA County / Industry) – AM and PM peak hours

City of Industry and Caltrans Criteria

No traffic study intersections would exceed the City of Industry's and Caltrans significance criteria.

Cumulative 2026 With Project Phase 2 Conditions

County of Los Angeles

Project implementation would result in significant impact to the following traffic study intersection under the County of Los Angeles criteria:

- #13. Azusa Avenue and Pepper Brook Way (LA County / Industry) – AM and PM peak hours

City of Industry

Project implementation would result in significant impact to the following traffic study intersection under the City of Industry criteria:

- #13. Azusa Avenue and Pepper Brook Way (LA County / Industry) – PM peak hour

Caltrans

No traffic study intersections would exceed Caltrans' significance criteria.

Signal Warrants

Of the 16 traffic study intersections, 2 intersections—#6, Countrywood Avenue and Wedgeworth Drive, and #8, Park Lawn Road and Colima Road—are unsignalized intersections. As stated in Section 5.8.1.2, *Intersection LOS Analysis and Impact Criteria*, according to Los Angeles County Traffic Impact Analysis Report Guidelines, unsignalized intersections are to be evaluated solely to determine the need for the installation of a traffic signal or other traffic control devices.

Signal warrants are a set of criteria used to evaluate the potential need for a traffic signal at an unsignalized or stop-controlled intersection. If one or more of the criteria for signal warrants is met, an engineering study is

required to evaluate other factors to determine if an intersection must be signalized. The traffic analysis uses Warrant 3 criteria (based on traffic volumes entering the intersection during the peak hour). The following stop-controlled intersections have been evaluated for Phase 1 and Phase 2 conditions under Warrant 3 criteria, and the signal warrant calculations are included in Appendix G of the TIA, which is Appendix J to the DEIR.

- **#6, Countrywood Avenue and Wedgeworth Drive.** The intersection of Countrywood Avenue and Wedgeworth Drive does not meet the requirement for Warrant 3 under any scenario during the AM and PM peak hours. This intersection currently is not warranted for a signal.

- **#8, Park Lawn Road and Colima Road.** Park Lawn Road and Colima Road currently does not meet the peak hour Warrant 3 criteria for a signal under existing AM and PM peak hours and is forecast not to meet the warrants under future, no project conditions. However, with project traffic condition under Phase 1 and Phase 2, this location would meet the warrants for a signal in the AM peak hour.

The traffic analysis only presents Warrant 3 criteria, which are based on traffic volumes entering the intersection during the peak hour. The MUTCD states that if one or more of the criteria for signal warrants is met, an engineering study is required to evaluate other factors to determine if an intersection must be signalized.

Colima Road is a principal arterial street, and the installation of traffic signals in close proximity to each other is not desired because they may degrade thru-traffic flows on an arterial street. The proposed project would primarily add traffic to the southbound approach of Park Lawn toward Colima Road. The traffic analysis indicates that a relatively small number of vehicles would be affected by longer delays on the southbound approach, and thru traffic on Colima Road would not be affected because east–west traffic does not stop at that intersection. In the event that delays are long on Park Lawn Road, drivers could take alternative routes via Countrywood Avenue and Manor Gate Road, where traffic signals are already installed that may provide a faster route. Given the small number of vehicles affected on the cross-street traffic on Park Lawn and because motorists are likely to use the nearby approaches at Countrywood Avenue and Manor Gate Road, although a traffic warrant is met, a signal at Park Lawn is not warranted.

Level of Significance Before Mitigation: Potentially significant impact.

Impact 5.8-2: The proposed project would not be inconsistent with CEQA Guidelines § 15064.3, subdivision (b). [Threshold T-2]

On December 28, 2018, the California Natural Resources Agency adopted revised CEQA Guidelines, one of which was the removal of vehicle delay and LOS from consideration under CEQA. CEQA Guidelines Section 15064.3 describes how transportation impacts are to be analyzed after SB 743. It eliminates auto delay, LOS, and similar measures of vehicular capacity or traffic congestion as the sole basis for determining significant impacts. Transportation impacts will instead be evaluated based on a project's effect on VMT.

> Generally, VMT is the most appropriate measure of transportation impacts. For the purposes of this section, VMT refers to the amount and distance of automobile travel attributable to a project. Other

> relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) … [regarding roadway capacity], a project's effect on automobile delay shall not constitute a significant environmental impact.

Lead agencies are allowed to opt into the revised transportation guidelines, but the new guidelines must be used starting July 1, 2020. The County has not adopted revised traffic impact analysis guidelines, and analysis of vehicle LOS remains the appropriate method for determining the project's transportation impact. However, a disclosure of the proposed project's effect on VMT is provided here for informational purposes.

CalEEMod is a model used statewide to estimate pollutant and greenhouse gas emissions for various aspects of construction and operation of a proposed project. The Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018) identifies sketch models (and CalEEMod specifically) as potential tools for analyzing a project's VMT. Table 5.8-11, *Proposed Project VMT*, shows the VMT generated by the proposed project as estimated using CalEEMod (version 2016.3.2).

Table 5.8-11 Proposed Project VMT

Development	Unit	Average Daily VMT			Annual VMT
		Weekday	Saturday	Sunday	
Wedgeworth K-8 School	600 students[1]	1.89	--	--	177,088
Residential Development	160 units	7.32	8.14	6.28	3,984,985
Total		11.1	8.14	6.28	4,162,073

Source: CalEEMod, version 2016.3.2.
[1] The proposed project would increase the existing 600-student capacity to 1,200 K-8 students; therefore, only 600 new students were evaluated for the VMT.

As shown in Table 5.8-11, the proposed project would generate 4,162,073 VMT. However, the school portion of the project would serve the existing residential community around Hacienda Heights, and the trips would represent replacement trips that would otherwise be taken to other schools in the District boundaries, not completely new trips. The driving distance would increase for some and decrease for others. Trips related to the residential development would be increased. However, it does not indicate that the proposed project would also increase the overall regional VMT, because there are a number of commercial and services establishments in close proximity to project site (less than 0.5 mile radius). The Puente Hills Mall and the City of Industry provide various services and major employment opportunities; therefore, providing additional housing units in close proximity to these uses could contribute to reducing the VMT between residential and service needs. As discussed in the Initial Study, Section 3.14(a), *Population and Housing*, construction of 160 residential units is within the projected growth rate anticipated by the County and is consistent with the County General Pan. Therefore, it is anticipated that the proposed project would generally generate comparable VMT to the existing VMT. The proposed project would not conflict or be inconsistent with the County's traffic analysis methodology, and impacts would be less than significant.

Level of Significance Before Mitigation: Less than significant impact.

Impact 5.8-3: The proposed project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). [Threshold T-3]

School Development

The K-8 school would be accessed from two driveways on Eagle Park Road for the main parking and bus drop-off, and three driveways on Wedgeworth Drive for parent drop-off/pick-up:

- **Southern Driveway/Eagle Park Road.** A 30-foot-wide driveway on the southwestern end of the project site along Eagle Park Road. This driveway would be designated for both passenger cars and school buses because it leads to staff parking and bus drop-off/pick-up.

- **Northern Driveway/Eagle Park Road.** A 45-foot-wide driveway on the western end of the project site along Eagle Park Road. This driveway would be designated for both passenger cars and school buses because it leads to staff parking and bus drop-off/pick-up. This driveway also connects to the fire access lane to Wedgeworth Drive.

- **Orchard Hill Lane/Wedgeworth Drive.** A 30-foot-wide driveway on the southeastern end of the project site along Wedgeworth Drive, which would be used for drop-off/pick-up ingress. This driveway is primarily designed for passenger cars because it leads to visitor parking and parent drop-off/pick-up.

- **Park Lawn Road / Wedgeworth Drive.** A 30-foot-wide driveway on the south-central edge of the project site along Wedgeworth Drive, which would be used for drop-off/pick-up.

- **Lark Tree Lane/Wedgeworth Drive.** A 30-foot-wide driveway on the southern edge of the project site, about halfway between the other two driveways along Wedgeworth Drive. This driveway is primarily designed for passenger cars as it leads to visitor parking and parent drop-off/pick-up. This driveway also connects the fire access lane to Eagle Park Road. During student drop-off and pick-up, this driveway would be closed in order to direct vehicles to egress via the western driveway at Park Lawn Road.

The project site is surrounded by residential uses, and there are no incompatible uses surrounding the proposed school and residential development. Schools and residential development are typically developed in residential areas. The project site is already operating as an elementary school with one driveway on Wedgeworth Drive, and one on Eagle Park Road that accesses the baseball fields and connects to the elementary school. There are no visible slope or elevation changes along Eagle Park Road and Wedgeworth Drive, and there are no obstructions blocking the line of sight between thru traffic and the access driveways. Providing two driveways on Eagle Park Road and three driveways on Wedgeworth Drive would allow safe and orderly access to the school.

The District would coordinate with the County to eliminate the signage that marks the existing student drop-off areas along the north side of Wedgeworth Drive and install new signage, such as "No Stopping," along the south side of Wedgeworth Drive between Heather Hill Road and Orchard Hill Lane and on-site at the designated area of the parking lot. Not allowing curbside parking and loading/unloading would allow

adequate two-way traffic flow on Wedgeworth Drive and promote a safe and orderly drop-off/pick-up environment. The typical morning peak drop-off and afternoon pick-up activity lasts about 20 minutes, and any possible queue would dissipate immediately after the drop-off and pickup periods. Vehicular queues are anticipated to extend from the pick-up/drop-off loop to the residential streets in the vicinity of the school such as Wedgeworth Drive, Orchard Hill Lane and Park Lawn Road. Queues would be limited to the local streets serving residential traffic at low speeds and volumes, queues would not disrupt regional traffic on major roads. The internal driveway would allow an on-site queue of approximately 400 feet, or approximately 20 cars, so that the off-site queuing impact is minimized. Therefore, the proposed project would not result in a significant impact from blocking of any resident driveways for any extended period of time. The proposed project would not encourage speeding on any of the study area roadways.

Although the proposed project would increase pedestrian and vehicular traffic along the adjacent roadways, with recommended modifications, as shown in Figure 5.8-7 *Site Access Recommendations*, off-site queues would be minimized and the proposed project would not substantially increase hazards due to a design feature. The proposed project would not substantially increase hazards due to a geometric design feature or incompatible uses.

Residential Development

Although no detailed plan is available, it is assumed that the residential site would be accessed via one driveway east of the school on Wedgeworth Drive across from Manor Gate Road, and one driveway on Eagle Park Road north of the K-8 school's north driveway. Considering the low volumes generated by the residential site and local conditions, access driveways could be full access with no turn restrictions. However, the traffic study indicates that a stop sign and stop bar would be required at each driveway to reduce any potential conflict. Provided that a stop sign and stop bar are provided—so that the intersection of Wedgeworth Drive at Manor Gate/Residential access would become a 4-way-stop intersection and the vehicle access onto Eagle Park Road is controlled—no significant impact is anticipated.

Level of Significance Before Mitigation: Potentially significant.

5.8.5 Cumulative Impacts

Discussion in the 2026 Plus Project Impact section in Impact 5.8-1 evaluated cumulative traffic impacts. As shown in Table 5.8-10, the proposed project and cumulative projects in the area would result in potentially significant impact on one traffic study intersection individually and cumulatively.

Level of Significance Before Mitigation: Potentially significant.

5.8.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.8-2.

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.8-1** The proposed project would result in potentially significant traffic impact at the intersection #13 Azusa Avenue and Pepper Brook Way under existing and cumulative plus project conditions.
- **Impact 5.8-3** The proposed project could result in potentially significant transportation impact due to hazardous design features.

5.8.7 Mitigation Measures

Impact 5.8-1

2021 Phase 1 and 2026 Phase 2 Impact

TRAN-1 The following improvements shall be provided at intersection #13, Azusa Avenue and Pepper Brook Way.

- At the eastbound approach, restripe the approach with one left-turn and one shared-left/thru/right turn lane.
- Modify the phasing for the eastbound and westbound approaches to split phase.
- Prohibit right turns on red at the westbound approach to avoid conflicts with vehicles making eastbound left turns into Azusa Avenue.

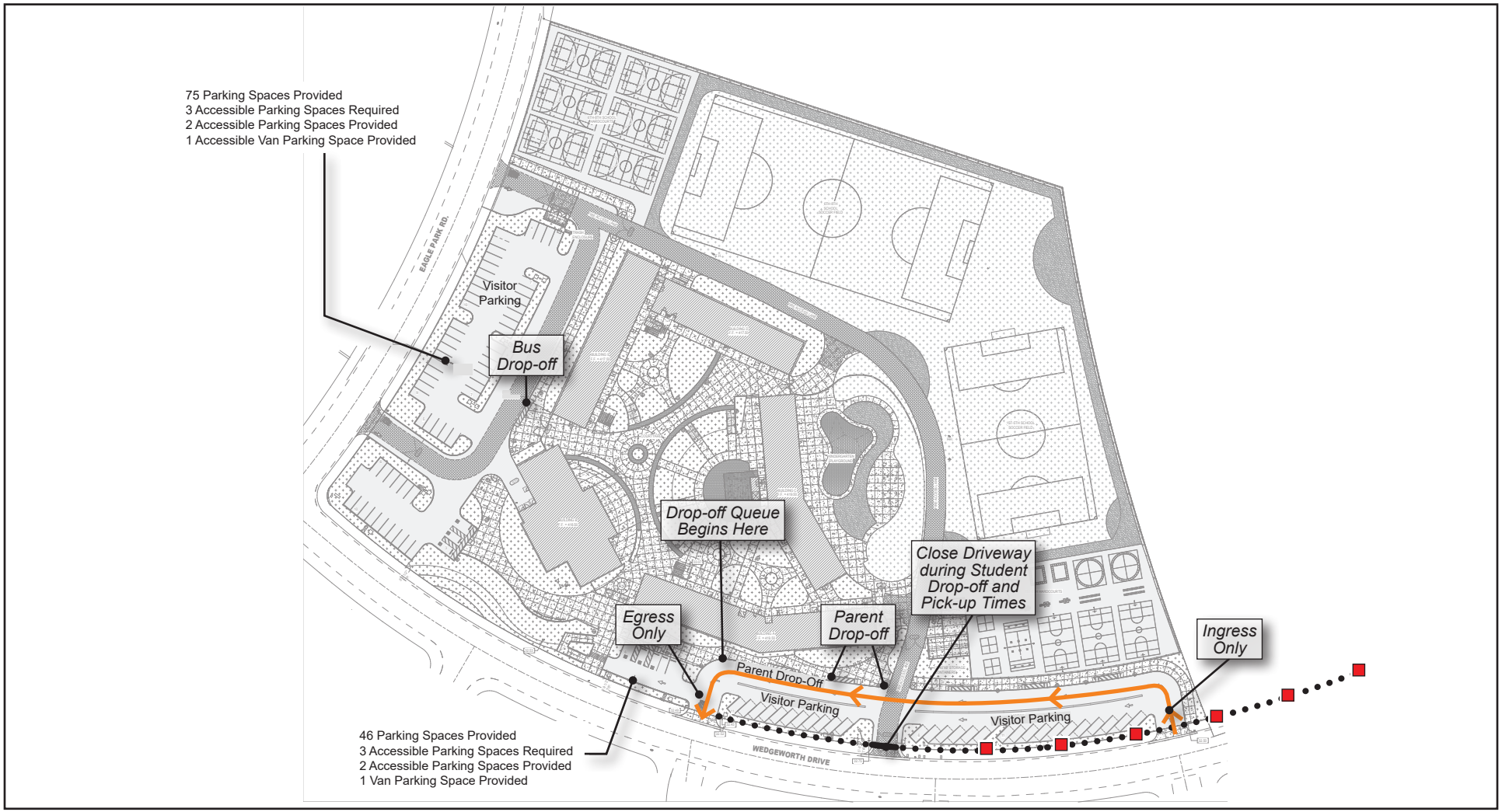
Impact 5.8-3

TRAN-2 Prior to the opening of the school, Hacienda La Puente Unified School District (District) shall work with the County of Los Angeles to identify traffic signing and striping to be implemented in conjunction with detailed construction plans for the project. A recommended layout is presented in Figure 5.8-7, *Site Access Recommendations*, of the DEIR. As shown in Figure 5.8-7, the existing signage that marks the existing student drop-off shall be eliminated, and new "No Stopping" should be placed in conformance with design standards from the California Manual of Uniform Traffic Control Devices for Streets and Highways and County of Los Angeles standards. Additionally, appropriate crosswalk and pavement marking shall be installed. The District shall implement signage to request that all motorists move as far forward in the queue as possible; keep small gaps between cars to reduce the queue lengths; provide clear pavement markings and white curb markings to delineate the drop-off/pick-up area, and educate parents, students, and staff on drop-off/pick-up procedures and encourage students to walk to school.

TRAN-3 The Applicant of the residential development shall install a stop sign and stop bar or similar traffic control feature at each of the access driveway on Wedgeworth Drive and Eagle Park Road.

Figure 5.8-7 - Site Access Recommendations

5. Environmental Analysis



Source: PBK, 2019

5. Environmental Analysis
TRANSPORTATION

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TRAN-4 A site-specific construction worksite staging and traffic control plan shall be prepared and submitted to the County of Los Angeles and California Department of Transportation (Caltrans) for review prior to the start of any construction work. This plan shall include such elements as the location of any potential partial lane closures, hours during which lane closures (if any) would not be allowed, local traffic detours (if any), and protective devices and traffic controls (such as barricades, cones, flag persons, lights, warning beacons, temporary traffic signals, warning signs). The proposed project will be required to comply with the County-approved plan measures, or Caltrans-approved plan measures, if any of state facilities are affected.

5.8.8 Level of Significance After Mitigation

Impact 5.8-1

Table 5.8-12 shows the intersection LOS results for the impacted intersection with implementation of the above improvements. As shown, the proposed Mitigation Measure TRAN-1 would reduce the V/C to a level less than the pre-project condition under 2021 Phase 1 and 2026 Phase 2 scenarios.

Table 5.8-12 Project Impact With Mitigation Measure

	Pre-Project				Without Mitigation				With Mitigation			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
2021 Phase 1												
13. Azusa Avenue and Pepper Brook Way	0.851	D	0.906	E	0.898	D	0.916	E	0.793	C	0.844	D
2026 Phase 2												
13. Azusa Avenue and Pepper Brook Way	0.865	D	0.922	E	0.934	E	0.958	E	0.793	C	0.844	D

Note: The proposed intersection configuration that would mitigate impacts may not be feasible.

However, implementation of the proposed mitigation is not under the jurisdiction of the District. The County of Los Angeles and the City of Industry may not allow this reconfiguration as an adequate design. Any improvements to the impacted intersection would be under the purview of the County of Los Angeles and the City of Industry, and the District has no jurisdiction over implementation of the recommended improvements. Therefore, mitigation measures were considered but rejected as infeasible. The project impact would remain significant and unavoidable.

Impact 5.8-3

Implementation of Mitigation Measure TRAN-3 through TRAN-4 would ensure that transportation impacts related to hazardous design features are reduced to a less than significant level. No significant and unavoidable impact would remain.

5.8.9 References

California Department of Transportation (Caltrans). 2014, June. State Route 60: District 7 Transportation Concept Route.

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