

Appendix K

Del Norte Traffic Engineering and Construction Evaluation

TECHNICAL MEMORANDUM

DATE: July 18, 2025
TO: John Moreland, Rincon Consulting
FROM: Charlene So, Urban Crossroads, Inc.
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JOB NO: 16435-03 Evaluation Memo



SUBJECT: DEL NORTE TRAFFIC ENGINEERING AND CONSTRUCTION EVALUATION

Urban Crossroads, Inc. has prepared the following Traffic Engineering and Construction Evaluation for the Del Norte development (Project), which is located at 1501 Del Norte Street in the City of West Covina, as shown in Exhibit 1. Specifically, this evaluation provides a review of the pedestrian connection in the vicinity of the Project, pedestrian and transit improvements on frontage streets, sight distance evaluation of Project driveways, and a discussion of potential construction impacts.

PROJECT OVERVIEW

The proposed Project is to consist of 34 single family detached residential dwelling units, 138 townhomes, and 110 (4-story) stacked flats for a total of 282 dwelling units on a 13.8-acre site. The existing site includes structures that were previously utilized for the Del Norte Intermediate School site which closed in 1989 and was then utilized for the East San Gabriel Valley Regional Occupational Program Technical Center. However, the facility has since relocated and the existing structures are currently vacant. Exhibit 2 shows the preliminary site plan.

The Project proposes an access point on Nora Avenue (secondary access) and one on Del Norte Street at the northerly extension of Hollow Avenue (primary access). In addition, the Project will be extending Del Norte Street from the existing terminus at Hollow Avenue easterly out towards Sunset Avenue creating a new intersection. The new intersection of Sunset Avenue and Del Norte Street will be restricted to right-in/right-out access only, which will be physically controlled by the existing raised median on Sunset Avenue. The Project entries are not proposed to be gated. The Project's anticipated Opening Year is 2029.

EXHIBIT 1: PROJECT LOCATION

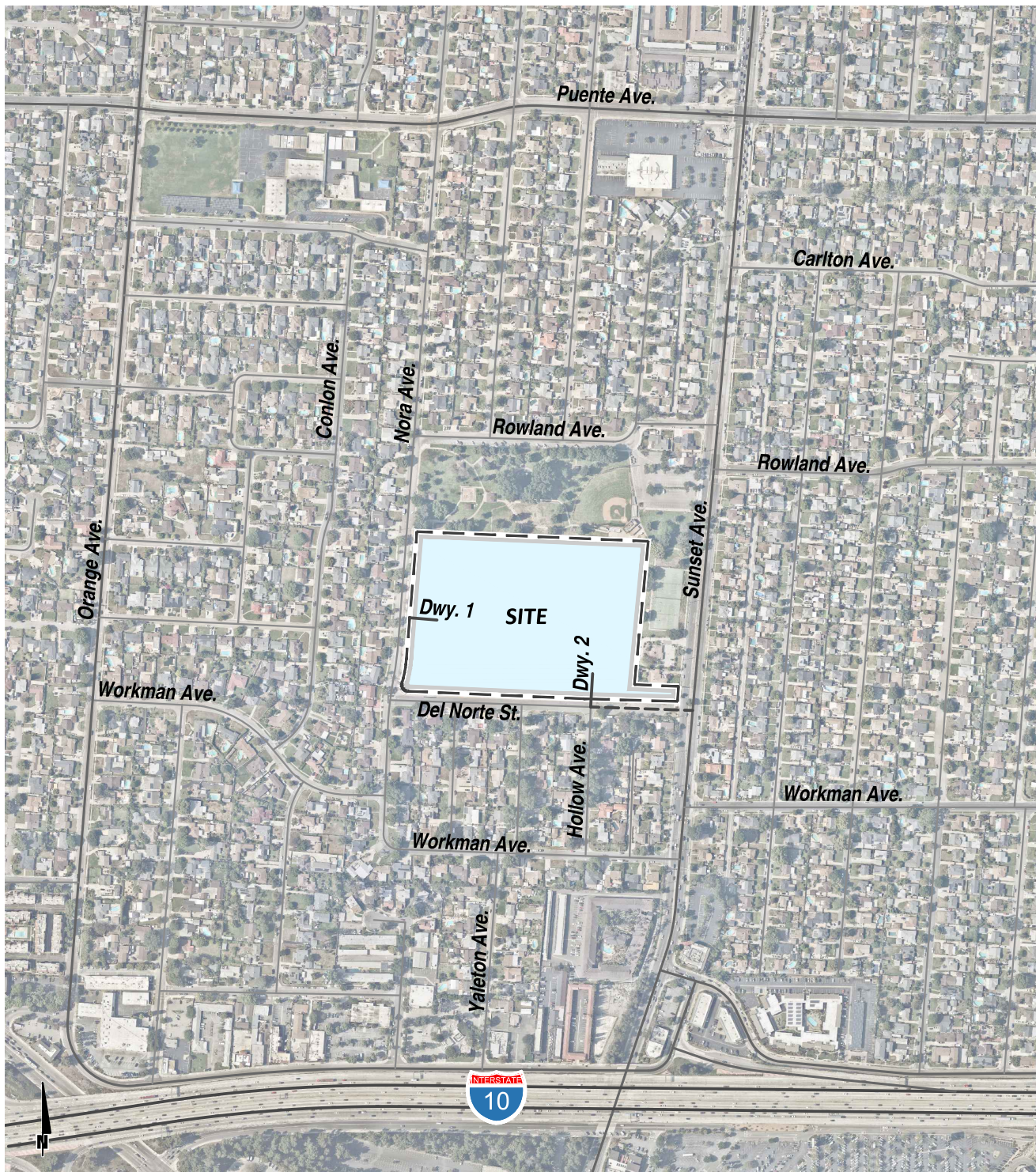


EXHIBIT 2: PRELIMINARY SITE PLAN



PEDESTRIAN CONNECTIONS

This section provides a review of existing pedestrian and transit facilities, and improvements to those site facilities that the Project would be responsible for. Per Chapter 7, Article 11 of the City of West Covina Municipal Code (WCMC), any person, owner, lessee or agent constructing commercial, residential, or industrial buildings shall also provide for the construction or installation to City Standards, of sidewalks, curbs, etc., unless such improvements already exist along all street frontages adjoining the lot on which the building is to be constructed.

BICYCLE & PEDESTRIAN FACILITIES

Sidewalks

In accordance with Chapter 19, Article II of the WCMC, the Project is responsible for the construction of sidewalks along the Project boundary in compliance with City Standards. For multiple-family residential projects, sidewalk widths must be a minimum of five (5) feet. On full-width sidewalks, there should not be less than one (1) tree well provided for each forty (40) linear feet. A greater distance between tree wells may be permitted if there are existing poles, signs, hydrants, etc., along the given area.

Concrete sidewalks will be provided along the residential units for internal circulation, and street sidewalks will be constructed along the Project's boundary on both Nora Avenue and Del Norte Street. The Project is also proposing a potential City park sidewalk that would connect the northeast region of the Project to the existing Del Norte Park located to the north. The Project will be providing connections to the existing park via a connection with overhead portal to the northwest end and northeast end of the Project. The Project will provide street trees along Nora Avenue and Del Norte Street, and accent trees along the Project's internal sidewalks.

Crosswalks

In accordance with Chapter 22, Article 6 of the WCMC, the traffic authority may establish, designate and maintain marked crosswalks at intersections and other places by appropriate devices, marks, or lines upon the surface of the roadway. The Project proposes two (2) driveway entrances, one along Nora Avenue, and another along Del Norte Street. The curb-to-curb length for both driveways is twenty-six (26) feet. The driveways are stop controlled for vehicles exiting the Project, giving pedestrians the right way when crossing. No formal crosswalk markings will be established at the Project driveways, but the corners will provide the required 2010 Americans with Disabilities Act (ADA) compliant ramps.

With the construction of the new right-in, right-out intersection of Sunset Avenue and Del Norte Street, it is the Project's responsibility to construct a north-south crosswalk connection along the Project's boundary. The proposed intersection of Sunset Avenue & Del Norte Street will be stop controlled on the eastbound approach (vehicles exiting from Del North Street to make a right and head southbound on Sunset Avenue), allowing pedestrians that are accessing the existing Del Norte Park to safely use the proposed north-south crosswalk connection. Due to the existing median on Sunset Avenue, no east-west crosswalk connection from the Project will be constructed across Sunset Avenue at Del Norte Street. There is also an existing marked mid-block pedestrian crosswalk to the north across Sunset Avenue at Rowland Avenue that provides direct access to the Del Norte Park.

Exhibit 3 shows the existing and proposed sidewalks and crosswalk connections in the vicinity of the Project.

EXHIBIT 3: PROJECT SIDEWALKS AND CROSSWALKS



Bike Paths

The City of West Covina does not have an adopted bicycle plan. Chapter 22, Article III of the WCMC defines standards for Class I Bike Paths, Class II Bike Lanes, and Class III Shared Routes. A Class I Bike Path is an exclusive, off-road facility, and a Class III Shared Route is a street designated as a bicycle route (typically signed but not striped, shared space with vehicles). Class II Bike Lanes are divided into Class IIa (no parking) and Class IIb (parking permitted) categories and are striped, on-street facilities (typically curb-adjacent).

As stated in the City of West Covina General Plan, the City lacks any special facilities for cyclists outside of the Downtown area. No bicycle facilities have been identified surrounding the Project.

ADA Ramps

Pursuant to Chapter 4, Section 406 Curb Ramps of the 2010 ADA Standards for Accessible Design, counter slopes adjoining road surfaces immediately adjacent to the curb ramp shall not be steeper than 1:20 (5%). Transitions between curb ramps, sidewalks, and streets must be flush and free of vertical changes in level. Curb landings shall be provided at the tops of curb ramps, and the landing clear length shall be thirty-six (36) inches minimum with the landing clear width being as wide as the curb ramp.

In addition to the 2010 ADA Standards, curb ramp construction in California must comply with the California Building Code (CBC), Chapter 11B. This includes stricter slope controls, clear landing dimensions, and detectable warning surface requirements. All curb ramps must have top landings of at least 36 inches in length (consistent with ADA), be aligned with the path of travel, and feature truncated dome detectable warnings in contrasting color and texture. Curb ramp design and construction must ensure flush transitions and no vertical level changes between the ramp and adjacent surfaces (also consistent with ADA). Compliance with these standards is required for all public and private projects and will be enforced during inspection and acceptance.

It is the Project's responsibility to ensure that the curb ramps at the Project driveways and at the proposed intersection of Sunset Avenue and Del Norte Street adhere to the ADA curb ramp design standards, as shown in Exhibit 4.

TRANSIT SERVICE

The Project is currently served by Foothill Transit, a community-oriented public transit agency serving the San Gabriel Valley, Pomona Valley, and downtown Los Angeles. The existing transit route within the vicinity of the Project is shown in Exhibit 5. As shown in Exhibit 5, the transit line that runs along Sunset Avenue which could potentially serve the Project is Line 185: Azusa – West Covina – Puente Hills Mall via Irwindale. The following bus stops in the Project's vicinity are as follows:

- Sunset Avenue & Rowland Avenue (Northbound) – Stop 2524
- Sunset Avenue & Rowland Avenue (Southbound) – Stop 2525
- Sunset Avenue & Workman Avenue (Northbound) – Stop 2534
- Sunset Avenue & Workman Avenue (Southbound) – Stop 2535

Service times for the stops along Foothill Transit Route 185 are approximately every 30 minutes during the weekday peak hours. Transit service should be reviewed periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. As such, it is

recommended that the Project Applicant work in conjunction with the City to potentially provide bus service to the site.

In January 2025, the City of West Covina phased out the Red and Blue shuttle services to shift towards the City's new Micro-Transit service, "Go West Covina." The new shuttle service started in November 2024 and aims to provide on-demand, app-based transit in vehicles. Go West Covina serves the City of West Covina free of charge Monday – Friday from 7AM to 7PM. The implementation of the City's new micro-transit service can serve the riders that once used the Red and Blue shuttle service stops along Sunset Avenue and Workman Avenue near the proposed Project.

No transit improvements (bus stops, bus turnout, etc.) have been identified as part of the Project's construction along its frontages.

EXHIBIT 4: ADA RAMP

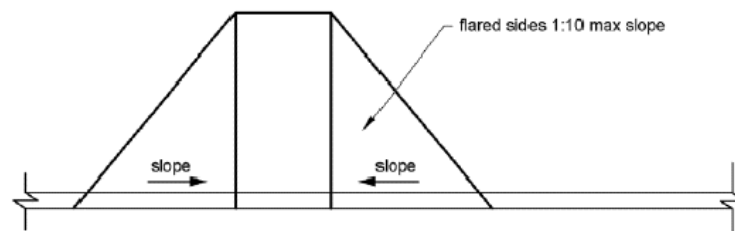


FIGURE 406.2

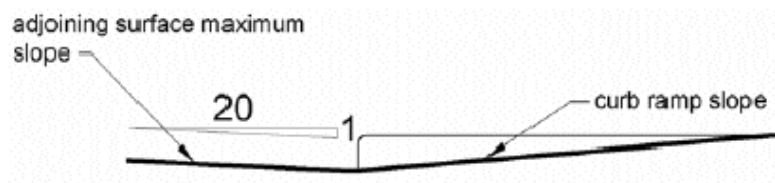


FIGURE 406.3

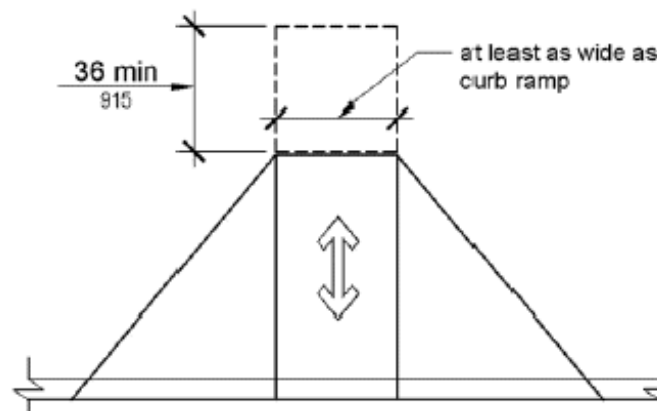


FIGURE 406.4

EXHIBIT 5: TRANSIT ROUTES



LEGEND:

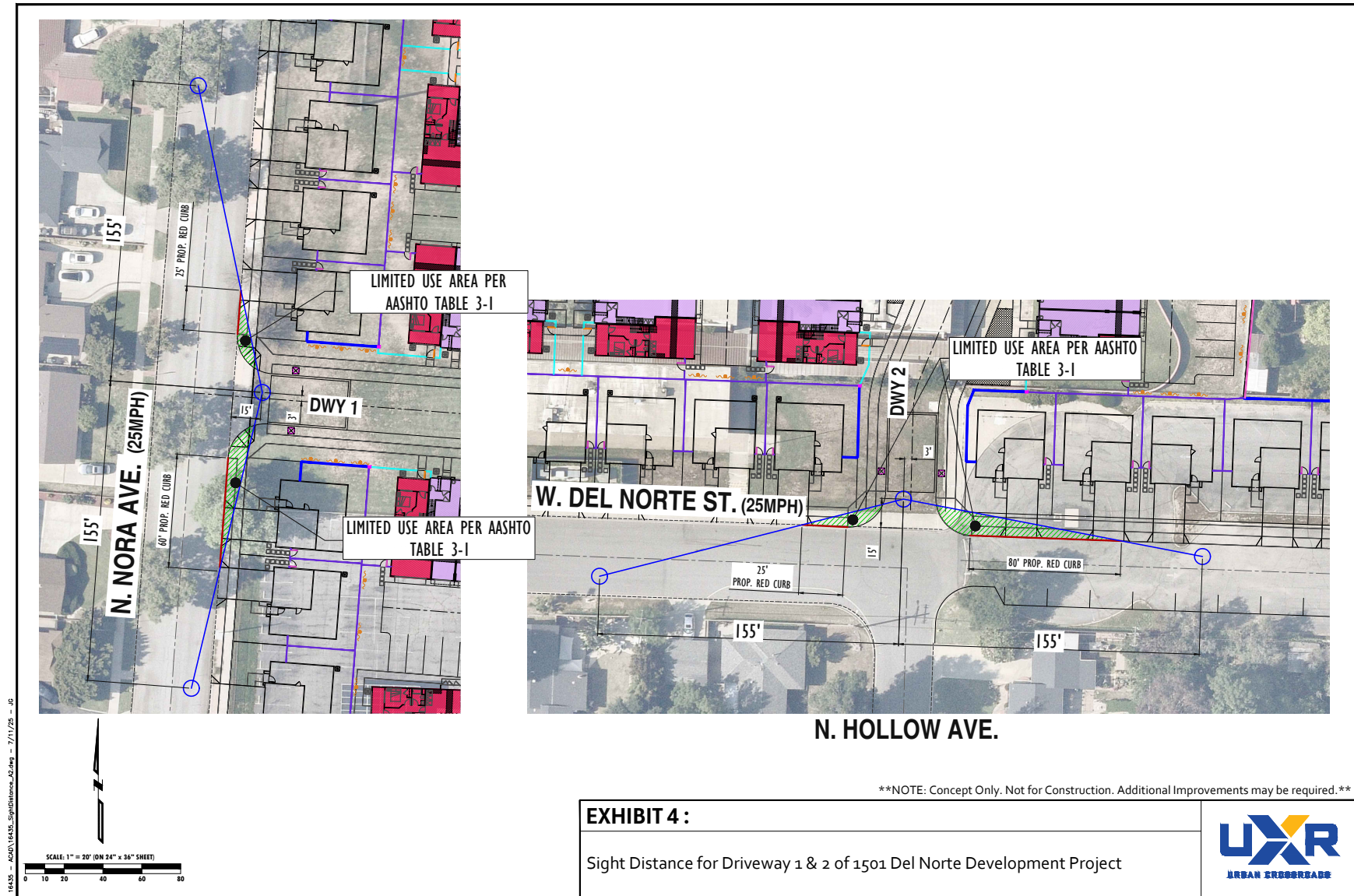
- * = Bus Stop
- = Foothill Transit Line 185

SIGHT DISTANCE

Horizontal sight distance has been evaluated for Driveway 1 along Nora Avenue and Driveway 2 along Del Norte Street based on the American Association of State Highway Transportation Officials (AASHTO) Green Book Guidelines. As defined by the AASHTO Green Book, sight distance is the length of the roadway ahead that is visible to the driver. The available sight distance on a roadway should be sufficiently long to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path.

Adequate visibility for vehicular and pedestrian traffic can be accommodated at the Project driveway by limiting sight obstructions within the identified limited use area (shaded triangular area often referred to as “clear sight triangles”). Any landscaping/hardscape within the limited use area should not exceed 30 inches in height. The limited use area should be kept clear of any landscaping or any other obstructions that may impede the visibility of the driver, including on-street parking. As such, restrictions to on-street parking within the limited use areas are also necessary. Minimum horizontal sight distances for the Project driveways are provided in Exhibit 6, however, sight distance should be re-evaluated in the field once the driveways have been constructed. It is anticipated that the minimum 155-foot sight distance for both driveways can be accommodated. Driveway 1 should accommodate a 25-foot proposed red curb to the north of the driveway, and a 60-foot proposed red curb to the south of the driveway. Driveway 2 should accommodate an 80-foot proposed red curb to the east of the driveway, and a 25-foot proposed red curb to the west of the driveway. The sight distance lines, limited use area, and clear sight triangles per the AASHTO Green Book are illustrated in Exhibit 6.

EXHIBIT 6: SIGHT DISTANCE



CONSTRUCTION IMPACTS

This section provides a review of the Project construction impacts.

ON-SITE CONSTRUCTION PHASING

The Project is currently anticipating six (6) phases of construction with a duration of approximately twenty-four (24) months. The construction phases include:

- Demolition
- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

The construction schedule utilized is presented in Table 1. Construction will begin January 2026 and would last through January 2028. The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per the California Environmental Quality Act (CEQA) Guidelines.

TABLE 1: CONSTRUCTION DURATION

Construction Activity	Start Date	End Date	Days
Demolition	01/01/2026	02/11/2026	30
Site Preparation	02/12/2026	03/04/2026	15
Grading	03/05/2026	05/06/2026	45
Building Construction	05/07/2026	01/26/2028	450
Paving	12/16/2027	01/26/2028	30
Architectural Coating	12/03/2026	01/26/2028	300

CONSTRUCTION VEHICLES

The construction vehicle list presented in Table 2 has been developed based on information provided by the Project Applicant. Consistent with industry standards and typical construction practices, each of the construction vehicles listed is assumed to operate up to a total of eight (8) hours per day, or more than two-thirds of the period during which construction activities are allowed pursuant to the City Code.

TABLE 2: CONSTRUCTION VEHICLE ASSUMPTIONS

Construction Activity	Equipment ¹	Quantity	Hours
Demolition	Excavators	2	8
	Rubber Tired Dozers	1	8
Site Preparation	Crawler Tractors	1	8
Grading	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
	Crawler Tractors	1	8
Building Construction	Forklifts	1	8
	Tractors/Loaders/Backhoes	2	8
Paving	Pavers	1	8
	Paving Equipment	1	8
	Rollers	2	8

TRAFFIC CONTROL AND WORKING HOURS

Construction would occur Monday through Saturday between the hours of 7:00 AM and 8:00 PM pursuant to WCMC construction standards. The City may require the Project Applicant to prepare a construction management plan.

The number of daily worker trips are based on the California Emissions Estimator Model (CalEEMod) defaults. It should be noted that for daily vendor trips, specifically, CalEEMod only assigns daily vendor trips to the Building Construction phase. Daily vendor trips would likely occur during all phases of construction. As such, the CalEEMod defaults for daily vendor trips have been adjusted based on a ratio of the total vendor trips to the number of days of each subphase of activity. Table 3 presents the construction trip assumptions based on the CalEEMod defaults.

TABLE 3: CONSTRUCTION TRIP ASSUMPTIONS

Construction Activity	Worker Trips/Day	Vendor Trips/Day	Hauling Trips/Day
Demolition	10	2	19
Site Preparation	3	2	0
Grading	13	3	12
Building Construction	198	27	0
Paving	10	0	0
Architectural Coating	40	0	0

CONCLUSION

If you have any questions or comments regarding the Traffic Engineering and Construction Evaluation, please contact me directly at cso@urbanxroads.com.