Appendix K

Transportation Impact Analysis

LE BORGNE RESIDENTIAL PROJECT

Draft Transportation Impact Analysis

Prepared for:
Los Angeles County Public Works

Fehr & Peers

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TABLE OF CONTENTS

Introduction **1**

Project Description 1

Study Scope 3

Traffic Operations Analysis and Scenarios 3

Existing Conditions **6**

Data Collection 6

Existing Roadway System 6

Analysis Methodology 6

Los Angeles County LOS Criteria 6

Los Angeles County Operational Deficiencies 7

Intersection Operational Analysis 7

Existing Traffic Volumes 7

Existing Conditions Level of Service 9

Existing Conditions Queues 9

Project Conditions **11**

Project Trip Generation 11

Project Traffic Distribution 12

Project Traffic Assignment 12

Future Year (2027) Plus Project Conditions **15**

Ambient Growth Rate 15

Related Projects 15

Future Year (2027) Conditions Traffic Conditions 15

Future Plus Project Queues 17

Site Plan Review 18

Site Access Study Screenings 18

Summary and Conclusions **20**

APPENDICES

Appendix A – Traffic Operations Synchro Reports: LOS, Delay, and Queues 1

Appendix B – Related Development Projects 2

LIST OF FIGURES

Figure 1. Project Site Plan 2
Figure 2. Study Intersections and Location 4
Figure 3. Existing Conditions AM and PM Peak Hour Traffic Volumes 8
Figure 4. Proposed Daily Project Trip Distribution 13
Figure 5. Project Only Trip Assignment Volumes – AM (PM) Peak Hour 14
Figure 6. Future Year (2027) Plus Project Traffic Projections 16

LIST OF TABLES

Table 1 – LOS Criteria for Unsignalized Intersections 7
Table 2 – Existing Conditions LOS and Delay Results 9
Table 3 – Existing Conditions Queue Lengths 10
Table 4 – Project Vehicle Trip Generation Estimates - Weekday 11
Table 5 – Future (2027) Plus Project LOS and Delay Results 17
Table 6 – Future (2027) Plus Project Queues 18

Introduction

Fehr & Peers conducted a study to evaluate the potential transportation impacts of the proposed Le Borgne multi-family residential project (Project) located in the City of Baldwin Park. This report documents the parameters, methodologies, and findings, per the requirements from Los Angeles County Public Works *Transportation Impact Analysis Guidelines* (County's TIA Guidelines), July 2020.

Project Description

The Project site is located on a 5.26-acre parcel south of Walnut Creek and north of Le Borgne Avenue in the City of Baldwin Park and Los Angeles County Supervisorial District 1, shown in **Figure 1**. The Assessor's Identification Number (AIN) for the parcel on which the Project is located is 8558-023-910.[1] The project site is located at the southern edge of Baldwin Park, adjacent to unincorporated Los Angeles County. County roads will provide primary access from Le Borgne Avenue just north of Millbury Avenue. Therefore, the transportation study is in alignment with the County's TIA Guidelines. Construction on the Project is anticipated to begin in the second quarter of 2026 with a buildout year of 2027.

The Project would entitle 104 multi-family dwelling units and would provide 239 parking spaces, with 208 spaces in two-car garages attached to the proposed dwelling units, and 31 on-street parking spaces. The Project will redevelop a former school site which operated as an elementary school until 1989. There is currently a preschool/daycare with 38 students operating out of the western building, and 10 school district staff operating out of the eastern building. The School Board has confirmed there is no intention of increasing the use of the property beyond current operations.

[1] The Assessor's Identification Number (AIN) is a ten-digit number assigned by the Office of the Assessor to each piece of real property in Los Angeles County.



Figure 1

PROJECT SITE PLAN

Fehr & Peers

Study Scope

The scope of work for this study was determined in consultation with the County of Los Angeles Department of Public Works staff, and in accordance with the County's TIA Guidelines.

Traffic Operations Analysis and Scenarios

This study includes intersection-level operational analysis under both the existing and future-year traffic conditions with expected Project completion in 2027. The following traffic scenarios have been developed and analyzed as part of this study:

- Existing (Year 2025) Conditions – The existing conditions analysis includes 2025 traffic turning movement counts collected at study intersections.
- Future (Year 2027) Conditions – 2025 traffic turning movement counts grown to buildout year 2027 using an ambient growth rate of 1% per year, plus vehicle-trips generated by the proposed Project and related projects within one-half mile of the study intersections located furthest from the Project site.

Study Area and Intersections

The study area selected for analysis extends to Walnut Creek forming the northern boundary of the project site and separating the adjacent neighborhood from the roadway network to the north. Francisquito Avenue forms the eastern boundary, Puente Avenue forms the southern boundary, and Barrydale Street forms the western boundary of the study area.

As a result of consultation with the County, the analysis includes four side-street stop-controlled intersections, as shown in **Figure 2**. These intersections were selected for data collection and analysis because they provide access to the project site and are most likely to experience increases in travel demand from the proposed housing development. The four intersections are:

- Le Borgne Avenue & Millbury Avenue
- Le Borgne Avenue & Barrydale Street
- Barrydale Street & Puente Avenue
- Van Wig Avenue & Francisquito Avenue

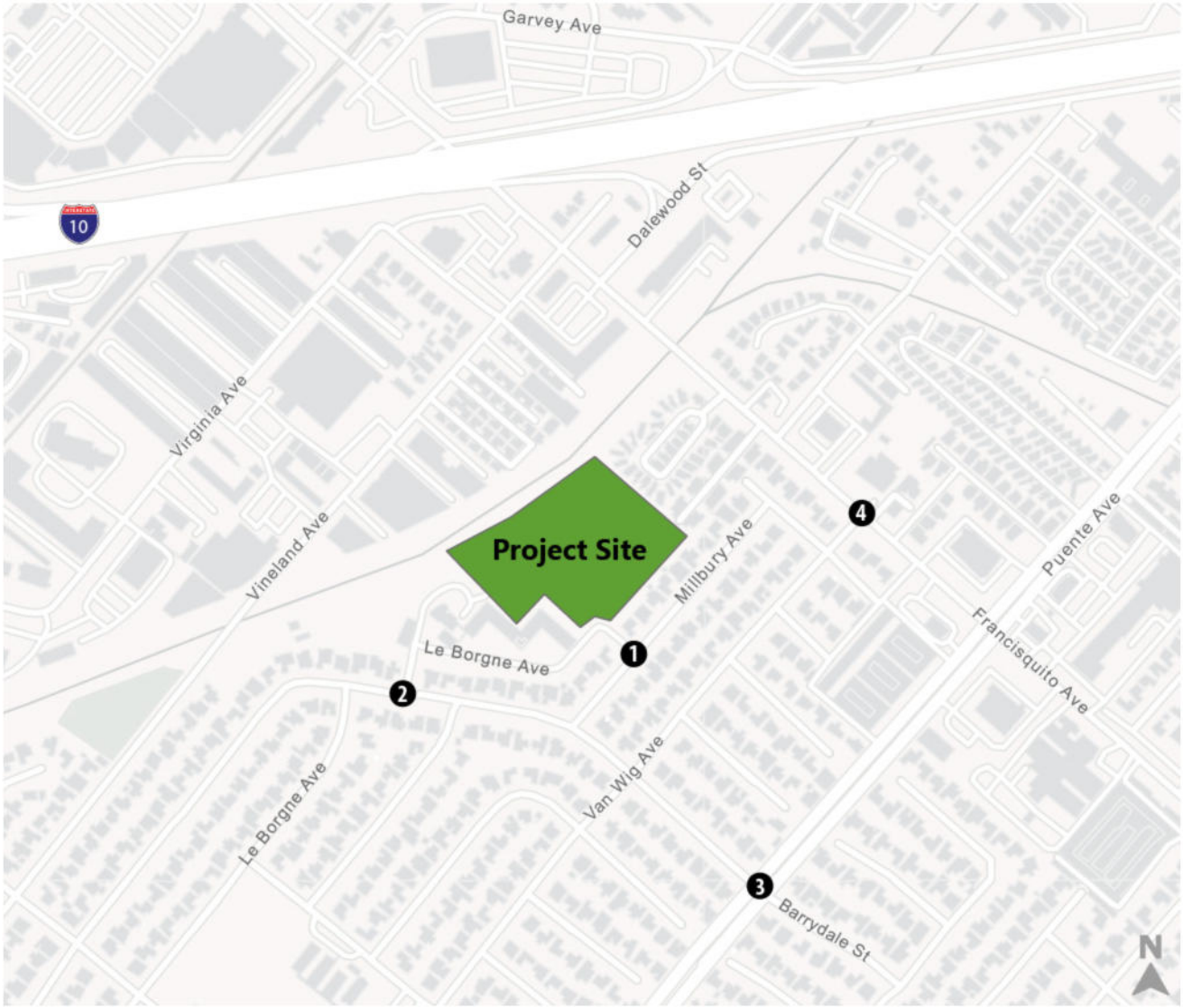


Figure 2

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STUDY INTERSECTIONS AND LOCATION

VMT Analysis

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law and started a process that will fundamentally change transportation impact analysis conducted as part of California Environmental Quality Act (CEQA) compliance. The Governor's Office of Planning and Research (OPR) was charged with developing new guidelines for evaluating transportation impacts under CEQA using methods that no longer focus on measuring automobile delay and level of service (LOS). In July 2020, Los Angeles County adopted specific VMT methods and thresholds of significance for transportation studies. In addition, the County still requires a traffic operations analysis for nearby intersections to determine if improvements are required to accommodate additional travel demand generated by a new development.

Since the Project is located in Baldwin Park, the VMT analysis followed the City of Baldwin Park VMT requirements. The City has adopted the San Gabriel Valley Council of Governments Regional Model VMT baselines and thresholds of significance for purposes of analyzing a project's transportation impacts under CEQA. The results of the VMT study were documented in a separate document for review by City staff. Therefore, this report focuses solely on traffic operations on County roadways.

Existing Conditions

Data Collection

Traffic counts were collected at the study intersections during the AM peak period (7:00–9:00AM) and PM peak period (4:00–6:00PM) on May 20, 2025. Counts were collected while school was in session, and during a typical weekday (Tuesday, Wednesday, or Thursday). A site visit was also conducted to observe existing lane configurations and intersection operations.

Existing Roadway System

The project site is located in an established, residential area with the surrounding roadway network consisting primarily of residential streets providing connections to the regional transportation system.

- **Interstate 10 (I-10)**: A freeway that provides regional access to and from the study area, with on- and off-ramps located within approximately half a mile of the project site. I-10 serves as a major east–west freeway connecting Los Angeles to the Inland Empire and beyond.
- **Francisquito Avenue:** A major four-lane arterial located about a quarter mile east of the project site. It connects the surrounding area to regional destinations and provides access to I-10.
- **Puente Avenue:** A major four-lane north-south arterial located about a half mile south of the project site, and provides local connectivity between La Puente and Baldwin Park.
- **Barrydale Street**: A two-lane residential street just south of the project site. It provides a north-south connection between Le Borgne Avenue and Puente Avenue, serving local traffic and neighborhood circulation. Barrydale Street is proposed as a Bicycle Boulevard in the *Bicycle Master Plan* (County of Los Angeles Public Works, March 2012).
- **Millbury Avenue:** A two-lane residential street that connects Le Borgne Avenue and the project site to the surrounding neighborhood. It facilitates local circulation between Barrydale Street to Van Wig Avenue and serves as a local connector for school and residential traffic.
- **Van Wig Avenue:** A two-lane minor collector southeast of the project site, connecting the project site and local neighborhood streets to Francisquito Avenue.
- **Le Borgne Avenue:** A two-lane residential street that functions primarily as access to the existing school facility located on the project site and connects to Barrydale Street and Millbury Avenue. The street primarily provides school access, accommodating pick-up/drop-off activity and parking.

Analysis Methodology

Methodologies and parameters used to complete the analysis for the traffic study are consistent with the methodologies described in the *County's TIA Guidelines* as provided below.

Los Angeles County LOS Criteria

The study intersections are currently unsignalized with side-street stop-control. Methodologies consistent with the *Highway Capacity Manual* (*HCM) 7th Edition (Transportation Research Board, 2017)* were used to evaluate intersection operations. The *HCM 7th Edition* methodology for unsignalized intersections estimates the worst-case movement delay for side-street stop-controlled intersections. The LOS definitions for unsignalized intersections are presented in **Table 1.**

Table 1 – LOS Criteria for Unsignalized Intersections

LOS (v/c < 1.0)	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no delay.	< 10.0
B	Short traffic delay.	> 10.0 to 15.0
C	Average traffic delays.	> 15.0 to 25.0
D	Long traffic delays.	> 25.0 to 35.0
E	Very long traffic delays.	> 35.0 to 50.0
F	Extreme traffic delays with intersections capacity exceeded.	> 50.0

Source: *Highway Capacity Manual* 7th Edition, Transportation Research Board, 2022.

Intersections operating at LOS D or better are considered acceptable. When an intersection is operating unacceptably, intersection improvements will be identified to achieve an acceptable LOS.

Los Angeles County Operational Deficiencies

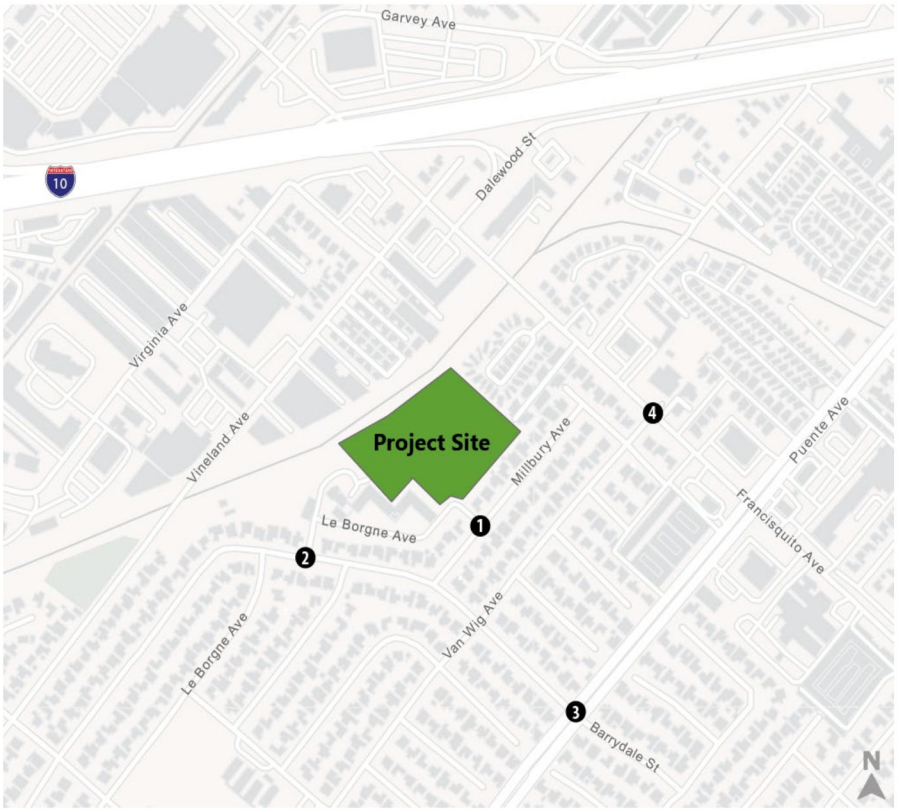
The County's TIA Guidelines state that project access is considered constrained if the project's traffic would contribute to unacceptable queuing at nearby signalized intersections. The study intersections requested by the County for analysis are all unsignalized, and therefore, a queuing analysis is not required per the TIA Guidelines. However, the traffic study reports queues at the two study intersections that have left-turn lanes (Barrydale Street & Puente Avenue and Van Wig Avenue & Francisquito Avenue). Unacceptable queuing is defined as when the 95th percentile queue begins to spillover from the turn pockets into through lanes, or into adjacent intersections.

Intersection Operational Analysis

This section presents existing peak hour traffic volumes and the results of the intersection operations analysis, indicating the levels of service, delay (in seconds), and vehicle queues.

Existing Traffic Volumes

The existing weekday morning and afternoon peak hour traffic volumes at the study intersections are provided in **Figure 3**.



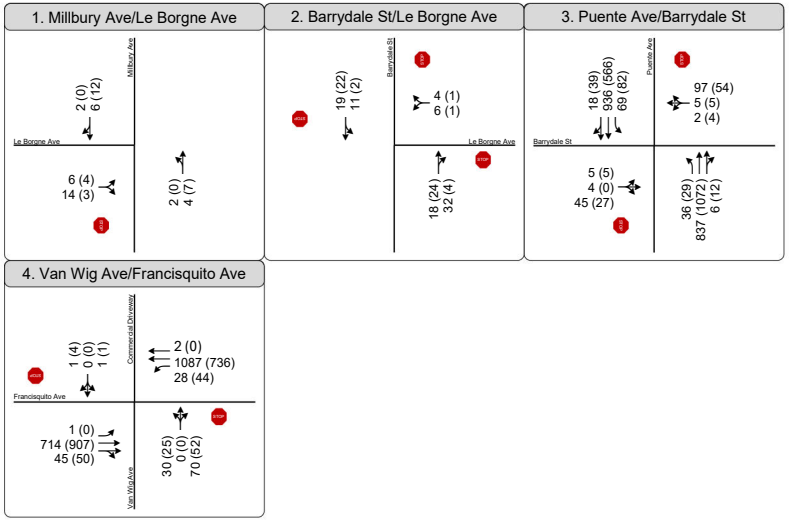


Figure 3

EXISTING CONDITIONS TURNING MOVEMENT COUNTS – AM (PM) PEAK HOUR

Fehr & Peers

Existing Conditions Level of Service

Existing (May 2025) vehicle turning movement counts were analyzed in Synchro Version 12 (v12) with *HCM 7th Edition*. **Table 2** summarizes the results of the existing conditions analysis for weekday morning and afternoon peak hour delay and LOS at the study intersections. As shown below, the four study intersections analyzed operate at LOS A based on overall vehicle delay during the AM and PM peak hours. The Synchro v12 *HCM 7th Edition* detailed results are shown in **Appendix A**.

Table 2 – Existing Conditions LOS and Delay Results

#	Intersection	Traffic Control	Report Type	Peak Hour	Intersection Delay	Intersection LOS (Worst Movement Delay)
1	Le Borgne Avenue & Millbury Avenue	TWSC	HCM 7th	AM	5.5	A (8.6)
				PM	2.3	A (8.6)
2	Le Borgne Avenue & Barrydale Street	TWSC	HCM 7th	AM	1.9	A (9.1)
				PM	0.6	A (8.6)
3	Barrydale Street & Puente Avenue	TWSC	HCM 7th	AM	2.8	A (37.3)
				PM	2.4	A (36.6)
4	Van Wig Avenue & Francisquito Avenue	TWSC	HCM 7th	AM	2.1	A (32.5)
				PM	2.1	A (35.4)

Existing Conditions Queues

Table 3 summarizes the results of the queueing analysis conducted for the weekday AM and PM peak hours under existing (2025) conditions. Queue lengths were evaluated using the 95th percentile values from Synchro v12, with a standard storage length of 25 feet per vehicle.

Under existing conditions, all study intersections operate with minimal queuing. The majority of movements experience 95th percentile queues of fewer than two vehicles. The longest observed queues occur at Van Wig Avenue & Francisquito Avenue, with 95th percentile queues of 2.1 vehicles (53 feet) in the AM peak and 1.8 vehicles (45 feet) in the PM peak. These queues remain within available storage and do not result in operational issues. The full queueing analysis results are in **Appendix A**.

Table 3 – Existing Conditions Queue Lengths

#	Intersection	Peak Hour	95th Percentile Queue (veh)	95th Percentile Queue (ft)	Worst Queue by Movement
1	Le Borgne Avenue & Millbury Avenue	AM	0.1	< 25	EB shared
		PM	0	< 25	N/A
2	Le Borgne Avenue & Barrydale Street	AM	0.1	< 25	SB shared
		PM	0	< 25	N/A
3	Barrydale Street & Puente Avenue	AM	1.4	35	SB shared
		PM	0.5	< 25	SB shared
4	Van Wig Avenue & Francisquito Avenue	AM	2.1	53	EB shared
		PM	1.8	45	EB shared

Project Conditions

The development of project-related traffic operations for the proposed Project involves the use of a 3-step process: trip generation, trip distribution, and trip assignment.

Project Trip Generation

The analysis estimated the number of daily trips associated with the Project using trip generation rates from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual 11th Edition* ("TripGen11"). The Project meets the ITE definitions for Land Use 220—Multifamily Housing (Low-Rise) Not Close to Rail Transit, in a General Urban/Suburban setting. The corresponding sub-categories were used accordingly for the trip generation analysis. **Table 4** presents the estimated vehicle trip generation of the Project during a weekday. The Project is estimated to generate a total of 702 daily vehicle trips with 42 vehicle trips occurring in the AM peak hour and 53 vehicle trips occurring in the PM peak hour.

Table 4 – Project Vehicle Trip Generation Estimates – Weekday

Variables	Daily			AM Peak			PM Peak		
	In	Out	Total	In	Out	Total	In	Out	Total
Trip generation rate (per dwelling unit)	-	-	6.74	-	-	0.40	-	-	0.51
Directional distribution	50%	50%	-	24%	76%	-	63%	37%	-
Estimated vehicle trips	351	351	702	10	32	42	33	20	53

Source: ITE *Trip Generation Manual*, 11th Edition, 2021.
Note: As a residential project, the Project was not eligible for internal capture trip credits.

Project Traffic Distribution

Project trip distribution refers to the directions of approach and departure that vehicles would use to travel to and from the Project site. The surrounding land uses, existing roadway network characteristics, local knowledge of the study area, and professional judgement were used to estimate the trip distribution. Regional access to the project site will be provided by the I-10 freeway, with access provided at Puente Avenue and Francisquito Avenue. Given that Walnut Creek forms the northern boundary of the project site and separates the adjacent neighborhood from the roadway network to the north, project trips will enter/exit the site utilizing the roadway network to the south, east, and west as illustrated in **Figure 4**.[2] Based on travel patterns in the study area as observed through existing turning movement volumes at the study intersections, approximately 60% of vehicle-trips are expected to travel to/from the east and 40% are expected to travel to/from the west when entering/exiting the neighborhood.

Project Traffic Assignment

The traffic generated by the proposed Project was assigned to the street network using the distribution patterns shown in **Figure 4**. **Figure 5** provides the assignment of the proposed Project-generated peak hour traffic volumes at the analyzed intersections during the AM and PM peak hours.

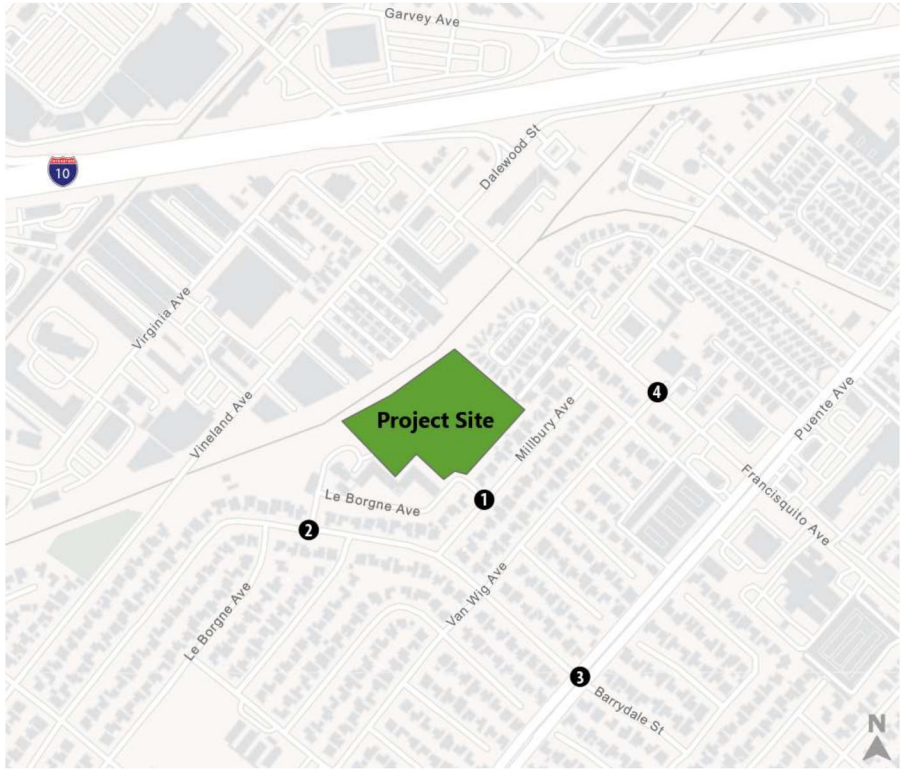
[2] Attachment B in the Final Scoping Memorandum (August 20, 2025) shows the trip distribution by individual turning movements. In some cases, the percentages shown for each turning movement in Attachment B vary slightly from the daily trip distribution shown in Figure 4 because peak hour volumes are rounded to the nearest vehicle trip.



Figure 4

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PROJECT TRIP DISTRIBUTION



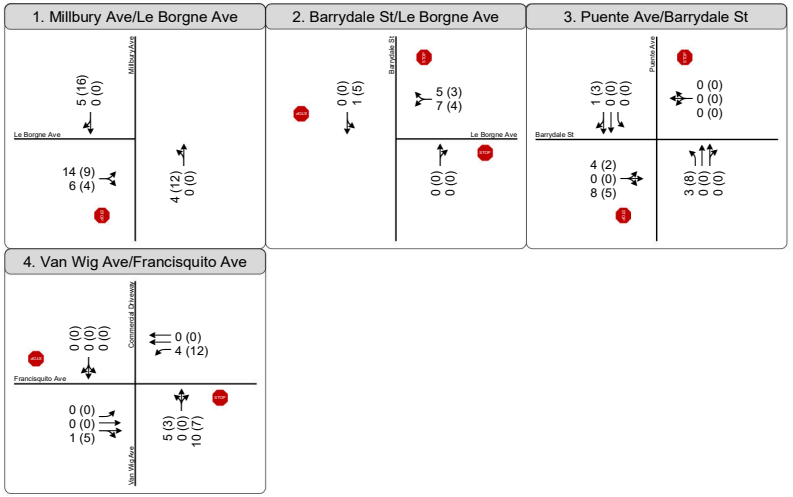


Figure 5

PROJECT ONLY TRIP ASSIGNMENT VOLUMES – AM (PM) PEAK HOUR

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Future Year (2027) Plus Project Conditions

To evaluate the potential effects of the proposed Project on future conditions, future traffic forecasts were developed for the study intersections. The forecasts included traffic volume growth from regional background traffic, and traffic generated by new developments within the vicinity of the study area (related projects). The traffic generated by the proposed Project was then estimated and assigned to the surrounding street system.

Ambient Growth Rate

An ambient growth rate of 1% per year was applied to the existing conditions traffic volumes, to reflect the effects of regional growth and development by Year 2027.[3] An ambient growth rate represents a general growth in traffic volumes due to regional growth and development outside the study area.

Related Projects

Future (2027) Conditions traffic forecasts include the effects of known development projects, also known as "Related Projects." These are pending and approved developments within one-half mile from the farthest outlying study intersection, that are expected to be completed by the buildout horizon (2027). Related Projects are added to the forecasted future volumes.

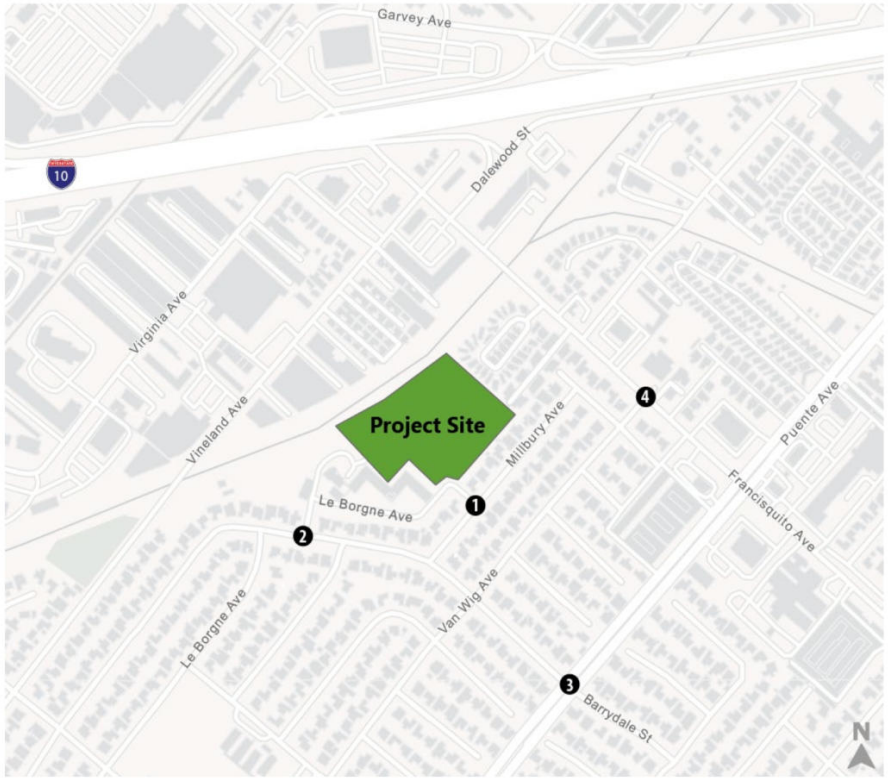
Based on the list of Related Projects provided by Baldwin Park and Los Angeles County, none of the projects were identified within one-half mile from the farthest outlying study intersection. A list of Related Projects from Baldwin Park and Los Angeles County are included in **Appendix B**.

Future Year (2027) Conditions Traffic Conditions

The Future Base traffic conditions represent an estimate of future conditions inclusive of the ambient background growth, but without the proposed Project. Future Year Plus Project conditions represent a combination of Future Base conditions, adding in forecasts for the Project. Future Year Plus Project (Future Plus Project) weekday AM and PM peak hour traffic volumes and lane geometries for the study intersections are included in **Figure 6**.

The results of the Future Plus Project analysis are presented in **Table 5** with analysis sheets provided in **Appendix A.** All study intersections analyzed are projected to operate at LOS A based on overall average vehicle delay during the AM and the PM peak hours.

[3] Ambient growth rate was applied by using the exponential growth formula: (base volume) * $(1 + r/100)^t$ where r is equal to the ambient growth rate, and t is equal to the change over time in number of years.



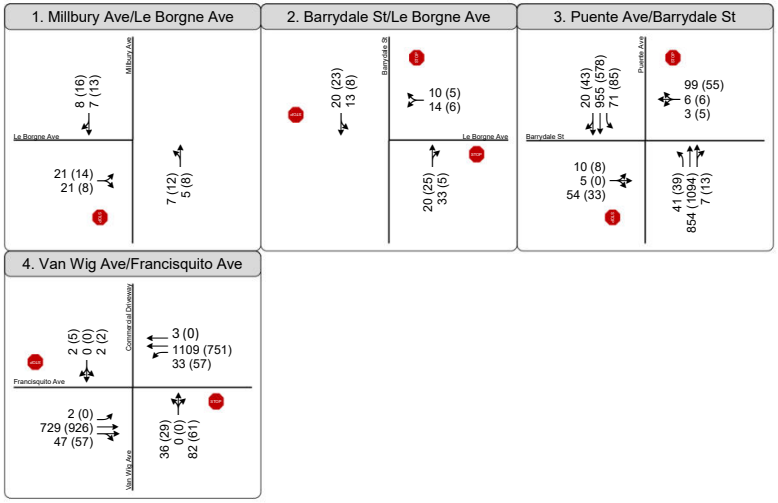


Figure 6

FUTURE PLUS PROJECT (2027) VOLUMES – AM (PM) PEAK HOUR

Fehr & Peers

Table 5 – Future (2027) Plus Project LOS and Delay Results

#	Intersection	Traffic Control	Report Type	Peak Hour	Intersection Delay	Intersection LOS (Worst Movement Delay)
1	Le Borgne Avenue & Millbury Avenue	TWSC	HCM 7th	AM	6.1	A (8.9)
				PM	4.0	A (9.0)
2	Le Borgne Avenue & Barrydale Street	TWSC	HCM 7th	AM	2.9	A (9.3)
				PM	2.1	A (8.8)
3	Barrydale Street & Puente Avenue	TWSC	HCM 7th	AM	4.4	A (69.8)
				PM	3.3	A (50.5)
4	Van Wig Avenue & Francisquito Avenue	TWSC	HCM 7th	AM	3.0	A (42.8)
				PM	3.1	A (47.1)

Future Plus Project Queues

Table 6 summarizes the results of the queueing analysis of the Future Plus Project weekday AM and PM peak hours. Queue lengths were evaluated using the 95th percentile, with a standard assumption of 25 feet of storage per vehicle.

Under Future plus Project conditions, all study intersections are projected to operate with minimal queuing. At most locations, 95th percentile queues are less than three vehicles in length, and no movements are expected to experience queues that exceed available storage. The highest projected queue occurs at the eastbound shared movement at Van Wig Avenue & Francisquito Avenue during the AM peak hour, with an estimated 95th percentile queue of approximately 3.1 vehicles (78 feet).

Overall, queueing conditions remain well within capacity across the study area and are not expected to result in operational constraints due to the addition of Project traffic.

Table 6 – Future (2027) Plus Project Queues

#	Intersection	Peak Hour	95th Percentile Queue (veh)	95th Percentile Queue (ft)	Worst Queue by Movement
1	Le Borgne Avenue & Millbury Avenue	AM	0.2	<25	SB shared
		PM	0.1	< 25	SB shared
2	Le Borgne Avenue & Barrydale Street	AM	0.2	< 25	SB shared
		PM	0	< 25	N/A
3	Barrydale Street & Puente Avenue	AM	3.0	75	SB shared
		PM	1.0	25	SB shared
4	Van Wig Avenue & Francisquito Avenue	AM	3.1	78	EB shared
		PM	2.7	68	EB shared

Site Plan Review

As shown in **Figure 1**, access to the project site will be provided by two driveways and an internal roadway network will provide access to the new multi-family residential units. The operations of the two driveways are as follows:

- **Driveway A**: This driveway is located at the southern edge of the project site and will provide inbound and outbound access for vehicles entering/exiting the site. The majority of vehicles traveling to/from the project site are expected to utilize this driveway. Driveway A connects to Le Borgne Avenue which provides access to Milbury Avenue. The Le Borgne Avenue and Milbury Avenue intersection has stop signs on the southbound approach and is expected to operate at LOS A with the addition of project-generated vehicles. Driveway A is located on the outside of the horizontal on Le Borgne Avenue which provides adequate site distance for vehicles entering and exiting the project site.
- **Driveway B**: This driveway is located at the northern edge of the project site and will provide access only for vehicles exiting the project site. The majority of vehicles exiting the project site at Driveway B will utilize the Le Borgne Avenue and Barrydale Street intersection to travel towards the west on Barrydale Avenue or towards the southeast to exit the neighborhood at the Barrydale Street and Puente Avenue intersection.

Site Access Study Screenings

The Project was also assessed for the following additional site access studies included in the County's TIA Guidelines, Sections 4.2-4.4. The screening results for these studies are described in the following sections.

Construction Phase Analysis

The Project would not require construction activities to take place within the right-of-way of a County road, and the Project would not require the closure of any lanes, alleys, or streets in the County. Additionally, the construction would not result in the loss of any vehicle, bicycle, pedestrian, or transit access, and would not impact accessibility of these modes in the adjoining areas. Construction activity would not result in the loss of any ADA access to existing transit stations, stops, or facilities, and would not restrict access to a bus stop or require the rerouting of a bus route. Since the construction activities for the Project meet all the screening requirements, a construction phase analysis is not required.

Local Residential Street Cut-Through Analysis

Based on the County's TIA Guidelines, cut-through trips are defined as trips along a street classified as a local street in the County's General Plan as an alternative to trips along a highway designated as Secondary, Major, etc. for purposes of accessing a destination that is not within the neighborhood. The Project site is located within a residential neighborhood and will generate additional residential vehicle trips. While the Project's residential trips will utilize the adjacent local streets to travel to/from the site, these trips do not meet the definition of cut-through trips because the vehicles are traveling to a destination within the neighborhood and other Secondary or Major roadways are not available to access the Project site. Therefore, the Project does not require a local residential street cut-through analysis. In addition, the Project does not involve a discretionary action that would be reviewed by the Department of Regional Planning, and therefore, does not meet the screening criteria for requiring a local residential cut-through analysis.

Traffic Access Management, On-Site Traffic Queuing, and Event Management

The Project would not provide a driveway on a rural two-lane highway, and therefore, does not require a traffic access management study. Two driveways will provide access to the Project site and on-site queueing will not occur on County roadways, and therefore, does not require an on-site traffic queuing analysis. Finally, the Project would not include any intermittent events that would exceed the supply of on-site parking, and therefore, does not require an event management plan. Based on the County's TIA Guidelines the Project does not require a traffic access management study, an on-site traffic queuing analysis, or an event management plan.

Summary and Conclusions

This study was undertaken to analyze the potential transportation impacts of the proposed Le Borgne Residential Project. The following summarizes the results of this analysis:

- The Project proposes 104 multi-family residential units on a 5.26-acre site located south of Walnut Creek and north of Le Borgne Avenue in Baldwin Park. The Project includes a mix of attached units with 208 garage parking spaces and 31 on-street spaces, totaling 239 parking spaces.
- The Project is projected to generate 702 daily vehicle trips, including 42 trips (10 inbound / 32 outbound) during the AM peak hour and 53 trips (33 inbound / 20 outbound) during the PM peak hour.
- All study intersections are projected to operate at acceptable levels of service (LOS A) during both the AM and PM peak hours under Future Plus Project conditions. Intersection operations were evaluated using Synchro v12 with HCM 7th Edition methodology, consistent with the County's TIA Guidelines (July 2020).
- A queuing analysis was conducted for all four study intersections. No movements are projected to experience queuing that would result in operational deficiencies.

Appendix A –
Traffic Operations Synchro Reports: LOS, Delay, and Queues

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	14	2	4	6	2
Future Vol, veh/h	6	14	2	4	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	61	61	61	61	61	61
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	23	3	7	10	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	25	11	13	0	-	0
Stage 1	11	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	991	1069	1605	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	989	1069	1605	-	-	-
Mov Cap-2 Maneuver	989	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.56	2.42	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	600	-	1044	-	-
HCM Lane V/C Ratio	0.002	-	0.031	-	-
HCM Control Delay (s/veh)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	11	19	1	17	32	6	4
Future Vol, veh/h	11	19	1	17	32	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	51	51	51	51	51	51	51
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	22	37	2	33	63	12	8

Major/Minor	Major1		Major2			Minor2	
Conflicting Flow All	96	0	-	-	0	145	65
Stage 1	-	-	-	-	-	65	-
Stage 2	-	-	-	-	-	80	-
Critical Hdwy	4.12	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1498	-	-	-	-	847	999
Stage 1	-	-	-	-	-	958	-
Stage 2	-	-	-	-	-	943	-
Platoon blocked, %		-		-	-		
Mov Cap-1 Maneuver	1498	-	-	-	-	835	999
Mov Cap-2 Maneuver	-	-	-	-	-	835	-
Stage 1	-	-	-	-	-	944	-
Stage 2	-	-	-	-	-	943	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.73		9.12
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	660	-	-	-	894
HCM Lane V/C Ratio	0.014	-	-	-	0.022
HCM Control Delay (s/veh)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.8

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	1	35	837	6	15	54	936	18	2	5	97	5	4	45
Future Vol, veh/h	1	35	837	6	15	54	936	18	2	5	97	5	4	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	165	-	-	-	175	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	37	890	6	16	57	996	19	2	5	103	5	4	48

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	1015	1015	0	0	897	897	0	0	1617	2132	448	1677	2126	507
Stage 1	-	-	-	-	-	-	-	-	970	970	-	1152	1152	-
Stage 2	-	-	-	-	-	-	-	-	647	1162	-	524	973	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	325	679	-	-	387	753	-	-	69	49	558	62	49	510
Stage 1	-	-	-	-	-	-	-	-	272	330	-	210	270	-
Stage 2	-	-	-	-	-	-	-	-	426	268	-	504	328	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	655	655	-	-	578	578	-	-	47	40	558	37	41	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	47	40	-	37	41	-
Stage 1	-	-	-	-	-	-	-	-	256	310	-	184	236	-
Stage 2	-	-	-	-	-	-	-	-	331	234	-	380	309	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.44	0.82	23.39	37.27
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	305	655	-	-	578	-	-	168
HCM Lane V/C Ratio	0.363	0.058	-	-	0.127	-	-	0.343
HCM Control Delay (s/veh)	23.4	10.8	-	-	12.1	-	-	37.3
HCM Lane LOS	C	B	-	-	B	-	-	E
HCM 95th %tile Q(veh)	1.6	0.2	-	-	0.4	-	-	1.4

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	0	70	1	0	1	28	1087	2	1	714	45
Future Vol, veh/h	30	0	70	1	0	1	28	1087	2	1	714	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	0	73	1	0	1	29	1132	2	1	744	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1394	1962	395	1566	1984	567	791	0	0	1134	0	0
Stage 1	769	769	-	1192	1192	-	-	-	-	-	-	-
Stage 2	624	1193	-	374	793	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	101	63	604	75	61	467	825	-	-	612	-	-
Stage 1	360	409	-	199	259	-	-	-	-	-	-	-
Stage 2	439	259	-	619	398	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	95	59	604	63	57	467	825	-	-	612	-	-
Mov Cap-2 Maneuver	95	59	-	63	57	-	-	-	-	-	-	-
Stage 1	359	408	-	188	245	-	-	-	-	-	-	-
Stage 2	416	245	-	543	398	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	32.48	38.23	0.69	0.04
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	90	-	-	232	110	4	-	-
HCM Lane V/C Ratio	0.035	-	-	0.448	0.019	0.002	-	-
HCM Control Delay (s/veh)	9.5	0.5	-	32.5	38.2	10.9	0	-
HCM Lane LOS	A	A	-	D	E	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	7	12	0	4	3
Future Vol, veh/h	0	7	12	0	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	20	0	7	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	20	0	-	0	32	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	12	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1596	-	-	-	981	1057
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1596	-	-	-	981	1057
Mov Cap-2 Maneuver	-	-	-	-	981	-
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	1011	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1596	-	-	-	1013
HCM Lane V/C Ratio	-	-	-	-	0.012
HCM Control Delay (s/veh)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	22	24	4	1	1
Future Vol, veh/h	2	22	24	4	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	26	29	5	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	33	0	-	0	62	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	31	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1578	-	-	-	944	1043
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1578	-	-	-	943	1043
Mov Cap-2 Maneuver	-	-	-	-	943	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.61	0	8.64
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	150	-	-	-	991
HCM Lane V/C Ratio	0.002	-	-	-	0.002
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.4

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	2	27	1072	12	18	64	566	39	4	5	54	5	0	27
Future Vol, veh/h	2	27	1072	12	18	64	566	39	4	5	54	5	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	165	-	-	-	175	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	30	1178	13	20	70	622	43	4	5	59	5	0	30

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	665	665	0	0	1191	1191	0	0	1740	2093	596	1479	2079	332
Stage 1	-	-	-	-	-	-	-	-	1248	1248	-	824	824	-
Stage 2	-	-	-	-	-	-	-	-	491	845	-	655	1255	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	544	920	-	-	250	582	-	-	56	52	447	87	53	663
Stage 1	-	-	-	-	-	-	-	-	183	243	-	334	386	-
Stage 2	-	-	-	-	-	-	-	-	528	377	-	421	241	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	874	874	-	-	425	425	-	-	40	39	447	51	40	663
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	40	39	-	51	40	-
Stage 1	-	-	-	-	-	-	-	-	177	234	-	263	304	-
Stage 2	-	-	-	-	-	-	-	-	397	297	-	344	233	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.24	1.88	36.6	23.34
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	181	874	-	-	425	-	-	231
HCM Lane V/C Ratio	0.382	0.036	-	-	0.212	-	-	0.152
HCM Control Delay (s/veh)	36.6	9.3	-	-	15.7	-	-	23.3
HCM Lane LOS	E	A	-	-	C	-	-	C
HCM 95th %tile Q(veh)	1.7	0.1	-	-	0.8	-	-	0.5

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	25	0	52	1	0	4	44	736	0	0	907	50
Future Vol, veh/h	25	0	52	1	0	4	44	736	0	0	907	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	400	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	0	54	1	0	4	46	767	0	0	945	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1446	1829	498	1331	1855	383	997	0	0	767	0	0
Stage 1	971	971	-	858	858	-	-	-	-	-	-	-
Stage 2	475	858	-	472	997	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	92	76	517	113	73	615	690	-	-	843	-	-
Stage 1	271	329	-	318	372	-	-	-	-	-	-	-
Stage 2	539	372	-	541	320	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	86	71	517	94	68	615	690	-	-	843	-	-
Mov Cap-2 Maneuver	86	71	-	94	68	-	-	-	-	-	-	-
Stage 1	271	329	-	297	347	-	-	-	-	-	-	-
Stage 2	500	347	-	485	320	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	35.43	17.56	1.19	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	203	-	-	196	292	843	-	-
HCM Lane V/C Ratio	0.066	-	-	0.408	0.018	-	-	-
HCM Control Delay (s/veh)	10.6	0.6	-	35.4	17.6	0	-	-
HCM Lane LOS	B	A	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.8	0.1	0	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	5	7	8	21	21
Future Vol, veh/h	7	5	7	8	21	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	61	61	61	61	61	61
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	8	11	13	34	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	25	0	-	0	49	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	31	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1590	-	-	-	960	1060
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1590	-	-	-	953	1060
Mov Cap-2 Maneuver	-	-	-	-	953	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	991	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.25	0	8.85
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1050	-	-	-	1004
HCM Lane V/C Ratio	0.007	-	-	-	0.069
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	20	20	33	14	10
Future Vol, veh/h	13	20	20	33	14	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	51	51	51	51	51	51
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	39	39	65	27	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	104	0	-	0	162	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	90	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1488	-	-	-	829	991
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1488	-	-	-	815	991
Mov Cap-2 Maneuver	-	-	-	-	815	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	933	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.94	0	9.32
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	709	-	-	-	880
HCM Lane V/C Ratio	0.017	-	-	-	0.053
HCM Control Delay (s/veh)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	4.4

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	2	39	854	7	16	55	955	20	3	6	99	10	5	54
Future Vol, veh/h	2	39	854	7	16	55	955	20	3	6	99	10	5	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	165	-	-	-	175	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	41	909	7	17	59	1016	21	3	6	105	11	5	57

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	1037	1037	0	0	916	916	0	0	1661	2188	458	1722	2181	519
Stage 1	-	-	-	-	-	-	-	-	999	999	-	1178	1178	-
Stage 2	-	-	-	-	-	-	-	-	662	1188	-	545	1003	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	314	666	-	-	376	740	-	-	64	45	550	57	45	502
Stage 1	-	-	-	-	-	-	-	-	261	319	-	203	263	-
Stage 2	-	-	-	-	-	-	-	-	417	260	-	490	318	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	624	624	-	-	559	559	-	-	40	36	550	32	37	502
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	40	36	-	32	37	-
Stage 1	-	-	-	-	-	-	-	-	243	297	-	175	227	-
Stage 2	-	-	-	-	-	-	-	-	312	225	-	361	296	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.51	0.84	29.92	69.81
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	257	624	-	-	559	-	-	124
HCM Lane V/C Ratio	0.448	0.07	-	-	0.135	-	-	0.594
HCM Control Delay (s/veh)	29.9	11.2	-	-	12.4	-	-	69.8
HCM Lane LOS	D	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	2.2	0.2	-	-	0.5	-	-	3

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	36	0	82	2	0	2	33	1109	3	2	729	47
Future Vol, veh/h	36	0	82	2	0	2	33	1109	3	2	729	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	0	85	2	0	2	34	1155	3	2	759	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1434	2015	404	1609	2038	579	808	0	0	1158	0	0
Stage 1	788	788	-	1226	1226	-	-	-	-	-	-	-
Stage 2	646	1227	-	384	813	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	94	58	596	70	56	458	813	-	-	599	-	-
Stage 1	350	400	-	189	249	-	-	-	-	-	-	-
Stage 2	426	249	-	611	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	88	54	596	56	52	458	813	-	-	599	-	-
Mov Cap-2 Maneuver	88	54	-	56	52	-	-	-	-	-	-	-
Stage 1	349	399	-	178	234	-	-	-	-	-	-	-
Stage 2	398	233	-	521	388	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	41.91	42.77	0.83	0.07
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	103	-	-	215	99	9	-	-
HCM Lane V/C Ratio	0.042	-	-	0.571	0.042	0.003	-	-
HCM Control Delay (s/veh)	9.6	0.6	-	41.9	42.8	11	0	-
HCM Lane LOS	A	A	-	E	E	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	8	13	16	14	8
Future Vol, veh/h	12	8	13	16	14	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	14	22	27	24	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	49	0	-	0	90	36
Stage 1	-	-	-	-	36	-
Stage 2	-	-	-	-	54	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1558	-	-	-	911	1037
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	968	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1558	-	-	-	899	1037
Mov Cap-2 Maneuver	-	-	-	-	899	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	968	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.41	0	8.97
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1080	-	-	-	945
HCM Lane V/C Ratio	0.013	-	-	-	0.039
HCM Control Delay (s/veh)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	23	25	5	6	5
Future Vol, veh/h	8	23	25	5	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	27	30	6	7	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	36	0	-	0	79	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	46	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1575	-	-	-	923	1041
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1575	-	-	-	918	1041
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	976	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.88	0	8.76
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	465	-	-	-	970
HCM Lane V/C Ratio	0.006	-	-	-	0.014
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.3

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	3	36	1094	13	19	66	578	43	5	6	55	8	0	33
Future Vol, veh/h	3	36	1094	13	19	66	578	43	5	6	55	8	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	165	-	-	-	175	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	40	1202	14	21	73	635	47	5	7	60	9	0	36

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	682	682	0	0	1216	1216	0	0	1799	2164	608	1536	2148	341
Stage 1	-	-	-	-	-	-	-	-	1295	1295	-	846	846	-
Stage 2	-	-	-	-	-	-	-	-	504	869	-	690	1302	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	530	906	-	-	241	569	-	-	50	47	439	79	48	655
Stage 1	-	-	-	-	-	-	-	-	172	231	-	323	377	-
Stage 2	-	-	-	-	-	-	-	-	518	367	-	401	229	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	853	853	-	-	410	410	-	-	35	34	439	43	35	655
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	35	34	-	43	35	-
Stage 1	-	-	-	-	-	-	-	-	163	219	-	250	291	-
Stage 2	-	-	-	-	-	-	-	-	378	284	-	319	218	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.32	1.97	50.52	33.16
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	148	853	-	-	410	-	-	172
HCM Lane V/C Ratio	0.489	0.05	-	-	0.228	-	-	0.262
HCM Control Delay (s/veh)	50.5	9.4	-	-	16.4	-	-	33.2
HCM Lane LOS	F	A	-	-	C	-	-	D
HCM 95th %tile Q(veh)	2.3	0.2	-	-	0.9	-	-	1

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕			↕	
Traffic Vol, veh/h	29	0	61	2	0	5	57	751	0	0	926	57
Future Vol, veh/h	29	0	61	2	0	5	57	751	0	0	926	57
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	0	64	2	0	5	59	782	0	0	965	59

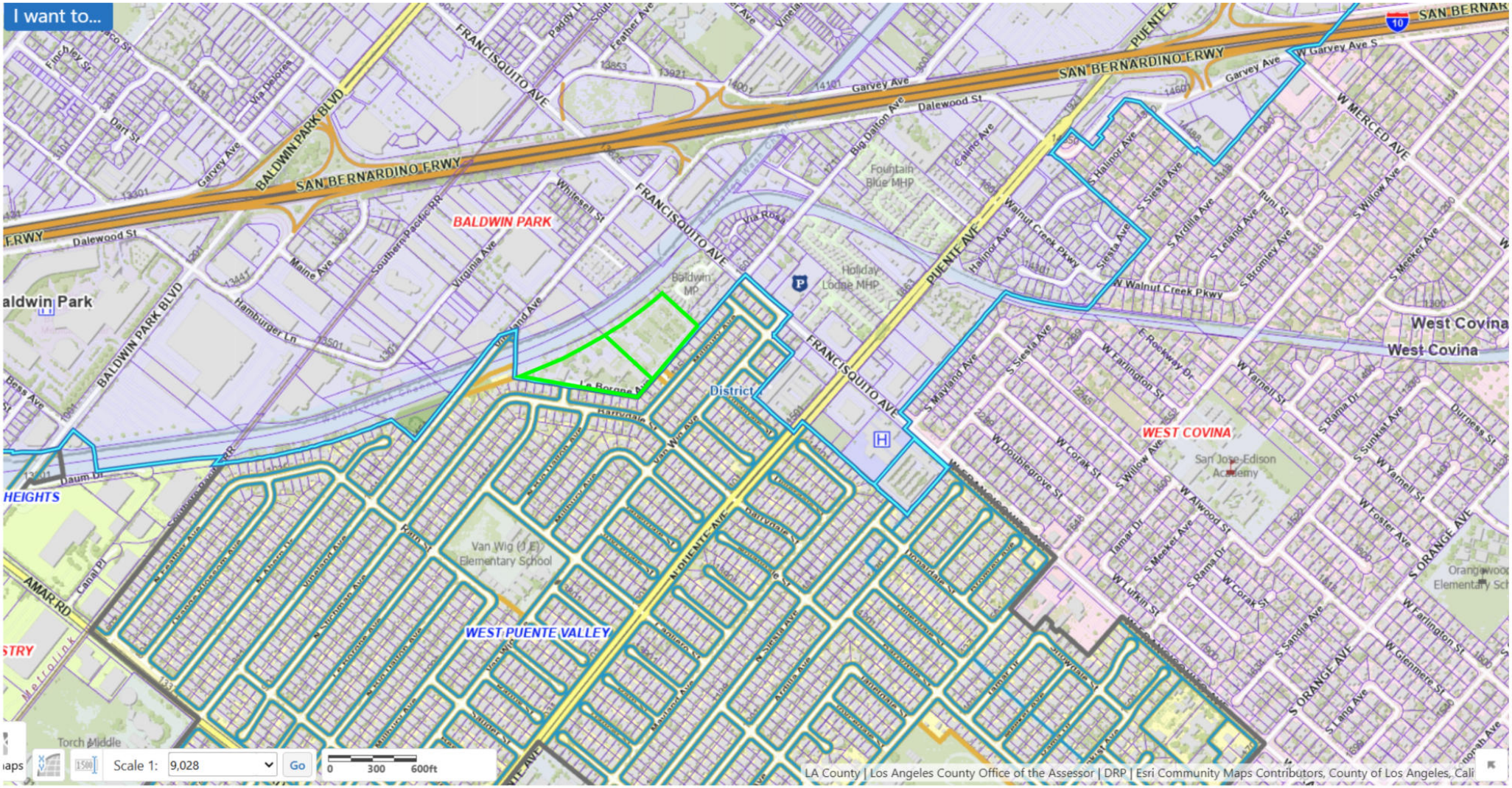
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1504	1895	512	1383	1925	391	1024	0	0	782	0	0
Stage 1	994	994	-	901	901	-	-	-	-	-	-	-
Stage 2	510	901	-	482	1024	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	84	69	507	103	66	608	674	-	-	831	-	-
Stage 1	263	321	-	299	355	-	-	-	-	-	-	-
Stage 2	514	355	-	534	311	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	74	61	507	80	59	608	674	-	-	831	-	-
Mov Cap-2 Maneuver	74	61	-	80	59	-	-	-	-	-	-	-
Stage 1	263	321	-	266	315	-	-	-	-	-	-	-
Stage 2	453	315	-	467	311	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	47.1	22.72	1.75	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	254	-	-	175	210	831	-	-
HCM Lane V/C Ratio	0.088	-	-	0.536	0.035	-	-	-
HCM Control Delay (s/veh)	10.9	1.1	-	47.1	22.7	0	-	-
HCM Lane LOS	B	A	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	2.7	0.1	0	-	-

Appendix B –
Related Development Projects

1314 Le Borgne Ave- GIS Map

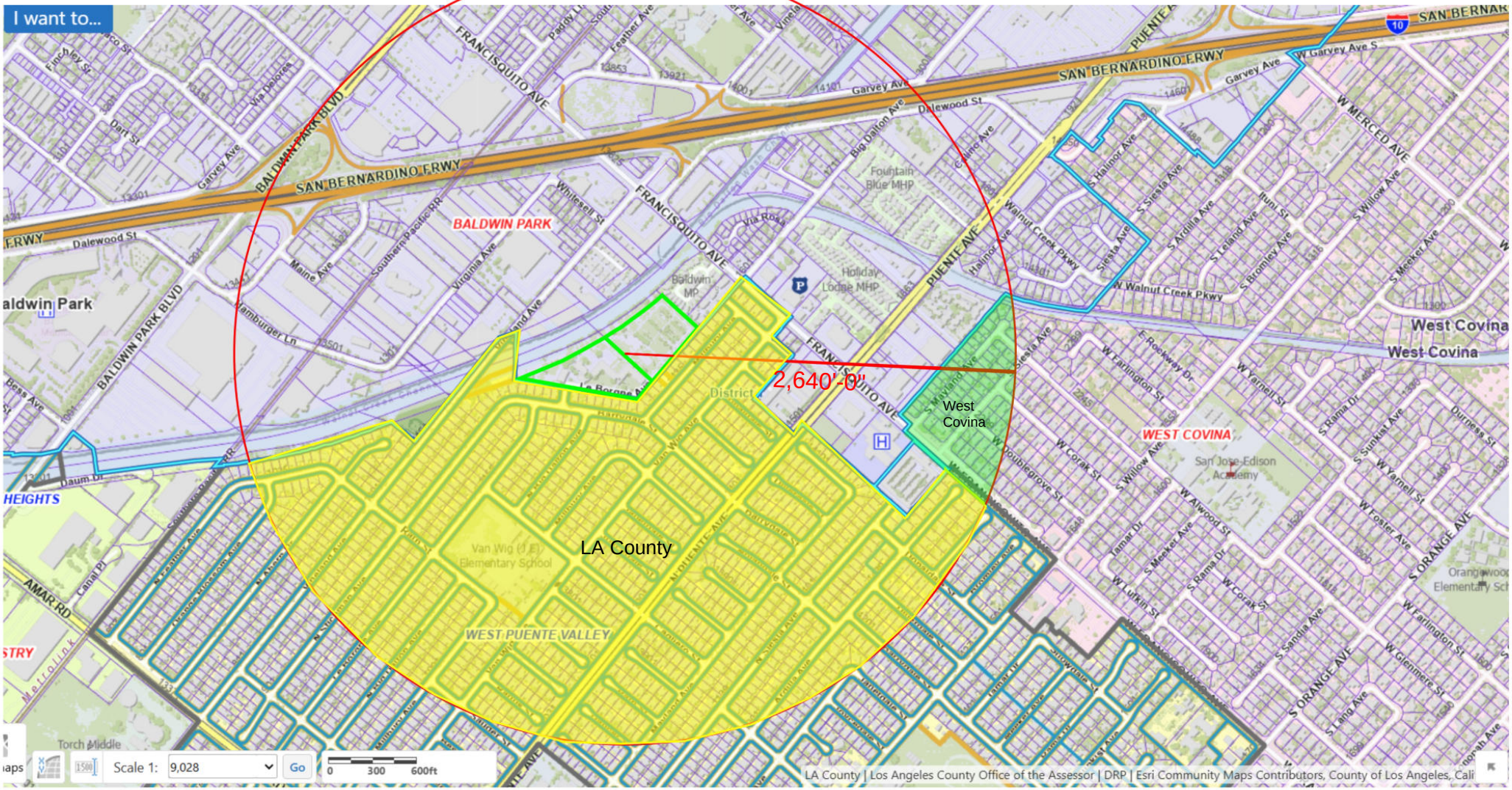


1314 Le Borgne Ave- GIS Map:
1/2 Mile Radius & Jurisdiction Overlay

Yellow- LA County Jurisdiction

Green- West Covina Jurisdiction

All Other- Baldwin Park Jurisdiction



Projects and Environmental Documents

The Projects and Environmental Documents page contains project documents and links to documents for the environmental review as required by the California Environmental Quality Act (CEQA). Please contact the Planning Division at (626) 939-8422 if you have any questions regarding anything on this page.

- Development Code Update*
- 1800 E. Garvey Avenue (Mercedes Benz)
- 1912 W. Merced Avenue (The Grove at Merced)*
- 2539 E. Garvey Ave N*
- 1651 E. Rowland Avenue (Walnut Grove Residential Project)*
- 1115 S. Sunset Avenue (Queen of the Valley-Medical Services)*
- 642 & 704 E. Francisquito Ave - TTM No. 74976*
- 1024 W. Workman Avenue (Vincent Place Residential Project)*
- 1600-1616 W. Cameron Avenue (West Cameron II)*
- 1211 E. Badillo Street (current address) - Amazon Delivery Station*
- 725 South Orange Avenue (West Covina Medical Center)

Attachment C

CITY OF BALDWIN PARK
CURRENT & PLANNED
MAJOR DEVELOPMENT PROJECT LIST

Project	Location	Description	Land Use	Current Status
ENTITLED PROJECTS – UNDER CONSTRUCTION				
Specialty Coffee Shop	14521 Ramona Blvd	Conditional Use Permit to facilitate the construction of new 950-square foot drive through Dutch Bros Coffee shop within the Downtown Corridor zone	Downtown Specific Plan (DTSP): Downtown Corridor	Approved by Planning Commission on 12/14/22 Project is under construction. Anticipated opening in September 2024.
Cesar Chavez Foundation	14617 Ramona Blvd	51-unit multi-family residential building 70,517 sf, 3 stories over one level of semi-subterranean parking garage 37,184 sf (15 units w/ 1-bedrrom, 16 units w/ 2-bedrooms, 15 w/ 3-bedrooms, 15 units w/ 4-bedrooms)	Downtown Corridor	Permits issued, project under construction.
ENTITLED PROJECTS – NOT IN CONSTRUCTION				
Single Family Development, 4 units	3432 Baldwin Park Blvd	Tentative Parcel Map (TPM) to subdivide one (1) 38,800 square foot parcel into four (4) parcels within the R-1, Single Family Residential Zone pursuant to Table 153.040.030 in the City's Municipal Code, and for architectural design review for the three new primary dwellings and one existing dwelling	Zoning: Single Family Residential (R1) General Plan Use: Single Family Residential (SFR)	Approved by Planning Commission on 02/28/2024. Pending City Council Final Map approval and plan check submittal.
Single Family Development, 6 units	4437 Phelan Ave	Tentative Tract Map to subdivide one (1) 35,438-square foot single-family lot into six (6) single-family lots within the R-1 Single-Family Residential Zone, ADU Review and Plan Review to develop each lot with a primary dwelling unit and one detached accessory dwelling,	Zoning: Single Family Residential (R1) General Plan Use: Single Family Residential (SFR)	Approved by Planning Commission on 01/25/2023. In plan check review, pending Public Works approval.

Note: Only projects located within 1/2 mile of furthest study intersections will be included in transportation analysis.

CITY OF BALDWIN PARK
CURRENT & PLANNED
MAJOR DEVELOPMENT PROJECT LIST

		pursuant to Table 152.10 in the City's Municipal Code. A Zone Variance is also being requested to deviate from certain development standards, including minimum lot width dimensions, open space requirements and second story step back requirements.		
Retirement Housing Foundation	14513 Central Ave	Construction of 47,434 s/f - 4-story senior apartment building (54 units) and 1,140 s/f of commercial space	Downtown Edge	Pending Public Works approval.
Single Family Residential, 2 units	3925 Big Dalton Ave	To subdivide one parcel 10,900-squuare foot parcel into two lots and construct a new 1,1410-square foot two-story single-family home with a detached ADU on each newly created lot	Zoning: Single Family Residential (R1) General Plan Use: Single Family Residential (SFR)	Approved by Planning Commission 01/25/23. Pending Public Works approval.
Hotel Redevelopment	14624 Dalewood St	Renovation of an existing 72-bedroom Regency Hotel building to include an increase in the size of each hotel room, re-asphalt the parking lot, remove the existing swimming pool and install façade improvements	Zoning: Freeway Commercial (F-C) General Plan Use: General Commercial	Approved by Planning Commission on 11/8/2023. Pending Public Works approval.
New Medical Office Building	14622 Dalewood St	Development of a new 6-story, 60,000 square foot commercial and medical office building	Zoning: Freeway Commercial (F-C) General Plan Use: General Commercial	Pending Public Works approval.
Expansion to Emergency Center for Kaiser Permanente Hospital	1011 Baldwin Park Blvd	Development of a 22,293-square foot emergency department expansion and lot tie to include the existing Broken Horn site to the Kaizer Permanente campus	Zoning: Freeway Commercial (F-C) General Plan Use:	Pending applicant submittal for Plan Check

Note: Only projects located within 1/2 mile of furthest study intersections will be included in transportation analysis.

CITY OF BALDWIN PARK
CURRENT & PLANNED
MAJOR DEVELOPMENT PROJECT LIST

			General Commercial)	
Valley County Water District	5121 Lante St	To allow the construction of an outdoor amphitheater/demonstration garden	Zoning: Single Family Residential (R1) General Plan Use: Single Family Residential (SFR)	Pending Public Works approval.
Single Family Residential, 2 units	3412 Baldwin Park Blvd	To subdivide one 22, 999-square foot parcel into two lots and the construction of a new single-family home on the newly created lot	Zoning: Single Family Residential (R1) General Plan Use: Single Family Residential (SFR)	Approved by Planning Commission on 5/8/2024; in Plan Check review
SUBMITTED PROJECTS (IN PROCESS) NO ENTITLEMENTS				
Baldwin Park Car Wash	4060 Sterling Way	Modifications to an existing car wash: add vacuum system, remove unpermitted trellis #3, Legalize trellis #2, remove trellis #1, propose new trellis # 1, propose automatic car wash tunnel system	Downtown Specific Plan (DTSP) Downtown Edge	In Planning design review
Arco Service Station	14916 Pacific Ave/ 3660 Puente Ave	Legalize after-the-fact modifications to an existing service station and convenience store.	Mixed Use-2	In Planning design review

Note: Only projects located within 1/2 mile of furthest study intersections will be included in transportation analysis.