

VOLUME 4



DRAFT ENVIRONMENTAL IMPACT REPORT

ROWLAND HEIGHTS PLAZA AND HOTEL PROJECT

ROWLAND HEIGHTS, LOS ANGELES COUNTY, CALIFORNIA

APPENDICE K

STATE CLEARINGHOUSE No: 2015061003

PROJECT No. R2014-01529

VESTING TENTATIVE PARCEL MAP No. PM072916

CONDITIONAL USE PERMIT No. 201400062

ZONE CHANGE No. 201400008

PARKING PERMIT No. 201400006

ENVIRONMENTAL ASSESSMENT 201400121

JANUARY 2016

VOLUME 4

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APPENDICE K

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JANUARY 2016

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APPENDIX K

ALTERNATIVES ANALYSIS

**K-1: AIR QUALITY, GREENHOUSE GAS - U @ @ V O, and NOISE DATA
WORKSHEETS FOR ALTERNATIVES**

Rowland Heights Plaza and Hotel Project

Draft EIR

Appendix K-1: Air Quality, Greenhouse Gas Emissions, and Noise Data Worksheets for Alternatives

1. Air Quality Data Worksheets

- 1 Alternative 2 – Operational Emissions CalEEMod Output
 - Summer
 - Winter
- 2 Alternative 3 – Operational Emissions CalEEMod Output
 - Summer
 - Winter
- 3 Alternative 4 – Operational Emissions CalEEMod Output
 - Summer
 - Winter

2. Greenhouse Gas Emission Data Worksheets

- 1 Alternative 2 – Operational Emissions CalEEMod Output
 - Business As Usual (Annual)
 - Project (Annual)
- 2 Alternative 3 – Operational Emissions CalEEMod Output
 - Business As Usual (Annual)
 - Project (Annual)
- 3 Alternative 4 – Operational Emissions CalEEMod Output
 - Business As Usual (Annual)
 - Project (Annual)

3. Noise Data Worksheets

- 1 Alternative 3 – Roadway Traffic Noise Calculations

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1. Air Quality Data Worksheets

- 1 Alternative 2 – Operational Emissions CalEEMod Output
 - Summer
 - Winter
- 2 Alternative 3 – Operational Emissions CalEEMod Output
 - Summer
 - Winter
- 3 Alternative 4 – Operational Emissions CalEEMod Output
 - Summer
 - Winter

Appendix Z

1.1 Alternative 2 – Operational Emissions CalEEMod Output

- Summer
- Winter

Rowland Heights Alt 2 (Operations) Full Buildout Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	1.60	1000sqft	0.04	1,600.00	0
Hotel	162.00	Room	5.40	235,224.00	0
Hotel	220.00	Room	7.33	319,440.00	0
Quality Restaurant	16.05	1000sqft	0.37	16,046.00	0
Strip Mall	66.97	1000sqft	1.54	66,966.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11	Operational Year	2020		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - See Construction Model Inputs.
- Vehicle Trips - See Test 7, Table 2
- Area Mitigation -
- Energy Mitigation -
- Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	16,050.00	16,046.00
tblLandUse	LandUseSquareFeet	66,970.00	66,966.00
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleTrips	ST_TR	8.19	8.69
tblVehicleTrips	ST_TR	1.64	0.63
tblVehicleTrips	ST_TR	94.36	84.94
tblVehicleTrips	ST_TR	42.04	47.22
tblVehicleTrips	SU_TR	5.95	7.53
tblVehicleTrips	SU_TR	0.76	0.00
tblVehicleTrips	SU_TR	72.16	64.94
tblVehicleTrips	SU_TR	20.43	23.85
tblVehicleTrips	WD_TR	8.17	7.78
tblVehicleTrips	WD_TR	11.42	3.13
tblVehicleTrips	WD_TR	89.95	80.95
tblVehicleTrips	WD_TR	44.32	40.56

2.0 Emissions Summary

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	16.7211	4.4000e-004	0.0480	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1021	0.1021	2.7000e-004		0.1079
Energy	0.5244	4.7668	4.0041	0.0286		0.3623	0.3623		0.3623	0.3623		5,720.1863	5,720.1863	0.1096	0.1049	5,754.9984
Mobile	20.1390	43.8900	188.0944	0.5239	33.7677	0.7160	34.4838	9.0306	0.6604	9.6910		40,631.5093	40,631.5093	1.5067		40,663.1492
Total	37.3845	48.6573	192.1465	0.5525	33.7677	1.0785	34.8462	9.0306	1.0229	10.0535		46,351.7977	46,351.7977	1.6166	0.1049	46,418.2555

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Area	16.7211	4.4000e-004	0.0480	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1021	0.1021	2.7000e-004			0.1079
Energy	0.4324	3.9309	3.3020	0.0236		0.2988	0.2988		0.2988	0.2988		4,717.0673	4,717.0673	0.0904	0.0865		4,745.7746
Mobile	20.1390	43.8900	188.0944	0.5239	33.7677	0.7160	34.4838	9.0306	0.6604	9.6910		40,631.5093	40,631.5093	1.5067			40,663.1492
Total	37.2925	47.8213	191.4443	0.5475	33.7677	1.0149	34.7827	9.0306	0.9593	9.9899		45,348.6786	45,348.6786	1.5974	0.0865		45,409.0317

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.25	1.72	0.37	0.91	0.00	5.89	0.18	0.00	6.21	0.63	0.00	2.16	2.16	1.19	17.54	2.17

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	20.1390	43.8900	188.0944	0.5239	33.7677	0.7160	34.4838	9.0306	0.6604	9.6910		40,631.5093	40,631.5093	1.5067		40,663.1492
Unmitigated	20.1390	43.8900	188.0944	0.5239	33.7677	0.7160	34.4838	9.0306	0.6604	9.6910		40,631.5093	40,631.5093	1.5067		40,663.1492

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT

Hotel	1,260.36	1,407.78	1219.86	3,043,882	3,043,882
Hotel	1,711.60	1,911.80	1656.60	4,133,666	4,133,666
Office Park	5.01	1.01	0.00	12,572	12,572
Quality Restaurant	1,299.25	1,363.29	1042.29	1,810,414	1,810,414
Strip Mall	2,716.30	3,162.32	1597.23	4,985,091	4,985,091
Total	6,992.52	7,846.20	5,515.98	13,985,626	13,985,626

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530094	0.057664	0.178835	0.124843	0.039181	0.006319	0.017052	0.034445	0.002509	0.003148	0.003693	0.000531	0.001685

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.4324	3.9309	3.3020	0.0236		0.2988	0.2988		0.2988	0.2988		4,717.0673	4,717.0673	0.0904	0.0865	4,745.7746
NaturalGas Unmitigated	0.5244	4.7668	4.0041	0.0286		0.3623	0.3623		0.3623	0.3623		5,720.1863	5,720.1863	0.1096	0.1049	5,754.9984

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	16124.1	0.1739	1.5808	1.3279	9.4800e-003		0.1201	0.1201		0.1201	0.1201		1,896.9555	1,896.9555	0.0364	0.0348	1,908.5001
Hotel	21897	0.2361	2.1468	1.8033	0.0129		0.1632	0.1632		0.1632	0.1632		2,576.1124	2,576.1124	0.0494	0.0472	2,591.7902
Office Park	45.1068	4.9000e-004	4.4200e-003	3.7100e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004		5.3067	5.3067	1.0000e-004	1.0000e-004	5.3390
Quality Restaurant	10243.5	0.1105	1.0043	0.8436	6.0300e-003		0.0763	0.0763		0.0763	0.0763		1,205.1180	1,205.1180	0.0231	0.0221	1,212.4521
Strip Mall	311.896	3.3600e-003	0.0306	0.0257	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003		36.6937	36.6937	7.0000e-004	6.7000e-004	36.9170
Total		0.5244	4.7668	4.0041	0.0286		0.3623	0.3623		0.3623	0.3623		5,720.1863	5,720.1863	0.1096	0.1049	5,754.9984

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Office Park	0.0340384	3.7000e-004	3.3400e-003	2.8000e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004		4.0045	4.0045	8.0000e-005	7.0000e-005	4.0289
Quality Restaurant	9.74641	0.1051	0.9555	0.8027	5.7300e-003		0.0726	0.0726		0.0726	0.0726		1,146.6360	1,146.6360	0.0220	0.0210	1,153.6143
Strip Mall	0.256397	2.7700e-003	0.0251	0.0211	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003		30.1644	30.1644	5.8000e-004	5.5000e-004	30.3480
Hotel	12.7472	0.1375	1.2497	1.0498	7.5000e-003		0.0950	0.0950		0.0950	0.0950		1,499.6715	1,499.6715	0.0287	0.0275	1,508.7982
Hotel	17.311	0.1867	1.6972	1.4256	0.0102		0.1290	0.1290		0.1290	0.1290		2,036.5909	2,036.5909	0.0390	0.0373	2,048.9852
Total		0.4324	3.9309	3.3020	0.0236		0.2987	0.2987		0.2987	0.2987		4,717.0673	4,717.0673	0.0904	0.0865	4,745.7746

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Mitigated	16.7211	4.4000e-004	0.0480	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1021	0.1021	2.7000e-004			0.1079
Unmitigated	16.7211	4.4000e-004	0.0480	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1021	0.1021	2.7000e-004			0.1079

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	lb/day										lb/day						
Architectural Coating	4.0590					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Consumer Products	12.6577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Landscaping	4.5100e-003	4.4000e-004	0.0480	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1021	0.1021	2.7000e-004			0.1079
Total	16.7211	4.4000e-004	0.0480	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1021	0.1021	2.7000e-004			0.1079

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.0590					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Consumer Products	12.6577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.5100e-003	4.4000e-004	0.0480	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1021	0.1021	2.7000e-004		0.1079
Total	16.7211	4.4000e-004	0.0480	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1021	0.1021	2.7000e-004		0.1079

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Rowland Heights Alt 2 (Operations) Full Buildout
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	1.60	1000sqft	0.04	1,600.00	0
Hotel	162.00	Room	5.40	235,224.00	0
Hotel	220.00	Room	7.33	319,440.00	0
Quality Restaurant	16.05	1000sqft	0.37	16,046.00	0
Strip Mall	66.97	1000sqft	1.54	66,966.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11	Operational Year	2020		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - See Construction Model Inputs.
- Vehicle Trips - See Test 7, Table 2
- Area Mitigation -
- Energy Mitigation -
- Water Mitigation -

Table Name	Column Name	Default Value	New Value
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tblVehicleTrips	ST_TR	8.19	8.69
tblVehicleTrips	ST_TR	1.64	0.63
tblVehicleTrips	ST_TR	94.36	84.94
tblVehicleTrips	ST_TR	42.04	47.22
tblVehicleTrips	SU_TR	5.95	7.53
tblVehicleTrips	SU_TR	0.76	0.00
tblVehicleTrips	SU_TR	72.16	64.94
tblVehicleTrips	SU_TR	20.43	23.85
tblVehicleTrips	WD_TR	8.17	7.78
tblVehicleTrips	WD_TR	11.42	3.13
tblVehicleTrips	WD_TR	89.95	80.95
tblVehicleTrips	WD_TR	44.32	40.56

2.0 Emissions Summary

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	16.7211	4.4000e-004	0.0480	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1021	0.1021	2.7000e-004		0.1079
Energy	0.5244	4.7668	4.0041	0.0286		0.3623	0.3623		0.3623	0.3623		5,720.1863	5,720.1863	0.1096	0.1049	5,754.9984
Mobile	21.2808	46.0398	196.2127	0.5005	33.7677	0.7196	34.4874	9.0306	0.6637	9.6943		38,894.1846	38,894.1846	1.5092		38,925.8785
Total	38.5263	50.8071	200.2648	0.5291	33.7677	1.0821	34.8498	9.0306	1.0262	10.0568		44,614.4730	44,614.4730	1.6191	0.1049	44,680.9848

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Area	16.7211	4.4000e-004	0.0480	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1021	0.1021	2.7000e-004			0.1079
Energy	0.4324	3.9309	3.3020	0.0236		0.2988	0.2988		0.2988	0.2988		4,717.0673	4,717.0673	0.0904	0.0865		4,745.7746
Mobile	21.2808	46.0398	196.2127	0.5005	33.7677	0.7196	34.4874	9.0306	0.6637	9.6943		38,894.1846	38,894.1846	1.5092			38,925.8785
Total	38.4344	49.9711	199.5626	0.5241	33.7677	1.0185	34.7863	9.0306	0.9626	9.9933		43,611.3540	43,611.3540	1.5999	0.0865		43,671.7609

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.24	1.65	0.35	0.95	0.00	5.87	0.18	0.00	6.19	0.63	0.00	2.25	2.25	1.19	17.54	2.26

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	21.2808	46.0398	196.2127	0.5005	33.7677	0.7196	34.4874	9.0306	0.6637	9.6943		38,894.1846	38,894.1846	1.5092		38,925.8785
Unmitigated	21.2808	46.0398	196.2127	0.5005	33.7677	0.7196	34.4874	9.0306	0.6637	9.6943		38,894.1846	38,894.1846	1.5092		38,925.8785

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT

Hotel	1,260.36	1,407.78	1219.86	3,043,882	3,043,882
Hotel	1,711.60	1,911.80	1656.60	4,133,666	4,133,666
Office Park	5.01	1.01	0.00	12,572	12,572
Quality Restaurant	1,299.25	1,363.29	1042.29	1,810,414	1,810,414
Strip Mall	2,716.30	3,162.32	1597.23	4,985,091	4,985,091
Total	6,992.52	7,846.20	5,515.98	13,985,626	13,985,626

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530094	0.057664	0.178835	0.124843	0.039181	0.006319	0.017052	0.034445	0.002509	0.003148	0.003693	0.000531	0.001685

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.4324	3.9309	3.3020	0.0236		0.2988	0.2988		0.2988	0.2988		4,717.0673	4,717.0673	0.0904	0.0865	4,745.7746
NaturalGas Unmitigated	0.5244	4.7668	4.0041	0.0286		0.3623	0.3623		0.3623	0.3623		5,720.1863	5,720.1863	0.1096	0.1049	5,754.9984

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	16124.1	0.1739	1.5808	1.3279	9.4800e-003		0.1201	0.1201		0.1201	0.1201		1,896.9555	1,896.9555	0.0364	0.0348	1,908.5001
Hotel	21897	0.2361	2.1468	1.8033	0.0129		0.1632	0.1632		0.1632	0.1632		2,576.1124	2,576.1124	0.0494	0.0472	2,591.7902
Office Park	45.1068	4.9000e-004	4.4200e-003	3.7100e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004		5.3067	5.3067	1.0000e-004	1.0000e-004	5.3390
Quality Restaurant	10243.5	0.1105	1.0043	0.8436	6.0300e-003		0.0763	0.0763		0.0763	0.0763		1,205.1180	1,205.1180	0.0231	0.0221	1,212.4521
Strip Mall	311.896	3.3600e-003	0.0306	0.0257	1.8000e-004		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003		36.6937	36.6937	7.0000e-004	6.7000e-004	36.9170
Total		0.5244	4.7668	4.0041	0.0286		0.3623	0.3623		0.3623	0.3623		5,720.1863	5,720.1863	0.1096	0.1049	5,754.9984

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Hotel	17.311	0.1867	1.6972	1.4256	0.0102		0.1290	0.1290		0.1290	0.1290		2,036.5909	2,036.5909	0.0390	0.0373	2,048.9852
Office Park	0.0340384	3.7000e-004	3.3400e-003	2.8000e-003	2.0000e-005		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004		4.0045	4.0045	8.0000e-005	7.0000e-005	4.0289
Quality Restaurant	9.74641	0.1051	0.9555	0.8027	5.7300e-003		0.0726	0.0726		0.0726	0.0726		1,146.6360	1,146.6360	0.0220	0.0210	1,153.6143
Strip Mall	0.256397	2.7700e-003	0.0251	0.0211	1.5000e-004		1.9100e-003	1.9100e-003		1.9100e-003	1.9100e-003		30.1644	30.1644	5.8000e-004	5.5000e-004	30.3480
Hotel	12.7472	0.1375	1.2497	1.0498	7.5000e-003		0.0950	0.0950		0.0950	0.0950		1,499.6715	1,499.6715	0.0287	0.0275	1,508.7982
Total		0.4324	3.9309	3.3020	0.0236		0.2987	0.2987		0.2987	0.2987		4,717.0673	4,717.0673	0.0904	0.0865	4,745.7746

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Mitigated	16.7211	4.4000e-004	0.0480	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1021	0.1021	2.7000e-004			0.1079
Unmitigated	16.7211	4.4000e-004	0.0480	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1021	0.1021	2.7000e-004			0.1079

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	lb/day										lb/day						
Architectural Coating	4.0590					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Consumer Products	12.6577					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Landscaping	4.5100e-003	4.4000e-004	0.0480	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1021	0.1021	2.7000e-004			0.1079
Total	16.7211	4.4000e-004	0.0480	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1021	0.1021	2.7000e-004			0.1079

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					

Architectural Coating	4.0590					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.6577					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.5100e-003	4.4000e-004	0.0480	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1021	0.1021	2.7000e-004		0.1079
Total	16.7211	4.4000e-004	0.0480	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.1021	0.1021	2.7000e-004		0.1079

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Appendix Z

1.2 Alternative 3 – Operational Emissions CalEEMod Output

- Summer
- Winter

Rowland Heights Mixed Use (Operations)- Full Buildout Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	7.79	1000sqft	0.18	7,788.00	0
High Turnover (Sit Down Restaurant)	78.10	1000sqft	1.79	78,101.00	0
Quality Restaurant	78.11	1000sqft	1.79	78,105.00	0
Strip Mall	325.97	1000sqft	7.48	325,969.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11	Operational Year	2020		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -
 Land Use - See "Alternative Assumptions"
 Vehicle Trips - See "Operations Alternatives CalEEMod Inputs"
 Energy Use -
 Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	7,790.00	7,788.00

tblLandUse	LandUseSquareFeet	78,100.00	78,101.00
tblLandUse	LandUseSquareFeet	78,110.00	78,105.00
tblLandUse	LandUseSquareFeet	325,970.00	325,969.00
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleTrips	ST_TR	158.37	142.53
tblVehicleTrips	ST_TR	1.64	2.37
tblVehicleTrips	ST_TR	94.36	84.92
tblVehicleTrips	ST_TR	42.04	47.47
tblVehicleTrips	SU_TR	131.84	118.66
tblVehicleTrips	SU_TR	0.76	0.98
tblVehicleTrips	SU_TR	72.16	64.94
tblVehicleTrips	SU_TR	20.43	23.98
tblVehicleTrips	WD_TR	127.15	114.44
tblVehicleTrips	WD_TR	11.42	3.32
tblVehicleTrips	WD_TR	89.95	80.96
tblVehicleTrips	WD_TR	44.32	40.57

2.0 Emissions Summary

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.8169	4.6000e-004	0.0504	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1072	0.1072	2.9000e-004		0.1133
Energy	1.0942	9.9468	8.3553	0.0597		0.7560	0.7560		0.7560	0.7560		11,936.1308	11,936.1308	0.2288	0.2188	12,008.7721
Mobile	81.2980	157.9005	691.8020	1.8021	115.0160	2.4923	117.5082	30.7591	2.2989	33.0580		139,764.7611	139,764.7611	5.2745		139,875.5258
Total	95.2091	167.8477	700.2077	1.8618	115.0160	3.2484	118.2644	30.7591	3.0551	33.8141		151,700.9992	151,700.9992	5.5036	0.2188	151,884.4112

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.8169	4.6000e-004	0.0504	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1072	0.1072	2.9000e-004		0.1133
Energy	1.0385	9.4406	7.9301	0.0566		0.7175	0.7175		0.7175	0.7175		11,328.6950	11,328.6950	0.2171	0.2077	11,397.6395
Mobile	81.2980	157.9005	691.8020	1.8021	115.0160	2.4923	117.5082	30.7591	2.2989	33.0580		139,764.7611	139,764.7611	5.2745		139,875.5258
Total	95.1534	167.3415	699.7825	1.8587	115.0160	3.2099	118.2259	30.7591	3.0166	33.7756		151,093.5633	151,093.5633	5.4919	0.2077	151,273.2786

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.06	0.30	0.06	0.16	0.00	1.18	0.03	0.00	1.26	0.11	0.00	0.40	0.40	0.21	5.09	0.40

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	81.2980	157.9005	691.8020	1.8021	115.0160	2.4923	117.5082	30.7591	2.2989	33.0580		139,764.7611	139,764.7611	5.2745		139,875.5258
Unmitigated	81.2980	157.9005	691.8020	1.8021	115.0160	2.4923	117.5082	30.7591	2.2989	33.0580		139,764.7611	139,764.7611	5.2745		139,875.5258

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT

High Turnover (Sit Down Restaurant)	8,937.76	11,131.59	9267.35	12,671,941	12,671,941
Office Park	25.86	18.46	7.63	75,011	75,011
Quality Restaurant	6,323.79	6,633.10	5072.46	8,811,158	8,811,158
Strip Mall	13,224.60	15,473.80	7816.76	24,302,548	24,302,548
Total	28,512.02	33,256.95	22,164.20	45,860,658	45,860,658

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530094	0.057664	0.178835	0.124843	0.039181	0.006319	0.017052	0.034445	0.002509	0.003148	0.003693	0.000531	0.001685

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Natural Gas Mitigated	1.0385	9.4406	7.9301	0.0566		0.7175	0.7175		0.7175	0.7175		11,328.6950	11,328.6950	0.2171	0.2077	11,397.6395
Natural Gas Unmitigated	1.0942	9.9468	8.3553	0.0597		0.7560	0.7560		0.7560	0.7560		11,936.1308	11,936.1308	0.2288	0.2188	12,008.7721

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
High Turnover (Sit Down Restaurant)	49858.4	0.5377	4.8881	4.1060	0.0293		0.3715	0.3715		0.3715	0.3715		5,865.6935	5,865.6935	0.1124	0.1075	5,901.3911
Office Park	219.558	2.3700e-003	0.0215	0.0181	1.3000e-004		1.6400e-003	1.6400e-003		1.6400e-003	1.6400e-003		25.8303	25.8303	5.0000e-004	4.7000e-004	25.9875
Quality Restaurant	49860.9	0.5377	4.8883	4.1062	0.0293		0.3715	0.3715		0.3715	0.3715		5,865.9939	5,865.9939	0.1124	0.1075	5,901.6934
Strip Mall	1518.21	0.0164	0.1488	0.1250	8.9000e-004		0.0113	0.0113		0.0113	0.0113		178.6132	178.6132	3.4200e-003	3.2700e-003	179.7002
Total		1.0942	9.9468	8.3553	0.0597		0.7560	0.7560		0.7560	0.7560		11,936.1308	11,936.1308	0.2288	0.2188	12,008.7721

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Office Park	0.165682	1.7900e-003	0.0162	0.0136	1.0000e-004		1.2300e-003	1.2300e-003		1.2300e-003	1.2300e-003		19.4920	19.4920	3.7000e-004	3.6000e-004	19.6106
Quality Restaurant	47.4413	0.5116	4.6511	3.9069	0.0279		0.3535	0.3535		0.3535	0.3535		5,581.3292	5,581.3292	0.1070	0.1023	5,615.2962
Strip Mall	1.24806	0.0135	0.1224	0.1028	7.3000e-004		9.3000e-003	9.3000e-003		9.3000e-003	9.3000e-003		146.8305	146.8305	2.8100e-003	2.6900e-003	147.7241
High Turnover (Sit Down Restaurant)	47.4389	0.5116	4.6509	3.9067	0.0279		0.3535	0.3535		0.3535	0.3535		5,581.0433	5,581.0433	0.1070	0.1023	5,615.0086
Total		1.0385	9.4406	7.9301	0.0567		0.7175	0.7175		0.7175	0.7175		11,328.6950	11,328.6950	0.2171	0.2077	11,397.6395

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Mitigated	12.8169	4.6000e-004	0.0504	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1072	0.1072	2.9000e-004			0.1133
Unmitigated	12.8169	4.6000e-004	0.0504	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1072	0.1072	2.9000e-004			0.1133

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	lb/day										lb/day						
Architectural Coating	3.1109					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Consumer Products	9.7013					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Landscaping	4.7400e-003	4.6000e-004	0.0504	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1072	0.1072	2.9000e-004			0.1133
Total	12.8169	4.6000e-004	0.0504	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1072	0.1072	2.9000e-004			0.1133

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	lb/day										lb/day						
Architectural Coating	3.1109					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Consumer Products	9.7013					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Landscaping	4.7400e-003	4.6000e-004	0.0504	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1072	0.1072	2.9000e-004			0.1133

Total	12.8169	4.6000e-004	0.0504	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1072	0.1072	2.9000e-004		0.1133
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7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

**Rowland Heights Mixed Use (Operations)- Full Buildout
Los Angeles-South Coast County, Winter**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	7.79	1000sqft	0.18	7,788.00	0
High Turnover (Sit Down Restaurant)	78.10	1000sqft	1.79	78,101.00	0
Quality Restaurant	78.11	1000sqft	1.79	78,105.00	0
Strip Mall	325.97	1000sqft	7.48	325,969.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11	Operational Year	2020		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -
 Land Use - See "Alternative Assumptions"
 Vehicle Trips - See "Operations Alternatives CalEEMod Inputs"
 Energy Use -
 Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	7,790.00	7,788.00

tblLandUse	LandUseSquareFeet	78,100.00	78,101.00
tblLandUse	LandUseSquareFeet	78,110.00	78,105.00
tblLandUse	LandUseSquareFeet	325,970.00	325,969.00
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleTrips	ST_TR	158.37	142.53
tblVehicleTrips	ST_TR	1.64	2.37
tblVehicleTrips	ST_TR	94.36	84.92
tblVehicleTrips	ST_TR	42.04	47.47
tblVehicleTrips	SU_TR	131.84	118.66
tblVehicleTrips	SU_TR	0.76	0.98
tblVehicleTrips	SU_TR	72.16	64.94
tblVehicleTrips	SU_TR	20.43	23.98
tblVehicleTrips	WD_TR	127.15	114.44
tblVehicleTrips	WD_TR	11.42	3.32
tblVehicleTrips	WD_TR	89.95	80.96
tblVehicleTrips	WD_TR	44.32	40.57

2.0 Emissions Summary

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.8169	4.6000e-004	0.0504	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1072	0.1072	2.9000e-004		0.1133
Energy	1.0942	9.9468	8.3553	0.0597		0.7560	0.7560		0.7560	0.7560		11,936.1308	11,936.1308	0.2288	0.2188	12,008.7721
Mobile	86.2699	165.2997	735.8145	1.7219	115.0160	2.5075	117.5235	30.7591	2.3129	33.0720		133,787.0756	133,787.0756	5.2854		133,898.0687
Total	100.1810	175.2469	744.2201	1.7816	115.0160	3.2636	118.2796	30.7591	3.0691	33.8281		145,723.3137	145,723.3137	5.5145	0.2188	145,906.9541

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	12.8169	4.6000e-004	0.0504	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1072	0.1072	2.9000e-004		0.1133
Energy	1.0385	9.4406	7.9301	0.0566		0.7175	0.7175		0.7175	0.7175		11,328.6950	11,328.6950	0.2171	0.2077	11,397.6395
Mobile	86.2699	165.2997	735.8145	1.7219	115.0160	2.5075	117.5235	30.7591	2.3129	33.0720		133,787.0756	133,787.0756	5.2854		133,898.0687
Total	100.1253	174.7407	743.7949	1.7786	115.0160	3.2251	118.2411	30.7591	3.0306	33.7896		145,115.8779	145,115.8779	5.5028	0.2077	145,295.8216

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.06	0.29	0.06	0.17	0.00	1.18	0.03	0.00	1.25	0.11	0.00	0.42	0.42	0.21	5.09	0.42

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	86.2699	165.2997	735.8145	1.7219	115.0160	2.5075	117.5235	30.7591	2.3129	33.0720		133,787.0756	133,787.0756	5.2854		133,898.0687
Unmitigated	86.2699	165.2997	735.8145	1.7219	115.0160	2.5075	117.5235	30.7591	2.3129	33.0720		133,787.0756	133,787.0756	5.2854		133,898.0687

4.2 Trip Summary Information

	Average Daily Trip Rate	Unmitigated	Mitigated

Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	8,937.76	11,131.59	9267.35	12,671,941	12,671,941
Office Park	25.86	18.46	7.63	75,011	75,011
Quality Restaurant	6,323.79	6,633.10	5072.46	8,811,158	8,811,158
Strip Mall	13,224.60	15,473.80	7816.76	24,302,548	24,302,548
Total	28,512.02	33,256.95	22,164.20	45,860,658	45,860,658

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530094	0.057664	0.178835	0.124843	0.039181	0.006319	0.017052	0.034445	0.002509	0.003148	0.003693	0.000531	0.001685

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.0385	9.4406	7.9301	0.0566		0.7175	0.7175		0.7175	0.7175		11,328.6950	11,328.6950	0.2171	0.2077	11,397.6395
NaturalGas Unmitigated	1.0942	9.9468	8.3553	0.0597		0.7560	0.7560		0.7560	0.7560		11,936.1308	11,936.1308	0.2288	0.2188	12,008.7721

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
High Turnover (Sit Down Restaurant)	49858.4	0.5377	4.8881	4.1060	0.0293		0.3715	0.3715		0.3715	0.3715		5,865.6935	5,865.6935	0.1124	0.1075	5,901.3911
Office Park	219.558	2.3700e-003	0.0215	0.0181	1.3000e-004		1.6400e-003	1.6400e-003		1.6400e-003	1.6400e-003		25.8303	25.8303	5.0000e-004	4.7000e-004	25.9875
Quality Restaurant	49860.9	0.5377	4.8883	4.1062	0.0293		0.3715	0.3715		0.3715	0.3715		5,865.9939	5,865.9939	0.1124	0.1075	5,901.6934
Strip Mall	1518.21	0.0164	0.1488	0.1250	8.9000e-004		0.0113	0.0113		0.0113	0.0113		178.6132	178.6132	3.4200e-003	3.2700e-003	179.7002
Total		1.0942	9.9468	8.3553	0.0597		0.7560	0.7560		0.7560	0.7560		11,936.1308	11,936.1308	0.2288	0.2188	12,008.7721

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Office Park	0.165682	1.7900e-003	0.0162	0.0136	1.0000e-004		1.2300e-003	1.2300e-003		1.2300e-003	1.2300e-003		19.4920	19.4920	3.7000e-004	3.6000e-004	19.6106
Quality Restaurant	47.4413	0.5116	4.6511	3.9069	0.0279		0.3535	0.3535		0.3535	0.3535		5,581.3292	5,581.3292	0.1070	0.1023	5,615.2962
Strip Mall	1.24806	0.0135	0.1224	0.1028	7.3000e-004		9.3000e-003	9.3000e-003		9.3000e-003	9.3000e-003		146.8305	146.8305	2.8100e-003	2.6900e-003	147.7241
High Turnover (Sit Down Restaurant)	47.4389	0.5116	4.6509	3.9067	0.0279		0.3535	0.3535		0.3535	0.3535		5,581.0433	5,581.0433	0.1070	0.1023	5,615.0086
Total		1.0385	9.4406	7.9301	0.0567		0.7175	0.7175		0.7175	0.7175		11,328.6950	11,328.6950	0.2171	0.2077	11,397.6395

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	12.8169	4.6000e-004	0.0504	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1072	0.1072	2.9000e-004		0.1133
Unmitigated	12.8169	4.6000e-004	0.0504	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1072	0.1072	2.9000e-004		0.1133

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.1109					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.7013					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.7400e-003	4.6000e-004	0.0504	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1072	0.1072	2.9000e-004		0.1133
Total	12.8169	4.6000e-004	0.0504	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1072	0.1072	2.9000e-004		0.1133

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.1109					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.7013					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.7400e-003	4.6000e-004	0.0504	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1072	0.1072	2.9000e-004		0.1133

Total	12.8169	4.6000e-004	0.0504	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1072	0.1072	2.9000e-004		0.1133
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7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Appendix Z

1.3 Alternative 4 – Operational Emissions CalEEMod Output

- Summer
- Winter

Rowland Heights Mixed Use (Operations)- Alt 4

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	122.49	1000sqft	2.81	122,491.00	0
Unrefrigerated Warehouse-No Rail	122.49	1000sqft	2.81	122,491.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Vehicle Trips - See Alternative Assumptions

Energy Use -

Energy Mitigation -

Vehicle Emission Factors - See "Operations Alternatives CalEEMod Inputs"

Vehicle Emission Factors - See "Operations Alternatives CalEEMod Inputs"

Vehicle Emission Factors - See "Operations Alternatives CalEEMod Inputs"

Table Name	Column Name	Default Value	New Value
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tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleEF	HHD	0.03	0.51
tblVehicleEF	HHD	0.03	0.51
tblVehicleEF	HHD	0.03	0.51
tblVehicleEF	LDA	0.53	0.05
tblVehicleEF	LDA	0.53	0.05
tblVehicleEF	LDA	0.53	0.05
tblVehicleEF	LDT1	0.06	6.3780e-003
tblVehicleEF	LDT1	0.06	6.3780e-003
tblVehicleEF	LDT1	0.06	6.3780e-003
tblVehicleEF	LDT2	0.18	0.02
tblVehicleEF	LDT2	0.18	0.02
tblVehicleEF	LDT2	0.18	0.02
tblVehicleEF	LHD1	0.04	4.3920e-003
tblVehicleEF	LHD1	0.04	4.3920e-003
tblVehicleEF	LHD1	0.04	4.3920e-003
tblVehicleEF	LHD2	6.3190e-003	0.12
tblVehicleEF	LHD2	6.3190e-003	0.12
tblVehicleEF	LHD2	6.3190e-003	0.12
tblVehicleEF	MCY	3.6930e-003	4.5500e-004
tblVehicleEF	MCY	3.6930e-003	4.5500e-004
tblVehicleEF	MCY	3.6930e-003	4.5500e-004
tblVehicleEF	MDV	0.12	0.01
tblVehicleEF	MDV	0.12	0.01
tblVehicleEF	MDV	0.12	0.01
tblVehicleEF	MH	1.6850e-003	2.2000e-004
tblVehicleEF	MH	1.6850e-003	2.2000e-004
tblVehicleEF	MH	1.6850e-003	2.2000e-004
tblVehicleEF	MHD	0.02	0.27
tblVehicleEF	MHD	0.02	0.27

tblVehicleEF	MHD	0.02	0.27
tblVehicleEF	OBUS	2.5090e-003	2.0200e-004
tblVehicleEF	OBUS	2.5090e-003	2.0200e-004
tblVehicleEF	OBUS	2.5090e-003	2.0200e-004
tblVehicleEF	SBUS	5.3100e-004	6.3200e-005
tblVehicleEF	SBUS	5.3100e-004	6.3200e-005
tblVehicleEF	SBUS	5.3100e-004	6.3200e-005
tblVehicleEF	UBUS	3.1480e-003	2.6500e-004
tblVehicleEF	UBUS	3.1480e-003	2.6500e-004
tblVehicleEF	UBUS	3.1480e-003	2.6500e-004
tblVehicleTrips	ST_TR	2.59	1.23
tblVehicleTrips	SU_TR	2.59	0.78
tblVehicleTrips	WD_TR	2.59	3.56

2.0 Emissions Summary

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.4085	2.3000e-004	0.0252	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0536	0.0536	1.4000e-004		0.0566
Energy	0.0714	0.6488	0.5450	3.8900e-003		0.0493	0.0493		0.0493	0.0493		778.5729	778.5729	0.0149	0.0143	783.3112
Mobile	10.3285	108.7373	124.4750	0.4329	13.4966	1.9463	15.4429	3.7665	1.7906	5.5572		40,246.7545	40,246.7545	0.3640		40,254.3975
Total	16.8084	109.3864	125.0451	0.4368	13.4966	1.9957	15.4923	3.7665	1.8400	5.6066		41,025.3810	41,025.3810	0.3790	0.0143	41,037.7654

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.4085	2.3000e-004	0.0252	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0536	0.0536	1.4000e-004		0.0566
Energy	0.0576	0.5235	0.4397	3.1400e-003		0.0398	0.0398		0.0398	0.0398		628.1489	628.1489	0.0120	0.0115	631.9717
Mobile	10.3285	108.7373	124.4750	0.4329	13.4966	1.9463	15.4429	3.7665	1.7906	5.5572		40,246.7545	40,246.7545	0.3640		40,254.3975
Total	16.7946	109.2610	124.9398	0.4360	13.4966	1.9862	15.4827	3.7665	1.8305	5.5970		40,874.9570	40,874.9570	0.3761	0.0115	40,886.4258

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.08	0.11	0.08	0.17	0.00	0.48	0.06	0.00	0.52	0.17	0.00	0.37	0.37	0.76	19.27	0.37

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	10.3285	108.7373	124.4750	0.4329	13.4966	1.9463	15.4429	3.7665	1.7906	5.5572		40,246.7545	40,246.7545	0.3640		40,254.3975
Unmitigated	10.3285	108.7373	124.4750	0.4329	13.4966	1.9463	15.4429	3.7665	1.7906	5.5572		40,246.7545	40,246.7545	0.3640		40,254.3975

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	853.76	161.69	83.29	2,855,476	2,855,476
Unrefrigerated Warehouse-No Rail	436.07	150.66	95.54	1,485,642	1,485,642
Total	1,289.83	312.35	178.84	4,341,117	4,341,117

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.054287	0.006378	0.018948	0.014788	0.004392	0.119544	0.270478	0.509978	0.000202	0.000265	0.000455	0.000063	0.000220

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0576	0.5235	0.4397	3.1400e-003		0.0398	0.0398		0.0398	0.0398		628.1489	628.1489	0.0120	0.0115	631.9717
NaturalGas Unmitigated	0.0714	0.6488	0.5450	3.8900e-003		0.0493	0.0493		0.0493	0.0493		778.5729	778.5729	0.0149	0.0143	783.3112

5.2 Energy by Land Use - NaturalGas

Unmitigated

NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Land Use	kBTU/yr	lb/day									lb/day						
General Light Industry	6312.48	0.0681	0.6189	0.5199	3.7100e-003		0.0470	0.0470		0.0470	0.0470		742.6449	742.6449	0.0142	0.0136	747.1645
Unrefrigerated Warehouse-No Rail	305.389	3.2900e-003	0.0299	0.0252	1.8000e-004		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003		35.9281	35.9281	6.9000e-004	6.6000e-004	36.1467
Total		0.0714	0.6488	0.5450	3.8900e-003		0.0493	0.0493		0.0493	0.0493		778.5729	778.5729	0.0149	0.0143	783.3112

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day									lb/day						
Unrefrigerated Warehouse-No Rail	0.231558	2.5000e-003	0.0227	0.0191	1.4000e-004		1.7300e-003	1.7300e-003		1.7300e-003	1.7300e-003		27.2422	27.2422	5.2000e-004	5.0000e-004	27.4080
General Light Industry	5.10771	0.0551	0.5008	0.4206	3.0000e-003		0.0381	0.0381		0.0381	0.0381		600.9067	600.9067	0.0115	0.0110	604.5637
Total		0.0576	0.5235	0.4397	3.1400e-003		0.0398	0.0398		0.0398	0.0398		628.1489	628.1489	0.0120	0.0115	631.9717

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day									lb/day						
Mitigated	6.4085	2.3000e-004	0.0252	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0536	0.0536	1.4000e-004		0.0566
Unmitigated	6.4085	2.3000e-004	0.0252	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0536	0.0536	1.4000e-004		0.0566

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.5555					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8506					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.3700e-003	2.3000e-004	0.0252	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0536	0.0536	1.4000e-004		0.0566
Total	6.4085	2.3000e-004	0.0252	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0536	0.0536	1.4000e-004		0.0566

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.5555					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8506					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.3700e-003	2.3000e-004	0.0252	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0536	0.0536	1.4000e-004		0.0566
Total	6.4085	2.3000e-004	0.0252	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0536	0.0536	1.4000e-004		0.0566

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Rowland Heights Mixed Use (Operations)- Alt 4

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	122.49	1000sqft	2.81	122,491.00	0
Unrefrigerated Warehouse-No Rail	122.49	1000sqft	2.81	122,491.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11	Operational Year	2020		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use -
- Vehicle Trips - See Alternative Assumptions
- Energy Use -
- Energy Mitigation -
- Vehicle Emission Factors - See "Operations Alternatives CalEEMod Inputs"
- Vehicle Emission Factors - See "Operations Alternatives CalEEMod Inputs"
- Vehicle Emission Factors - See "Operations Alternatives CalEEMod Inputs"

Table Name	Column Name	Default Value	New Value
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tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleEF	HHD	0.03	0.51
tblVehicleEF	HHD	0.03	0.51
tblVehicleEF	HHD	0.03	0.51
tblVehicleEF	LDA	0.53	0.05
tblVehicleEF	LDA	0.53	0.05
tblVehicleEF	LDA	0.53	0.05
tblVehicleEF	LDT1	0.06	6.3780e-003
tblVehicleEF	LDT1	0.06	6.3780e-003
tblVehicleEF	LDT1	0.06	6.3780e-003
tblVehicleEF	LDT2	0.18	0.02
tblVehicleEF	LDT2	0.18	0.02
tblVehicleEF	LDT2	0.18	0.02
tblVehicleEF	LHD1	0.04	4.3920e-003
tblVehicleEF	LHD1	0.04	4.3920e-003
tblVehicleEF	LHD1	0.04	4.3920e-003
tblVehicleEF	LHD2	6.3190e-003	0.12
tblVehicleEF	LHD2	6.3190e-003	0.12
tblVehicleEF	LHD2	6.3190e-003	0.12
tblVehicleEF	MCY	3.6930e-003	4.5500e-004
tblVehicleEF	MCY	3.6930e-003	4.5500e-004
tblVehicleEF	MCY	3.6930e-003	4.5500e-004
tblVehicleEF	MDV	0.12	0.01
tblVehicleEF	MDV	0.12	0.01
tblVehicleEF	MDV	0.12	0.01
tblVehicleEF	MH	1.6850e-003	2.2000e-004
tblVehicleEF	MH	1.6850e-003	2.2000e-004
tblVehicleEF	MH	1.6850e-003	2.2000e-004
tblVehicleEF	MHD	0.02	0.27
tblVehicleEF	MHD	0.02	0.27

tblVehicleEF	MHD	0.02	0.27
tblVehicleEF	OBUS	2.5090e-003	2.0200e-004
tblVehicleEF	OBUS	2.5090e-003	2.0200e-004
tblVehicleEF	OBUS	2.5090e-003	2.0200e-004
tblVehicleEF	SBUS	5.3100e-004	6.3200e-005
tblVehicleEF	SBUS	5.3100e-004	6.3200e-005
tblVehicleEF	SBUS	5.3100e-004	6.3200e-005
tblVehicleEF	UBUS	3.1480e-003	2.6500e-004
tblVehicleEF	UBUS	3.1480e-003	2.6500e-004
tblVehicleEF	UBUS	3.1480e-003	2.6500e-004
tblVehicleTrips	ST_TR	2.59	1.23
tblVehicleTrips	SU_TR	2.59	0.78
tblVehicleTrips	WD_TR	2.59	3.56

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.4085	2.3000e-004	0.0252	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0536	0.0536	1.4000e-004		0.0566
Energy	0.0714	0.6488	0.5450	3.8900e-003		0.0493	0.0493		0.0493	0.0493		778.5729	778.5729	0.0149	0.0143	783.3112
Mobile	11.0026	112.1499	149.0205	0.4305	13.4966	1.9548	15.4513	3.7665	1.7984	5.5650		40,012.6522	40,012.6522	0.3699		40,020.4207
Total	17.4824	112.7989	149.5906	0.4344	13.4966	2.0042	15.5007	3.7665	1.8478	5.6144		40,791.2787	40,791.2787	0.3850	0.0143	40,803.7885

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6.4085	2.3000e-004	0.0252	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0536	0.0536	1.4000e-004		0.0566
Energy	0.0576	0.5235	0.4397	3.1400e-003		0.0398	0.0398		0.0398	0.0398		628.1489	628.1489	0.0120	0.0115	631.9717
Mobile	11.0026	112.1499	149.0205	0.4305	13.4966	1.9548	15.4513	3.7665	1.7984	5.5650		40,012.6522	40,012.6522	0.3699		40,020.4207
Total	17.4686	112.6736	149.4853	0.4337	13.4966	1.9947	15.4912	3.7665	1.8383	5.6048		40,640.8547	40,640.8547	0.3821	0.0115	40,652.4489

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.08	0.11	0.07	0.17	0.00	0.48	0.06	0.00	0.52	0.17	0.00	0.37	0.37	0.75	19.27	0.37

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	11.0026	112.1499	149.0205	0.4305	13.4966	1.9548	15.4513	3.7665	1.7984	5.5650		40,012.6522	40,012.6522	0.3699		40,020.4207
Unmitigated	11.0026	112.1499	149.0205	0.4305	13.4966	1.9548	15.4513	3.7665	1.7984	5.5650		40,012.6522	40,012.6522	0.3699		40,020.4207

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	853.76	161.69	83.29	2,855,476	2,855,476
Unrefrigerated Warehouse-No Rail	436.07	150.66	95.54	1,485,642	1,485,642
Total	1,289.83	312.35	178.84	4,341,117	4,341,117

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.054287	0.006378	0.018948	0.014788	0.004392	0.119544	0.270478	0.509978	0.000202	0.000265	0.000455	0.000063	0.000220

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0576	0.5235	0.4397	3.1400e-003		0.0398	0.0398		0.0398	0.0398		628.1489	628.1489	0.0120	0.0115	631.9717
NaturalGas Unmitigated	0.0714	0.6488	0.5450	3.8900e-003		0.0493	0.0493		0.0493	0.0493		778.5729	778.5729	0.0149	0.0143	783.3112

5.2 Energy by Land Use - NaturalGas

Unmitigated

NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	6312.48	0.0681	0.6189	0.5199	3.7100e-003		0.0470	0.0470		0.0470	0.0470		742.6449	742.6449	0.0142	0.0136	747.1645
Unrefrigerated Warehouse-No Rail	305.389	3.2900e-003	0.0299	0.0252	1.8000e-004		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003		35.9281	35.9281	6.9000e-004	6.6000e-004	36.1467
Total		0.0714	0.6488	0.5450	3.8900e-003		0.0493	0.0493		0.0493	0.0493		778.5729	778.5729	0.0149	0.0143	783.3112

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	0.231558	2.5000e-003	0.0227	0.0191	1.4000e-004		1.7300e-003	1.7300e-003		1.7300e-003	1.7300e-003		27.2422	27.2422	5.2000e-004	5.0000e-004	27.4080
General Light Industry	5.10771	0.0551	0.5008	0.4206	3.0000e-003		0.0381	0.0381		0.0381	0.0381		600.9067	600.9067	0.0115	0.0110	604.5637
Total		0.0576	0.5235	0.4397	3.1400e-003		0.0398	0.0398		0.0398	0.0398		628.1489	628.1489	0.0120	0.0115	631.9717

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.4085	2.3000e-004	0.0252	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0536	0.0536	1.4000e-004		0.0566
Unmitigated	6.4085	2.3000e-004	0.0252	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0536	0.0536	1.4000e-004		0.0566

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.5555					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8506					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.3700e-003	2.3000e-004	0.0252	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0536	0.0536	1.4000e-004		0.0566
Total	6.4085	2.3000e-004	0.0252	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0536	0.0536	1.4000e-004		0.0566

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.5555					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8506					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.3700e-003	2.3000e-004	0.0252	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0536	0.0536	1.4000e-004		0.0566
Total	6.4085	2.3000e-004	0.0252	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005		0.0536	0.0536	1.4000e-004		0.0566

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Appendix Z

2. Greenhouse Gas Emissions Data Worksheets

- 1 Alternative 2 – Operational Emissions CalEEMod Output
 - Business As Usual (Annual)
 - Project (Annual)
- 2 Alternative 3 – Operational Emissions CalEEMod Output
 - Business As Usual (Annual)
 - Project (Annual)
- 3 Alternative 4 – Operational Emissions CalEEMod Output
 - Business As Usual (Annual)
 - Project (Annual)

Appendix K-1

2.1 Alternative 2 – Operational Emissions CalEEMod Output

- Business As Usual (Annual)
- Project (Annual)

**Rowland Heights Alt 2 (Operations BAU) Full Buildout
Los Angeles-South Coast County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	1.60	1000sqft	0.04	1,600.00	0
Hotel	162.00	Room	5.40	235,224.00	0
Hotel	220.00	Room	7.33	319,440.00	0
Quality Restaurant	16.05	1000sqft	0.37	16,046.00	0
Strip Mall	66.97	1000sqft	1.54	66,966.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - See Construction Model Inputs.
- Vehicle Trips - See Test 7, Table 2
- Area Mitigation -
- Energy Mitigation -
- Water Mitigation -
- Energy Use -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	16,050.00	16,046.00
tblLandUse	LandUseSquareFeet	66,970.00	66,966.00
tblVehicleTrips	ST_TR	8.19	8.69
tblVehicleTrips	ST_TR	1.64	0.63
tblVehicleTrips	ST_TR	94.36	94.35
tblVehicleTrips	ST_TR	42.04	49.70
tblVehicleTrips	SU_TR	5.95	7.53
tblVehicleTrips	SU_TR	0.76	0.00
tblVehicleTrips	SU_TR	72.16	72.17
tblVehicleTrips	SU_TR	20.43	25.10
tblVehicleTrips	WD_TR	8.17	7.78
tblVehicleTrips	WD_TR	11.42	3.13
tblVehicleTrips	WD_TR	89.95	89.93
tblVehicleTrips	WD_TR	44.32	42.69

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.0508					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0984	0.8941	0.7510	5.3600e-003		0.0680	0.0680		0.0680	0.0680	0.0000	2,946.7401	2,946.7401	0.1094	0.0366	2,960.3866
Mobile	3.3319	7.7660	32.3670	0.0838	5.4783	0.1186	5.5969	1.4674	0.1094	1.5769	0.0000	5,905.4534	5,905.4534	0.2262	0.0000	5,910.2031
Waste						0.0000	0.0000		0.0000	0.0000	60.0041	0.0000	60.0041	3.5461	0.0000	134.4731
Water						0.0000	0.0000		0.0000	0.0000	6.2838	88.4360	94.7198	0.6495	0.0161	113.3437

Total	6.4811	8.6601	33.1180	0.0892	5.4783	0.1866	5.6648	1.4674	0.1774	1.6448	66.2879	8,940.629	9,006.9175	4.5312	0.0527	9,118.406
												6				5

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.0508					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0984	0.8941	0.7510	5.3600e-003		0.0680	0.0680		0.0680	0.0680	0.0000	2,946.7401	2,946.7401	0.1094	0.0366	2,960.3866
Mobile	3.3319	7.7660	32.3670	0.0838	5.4783	0.1186	5.5969	1.4674	0.1094	1.5769	0.0000	5,905.4534	5,905.4534	0.2262	0.0000	5,910.2031
Waste						0.0000	0.0000		0.0000	0.0000	60.0041	0.0000	60.0041	3.5461	0.0000	134.4731
Water						0.0000	0.0000		0.0000	0.0000	6.2838	88.4360	94.7198	0.6494	0.0161	113.3337
Total	6.4811	8.6601	33.1180	0.0892	5.4783	0.1866	5.6648	1.4674	0.1774	1.6448	66.2879	8,940.629	9,006.9175	4.5310	0.0527	9,118.396
												6				5

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.3319	7.7660	32.3670	0.0838	5.4783	0.1186	5.5969	1.4674	0.1094	1.5769	0.0000	5,905.4534	5,905.4534	0.2262	0.0000	5,910.2031
Unmitigated	3.3319	7.7660	32.3670	0.0838	5.4783	0.1186	5.5969	1.4674	0.1094	1.5769	0.0000	5,905.4534	5,905.4534	0.2262	0.0000	5,910.2031

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	1,260.36	1,407.78	1219.86	3,043,882	3,043,882
Hotel	1,711.60	1,911.80	1656.60	4,133,666	4,133,666
Office Park	5.01	1.01	0.00	12,572	12,572
Quality Restaurant	1,443.38	1,514.32	1158.33	2,011,292	2,011,292
Strip Mall	2,858.95	3,328.41	1680.95	5,246,842	5,246,842
Total	7,279.29	8,163.31	5,715.74	14,448,254	14,448,254

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530094	0.057664	0.178835	0.124843	0.039181	0.006319	0.017052	0.034445	0.002509	0.003148	0.003693	0.000531	0.001685

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: Y

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					

Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,973.4114	1,973.4114	0.0907	0.0188	1,981.1344
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,973.4114	1,973.4114	0.0907	0.0188	1,981.1344
NaturalGas Mitigated	0.0984	0.8941	0.7510	5.3600e-003		0.0680	0.0680		0.0680	0.0680	0.0000	973.3287	973.3287	0.0187	0.0178	979.2522
NaturalGas Unmitigated	0.0984	0.8941	0.7510	5.3600e-003		0.0680	0.0680		0.0680	0.0680	0.0000	973.3287	973.3287	0.0187	0.0178	979.2522

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	6.08054e+006	0.0328	0.2981	0.2504	1.7900e-003		0.0227	0.0227		0.0227	0.0227	0.0000	324.4808	324.4808	6.2200e-003	5.9500e-003	326.4555
Hotel	8.25752e+006	0.0445	0.4048	0.3400	2.4300e-003		0.0308	0.0308		0.0308	0.0308	0.0000	440.6529	440.6529	8.4500e-003	8.0800e-003	443.3347
Office Park	19168	1.0000e-004	9.4000e-004	7.9000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	1.0229	1.0229	2.0000e-005	2.0000e-005	1.0291
Quality Restaurant	3.76038e+006	0.0203	0.1843	0.1548	1.1100e-003		0.0140	0.0140		0.0140	0.0140	0.0000	200.6682	200.6682	3.8500e-003	3.6800e-003	201.8894
Strip Mall	121878	6.6000e-004	5.9700e-003	5.0200e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	6.5039	6.5039	1.2000e-004	1.2000e-004	6.5435
Total		0.0984	0.8941	0.7511	5.3800e-003		0.0679	0.0679		0.0679	0.0679	0.0000	973.3287	973.3287	0.0187	0.0179	979.2522

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	6.08054e+006	0.0328	0.2981	0.2504	1.7900e-003		0.0227	0.0227		0.0227	0.0227	0.0000	324.4808	324.4808	6.2200e-003	5.9500e-003	326.4555
Hotel	8.25752e+006	0.0445	0.4048	0.3400	2.4300e-003		0.0308	0.0308		0.0308	0.0308	0.0000	440.6529	440.6529	8.4500e-003	8.0800e-003	443.3347

Office Park	19168	1.0000e-004	9.4000e-004	7.9000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	1.0229	1.0229	2.0000e-005	2.0000e-005	1.0291
Quality Restaurant	3.76038e+006	0.0203	0.1843	0.1548	1.1100e-003		0.0140	0.0140		0.0140	0.0140	0.0000	200.6682	200.6682	3.8500e-003	3.6800e-003	201.8894
Strip Mall	121878	6.6000e-004	5.9700e-003	5.0200e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004	0.0000	6.5039	6.5039	1.2000e-004	1.2000e-004	6.5435
Total		0.0984	0.8941	0.7511	5.3800e-003		0.0679	0.0679		0.0679	0.0679	0.0000	973.3287	973.3287	0.0187	0.0179	979.2522

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	2.13113e+006	609.8587	0.0280	5.8000e-003	612.2454
Hotel	2.89413e+006	828.2032	0.0381	7.8800e-003	831.4443
Office Park	26640	7.6235	3.5000e-004	7.0000e-005	7.6533
Quality Restaurant	775343	221.8774	0.0102	2.1100e-003	222.7457
Strip Mall	1.06878e+006	305.8487	0.0141	2.9100e-003	307.0456
Total		1,973.4114	0.0907	0.0188	1,981.1344

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	2.13113e+006	609.8587	0.0280	5.8000e-003	612.2454
Hotel	2.89413e+006	828.2032	0.0381	7.8800e-003	831.4443
Office Park	26640	7.6235	3.5000e-004	7.0000e-005	7.6533

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.7408					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.3100					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.0508					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	94.7198	0.6494	0.0161	113.3337
Unmitigated	94.7198	0.6495	0.0161	113.3437

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	9.69011 / 1.07668	42.6044	0.3176	7.8300e-003	51.7011

Office Park	0.284374 / 0.174294	1.7040	9.3400e- 003	2.3000e- 004	1.9727
Quality Restaurant	4.87172 / 0.310961	20.6871	0.1596	3.9300e- 003	25.2576
Strip Mall	4.96064 / 3.04039	29.7244	0.1629	4.0800e- 003	34.4122
Total		94.7198	0.6495	0.0161	113.3437

Mitigated

	Indoor/Out- door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	9.69011 / 1.07668	42.6044	0.3175	7.8200e- 003	51.6962
Office Park	0.284374 / 0.174294	1.7040	9.3400e- 003	2.3000e- 004	1.9726
Quality Restaurant	4.87172 / 0.310961	20.6871	0.1596	3.9200e- 003	25.2552
Strip Mall	4.96064 / 3.04039	29.7244	0.1629	4.0800e- 003	34.4097
Total		94.7198	0.6494	0.0161	113.3336

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	60.0041	3.5461	0.0000	134.4731

Unmitigated	60.0041	3.5461	0.0000	134.4731
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8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	209.14	42.4535	2.5089	0.0000	95.1411
Office Park	1.49	0.3025	0.0179	0.0000	0.6778
Quality Restaurant	14.65	2.9738	0.1758	0.0000	6.6645
Strip Mall	70.32	14.2743	0.8436	0.0000	31.9897
Total		60.0041	3.5461	0.0000	134.4731

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	209.14	42.4535	2.5089	0.0000	95.1411
Office Park	1.49	0.3025	0.0179	0.0000	0.6778
Quality Restaurant	14.65	2.9738	0.1758	0.0000	6.6645
Strip Mall	70.32	14.2743	0.8436	0.0000	31.9897
Total		60.0041	3.5461	0.0000	134.4731

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Rowland Heights Alt 2 (Operations) Full Buildout Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	1.60	1000sqft	0.04	1,600.00	0
Hotel	162.00	Room	5.40	235,224.00	0
Hotel	220.00	Room	7.33	319,440.00	0
Quality Restaurant	16.05	1000sqft	0.37	16,046.00	0
Strip Mall	66.97	1000sqft	1.54	66,966.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11	Operational Year		2020	
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	595	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - California Air Resources Board, Statewide Emission Factors (EF) For Use With AB 900 Projects, March 2014.

Land Use - See Construction Model Inputs.

Vehicle Trips - See Test 7, Table 2 and VMT Calculations

Energy Use - CO2 Intensity Factor Adjusted

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	16,050.00	16,046.00
tblLandUse	LandUseSquareFeet	66,970.00	66,966.00
tblProjectCharacteristics	CO2IntensityFactor	630.89	595
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleTrips	CC_TL	8.40	7.50
tblVehicleTrips	CC_TL	8.40	7.50
tblVehicleTrips	CC_TL	8.40	7.50
tblVehicleTrips	CC_TL	8.40	7.50
tblVehicleTrips	CNW_TL	6.90	6.10
tblVehicleTrips	CNW_TL	6.90	6.10
tblVehicleTrips	CNW_TL	6.90	6.10
tblVehicleTrips	CNW_TL	6.90	6.10
tblVehicleTrips	CW_TL	16.60	14.70
tblVehicleTrips	CW_TL	16.60	14.70
tblVehicleTrips	CW_TL	16.60	14.70
tblVehicleTrips	CW_TL	16.60	14.70
tblVehicleTrips	ST_TR	8.19	8.69
tblVehicleTrips	ST_TR	1.64	0.63
tblVehicleTrips	ST_TR	94.36	84.94
tblVehicleTrips	ST_TR	42.04	47.22
tblVehicleTrips	SU_TR	5.95	7.53
tblVehicleTrips	SU_TR	0.76	0.00
tblVehicleTrips	SU_TR	72.16	64.94
tblVehicleTrips	SU_TR	20.43	23.85
tblVehicleTrips	WD_TR	8.17	7.78
tblVehicleTrips	WD_TR	11.42	3.13
tblVehicleTrips	WD_TR	89.95	80.95
tblVehicleTrips	WD_TR	44.32	40.56

2.0 Emissions Summary

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.0514	6.0000e-005	5.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0116	0.0116	3.0000e-005	0.0000	0.0122
Energy	0.0957	0.8699	0.7308	5.2200e-003		0.0661	0.0661		0.0661	0.0661	0.0000	2,703.6511	2,703.6511	0.1038	0.0351	2,716.7038
Mobile	3.1242	6.8599	29.1586	0.0725	4.7182	0.1033	4.8214	1.2638	0.0953	1.3591	0.0000	5,110.4827	5,110.4827	0.1974	0.0000	5,114.6281
Waste						0.0000	0.0000		0.0000	0.0000	60.0041	0.0000	60.0041	3.5461	0.0000	134.4731
Water						0.0000	0.0000		0.0000	0.0000	6.2838	83.4051	89.6889	0.6495	0.0161	108.3127
Total	6.2712	7.7299	29.8953	0.0778	4.7182	0.1694	4.8876	1.2638	0.1614	1.4252	66.2879	7,897.5505	7,963.8384	4.4968	0.0512	8,074.1300

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.0514	6.0000e-005	5.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0116	0.0116	3.0000e-005	0.0000	0.0122
Energy	0.0722	0.6564	0.5514	3.9400e-003		0.0499	0.0499		0.0499	0.0499	0.0000	2,260.6202	2,260.6202	0.0891	0.0287	2,271.3844
Mobile	3.1242	6.8599	29.1586	0.0725	4.7182	0.1033	4.8214	1.2638	0.0953	1.3591	0.0000	5,110.4827	5,110.4827	0.1974	0.0000	5,114.6281
Waste						0.0000	0.0000		0.0000	0.0000	60.0041	0.0000	60.0041	3.5461	0.0000	134.4731
Water						0.0000	0.0000		0.0000	0.0000	4.3987	60.8324	65.2311	0.4548	0.0113	78.2779
Total	6.2477	7.5163	29.7159	0.0765	4.7182	0.1532	4.8713	1.2638	0.1452	1.4090	64.4028	7,431.9469	7,496.3497	4.2874	0.0400	7,598.7757

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.37	2.76	0.60	1.65	0.00	9.59	0.33	0.00	10.06	1.14	2.84	5.90	5.87	4.66	21.87	5.89

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.1242	6.8599	29.1586	0.0725	4.7182	0.1033	4.8214	1.2638	0.0953	1.3591	0.0000	5,110.4827	5,110.4827	0.1974	0.0000	5,114.6281
Unmitigated	3.1242	6.8599	29.1586	0.0725	4.7182	0.1033	4.8214	1.2638	0.0953	1.3591	0.0000	5,110.4827	5,110.4827	0.1974	0.0000	5,114.6281

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	1,260.36	1,407.78	1219.86	2,706,952	2,706,952
Hotel	1,711.60	1,911.80	1656.60	3,676,107	3,676,107
Office Park	5.01	1.01	0.00	11,166	11,166
Quality Restaurant	1,299.25	1,363.29	1042.29	1,613,487	1,613,487
Strip Mall	2,716.30	3,162.32	1597.23	4,435,883	4,435,883
Total	6,992.52	7,846.20	5,515.98	12,443,594	12,443,594

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	14.70	7.50	6.10	19.40	61.60	19.00	58	38	4
Hotel	14.70	7.50	6.10	19.40	61.60	19.00	58	38	4
Office Park	14.70	7.50	6.10	33.00	48.00	19.00	82	15	3
Quality Restaurant	14.70	7.50	6.10	12.00	69.00	19.00	38	18	44
Strip Mall	14.70	7.50	6.10	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530094	0.057664	0.178835	0.124843	0.039181	0.006319	0.017052	0.034445	0.002509	0.003148	0.003693	0.000531	0.001685

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,546.0879	1,546.0879	0.0754	0.0156	1,552.5035
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,756.6101	1,756.6101	0.0856	0.0177	1,763.8993
NaturalGas Mitigated	0.0722	0.6564	0.5514	3.9400e-003		0.0499	0.0499		0.0499	0.0499	0.0000	714.5324	714.5324	0.0137	0.0131	718.8809
NaturalGas Unmitigated	0.0957	0.8699	0.7308	5.2200e-003		0.0661	0.0661		0.0661	0.0661	0.0000	947.0410	947.0410	0.0182	0.0174	952.8045

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	5.8853e+006	0.0317	0.2885	0.2423	1.7300e-003		0.0219	0.0219		0.0219	0.0219	0.0000	314.0623	314.0623	6.0200e-003	5.7600e-003	315.9736
Hotel	7.99239e+006	0.0431	0.3918	0.3291	2.3500e-003		0.0298	0.0298		0.0298	0.0298	0.0000	426.5043	426.5043	8.1700e-003	7.8200e-003	429.0999

Office Park	16464	9.0000e-005	8.1000e-004	6.8000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.8786	0.8786	2.0000e-005	2.0000e-005	0.8839
Quality Restaurant	3.73888e+006	0.0202	0.1833	0.1540	1.1000e-003		0.0139	0.0139		0.0139	0.0139	0.0000	199.5208	199.5208	3.8200e-003	3.6600e-003	200.7350
Strip Mall	113842	6.1000e-004	5.5800e-003	4.6900e-003	3.0000e-005		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004	0.0000	6.0751	6.0751	1.2000e-004	1.1000e-004	6.1120
Total		0.0957	0.8700	0.7308	5.2100e-003		0.0661	0.0661		0.0661	0.0661	0.0000	947.0410	947.0410	0.0182	0.0174	952.8045

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	4.1597e+006	0.0224	0.2039	0.1713	1.2200e-003		0.0155	0.0155		0.0155	0.0155	0.0000	221.9775	221.9775	4.2500e-003	4.0700e-003	223.3284
Hotel	5.64898e+006	0.0305	0.2769	0.2326	1.6600e-003		0.0211	0.0211		0.0211	0.0211	0.0000	301.4509	301.4509	5.7800e-003	5.5300e-003	303.2855
Office Park	10808	6.0000e-005	5.3000e-004	4.5000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.5768	0.5768	1.0000e-005	1.0000e-005	0.5803
Quality Restaurant	3.48486e+006	0.0188	0.1708	0.1435	1.0200e-003		0.0130	0.0130		0.0130	0.0130	0.0000	185.9655	185.9655	3.5600e-003	3.4100e-003	187.0973
Strip Mall	85482.1	4.6000e-004	4.1900e-003	3.5200e-003	3.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	4.5617	4.5617	9.0000e-005	8.0000e-005	4.5894
Total		0.0722	0.6564	0.5513	3.9300e-003		0.0499	0.0499		0.0499	0.0499	0.0000	714.5324	714.5324	0.0137	0.0131	718.8809

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	1.9994e+006	539.6141	0.0263	5.4400e-003	541.8532
Hotel	2.71524e+006	732.8092	0.0357	7.3900e-003	735.8501

Office Park	25440	6.8659	3.3000e-004	7.0000e-005	6.8944
Quality Restaurant	752718	203.1491	9.9000e-003	2.0500e-003	203.9921
Strip Mall	1.01587e+006	274.1717	0.0134	2.7600e-003	275.3094
Total		1,756.6101	0.0856	0.0177	1,763.8993

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	1.74254e+006	470.2895	0.0229	4.7400e-003	472.2410
Hotel	2.36641e+006	638.6648	0.0311	6.4400e-003	641.3150
Office Park	21598.4	5.8291	2.8000e-004	6.0000e-005	5.8533
Quality Restaurant	697062	188.1284	9.1700e-003	1.9000e-003	188.9090
Strip Mall	901028	243.1760	0.0119	2.4500e-003	244.1851
Total		1,546.0879	0.0754	0.0156	1,552.5035

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.0514	6.0000e-005	5.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0116	0.0116	3.0000e-005	0.0000	0.0122

Unmitigated	3.0514	6.0000e-005	5.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0116	0.0116	3.0000e-005	0.0000	0.0122
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6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	tons/yr										MT/yr						
Architectural Coating	0.7408					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.3100					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.6000e-004	6.0000e-005	5.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0116	0.0116	3.0000e-005	0.0000	0.0122	
Total	3.0513	6.0000e-005	5.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0116	0.0116	3.0000e-005	0.0000	0.0122	

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.7408					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.3100					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.6000e-004	6.0000e-005	5.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0116	0.0116	3.0000e-005	0.0000	0.0122
Total	3.0513	6.0000e-005	5.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0116	0.0116	3.0000e-005	0.0000	0.0122

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	65.2311	0.4548	0.0113	78.2779
Unmitigated	89.6889	0.6495	0.0161	108.3127

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	9.69011 / 1.07668	40.3556	0.3176	7.8300e-003	49.4523
Office Park	0.284374 / 0.174294	1.6122	9.3400e-003	2.3000e-004	1.8809
Quality Restaurant	4.87172 / 0.310961	19.5982	0.1596	3.9300e-003	24.1687
Strip Mall	4.96064 / 3.04039	28.1229	0.1629	4.0800e-003	32.8108
Total		89.6889	0.6495	0.0161	108.3127

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	6.78307 / 1.07668	28.3901	0.2223	5.4800e-003	34.7584

Office Park	0.199062 / 0.174294	1.2610	6.5400e- 003	1.7000e- 004	1.4497
Quality Restaurant	3.4102 / 0.310961	13.5825	0.1117	2.7500e- 003	16.7813
Strip Mall	3.47245 / 3.04039	21.9975	0.1142	2.8800e- 003	25.2885
Total		65.2311	0.4548	0.0113	78.2779

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	60.0041	3.5461	0.0000	134.4731
Unmitigated	60.0041	3.5461	0.0000	134.4731

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	209.14	42.4535	2.5089	0.0000	95.1411
Office Park	1.49	0.3025	0.0179	0.0000	0.6778
Quality Restaurant	14.65	2.9738	0.1758	0.0000	6.6645
Strip Mall	70.32	14.2743	0.8436	0.0000	31.9897

Total		60.0041	3.5461	0.0000	134.4731
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Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	209.14	42.4535	2.5089	0.0000	95.1411
Office Park	1.49	0.3025	0.0179	0.0000	0.6778
Quality Restaurant	14.65	2.9738	0.1758	0.0000	6.6645
Strip Mall	70.32	14.2743	0.8436	0.0000	31.9897
Total		60.0041	3.5461	0.0000	134.4731

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Appendix K-1

2.2 Alternative 3 – Operational Emissions CalEEMod Output

- Business As Usual (Annual)
- Project (Annual)

Rowland Heights Mixed Use (Operations BAU) Alt 3
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	7.79	1000sqft	0.18	7,788.00	0
High Turnover (Sit Down Restaurant)	78.10	1000sqft	1.79	78,101.00	0
Quality Restaurant	78.11	1000sqft	1.79	78,105.00	0
Strip Mall	325.97	1000sqft	7.48	325,969.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - See "Alternative Assumptions"
- Vehicle Trips - See "Operations Alternatives CalEEMod Inputs"
- Energy Use - BAU historical data
- Area Mitigation -
- Energy Mitigation -

Table Name	Column Name	Default Value	New Value
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tblLandUse	LandUseSquareFeet	7,790.00	7,788.00
tblLandUse	LandUseSquareFeet	78,100.00	78,101.00
tblLandUse	LandUseSquareFeet	78,110.00	78,105.00
tblLandUse	LandUseSquareFeet	325,970.00	325,969.00
tblVehicleTrips	ST_TR	1.64	2.37
tblVehicleTrips	ST_TR	42.04	49.97
tblVehicleTrips	SU_TR	0.76	0.98
tblVehicleTrips	SU_TR	20.43	25.24
tblVehicleTrips	WD_TR	11.42	3.32
tblVehicleTrips	WD_TR	44.32	42.70

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.3382					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.2011	1.8281	1.5356	0.0110		0.1389	0.1389		0.1389	0.1389	0.0000	5,675.9522	5,675.9522	0.2076	0.0715	5,702.4883
Mobile	13.5682	28.0649	121.7622	0.2902	18.7776	0.4159	19.1934	5.0299	0.3836	5.4135	0.0000	20,447.6847	20,447.6847	0.7972	0.0000	20,464.4264
Waste						0.0000	0.0000		0.0000	0.0000	274.0743	0.0000	274.0743	16.1973	0.0000	614.2183
Water						0.0000	0.0000		0.0000	0.0000	23.1421	331.1762	354.3182	2.3921	0.0593	422.9279
Total	16.1075	29.8930	123.2979	0.3012	18.7776	0.5548	19.3324	5.0299	0.5225	5.5524	297.2164	26,454.8131	26,752.0295	19.5943	0.1308	27,204.0609

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.3382					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.2011	1.8281	1.5356	0.0110		0.1389	0.1389		0.1389	0.1389	0.0000	5,675.9522	5,675.9522	0.2076	0.0715	5,702.4883
Mobile	13.5682	28.0649	121.7622	0.2902	18.7776	0.4159	19.1934	5.0299	0.3836	5.4135	0.0000	20,447.6847	20,447.6847	0.7972	0.0000	20,464.4264
Waste						0.0000	0.0000		0.0000	0.0000	274.0743	0.0000	274.0743	16.1973	0.0000	614.2183
Water						0.0000	0.0000		0.0000	0.0000	23.1421	331.1762	354.3182	2.3917	0.0592	422.8910
Total	16.1075	29.8930	123.2979	0.3012	18.7776	0.5548	19.3324	5.0299	0.5225	5.5524	297.2164	26,454.8131	26,752.0295	19.5938	0.1307	27,204.0240

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	13.5682	28.0649	121.7622	0.2902	18.7776	0.4159	19.1934	5.0299	0.3836	5.4135	0.0000	20,447.6847	20,447.6847	0.7972	0.0000	20,464.4264
Unmitigated	13.5682	28.0649	121.7622	0.2902	18.7776	0.4159	19.1934	5.0299	0.3836	5.4135	0.0000	20,447.6847	20,447.6847	0.7972	0.0000	20,464.4264

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	9,930.42	12,368.70	10296.70	14,079,495	14,079,495

Office Park	25.86	18.46	7.63	75,011	75,011
Quality Restaurant	7,025.99	7,370.46	5636.42	9,789,875	9,789,875
Strip Mall	13,918.92	16,288.72	8227.48	25,579,251	25,579,251
Total	30,901.19	36,046.34	24,168.24	49,523,633	49,523,633

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down)	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530094	0.057664	0.178835	0.124843	0.039181	0.006319	0.017052	0.034445	0.002509	0.003148	0.003693	0.000531	0.001685

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: Y

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Electricity Mitigated							0.0000	0.0000		0.0000	0.0000	3,685.8322	3,685.8322	0.1694	0.0351	3,700.2568
Electricity Unmitigated							0.0000	0.0000		0.0000	0.0000	3,685.8322	3,685.8322	0.1694	0.0351	3,700.2568
NaturalGas Mitigated	0.2011	1.8281	1.5356	0.0110		0.1389	0.1389		0.1389	0.1389	0.0000	1,990.1200	1,990.1200	0.0381	0.0365	2,002.2315
NaturalGas Unmitigated	0.2011	1.8281	1.5356	0.0110		0.1389	0.1389		0.1389	0.1389	0.0000	1,990.1200	1,990.1200	0.0381	0.0365	2,002.2315

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
High Turnover (Sit Down Restaurant)	1.8303e+07	0.0987	0.8972	0.7537	5.3800e-003		0.0682	0.0682		0.0682	0.0682	0.0000	976.7162	976.7162	0.0187	0.0179	982.6603
Office Park	93300.2	5.0000e-004	4.5700e-003	3.8400e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9789	4.9789	1.0000e-004	9.0000e-005	5.0092
Quality Restaurant	1.83039e+007	0.0987	0.8973	0.7537	5.3800e-003		0.0682	0.0682		0.0682	0.0682	0.0000	976.7662	976.7662	0.0187	0.0179	982.7106
Strip Mall	593264	3.2000e-003	0.0291	0.0244	1.7000e-004		2.2100e-003	2.2100e-003		2.2100e-003	2.2100e-003	0.0000	31.6588	31.6588	6.1000e-004	5.8000e-004	31.8515
Total		0.2011	1.8281	1.5356	0.0110		0.1389	0.1389		0.1389	0.1389	0.0000	1,990.1200	1,990.1200	0.0382	0.0365	2,002.2315

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Office Park	93300.2	5.0000e-004	4.5700e-003	3.8400e-003	3.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	4.9789	4.9789	1.0000e-004	9.0000e-005	5.0092
Quality Restaurant	1.83039e+007	0.0987	0.8973	0.7537	5.3800e-003		0.0682	0.0682		0.0682	0.0682	0.0000	976.7662	976.7662	0.0187	0.0179	982.7106
Strip Mall	593264	3.2000e-003	0.0291	0.0244	1.7000e-004		2.2100e-003	2.2100e-003		2.2100e-003	2.2100e-003	0.0000	31.6588	31.6588	6.1000e-004	5.8000e-004	31.8515
High Turnover (Sit Down Restaurant)	1.8303e+07	0.0987	0.8972	0.7537	5.3800e-003		0.0682	0.0682		0.0682	0.0682	0.0000	976.7162	976.7162	0.0187	0.0179	982.6603
Total		0.2011	1.8281	1.5356	0.0110		0.1389	0.1389		0.1389	0.1389	0.0000	1,990.1200	1,990.1200	0.0382	0.0365	2,002.2315

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
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Unmitigated	2.3382					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5678					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.7705					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.3382					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5678					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.7705					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.3382					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
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Category	MT/yr			
Mitigated	354.3182	2.3917	0.0592	422.8910
Unmitigated	354.3182	2.3921	0.0593	422.9279

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	23.706 / 1.51315	100.6643	0.7767	0.0191	122.9047
Office Park	1.38455 / 0.848593	8.2963	0.0455	1.1400e-003	9.6047
Quality Restaurant	23.709 / 1.51334	100.6772	0.7768	0.0191	122.9205
Strip Mall	24.1454 / 14.7988	144.6804	0.7931	0.0199	167.4981
Total		354.3182	2.3921	0.0593	422.9279

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	23.706 / 1.51315	100.6643	0.7766	0.0191	122.8927
Office Park	1.38455 / 0.848593	8.2963	0.0455	1.1400e-003	9.6040
Quality Restaurant	23.709 / 1.51334	100.6772	0.7767	0.0191	122.9085
Strip Mall	24.1454 / 14.7988	144.6804	0.7929	0.0199	167.4859

Total		354.3182	2.3917	0.0592	422.8910
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8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	274.0743	16.1973	0.0000	614.2183
Unmitigated	274.0743	16.1973	0.0000	614.2183

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	929.39	188.6578	11.1494	0.0000	422.7942
Office Park	7.24	1.4697	0.0869	0.0000	3.2936
Quality Restaurant	71.28	14.4692	0.8551	0.0000	32.4264
Strip Mail	342.27	69.4777	4.1060	0.0000	155.7040
Total		274.0743	16.1973	0.0000	614.2183

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	929.39	188.6578	11.1494	0.0000	422.7942
Office Park	7.24	1.4697	0.0869	0.0000	3.2936
Quality Restaurant	71.28	14.4692	0.8551	0.0000	32.4264
Strip Mall	342.27	69.4777	4.1060	0.0000	155.7040
Total		274.0743	16.1973	0.0000	614.2183

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Rowland Heights Mixed Use (Operations) Alt 3
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	7.79	1000sqft	0.18	7,788.00	0
High Turnover (Sit Down Restaurant)	78.10	1000sqft	1.79	78,101.00	0
Quality Restaurant	78.11	1000sqft	1.79	78,105.00	0
Strip Mall	325.97	1000sqft	7.48	325,969.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	595	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Vehicle Trips - See Alternatives Operational Inputs and VMT Calculations

Project Characteristics - California Air Resources Board, Statewide Emission Factors (EF) For Use With AB 900 Projects, March 2014.

Land Use - See Alternative Operational Inputs

Energy Use - CO2 Intensity Factor adjusted

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	7,790.00	7,788.00

tblLandUse	LandUseSquareFeet	78,100.00	78,101.00
tblLandUse	LandUseSquareFeet	78,110.00	78,105.00
tblLandUse	LandUseSquareFeet	325,970.00	325,969.00
tblProjectCharacteristics	CO2IntensityFactor	630.89	595
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleTrips	CC_TL	8.40	7.50
tblVehicleTrips	CC_TL	8.40	7.50
tblVehicleTrips	CC_TL	8.40	7.50
tblVehicleTrips	CC_TL	8.40	7.50
tblVehicleTrips	CNW_TL	6.90	6.10
tblVehicleTrips	CNW_TL	6.90	6.10
tblVehicleTrips	CNW_TL	6.90	6.10
tblVehicleTrips	CNW_TL	6.90	6.10
tblVehicleTrips	CW_TL	16.60	14.70
tblVehicleTrips	CW_TL	16.60	14.70
tblVehicleTrips	CW_TL	16.60	14.70
tblVehicleTrips	CW_TL	16.60	14.70
tblVehicleTrips	ST_TR	158.37	142.53
tblVehicleTrips	ST_TR	1.64	2.37
tblVehicleTrips	ST_TR	94.36	84.92
tblVehicleTrips	ST_TR	42.04	47.47
tblVehicleTrips	SU_TR	131.84	118.66
tblVehicleTrips	SU_TR	0.76	0.98
tblVehicleTrips	SU_TR	72.16	64.94
tblVehicleTrips	SU_TR	20.43	23.98
tblVehicleTrips	WD_TR	127.15	114.44
tblVehicleTrips	WD_TR	11.42	3.32
tblVehicleTrips	WD_TR	89.95	80.96
tblVehicleTrips	WD_TR	44.32	40.57

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.3388	6.0000e-005	6.2900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0122	0.0122	3.0000e-005	0.0000	0.0128
Energy	0.1997	1.8153	1.5248	0.0109		0.1380	0.1380		0.1380	0.1380	0.0000	5,321.7939	5,321.7939	0.2009	0.0700	5,347.7034
Mobile	12.2486	23.8583	105.7531	0.2408	15.4863	0.3475	15.8338	4.1483	0.3206	4.4688	0.0000	16,965.1131	16,965.1131	0.6683	0.0000	16,979.1478
Waste						0.0000	0.0000		0.0000	0.0000	274.0743	0.0000	274.0743	16.1973	0.0000	614.2183
Water						0.0000	0.0000		0.0000	0.0000	23.1421	312.3363	335.4783	2.3921	0.0593	404.0880
Total	14.7871	25.6736	107.2843	0.2517	15.4863	0.4855	15.9718	4.1483	0.4586	4.6068	297.2164	22,599.2554	22,896.4718	19.4588	0.1292	23,345.1703

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.3388	6.0000e-005	6.2900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0122	0.0122	3.0000e-005	0.0000	0.0128
Energy	0.1895	1.7229	1.4472	0.0103		0.1309	0.1309		0.1309	0.1309	0.0000	5,005.4055	5,005.4055	0.1885	0.0660	5,029.8074
Mobile	12.2486	23.8583	105.7531	0.2408	15.4863	0.3475	15.8338	4.1483	0.3206	4.4688	0.0000	16,965.1131	16,965.1131	0.6683	0.0000	16,979.1478
Waste						0.0000	0.0000		0.0000	0.0000	274.0743	0.0000	274.0743	16.1973	0.0000	614.2183
Water						0.0000	0.0000		0.0000	0.0000	16.1995	229.2051	245.4046	1.6750	0.0416	293.4752
Total	14.7769	25.5812	107.2067	0.2512	15.4863	0.4785	15.9647	4.1483	0.4515	4.5998	290.2738	22,199.7359	22,490.0096	18.7292	0.1076	22,916.6615

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.07	0.36	0.07	0.22	0.00	1.45	0.04	0.00	1.53	0.15	2.34	1.77	1.78	3.75	16.78	1.84

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	12.2486	23.8583	105.7531	0.2408	15.4863	0.3475	15.8338	4.1483	0.3206	4.4688	0.0000	16,965.1131	16,965.1131	0.6683	0.0000	16,979.1478
Unmitigated	12.2486	23.8583	105.7531	0.2408	15.4863	0.3475	15.8338	4.1483	0.3206	4.4688	0.0000	16,965.1131	16,965.1131	0.6683	0.0000	16,979.1478

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	8,937.76	11,131.59	9267.35	11,298,756	11,298,756
Office Park	25.86	18.46	7.63	66,619	66,619
Quality Restaurant	6,323.79	6,633.10	5072.46	7,852,729	7,852,729
Strip Mall	13,224.60	15,473.80	7816.76	21,625,130	21,625,130
Total	28,512.02	33,256.95	22,164.20	40,843,234	40,843,234

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down Restaurant)	14.70	7.50	6.10	8.50	72.50	19.00	37	20	43
Office Park	14.70	7.50	6.10	33.00	48.00	19.00	82	15	3
Quality Restaurant	14.70	7.50	6.10	12.00	69.00	19.00	38	18	44
Strip Mall	14.70	7.50	6.10	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530094	0.057664	0.178835	0.124843	0.039181	0.006319	0.017052	0.034445	0.002509	0.003148	0.003693	0.000531	0.001685

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	3,129.8130	3,129.8130	0.1526	0.0316	3,142.8004
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	3,345.6336	3,345.6336	0.1631	0.0337	3,359.5165
NaturalGas Mitigated	0.1895	1.7229	1.4472	0.0103		0.1309	0.1309		0.1309	0.1309	0.0000	1,875.5925	1,875.5925	0.0360	0.0344	1,887.0071
NaturalGas Unmitigated	0.1997	1.8153	1.5248	0.0109		0.1380	0.1380		0.1380	0.1380	0.0000	1,976.1603	1,976.1603	0.0379	0.0362	1,988.1869

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
High Turnover (Sit Down Restaurant)	1.81983e+007	0.0981	0.8921	0.7493	5.3500e-003		0.0678	0.0678		0.0678	0.0678	0.0000	971.1313	971.1313	0.0186	0.0178	977.0415
Office Park	80138.5	4.3000e-004	3.9300e-003	3.3000e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.2765	4.2765	8.0000e-005	8.0000e-005	4.3025
Quality Restaurant	1.81992e+007	0.0981	0.8921	0.7494	5.3500e-003		0.0678	0.0678		0.0678	0.0678	0.0000	971.1811	971.1811	0.0186	0.0178	977.0915

Strip Mall	554147	2.9900e-003	0.0272	0.0228	1.6000e-004		2.0600e-003	2.0600e-003		2.0600e-003	2.0600e-003	0.0000	29.5714	29.5714	5.7000e-004	5.4000e-004	29.7514
Total		0.1997	1.8153	1.5248	0.0109		0.1380	0.1380		0.1380	0.1380	0.0000	1,976.1603	1,976.1603	0.0379	0.0362	1,988.1869

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Office Park	60473.8	3.3000e-004	2.9600e-003	2.4900e-003	2.0000e-005		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	3.2271	3.2271	6.0000e-005	6.0000e-005	3.2468
Quality Restaurant	1.73161e+007	0.0934	0.8488	0.7130	5.0900e-003		0.0645	0.0645		0.0645	0.0645	0.0000	924.0516	924.0516	0.0177	0.0169	929.6753
Strip Mall	455542	2.4600e-003	0.0223	0.0188	1.3000e-004		1.7000e-003	1.7000e-003		1.7000e-003	1.7000e-003	0.0000	24.3094	24.3094	4.7000e-004	4.5000e-004	24.4574
High Turnover (Sit Down Restaurant)	1.73152e+007	0.0934	0.8488	0.7130	5.0900e-003		0.0645	0.0645		0.0645	0.0645	0.0000	924.0043	924.0043	0.0177	0.0169	929.6277
Total		0.1895	1.7229	1.4472	0.0103		0.1310	0.1310		0.1310	0.1310	0.0000	1,875.5925	1,875.5925	0.0360	0.0344	1,887.0070

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	3.66372e+006	988.7915	0.0482	9.9700e-003	992.8946
Office Park	123829	33.4200	1.6300e-003	3.4000e-004	33.5586
Quality Restaurant	3.66391e+006	988.8422	0.0482	9.9700e-003	992.9454
Strip Mall	4.94495e+006	1,334.5799	0.0651	0.0135	1,340.1179
Total		3,345.6336	0.1631	0.0337	3,359.5165

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	3.47022e+006	936.5696	0.0457	9.4400e-003	940.4560
Office Park	110473	29.8152	1.4500e-003	3.0000e-004	29.9389
Quality Restaurant	3.4704e+006	936.6176	0.0457	9.4400e-003	940.5041
Strip Mall	4.54564e+006	1,226.8106	0.0598	0.0124	1,231.9014
Total		3,129.8130	0.1525	0.0316	3,142.8004

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.3388	6.0000e-005	6.2900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0122	0.0122	3.0000e-005	0.0000	0.0128
Unmitigated	2.3388	6.0000e-005	6.2900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0122	0.0122	3.0000e-005	0.0000	0.0128

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					

Architectural Coating	0.5678					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.7705					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.9000e-004	6.0000e-005	6.2900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0122	0.0122	3.0000e-005	0.0000	0.0128
Total	2.3388	6.0000e-005	6.2900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0122	0.0122	3.0000e-005	0.0000	0.0128

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5678					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.7705					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.9000e-004	6.0000e-005	6.2900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0122	0.0122	3.0000e-005	0.0000	0.0128
Total	2.3388	6.0000e-005	6.2900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0122	0.0122	3.0000e-005	0.0000	0.0128

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	245.4046	1.6750	0.0416	293.4752
Unmitigated	335.4783	2.3921	0.0593	404.0880

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	23.706 / 1.51315	95.3656	0.7767	0.0191	117.6060
Office Park	1.38455 / 0.848593	7.8493	0.0455	1.1400e-003	9.1577
Quality Restaurant	23.709 / 1.51334	95.3778	0.7768	0.0191	117.6211
Strip Mall	24.1454 / 14.7988	136.8857	0.7931	0.0199	159.7033
Total		335.4783	2.3921	0.0593	404.0880

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	16.5942 / 1.51315	66.0930	0.5437	0.0134	81.6585
Office Park	0.969182 / 0.848593	6.1396	0.0319	8.0000e-004	7.0582
Quality Restaurant	16.5963 / 1.51334	66.1015	0.5438	0.0134	81.6690
Strip Mall	16.9018 / 14.7988	107.0705	0.5557	0.0140	123.0895
Total		245.4046	1.6750	0.0416	293.4752

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	274.0743	16.1973	0.0000	614.2183
Unmitigated	274.0743	16.1973	0.0000	614.2183

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	929.39	188.6578	11.1494	0.0000	422.7942
Office Park	7.24	1.4697	0.0869	0.0000	3.2936
Quality Restaurant	71.28	14.4692	0.8551	0.0000	32.4264
Strip Mall	342.27	69.4777	4.1060	0.0000	155.7040
Total		274.0743	16.1973	0.0000	614.2183

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
--	----------------	-----------	-----	-----	------

Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	929.39	188.6578	11.1494	0.0000	422.7942
Office Park	7.24	1.4697	0.0869	0.0000	3.2936
Quality Restaurant	71.28	14.4692	0.8551	0.0000	32.4264
Strip Mall	342.27	69.4777	4.1060	0.0000	155.7040
Total		274.0743	16.1973	0.0000	614.2183

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Appendix K-1

2.3 Alternative 4 – Operational Emissions CalEEMod Output

- Business As Usual (Annual)
- Project (Annual)

Rowland Heights Mixed Use (Operations BAU) Alt 4 Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	122.49	1000sqft	2.81	122,491.00	0
Unrefrigerated Warehouse-No Rail	122.49	1000sqft	2.81	122,491.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - See Construction Inputs
- Vehicle Trips - See Alternative Assumptions
- Vehicle Emission Factors - See "Operations Alternatives CalEEMod Inputs"
- Vehicle Emission Factors - See "Operations Alternatives CalEEMod Inputs"
- Vehicle Emission Factors - See "Operations Alternatives CalEEMod Inputs"
- Energy Use -
- Energy Mitigation -
- Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	122,490.00	122,491.00
tblLandUse	LandUseSquareFeet	122,490.00	122,491.00
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleEF	HHD	0.03	0.51
tblVehicleEF	HHD	0.03	0.51
tblVehicleEF	HHD	0.03	0.51
tblVehicleEF	LDA	0.53	0.05
tblVehicleEF	LDA	0.53	0.05
tblVehicleEF	LDA	0.53	0.05
tblVehicleEF	LDT1	0.06	6.3780e-003
tblVehicleEF	LDT1	0.06	6.3780e-003
tblVehicleEF	LDT1	0.06	6.3780e-003
tblVehicleEF	LDT2	0.18	0.02
tblVehicleEF	LDT2	0.18	0.02
tblVehicleEF	LDT2	0.18	0.02
tblVehicleEF	LHD1	0.04	4.3920e-003
tblVehicleEF	LHD1	0.04	4.3920e-003
tblVehicleEF	LHD1	0.04	4.3920e-003
tblVehicleEF	LHD2	6.3190e-003	0.12
tblVehicleEF	LHD2	6.3190e-003	0.12
tblVehicleEF	LHD2	6.3190e-003	0.12
tblVehicleEF	MCY	3.6930e-003	4.5500e-004
tblVehicleEF	MCY	3.6930e-003	4.5500e-004
tblVehicleEF	MCY	3.6930e-003	4.5500e-004
tblVehicleEF	MDV	0.12	0.01
tblVehicleEF	MDV	0.12	0.01
tblVehicleEF	MDV	0.12	0.01
tblVehicleEF	MH	1.6850e-003	2.2000e-004
tblVehicleEF	MH	1.6850e-003	2.2000e-004

tblVehicleEF	MH	1.6850e-003	2.2000e-004
tblVehicleEF	MHD	0.02	0.27
tblVehicleEF	MHD	0.02	0.27
tblVehicleEF	MHD	0.02	0.27
tblVehicleEF	OBUS	2.5090e-003	2.0200e-004
tblVehicleEF	OBUS	2.5090e-003	2.0200e-004
tblVehicleEF	OBUS	2.5090e-003	2.0200e-004
tblVehicleEF	SBUS	5.3100e-004	6.3000e-005
tblVehicleEF	SBUS	5.3100e-004	6.3000e-005
tblVehicleEF	SBUS	5.3100e-004	6.3000e-005
tblVehicleEF	UBUS	3.1480e-003	2.6500e-004
tblVehicleEF	UBUS	3.1480e-003	2.6500e-004
tblVehicleEF	UBUS	3.1480e-003	2.6500e-004
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	2.59	1.23
tblVehicleTrips	SU_TR	2.59	0.78
tblVehicleTrips	WD_TR	2.59	3.56

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Area	1.1694	3.0000e-005	3.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0800e-003	6.0800e-003	2.0000e-005	0.0000	6.4200e-003
Energy	0.0138	0.1251	0.1051	7.5000e-004		9.5100e-003	9.5100e-003		9.5100e-003	9.5100e-003	0.0000	735.9770	735.9770	0.0302	8.2000e-003	739.1532
Mobile	1.5622	16.9448	20.4958	0.0645	1.9888	0.2917	2.2806	0.5562	0.2684	0.8246	0.0000	5,439.4361	5,439.4361	0.0493	0.0000	5,440.4717
Waste						0.0000	0.0000		0.0000	0.0000	54.2047	0.0000	54.2047	3.2034	0.0000	121.4762
Water						0.0000	0.0000		0.0000	0.0000	17.9730	211.0941	229.0671	1.8557	0.0456	282.1713
Total	2.7454	17.0700	20.6041	0.0653	1.9888	0.3013	2.2901	0.5562	0.2779	0.8341	72.1776	6,386.5133	6,458.6910	5.1386	0.0538	6,583.2789

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.1694	3.0000e-005	3.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0800e-003	6.0800e-003	2.0000e-005	0.0000	6.4200e-003
Energy	0.0138	0.1251	0.1051	7.5000e-004		9.5100e-003	9.5100e-003		9.5100e-003	9.5100e-003	0.0000	735.9770	735.9770	0.0302	8.2000e-003	739.1532
Mobile	1.5622	16.9448	20.4958	0.0645	1.9888	0.2917	2.2806	0.5562	0.2684	0.8246	0.0000	5,439.4361	5,439.4361	0.0493	0.0000	5,440.4717
Waste						0.0000	0.0000		0.0000	0.0000	54.2047	0.0000	54.2047	3.2034	0.0000	121.4762
Water						0.0000	0.0000		0.0000	0.0000	17.9730	211.0941	229.0671	1.8554	0.0455	282.1426
Total	2.7454	17.0700	20.6041	0.0653	1.9888	0.3013	2.2901	0.5562	0.2779	0.8341	72.1776	6,386.5133	6,458.6910	5.1383	0.0537	6,583.2502

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.13	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5622	16.9448	20.4958	0.0645	1.9888	0.2917	2.2806	0.5562	0.2684	0.8246	0.0000	5,439.436	5,439.4361	0.0493	0.0000	5,440.4717
Unmitigated	1.5622	16.9448	20.4958	0.0645	1.9888	0.2917	2.2806	0.5562	0.2684	0.8246	0.0000	5,439.436	5,439.4361	0.0493	0.0000	5,440.4717

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	853.76	161.69	83.29	3,061,392	3,061,392
Unrefrigerated Warehouse-No Rail	436.06	150.66	95.54	1,592,763	1,592,763
Total	1,289.82	312.35	178.84	4,654,155	4,654,155

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	100	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.054287	0.006378	0.018948	0.014788	0.004392	0.119544	0.270478	0.509978	0.000202	0.000265	0.000455	0.000063	0.000220

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr								MT/yr							
	Electricity Mitigated					0.0000	0.0000			0.0000	0.0000	0.0000	599.7546	599.7546	0.0276	5.7000e-003
Electricity Unmitigated					0.0000	0.0000			0.0000	0.0000	0.0000	599.7546	599.7546	0.0276	5.7000e-003	602.1017
NaturalGas Mitigated	0.0138	0.1251	0.1051	7.5000e-004	9.5100e-003	9.5100e-003			9.5100e-003	9.5100e-003	0.0000	136.2225	136.2225	2.6100e-003	2.5000e-003	137.0515
NaturalGas Unmitigated	0.0138	0.1251	0.1051	7.5000e-004	9.5100e-003	9.5100e-003			9.5100e-003	9.5100e-003	0.0000	136.2225	136.2225	2.6100e-003	2.5000e-003	137.0515

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr								MT/yr							
General Light Industry	2.42532e+006	0.0131	0.1189	0.0999	7.1000e-004		9.0400e-003	9.0400e-003		9.0400e-003	9.0400e-003	0.0000	129.4244	129.4244	2.4800e-003	2.3700e-003	130.2121
Unrefrigerated Warehouse-No Rail	127391	6.9000e-004	6.2400e-003	5.2500e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	6.7981	6.7981	1.3000e-004	1.2000e-004	6.8394
Total		0.0138	0.1251	0.1051	7.5000e-004		9.5100e-003	9.5100e-003		9.5100e-003	9.5100e-003	0.0000	136.2225	136.2225	2.6100e-003	2.4900e-003	137.0515

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr								MT/yr							
Unrefrigerated Warehouse-No Rail	127391	6.9000e-004	6.2400e-003	5.2500e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	6.7981	6.7981	1.3000e-004	1.2000e-004	6.8394
General Light Industry	2.42532e+006	0.0131	0.1189	0.0999	7.1000e-004		9.0400e-003	9.0400e-003		9.0400e-003	9.0400e-003	0.0000	129.4244	129.4244	2.4800e-003	2.3700e-003	130.2121
Total		0.0138	0.1251	0.1051	7.5000e-004		9.5100e-003	9.5100e-003		9.5100e-003	9.5100e-003	0.0000	136.2225	136.2225	2.6100e-003	2.4900e-003	137.0515

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.53604e+006	439.5630	0.0202	4.1800e-003	441.2832
Unrefrigerated Warehouse-No Rail	559784	160.1916	7.3600e-003	1.5200e-003	160.8185
Total		599.7546	0.0276	5.7000e-003	602.1017

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.53604e+006	439.5630	0.0202	4.1800e-003	441.2832
Unrefrigerated Warehouse-No Rail	559784	160.1916	7.3600e-003	1.5200e-003	160.8185
Total		599.7546	0.0276	5.7000e-003	602.1017

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.1694	3.0000e-005	3.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0800e-003	6.0800e-003	2.0000e-005	0.0000	6.4200e-003

Unmitigated	1.1694	3.0000e-005	3.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0800e-003	6.0800e-003	2.0000e-005	0.0000	6.4200e-003
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6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2839					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8852					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-004	3.0000e-005	3.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0800e-003	6.0800e-003	2.0000e-005	0.0000	6.4200e-003
Total	1.1694	3.0000e-005	3.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0800e-003	6.0800e-003	2.0000e-005	0.0000	6.4200e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2839					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8852					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-004	3.0000e-005	3.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0800e-003	6.0800e-003	2.0000e-005	0.0000	6.4200e-003
Total	1.1694	3.0000e-005	3.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0800e-003	6.0800e-003	2.0000e-005	0.0000	6.4200e-003

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	229.0671	1.8554	0.0455	282.1426
Unmitigated	229.0671	1.8557	0.0456	282.1713

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	28.3258 / 0	114.5335	0.9279	0.0228	141.0857
Unrefrigerated Warehouse-No Rail	28.3258 / 0	114.5335	0.9279	0.0228	141.0857
Total		229.0670	1.8557	0.0456	282.1713

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	28.3258 / 0	114.5335	0.9277	0.0228	141.0713
Unrefrigerated Warehouse-No Rail	28.3258 / 0	114.5335	0.9277	0.0228	141.0713
Total		229.0670	1.8554	0.0455	282.1426

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	54.2047	3.2034	0.0000	121.4762
Unmitigated	54.2047	3.2034	0.0000	121.4762

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	151.89	30.8323	1.8221	0.0000	69.0972
Unrefrigerated Warehouse-No Rail	115.14	23.3724	1.3813	0.0000	52.3790
Total		54.2047	3.2034	0.0000	121.4762

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			

General Light Industry	151.89	30.8323	1.8221	0.0000	69.0972
Unrefrigerated Warehouse-No Rail	115.14	23.3724	1.3813	0.0000	52.3790
Total		54.2047	3.2034	0.0000	121.4762

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Rowland Heights Mixed Use (Operations) Alt 4

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	122.49	1000sqft	2.81	122,491.00	0
Unrefrigerated Warehouse-No Rail	122.49	1000sqft	2.81	122,491.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	595	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - California Air Resources Board, Statewide Emission Factors (EF) For Use With AB 900 Projects, March 2014.

Land Use - See Alternatives Operational Inputs

Vehicle Trips - See Alternative Assumptions and VMT Calculations

Vehicle Emission Factors - See "Operations Alternatives CalEEMod Inputs"

Vehicle Emission Factors - See "Operations Alternatives CalEEMod Inputs"

Vehicle Emission Factors - See "Operations Alternatives CalEEMod Inputs"

Energy Use - CO2 Intensity Factor adjusted

Energy Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	122,490.00	122,491.00
tblLandUse	LandUseSquareFeet	122,490.00	122,491.00
tblProjectCharacteristics	CO2IntensityFactor	630.89	595
tblProjectCharacteristics	OperationalYear	2014	2020
tblVehicleEF	HHD	0.03	0.51
tblVehicleEF	HHD	0.03	0.51
tblVehicleEF	HHD	0.03	0.51
tblVehicleEF	LDA	0.53	0.05
tblVehicleEF	LDA	0.53	0.05
tblVehicleEF	LDA	0.53	0.05
tblVehicleEF	LDT1	0.06	6.3780e-003
tblVehicleEF	LDT1	0.06	6.3780e-003
tblVehicleEF	LDT1	0.06	6.3780e-003
tblVehicleEF	LDT2	0.18	0.02
tblVehicleEF	LDT2	0.18	0.02
tblVehicleEF	LDT2	0.18	0.02
tblVehicleEF	LHD1	0.04	4.3920e-003
tblVehicleEF	LHD1	0.04	4.3920e-003
tblVehicleEF	LHD1	0.04	4.3920e-003
tblVehicleEF	LHD2	6.3190e-003	0.12
tblVehicleEF	LHD2	6.3190e-003	0.12
tblVehicleEF	LHD2	6.3190e-003	0.12
tblVehicleEF	MCY	3.6930e-003	4.5500e-004
tblVehicleEF	MCY	3.6930e-003	4.5500e-004
tblVehicleEF	MCY	3.6930e-003	4.5500e-004
tblVehicleEF	MDV	0.12	0.01
tblVehicleEF	MDV	0.12	0.01
tblVehicleEF	MDV	0.12	0.01
tblVehicleEF	MH	1.6850e-003	2.2000e-004

tblVehicleEF	MH	1.6850e-003	2.2000e-004
tblVehicleEF	MH	1.6850e-003	2.2000e-004
tblVehicleEF	MHD	0.02	0.27
tblVehicleEF	MHD	0.02	0.27
tblVehicleEF	MHD	0.02	0.27
tblVehicleEF	OBUS	2.5090e-003	2.0200e-004
tblVehicleEF	OBUS	2.5090e-003	2.0200e-004
tblVehicleEF	OBUS	2.5090e-003	2.0200e-004
tblVehicleEF	SBUS	5.3100e-004	6.3000e-005
tblVehicleEF	SBUS	5.3100e-004	6.3000e-005
tblVehicleEF	SBUS	5.3100e-004	6.3000e-005
tblVehicleEF	UBUS	3.1480e-003	2.6500e-004
tblVehicleEF	UBUS	3.1480e-003	2.6500e-004
tblVehicleEF	UBUS	3.1480e-003	2.6500e-004
tblVehicleTrips	CC_TL	8.40	7.50
tblVehicleTrips	CC_TL	8.40	7.50
tblVehicleTrips	CNW_TL	6.90	6.10
tblVehicleTrips	CNW_TL	6.90	6.10
tblVehicleTrips	CW_TL	16.60	14.70
tblVehicleTrips	CW_TL	16.60	14.70
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	2.59	1.23
tblVehicleTrips	SU_TR	2.59	0.78
tblVehicleTrips	WD_TR	2.59	3.56

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.1694	3.0000e-005	3.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0800e-003	6.0800e-003	2.0000e-005	0.0000	6.4200e-003
Energy	0.0130	0.1184	0.0995	7.1000e-004		9.0000e-003	9.0000e-003		9.0000e-003	9.0000e-003	0.0000	671.3961	671.3961	0.0289	7.8300e-003	674.4317
Mobile	1.4643	15.2744	19.7306	0.0574	1.7625	0.2590	2.0215	0.4929	0.2383	0.7312	0.0000	4,840.0461	4,840.0461	0.0445	0.0000	4,840.9796
Waste						0.0000	0.0000		0.0000	0.0000	54.2047	0.0000	54.2047	3.2034	0.0000	121.4762
Water						0.0000	0.0000		0.0000	0.0000	17.9730	199.0854	217.0584	1.8557	0.0456	270.1626
Total	2.6468	15.3928	19.8332	0.0581	1.7625	0.2680	2.0305	0.4929	0.2473	0.7402	72.1776	5,710.5338	5,782.7114	5.1325	0.0534	5,907.0566

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.1694	3.0000e-005	3.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0800e-003	6.0800e-003	2.0000e-005	0.0000	6.4200e-003
Energy	9.5000e-003	0.0864	0.0726	5.2000e-004		6.5600e-003	6.5600e-003		6.5600e-003	6.5600e-003	0.0000	595.5702	595.5702	0.0263	6.7800e-003	598.2236
Mobile	1.4643	15.2744	19.7306	0.0574	1.7625	0.2590	2.0215	0.4929	0.2383	0.7312	0.0000	4,840.0461	4,840.0461	0.0445	0.0000	4,840.9796
Waste						0.0000	0.0000		0.0000	0.0000	54.2047	0.0000	54.2047	3.2034	0.0000	121.4762
Water						0.0000	0.0000		0.0000	0.0000	12.5811	134.5228	147.1039	1.2988	0.0319	184.2568
Total	2.6432	15.3608	19.8063	0.0579	1.7625	0.2655	2.0281	0.4929	0.2448	0.7377	66.7857	5,570.1452	5,636.9310	4.5729	0.0387	5,744.9426

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.13	0.21	0.14	0.33	0.00	0.91	0.12	0.00	0.99	0.33	7.47	2.46	2.52	10.90	27.66	2.74

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.4643	15.2744	19.7306	0.0574	1.7625	0.2590	2.0215	0.4929	0.2383	0.7312	0.0000	4,840.046	4,840.0461	0.0445	0.0000	4,840.9796
Unmitigated	1.4643	15.2744	19.7306	0.0574	1.7625	0.2590	2.0215	0.4929	0.2383	0.7312	0.0000	4,840.046	4,840.0461	0.0445	0.0000	4,840.9796

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	853.76	161.69	83.29	2,714,718	2,714,718
Unrefrigerated Warehouse-No Rail	436.06	150.66	95.54	1,409,929	1,409,929
Total	1,289.82	312.35	178.84	4,124,646	4,124,646

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	14.70	7.50	6.10	59.00	28.00	13.00	100	0	0
Unrefrigerated Warehouse-No	14.70	7.50	6.10	59.00	0.00	41.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.054287	0.006378	0.018948	0.014788	0.004392	0.119544	0.270478	0.509978	0.000202	0.000265	0.000455	0.000063	0.000220

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	501.5348	501.5348	0.0244	5.0600e-003	503.6160
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	542.4947	542.4947	0.0264	5.4700e-003	544.7458
NaturalGas Mitigated	9.5000e-003	0.0864	0.0726	5.2000e-004	6.5600e-003	6.5600e-003	6.5600e-003	6.5600e-003	6.5600e-003	6.5600e-003	0.0000	94.0353	94.0353	1.8000e-003	1.7200e-003	94.6076
NaturalGas Unmitigated	0.0130	0.1184	0.0995	7.1000e-004	9.0000e-003	9.0000e-003	9.0000e-003	9.0000e-003	9.0000e-003	9.0000e-003	0.0000	128.9015	128.9015	2.4700e-003	2.3600e-003	129.6860

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	2.30406e+006	0.0124	0.1129	0.0949	6.8000e-004		8.5800e-003	8.5800e-003		8.5800e-003	8.5800e-003	0.0000	122.9532	122.9532	2.3600e-003	2.2500e-003	123.7015
Unrefrigerated Warehouse-No Rail	111467	6.0000e-004	5.4600e-003	4.5900e-003	3.0000e-005		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004	0.0000	5.9483	5.9483	1.1000e-004	1.1000e-004	5.9845
Total		0.0130	0.1184	0.0995	7.1000e-004		9.0000e-003	9.0000e-003		9.0000e-003	9.0000e-003	0.0000	128.9015	128.9015	2.4700e-003	2.3600e-003	129.6860

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	73739.6	4.0000e-004	3.6100e-003	3.0400e-003	2.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004	0.0000	3.9350	3.9350	8.0000e-005	7.0000e-005	3.9590
General Light Industry	1.68842e+006	9.1000e-003	0.0828	0.0695	5.0000e-004		6.2900e-003	6.2900e-003		6.2900e-003	6.2900e-003	0.0000	90.1003	90.1003	1.7300e-003	1.6500e-003	90.6486
Total		9.5000e-003	0.0864	0.0726	5.2000e-004		6.5600e-003	6.5600e-003		6.5600e-003	6.5600e-003	0.0000	94.0353	94.0353	1.8100e-003	1.7200e-003	94.6076

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.47602e+006	398.3584	0.0194	4.0200e-003	400.0114
Unrefrigerated Warehouse-No Rail	534061	144.1363	7.0300e-003	1.4500e-003	144.7344
Total		542.4947	0.0265	5.4700e-003	544.7458

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.35812e+006	366.5393	0.0179	3.7000e-003	368.0603
Unrefrigerated Warehouse-No Rail	500192	134.9956	6.5800e-003	1.3600e-003	135.5557
Total		501.5348	0.0244	5.0600e-003	503.6160

Consumer Products	0.8852					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Landscaping	3.0000e-004	3.0000e-005	3.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0800e-003	6.0800e-003	2.0000e-005	0.0000	6.4200e-003
Total	1.1694	3.0000e-005	3.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.0800e-003	6.0800e-003	2.0000e-005	0.0000	6.4200e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	147.1039	1.2988	0.0319	184.2568
Unmitigated	217.0584	1.8557	0.0456	270.1626

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	28.3258 / 0	108.5292	0.9279	0.0228	135.0813
Unrefrigerated Warehouse-No Rail	28.3258 / 0	108.5292	0.9279	0.0228	135.0813
Total		217.0583	1.8557	0.0456	270.1626

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	19.8281 / 0	73.5520	0.6494	0.0159	92.1284
Unrefrigerated Warehouse-No Rail	19.8281 / 0	73.5520	0.6494	0.0159	92.1284
Total		147.1039	1.2988	0.0319	184.2568

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	54.2047	3.2034	0.0000	121.4762
Unmitigated	54.2047	3.2034	0.0000	121.4762

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	151.89	30.8323	1.8221	0.0000	69.0972

Unrefrigerated Warehouse-No Rail	115.14	23.3724	1.3813	0.0000	52.3790
Total		54.2047	3.2034	0.0000	121.4762

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	151.89	30.8323	1.8221	0.0000	69.0972
Unrefrigerated Warehouse-No Rail	115.14	23.3724	1.3813	0.0000	52.3790
Total		54.2047	3.2034	0.0000	121.4762

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Appendix K-1

3. Noise Data Worksheets

1 Alternative 3 – Roadway Traffic Noise Calculations

Appendix K-1

3.1 Alternative 3 – Roadway Traffic Noise Calculations

Roadway Traffic Noise Calculations



Project: Rowland Heights

Alternative 3

Existing											
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL			
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet	
Roadway	40	1363	1348	10375	67.3	64.9	63.4	68.6	66.1	64.6	
0	0	1068	1127	0	-	-	-	-	-	-	
0	0	614	826	0	-	-	-	-	-	-	
0	0	478	828	0	-	-	-	-	-	-	
0	0	2589	2778	0	-	-	-	-	-	-	
Future No Project											
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL			
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet	
Roadway	40	1698	1681	10375	67.3	64.9	63.4	68.6	66.1	64.6	
0	0	1377	1439	0	-	-	-	-	-	-	
0	0	825	1051	0	-	-	-	-	-	-	
0	0	619	1001	0	-	-	-	-	-	-	
0	0	3003	3222	0	-	-	-	-	-	-	
Future With Project											
Roadway/Segment	Speed MPH	Traffic Volumes			Leq			CNEL			
		AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet	
Roadway	40	1726	1722	25419	71.2	68.8	67.2	72.5	70.0	68.5	
0	0	1403	1483	0	-	-	-	-	-	-	
0	0	867	1132	0	-	-	-	-	-	-	
0	0	624	1008	0	-	-	-	-	-	-	
0	0	3030	3263	0	-	-	-	-	-	-	

CNEL					
Summary	25 ft. from ROW		At ROW		
	Project Increment	Cumulative Increment	Project Increment	Cumulative Increment	
Roadway	3.9	3.9	3.9	3.9	
0	-	-	-	-	
0	-	-	-	-	
0	-	-	-	-	
0	-	-	-	-	

Vehicle Type	% of ADT			Sub total
	Day	Eve	Night	
Auto	75.51%	12.57%	9.34%	97.42%
Medium Truck	1.56%	0.09%	0.19%	1.84%
Heavy Truck	0.64%	0.02%	0.08%	0.74%
	77.71%	12.68%	9.61%	100.00%

K-2: TRIP GENERATION WORKSHEETS FOR ALTERNATIVES

REDUCED DENSITY ALTERNATIVE

Table 2 - Test 7

Project Trip Generation¹

Land Use	Quantity	Units ²	Weekday							Saturday		
			Peak Hour						Daily	Mid-day		
			Morning			Evening				Inbound	Outbound	Total
			Inbound	Outbound	Total	Inbound	Outbound	Total				
<u>Trip Generation Rates</u>												
Shopping Center		TSF	0.60	0.36	0.96	1.78	1.93	3.71	42.70	2.51	2.31	4.82
High Turnover (Sit-Down) Restaurant		TSF	5.95	4.86	10.81	5.91	3.94	9.85	127.15	6.05	6.61	12.66
Quality Restaurant		TSF	0.41	0.40	0.81	5.02	2.47	7.49	89.95	6.38	4.44	10.82
Hotel		RM	0.39	0.28	0.67	0.34	0.36	0.70	8.92	0.44	0.43	0.87
All Suites Hotel		RM	0.32	0.16	0.48	0.23	0.32	0.55	6.24	0.32	0.31	0.63
Office		TSF	0.42	0.06	0.48	0.08	0.38	0.46	3.32	0.05	0.04	0.09
<u>Trips Generated</u>												
Shopping Center	66.966	TSF	40	24	64	119	129	248	2,859	168	155	323
High Turnover (Sit-Down) Restaurant	0.000	TSF	0	0	0	0	0	0	0	0	0	0
Quality Restaurant	16.046	TSF	7	6	13	81	40	121	1,443	102	71	173
Hotel	220	RM	86	62	148	75	79	154	1,962	97	95	192
All Suites Hotel	162	RM	52	26	78	37	52	89	1,011	52	50	102
Office	1.600	TSF	1	0	1	0	1	1	5	0	0	0
Subtotal			186	118	304	312	301	613	7,280	419	371	790
Pass-By (10%)			-19	-12	-31	-31	-30	-61	-728	-42	-37	-79
Commercial Internal Capture (5%)			-2	-1	-3	-6	-6	-12	-143	-8	-8	-16
Restaurant Internal Capture (10%)			-1	-1	-2	-8	-4	-12	-144	-10	-7	-17
Total			164	104	268	267	261	528	6,265	359	319	678

¹Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 310, 710, 820, and 932.

²TSF = Thousand Square Feet; RM = Rooms

Table 7

Existing Plus Project Plus Cumulative Significant Impact Evaluation

Intersection	Peak Hour	Existing		Existing Plus Project Plus Cumulative			
		Intersection Capacity Utilization	Level of Service	Without Project			
				Intersection Capacity Utilization	Level of Service	Project Impact	Significant Impact ¹
Fullerton Road (NS) at:							
Gale Avenue (EW) - #1	Weekday Morning	0.557	A	0.566	A	0.009	No
	Weekday Evening	0.536	A	0.590	A	0.054	No
	Saturday Mid-day	0.671	B	0.717	C	0.046	Yes
SR-60 Freeway WB Ramps (EW) - #2	Weekday Morning	0.437	A	0.451	A	0.014	No
	Weekday Evening	0.371	A	0.392	A	0.021	No
	Saturday Mid-day	0.466	A	0.492	A	0.026	No
SR-60 Freeway EB Ramps (EW) - #3	Weekday Morning	0.563	A	0.597	A	0.034	No
	Weekday Evening	0.557	A	0.604	B	0.047	No
	Saturday Mid-day	0.747	C	0.809	D	0.062	Yes
Colima Road (EW) - #4	Weekday Morning	0.659	B	0.672	B	0.013	No
	Weekday Evening	0.703	C	0.719	C	0.016	No
	Saturday Mid-day	0.722	C	0.751	C	0.029	No
Coiner Court (NS) at:							
Gale Avenue (EW) - #5	Weekday Morning	0.236	A	0.252	A	0.016	No
	Weekday Evening	0.327	A	0.364	A	0.037	No
	Saturday Mid-day	0.229	A	0.275	A	0.046	No
Nogales Street (NS) at:							
Shadow Oak Drive (EW) - #9	Weekday Morning	0.566	A	0.585	A	0.019	No
	Weekday Evening	0.418	A	0.450	A	0.032	No
	Saturday Mid-day	0.422	A	0.463	A	0.041	No
La Puente Road (EW) - #10	Weekday Morning	0.718	C	0.734	C	0.016	No
	Weekday Evening	0.674	B	0.696	B	0.022	No
	Saturday Mid-day	0.674	B	0.702	C	0.028	No
Valley Boulevard Loop (EW) - #11	Weekday Morning	0.538	A	0.547	A	0.009	No
	Weekday Evening	0.530	A	0.547	A	0.017	No
	Saturday Mid-day	0.433	A	0.453	A	0.020	No
Valley Boulevard Loop (NS) at:							
Valley Boulevard (EW) - #12	Weekday Morning	0.458	A	0.466	A	0.008	No
	Weekday Evening	0.299	A	0.299	A	0.000	No
	Saturday Mid-day	0.228	A	0.247	A	0.019	No
Nogales Street (NS) at:							
San Jose Avenue (EW) - #13	Weekday Morning	0.539	A	0.549	A	0.010	No
	Weekday Evening	0.723	C	0.739	C	0.016	No
	Saturday Mid-day	0.458	A	0.481	A	0.023	No
Gale Avenue/Walnut Drive (EW) - #15	Weekday Morning	0.625	B	0.671	B	0.046	No
	Weekday Evening	0.799	C	0.944	E	0.145	Yes
	Saturday Mid-day	0.760	C	0.945	E	0.185	Yes
SR-60 Freeway WB Ramps (EW) - #16	Weekday Morning	0.547	A	0.565	A	0.018	No
	Weekday Evening	0.530	A	0.552	A	0.022	No
	Saturday Mid-day	0.531	A	0.572	A	0.041	No
SR-60 Freeway EB Ramps (EW) - #17	Weekday Morning	0.449	A	0.455	A	0.006	No
	Weekday Evening	0.584	A	0.595	A	0.011	No
	Saturday Mid-day	0.496	A	0.509	A	0.013	No
Colima Road (EW) - #18	Weekday Morning	0.687	B	0.698	B	0.011	No
	Weekday Evening	0.598	A	0.618	B	0.020	No
	Saturday Mid-day	0.694	B	0.722	C	0.028	No

¹ In Los Angeles County, an impact is considered significant if the project related increase in the volume to capacity ratio equals or exceeds the thresholds shown below:

Significant Impact Threshold for Intersections		
Level of Service	Volume/Capacity	Incremental Increase
C	0.71-0.80	0.04 or more
D	0.81-0.90	0.02 or more
E/F	0.91-more	0.01 or more

Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

 Intersection #1 Fullerton Road (NS) at Gale Avenue (EW) - #1

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Fullerton Road					Gale Avenue						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	476	875	186	35	373	147	163	203	186	50	350	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	476	875	186	35	373	147	163	203	186	50	350	40
Added Vol:	1	2	61	9	2	0	0	0	1	38	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	477	877	247	44	375	147	163	203	187	88	350	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	512	941	265	47	402	158	175	218	201	94	376	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	941	265	47	402	158	175	218	201	94	376	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	512	941	265	47	402	158	175	218	201	94	376	49
OvlAdjVol:			171						0			

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.16	0.84	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	3200	3200	1600	1600	3448	1352	1600	3200	1600	1600	2828	372

Capacity Analysis Module:

Vol/Sat:	0.16	0.29	0.17	0.03	0.12	0.12	0.11	0.07	0.13	0.06	0.13	0.13
OvlAdjV/S:			0.11						0.00			
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #1 Fullerton Road (NS) at Gale Avenue (EW) - #1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.590
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Fullerton Road						Gale Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	1	1	0	2	0	1	1

Volume Module:	Fullerton Road			Fullerton Road			Gale Avenue			Gale Avenue		
Base Vol:	342	531	142	52	494	177	226	477	397	172	331	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	531	142	52	494	177	226	477	397	172	331	56
Added Vol:	1	2	89	14	3	0	0	0	1	89	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	533	231	66	497	177	226	477	398	261	331	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	361	562	243	70	524	187	238	503	419	275	349	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	562	243	70	524	187	238	503	419	275	349	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	361	562	243	70	524	187	238	503	419	275	349	74
OvlAdjVol:	0						239					

Saturation Flow Module:	Fullerton Road			Fullerton Road			Gale Avenue			Gale Avenue		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.21	0.79	1.00	2.00	1.00	1.00	1.65	0.35
Final Sat.:	3200	3200	1600	1600	3539	1261	1600	3200	1600	1600	2641	559

Capacity Analysis Module:	Fullerton Road			Fullerton Road			Gale Avenue			Gale Avenue		
Vol/Sat:	0.11	0.18	0.15	0.04	0.15	0.15	0.15	0.16	0.26	0.17	0.13	0.13
OvlAdjV/S:	0.00						0.15					
Crit Moves:	****			****			****			****		

Rowland Heights Plaza
Existing Plus Project Plus Cumulative Projects
Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #1 Fullerton Road (NS) at Gale Avenue (EW) - #1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.717
Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name: Fullerton Road Gale Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Ovl Include Ovl Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 1 0 2 1 0 1 0 2 0 1 1 0 1 1 0

Volume Module:

Base Vol: 592 376 271 46 414 320 235 415 507 176 334 45
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 592 376 271 46 414 320 235 415 507 176 334 45
Added Vol: 2 3 120 19 3 0 0 0 2 107 0 17
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 594 379 391 65 417 320 235 415 509 283 334 62
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 613 391 404 67 430 330 243 428 525 292 345 64
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 613 391 404 67 430 330 243 428 525 292 345 64
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 613 391 404 67 430 330 243 428 525 292 345 64
OvlAdjVol: 111 219

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.69 0.31
Final Sat.: 3200 3200 1600 1600 3200 1600 1600 3200 1600 1600 2699 501

Capacity Analysis Module:

Vol/Sat: 0.19 0.12 0.25 0.04 0.13 0.21 0.15 0.13 0.33 0.18 0.13 0.13
OvlAdjV/S: 0.07 0.14
Crit Moves: **** **** **** ****

Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

 Intersection #2 Fullerton Road (NS) at SR-60 Freeway WB Ramps (EW) - #2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.451
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Fullerton Road					SR-60 Freeway WB Ramps											
	North Bound			South Bound		East Bound			West Bound								
Approach:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Permitted			Permitted		Permitted			Permitted								
Rights:	Ignore			Include		Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	0	3	0	1	0	0	3	0	0	0	0	0	0	1	0	1

Volume Module:

Base Vol:	0	1004	323	0	604	0	0	0	0	391	0	573
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1004	323	0	604	0	0	0	0	391	0	573
Added Vol:	0	63	3	0	42	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1067	326	0	646	0	0	0	0	395	0	573
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	1136	0	0	688	0	0	0	0	421	0	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1136	0	0	688	0	0	0	0	421	0	610
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1136	0	0	688	0	0	0	0	421	0	610

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.22	xxxx	1.78
Final Sat.:	0	4800	1600	0	4800	0	0	0	0	1959	0	2841

Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Moves:	****			****					****			

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #2 Fullerton Road (NS) at SR-60 Freeway WB Ramps (EW) - #2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.392
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Fullerton Road	SR-60 Freeway WB Ramps	
Approach:	North Bound	South Bound	East Bound West Bound
Movement:	L - T - R	L - T - R	L - T - R L - T - R

Control:	Permitted	Permitted	Permitted Permitted
Rights:	Ignore	Include	Include Include
Min. Green:	0 0 0	0 0 0	0 0 0 0 0 0
Lanes:	0 0 3 0 1	0 0 3 0 0	0 0 0 0 0 1 0 1! 0 1

Volume Module:

Base Vol:	0 709 532	0 1049 0	0 0 0 368 0 334
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 709 532	0 1049 0	0 0 0 368 0 334
Added Vol:	0 92 4	0 93 0	0 0 0 4 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0 0 0 0
Initial Fut:	0 801 536	0 1142 0	0 0 0 372 0 334
User Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	0.98 0.98 0.00	0.98 0.98 0.98	0.98 0.98 0.98 0.98 0.98 0.98
PHF Volume:	0 815 0	0 1162 0	0 0 0 378 0 340
Reduct Vol:	0 0 0	0 0 0	0 0 0 0 0 0
Reduced Vol:	0 815 0	0 1162 0	0 0 0 378 0 340
PCE Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	0 815 0	0 1162 0	0 0 0 378 0 340

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600 1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Lanes:	0.00 3.00 1.00	0.00 3.00 0.00	0.00 0.00 0.00 1.58 xxxx 1.42
Final Sat.:	0 4800 1600	0 4800 0	0 0 0 2529 0 2271

Capacity Analysis Module:

Vol/Sat:	0.00 0.17 0.00	0.00 0.24 0.00	0.00 0.00 0.00 0.15 0.00 0.15
Crit Moves:	****	****	****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #2 Fullerton Road (NS) at SR-60 Freeway WB Ramps (EW) - #2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name: Fullerton Road SR-60 Freeway WB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: Ignore Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 3 0 1 0 0 3 0 0 0 0 0 0 1 0 1! 0 1

Volume Module:

Base Vol: 0 744 579 0 1097 0 0 0 0 549 0 494

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 744 579 0 1097 0 0 0 0 549 0 494

Added Vol: 0 124 6 0 113 0 0 0 0 5 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 868 585 0 1210 0 0 0 0 554 0 494

User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.96 0.96 0.00 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96

PHF Volume: 0 908 0 0 1266 0 0 0 0 579 0 517

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 908 0 0 1266 0 0 0 0 579 0 517

PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 908 0 0 1266 0 0 0 0 579 0 517

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 3.00 1.00 0.00 3.00 0.00 0.00 0.00 0.00 1.58 0.01 1.41

Final Sat.: 0 4800 1600 0 4800 0 0 0 0 2537 0 2263

Capacity Analysis Module:

Vol/Sat: 0.00 0.19 0.00 0.00 0.26 0.00 0.00 0.00 0.00 0.23 0.00 0.23

Crit Moves: **** **** ****

Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #3 Fullerton Road (NS) at SR-60 Freeway EB Ramps (EW) - #3

Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Fullerton Road SR-60 Freeway EB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Protected			Split Phase			Split Phase					
Rights:	Include			Ignore			Ignore			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	1	0	1	0	2	0	1	1	1	0	0	1

Volume Module:

Base Vol:	0	1278	15	12	684	217	410	10	552	5	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1278	15	12	684	217	410	10	552	5	0	18
Added Vol:	0	27	13	7	17	0	34	4	1	10	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1305	28	19	701	217	444	14	553	15	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.00	0.98	0.98	0.00	0.98	0.98	0.98
PHF Volume:	0	1326	28	19	712	0	451	14	0	15	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1326	28	19	712	0	451	14	0	15	0	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1326	28	19	712	0	451	14	0	15	0	26

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.96	0.04	1.00	2.00	1.00	1.94	0.06	1.00	2.00	0.00	1.00
Final Sat.:	0	3133	67	1600	3200	1600	3102	98	1600	3200	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.42	0.42	0.01	0.22	0.00	0.15	0.15	0.00	0.00	0.00	0.02
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #3 Fullerton Road (NS) at SR-60 Freeway EB Ramps (EW) - #3

Cycle (sec): 100 Critical Vol./Cap. (X): 0.604
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name:	Fullerton Road	SR-60 Freeway EB Ramps	
Approach:	North Bound	South Bound	East Bound West Bound
Movement:	L - T - R	L - T - R	L - T - R L - T - R

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Control:	Permitted	Protected	Split Phase	Split Phase
Rights:	Include	Ignore	Ignore	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 1 0	1 0 2 0 1	1 1 0 0 1	2 0 0 0 1

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Volume Module:

Base Vol:	0	1259	36	44	834	265	201	17	538	31	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1259	36	44	834	265	201	17	538	31	0	57
Added Vol:	0	43	15	8	41	0	47	4	1	11	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1302	51	52	875	265	248	21	539	42	0	66
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	0	1353	53	54	910	0	258	22	0	44	0	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1353	53	54	910	0	258	22	0	44	0	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1353	53	54	910	0	258	22	0	44	0	69

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.92	0.08	1.00	2.00	1.00	1.84	0.16	1.00	2.00	0.00	1.00
Final Sat.:	0	3079	121	1600	3200	1600	2950	250	1600	3200	0	1600

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Capacity Analysis Module:

Vol/Sat:	0.00	0.44	0.44	0.03	0.28	0.00	0.09	0.09	0.00	0.01	0.00	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #3 Fullerton Road (NS) at SR-60 Freeway EB Ramps (EW) - #3

Cycle (sec): 100 Critical Vol./Cap. (X): 0.809
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: D

Street Name:	Fullerton Road						SR-60 Freeway EB Ramps								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Protected			Split Phase			Split Phase					
Rights:	Include			Ignore			Ignore			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	1	0	1	0	2	0	1	1	1	0	0	1

Volume Module:												
Base Vol:	0	1413	81	121	917	373	255	66	567	60	0	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1413	81	121	917	373	255	66	567	60	0	131
Added Vol:	0	57	19	10	50	0	64	5	1	17	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1470	100	131	967	373	319	71	568	77	0	145
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97
PHF Volume:	0	1515	103	135	997	0	329	73	0	79	0	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1515	103	135	997	0	329	73	0	79	0	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1515	103	135	997	0	329	73	0	79	0	149

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.87	0.13	1.00	2.00	1.00	1.64	0.36	1.00	2.00	0.00	1.00
Final Sat.:	0	2996	204	1600	3200	1600	2617	583	1600	3200	0	1600

Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.08	0.31	0.00	0.13	0.13	0.00	0.02	0.00	0.09
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
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Level Of Service Computation Report

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

Intersection #4 Fullerton Road (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.672
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name:	Fullerton Road						Colima Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	0	0	2	0	2	1	0	0

Volume Module:

Base Vol:	291	771	68	198	841	151	95	368	144	179	739	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	771	68	198	841	151	95	368	144	179	739	264
Added Vol:	0	20	3	7	13	7	11	5	0	2	4	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	791	71	205	854	158	106	373	144	181	743	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	300	815	73	211	880	163	109	385	148	187	766	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	815	73	211	880	163	109	385	148	187	766	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	815	73	211	880	163	109	385	148	187	766	281

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	2.00	1.69	0.31	2.00	2.16	0.84	2.00	2.19	0.81
Final Sat.:	3200	2936	264	3200	2700	500	3200	3463	1337	3200	3510	1290

Capacity Analysis Module:

Vol/Sat:	0.09	0.28	0.28	0.07	0.33	0.33	0.03	0.11	0.11	0.06	0.22	0.22
Crit Moves:	****			****			****			****		

Rowland Heights Plaza
Existing Plus Project Plus Cumulative Projects
Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fullerton Road (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Fullerton Road and Colima Road with various movement details.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

Rowland Heights Plaza
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 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fullerton Road (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.751
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: C

Street Name:	Fullerton Road						Colima Road								
	North Bound			South Bound			East Bound			West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	1	1	0	2	0	1	1	0	2	0	2	1	0

Volume Module:

Base Vol:	280	532	101	397	610	263	263	951	162	220	972	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	532	101	397	610	263	263	951	162	220	972	312
Added Vol:	0	41	4	12	36	20	22	8	0	4	7	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	573	105	409	646	283	285	959	162	224	979	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	285	583	107	416	657	288	290	976	165	228	996	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	583	107	416	657	288	290	976	165	228	996	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	583	107	416	657	288	290	976	165	228	996	331

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.69	0.31	2.00	1.39	0.61	2.00	2.57	0.43	2.00	2.25	0.75
Final Sat.:	3200	2704	496	3200	2225	975	3200	4106	694	3200	3604	1196

Capacity Analysis Module:

Vol/Sat:	0.09	0.22	0.22	0.13	0.30	0.30	0.09	0.24	0.24	0.07	0.28	0.28
Crit Moves:	****			****			****			****		

Rowland Heights Plaza
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Level Of Service Computation Report

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

Intersection #5 Coiner Court (NS) at Gale Avenue (EW) - #5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.252
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Coiner Court						Gale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	12	0	4	46	158	0	0	500	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	0	4	46	158	0	0	500	64
Added Vol:	0	0	0	0	0	0	0	70	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	12	0	4	46	228	0	0	544	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	13	0	4	51	254	0	0	605	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	13	0	4	51	254	0	0	605	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	13	0	4	51	254	0	0	605	71

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.79	0.21
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2863	337

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.03	0.08	0.00	0.00	0.21	0.21
Crit Moves:				****				****				****

Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #5 Coiner Court (NS) at Gale Avenue (EW) - #5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.364

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name:	Coiner Court			Gale Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	117	0	47	13	693	0	0	390	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	117	0	47	13	693	0	0	390	22
Added Vol:	0	0	0	0	0	0	0	103	0	0	102	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	117	0	47	13	796	0	0	492	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	0	0	132	0	53	15	899	0	0	556	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	132	0	53	15	899	0	0	556	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	132	0	53	15	899	0	0	556	25

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3063	137

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.03	0.01	0.28	0.00	0.00	0.18	0.18
Crit Moves:				****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

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

 Intersection #5 Coiner Court (NS) at Gale Avenue (EW) - #5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.275
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Coiner Court				Gale Avenue														
Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Permitted				Permitted				Permitted										
Rights:	Include				Include				Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Lanes:	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	17	0	18	17	655	0	0	482	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	17	0	18	17	655	0	0	482	14
Added Vol:	0	0	0	0	0	0	0	138	0	0	124	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	17	0	18	17	793	0	0	606	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	18	0	19	18	844	0	0	645	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	18	0	19	18	844	0	0	645	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	18	0	19	18	844	0	0	645	15

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.95	0.05
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3128	72

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.26	0.00	0.00	0.21	0.21
Crit Moves:				****				****		****		

Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #9 Nogales Street (NS) at Shadow Oak Drive (EW) - #9

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Nogales Street						Shadow Oak Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	1	1	1	0

Volume Module:

Base Vol:	134	741	126	45	681	28	52	101	194	188	97	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	741	126	45	681	28	52	101	194	188	97	96
Added Vol:	6	6	6	0	9	0	0	0	9	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	747	132	45	690	28	52	101	203	197	97	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	148	790	140	48	729	30	55	107	215	208	103	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	790	140	48	729	30	55	107	215	208	103	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	790	140	48	729	30	55	107	215	208	103	101

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.01	0.99
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1608	1592

Capacity Analysis Module:

Vol/Sat:	0.09	0.25	0.09	0.03	0.23	0.02	0.03	0.07	0.13	0.13	0.06	0.06
Crit Moves:	****			****			****	****		****	****	

Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #9 Nogales Street (NS) at Shadow Oak Drive (EW) - #9

Cycle (sec): 100 Critical Vol./Cap. (X): 0.450
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Nogales Street						Shadow Oak Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	1	1	1	0

Volume Module:

Base Vol:	134	814	138	41	662	51	38	61	102	77	45	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	814	138	41	662	51	38	61	102	77	45	31
Added Vol:	14	14	14	0	14	0	0	0	14	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	828	152	41	676	51	38	61	116	91	45	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	154	861	158	43	703	53	40	63	121	95	47	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	861	158	43	703	53	40	63	121	95	47	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	861	158	43	703	53	40	63	121	95	47	32

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.18	0.82
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1895	1305

Capacity Analysis Module:

Vol/Sat:	0.10	0.27	0.10	0.03	0.22	0.03	0.02	0.04	0.08	0.06	0.02	0.02
Crit Moves:	****			****			****	****		****	****	

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #9 Nogales Street (NS) at Shadow Oak Drive (EW) - #9

Cycle (sec): 100 Critical Vol./Cap. (X): 0.463
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Nogales Street						Shadow Oak Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	1	1	1	0

Volume Module:	Nogales Street			Shadow Oak Drive								
Base Vol:	106	703	91	18	664	38	37	23	136	86	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	703	91	18	664	38	37	23	136	86	20	30
Added Vol:	17	17	17	0	19	0	0	0	19	19	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	720	108	18	683	38	37	23	155	105	20	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	126	736	110	18	698	39	38	24	158	107	20	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	736	110	18	698	39	38	24	158	107	20	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	736	110	18	698	39	38	24	158	107	20	31

Saturation Flow Module:	Nogales Street			Shadow Oak Drive								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:	Nogales Street			Shadow Oak Drive								
Vol/Sat:	0.08	0.23	0.07	0.01	0.22	0.02	0.02	0.01	0.10	0.07	0.01	0.02
Crit Moves:	****			****			****		****	****		

Rowland Heights Plaza
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 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #10 Nogales Street (NS) at La Puente Road (EW) - #10

Cycle (sec): 100 Critical Vol./Cap. (X): 0.734
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: C

Street Name:	Nogales Street						La Puente Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	32	632	147	126	991	118	91	41	36	280	39	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	632	147	126	991	118	91	41	36	280	39	163
Added Vol:	0	17	6	0	27	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	649	153	126	1018	118	91	41	36	289	39	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	36	735	173	143	1153	134	103	46	41	327	44	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	735	173	143	1153	134	103	46	41	327	44	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	735	173	143	1153	134	103	46	41	327	44	185

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.55	0.24	0.21	0.88	0.12	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	867	390	343	1410	190	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.23	0.11	0.09	0.36	0.08	0.12	0.12	0.12	0.23	0.23	0.12
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #10 Nogales Street (NS) at La Puente Road (EW) - #10

Cycle (sec): 100 Critical Vol./Cap. (X): 0.696
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name:	Nogales Street						La Puente Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	0	0	1	0	0	1

Volume Module:	Nogales Street			Nogales Street			La Puente Road			La Puente Road		
Base Vol:	2	966	391	206	597	45	69	33	17	225	20	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	966	391	206	597	45	69	33	17	225	20	158
Added Vol:	0	41	14	0	42	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1007	405	206	639	45	69	33	17	239	20	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	2	1031	415	211	654	46	71	34	17	245	20	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1031	415	211	654	46	71	34	17	245	20	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1031	415	211	654	46	71	34	17	245	20	162

Saturation Flow Module:	Nogales Street			Nogales Street			La Puente Road			La Puente Road		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	0.28	0.14	0.92	0.08	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	928	444	229	1476	124	1600

Capacity Analysis Module:	Nogales Street			Nogales Street			La Puente Road			La Puente Road		
Vol/Sat:	0.00	0.32	0.26	0.13	0.20	0.03	0.08	0.08	0.08	0.17	0.17	0.10
Crit Moves:	****			****			****			****		

Rowland Heights Plaza
Existing Plus Project Plus Cumulative Projects
Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #10 Nogales Street (NS) at La Puente Road (EW) - #10

Cycle (sec): 100 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Table with columns for Street Name (Nogales Street, La Puente Road), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #11 Nogales Street (NS) at Valley Boulevard Loop (EW) - #11

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street Valley Boulevard Loop
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	1	1	0	0	1

Volume Module:

Base Vol:	32	634	146	88	1132	156	48	18	32	180	1	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	634	146	88	1132	156	48	18	32	180	1	222
Added Vol:	0	23	7	0	36	0	0	0	0	11	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	657	153	88	1168	156	48	18	32	191	1	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	35	724	169	97	1288	172	53	20	35	211	1	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	724	169	97	1288	172	53	20	35	211	1	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	724	169	97	1288	172	53	20	35	211	1	245

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.43	0.57	1.00	2.65	0.35	0.49	0.18	0.33	1.99	0.01	1.00
Final Sat.:	1600	3893	907	1600	4234	566	784	294	522	3183	17	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.19	0.19	0.06	0.30	0.30	0.07	0.07	0.07	0.07	0.07	0.15
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #11 Nogales Street (NS) at Valley Boulevard Loop (EW) - #11

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street Valley Boulevard Loop
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	0	0	1	0	0	1

Volume Module:

Base Vol:	16	1225	222	74	622	43	30	4	13	121	2	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1225	222	74	622	43	30	4	13	121	2	211
Added Vol:	0	55	21	0	56	0	0	0	0	22	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1280	243	74	678	43	30	4	13	143	2	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	17	1333	253	77	706	45	31	4	14	149	2	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1333	253	77	706	45	31	4	14	149	2	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1333	253	77	706	45	31	4	14	149	2	220

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.52	0.48	1.00	2.82	0.18	0.64	0.08	0.28	1.97	0.03	1.00
Final Sat.:	1600	4034	766	1600	4514	286	1021	136	443	3156	44	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.33	0.33	0.05	0.16	0.16	0.03	0.03	0.03	0.05	0.05	0.14
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #11 Nogales Street (NS) at Valley Boulevard Loop (EW) - #11

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street Valley Boulevard Loop
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	1	1	0	0	1

Volume Module:

Base Vol:	22	1004	122	86	1094	68	29	2	20	154	2	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1004	122	86	1094	68	29	2	20	154	2	160
Added Vol:	0	67	26	0	75	0	0	0	0	30	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1071	148	86	1169	68	29	2	20	184	2	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	23	1104	153	89	1205	70	30	2	21	190	2	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1104	153	89	1205	70	30	2	21	190	2	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1104	153	89	1205	70	30	2	21	190	2	165

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.64	0.36	1.00	2.84	0.16	0.57	0.04	0.39	1.98	0.02	1.00
Final Sat.:	1600	4217	583	1600	4536	264	910	63	627	3166	34	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.26	0.26	0.06	0.27	0.27	0.03	0.03	0.03	0.06	0.06	0.10
Crit Moves:	****			****			****				****	

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

Intersection #12 Valley Boulevard Loop (NS) at Valley Boulevard (EW) - #12

Cycle (sec): 100 Critical Vol./Cap. (X): 0.466
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Valley Boulevard Loop	Valley Boulevard	
Approach:	North Bound	South Bound	East Bound West Bound
Movement:	L - T - R	L - T - R	L - T - R L - T - R

	Permitted	Permitted	Protected	Permitted
Control:	Include	Include	Include	Include
Rights:				
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0 0	2 0 0 0 1	2 0 3 0 0	0 0 2 1 0

Volume Module:

Base Vol:	0 0 0	101 0 151	181 512 0	0 996 251
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	101 0 151	181 512 0	0 996 251
Added Vol:	0 0 0	1 0 6	9 0 0	0 0 2
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0	102 0 157	190 512 0	0 996 253
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	0.90 0.90 0.90	0.90 0.90 0.90	0.90 0.90 0.90	0.90 0.90 0.90
PHF Volume:	0 0 0	114 0 175	212 571 0	0 1110 282
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	114 0 175	212 571 0	0 1110 282
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 0	114 0 175	212 571 0	0 1110 282

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 0.00 0.00	2.00 0.00 1.00	2.00 3.00 0.00	0.00 2.39 0.61
Final Sat.:	0 0 0	3200 0 1600	3200 4800 0	0 3828 972

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.04 0.00 0.11	0.07 0.12 0.00	0.00 0.29 0.29
Crit Moves:		****	****	****

Rowland Heights Plaza
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Level Of Service Computation Report

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

Intersection #12 Valley Boulevard Loop (NS) at Valley Boulevard (EW) - #12

Cycle (sec): 100 Critical Vol./Cap. (X): 0.297

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name: Valley Boulevard Loop Valley Boulevard

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 0 0 0 2 0 0 0 1 2 0 3 0 0 0 0 2 1 0

Volume Module:

Base Vol: 0 0 0 211 0 90 102 1072 0 0 643 228

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 211 0 90 102 1072 0 0 643 228

Added Vol: 0 0 0 7 0 14 14 0 0 0 0 8

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 218 0 104 116 1072 0 0 643 236

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97

PHF Volume: 0 0 0 225 0 107 120 1106 0 0 664 244

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 225 0 107 120 1106 0 0 664 244

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 0 0 225 0 107 120 1106 0 0 664 244

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 2.00 3.00 0.00 0.00 2.19 0.81

Final Sat.: 0 0 0 3200 0 1600 3200 4800 0 0 3511 1289

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.07 0.04 0.23 0.00 0.00 0.19 0.19

Crit Moves: **** **** ****

 Rowland Heights Plaza
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Level Of Service Computation Report

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

Intersection #12 Valley Boulevard Loop (NS) at Valley Boulevard (EW) - #12

Cycle (sec): 100 Critical Vol./Cap. (X): 0.247
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Valley Boulevard Loop						Valley Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R		L - T - R		L - T - R		L - T - R		L - T - R		L - T - R	
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	0	2

Volume Module:												
Base Vol:	0	0	0	128	0	87	94	429	0	0	465	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	128	0	87	94	429	0	0	465	188
Added Vol:	0	0	0	9	0	17	19	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	137	0	104	113	429	0	0	465	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	142	0	108	117	444	0	0	481	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	142	0	108	117	444	0	0	481	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	142	0	108	117	444	0	0	481	206

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	2.10	0.90
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	3361	1439

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.07	0.04	0.09	0.00	0.00	0.14	0.14
Crit Moves:						****	****				****	

Rowland Heights Plaza
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 Weekday Morning Peak Hour

Level Of Service Computation Report

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

 Intersection #13 Nogales Street (NS) at San Jose Avenue (EW) - #13

Cycle (sec): 100 Critical Vol./Cap. (X): 0.549
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Nogales Street						San Jose Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	0	0	0	1	0

Volume Module:

Base Vol:	226	983	100	69	1153	95	9	58	70	36	148	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	983	100	69	1153	95	9	58	70	36	148	33
Added Vol:	0	30	0	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	1013	100	69	1200	95	9	58	70	36	148	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	233	1045	103	71	1238	98	9	60	72	37	153	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1045	103	71	1238	98	9	60	72	37	153	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	1045	103	71	1238	98	9	60	72	37	153	34

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.73	0.27	1.00	2.78	0.22	1.00	0.45	0.55	0.20	0.80	1.00
Final Sat.:	1600	4369	431	1600	4448	352	1600	725	875	313	1287	1600

Capacity Analysis Module:

Vol/Sat:	0.15	0.24	0.24	0.04	0.28	0.28	0.01	0.08	0.08	0.02	0.12	0.02
Crit Moves:	****			****			****			****		

Rowland Heights Plaza
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Level Of Service Computation Report

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

Intersection #13 Nogales Street (NS) at San Jose Avenue (EW) - #13

Cycle (sec): 100 Critical Vol./Cap. (X): 0.739

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include North Bound, South Bound, East Bound, and West Bound movements for Nogales Street and San Jose Avenue.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for various movements.

Capacity Analysis Module table showing Vol/Sat and Crit Moves for various movements.

Rowland Heights Plaza
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Level Of Service Computation Report

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

Intersection #13 Nogales Street (NS) at San Jose Avenue (EW) - #13

Cycle (sec): 100 Critical Vol./Cap. (X): 0.481
Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Table with columns for Street Name (Nogales Street, San Jose Avenue), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat and Crit Moves.

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #15 Nogales Street (NS) at Gale Avenue/Walnut Drive (EW) - #15

Cycle (sec): 100 Critical Vol./Cap. (X): 0.671
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name: Nogales Street Gale Avenue/Walnut Drive
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|

Control:	Protected				Protected				Prot+Permit			Prot+Permit			
Rights:	Include				Include				Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	0	1

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Volume Module:

Base Vol:	291	1330	168	183	913	146	49	73	55	104	228	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	1330	168	183	913	146	49	73	55	104	228	146
Added Vol:	63	0	0	0	0	47	30	0	40	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	1330	168	183	913	193	79	73	95	104	228	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	369	1387	175	191	952	201	82	76	99	108	238	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	1387	175	191	952	201	82	76	99	108	238	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	1387	175	191	952	201	82	76	99	108	238	152

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.66	0.34	1.00	2.48	0.52	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4262	538	1600	3962	838	1600	1600	1600	1600	1600	1600

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Capacity Analysis Module:

Vol/Sat:	0.23	0.33	0.33	0.12	0.24	0.24	0.05	0.05	0.06	0.07	0.15	0.10
Crit Moves:	****				****		****				****	

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 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

 Intersection #15 Nogales Street (NS) at Gale Avenue/Walnut Drive (EW) - #15

Cycle (sec): 100 Critical Vol./Cap. (X): 0.944
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: E

Street Name:	Nogales Street						Gale Avenue/Walnut Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

Volume Module:

Base Vol:	217	991	70	120	1088	97	239	341	366	227	236	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	991	70	120	1088	97	239	341	366	227	236	91
Added Vol:	97	0	0	0	0	78	76	0	96	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	991	70	120	1088	175	315	341	462	227	236	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	333	1051	74	127	1154	186	334	362	490	241	250	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	1051	74	127	1154	186	334	362	490	241	250	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	333	1051	74	127	1154	186	334	362	490	241	250	97

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.80	0.20	1.00	2.58	0.42	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4483	317	1600	4135	665	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.21	0.23	0.23	0.08	0.28	0.28	0.21	0.23	0.31	0.15	0.16	0.06
Crit Moves:	****			****			****	****				

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #15 Nogales Street (NS) at Gale Avenue/Walnut Drive (EW) - #15

Cycle (sec): 100 Critical Vol./Cap. (X): 0.945

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Street Name:	Nogales Street						Gale Avenue/Walnut Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

Volume Module:

Base Vol:	278	1055	99	100	949	215	202	216	381	149	321	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	1055	99	100	949	215	202	216	381	149	321	89
Added Vol:	131	0	0	0	0	105	93	0	117	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	409	1055	99	100	949	320	295	216	498	149	321	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	418	1079	101	102	970	327	302	221	509	152	328	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	1079	101	102	970	327	302	221	509	152	328	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	1079	101	102	970	327	302	221	509	152	328	91

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.74	0.26	1.00	2.24	0.76	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4388	412	1600	3590	1210	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.26	0.25	0.25	0.06	0.27	0.27	0.19	0.14	0.32	0.10	0.21	0.06
Crit Moves:	****			****			****		****	****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #16 Nogales Street (NS) at SR-60 Freeway WB Ramps (EW) - #16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.565
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Nogales Street						SR-60 Freeway WB Ramps										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Permitted			Permitted			Permitted			Permitted							
Rights:	Ignore			Ignore			Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0	0	0	0	1	1

Volume Module:

Base Vol:	0	1169	281	0	848	223	0	0	0	290	0	621
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1169	281	0	848	223	0	0	0	290	0	621
Added Vol:	0	29	0	0	40	0	0	0	0	1	0	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1198	281	0	888	223	0	0	0	291	0	655
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1241	0	0	920	0	0	0	0	302	0	679
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1241	0	0	920	0	0	0	0	302	0	679
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1241	0	0	920	0	0	0	0	302	0	679

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	0.62	0.00	1.38
Final Sat.:	0	4800	1600	0	4800	1600	0	0	0	984	0	2216

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.19	0.00	0.31
Crit Moves:	****			****						****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #16 Nogales Street (NS) at SR-60 Freeway WB Ramps (EW) - #16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.552
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Nogales Street						SR-60 Freeway WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	3	0	0	3	0	0	0	0	0	1

Volume Module:	Nogales Street			Nogales Street			SR-60 Freeway WB Ramps			SR-60 Freeway WB Ramps		
Base Vol:	0	1019	216	0	1226	454	0	0	0	383	0	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1019	216	0	1226	454	0	0	0	383	0	262
Added Vol:	0	50	0	0	96	0	0	0	0	1	0	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1069	216	0	1322	454	0	0	0	384	0	309
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	1146	0	0	1417	0	0	0	0	412	0	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1146	0	0	1417	0	0	0	0	412	0	331
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1146	0	0	1417	0	0	0	0	412	0	331

Saturation Flow Module:	Nogales Street			Nogales Street			SR-60 Freeway WB Ramps			SR-60 Freeway WB Ramps		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4800	1600	0	4800	1600	0	0	0	1600	0	1600

Capacity Analysis Module:	Nogales Street			Nogales Street			SR-60 Freeway WB Ramps			SR-60 Freeway WB Ramps		
Vol/Sat:	0.00	0.24	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.26	0.00	0.21
Crit Moves:	****			****						****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #16 Nogales Street (NS) at SR-60 Freeway WB Ramps (EW) - #16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.572
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street SR-60 Freeway WB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted										
Rights:	Ignore			Ignore			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0	0	0	0	0	0	1	0	1

Volume Module:

Base Vol:	0	991	364	0	1125	401	0	0	0	435	0	418
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	991	364	0	1125	401	0	0	0	435	0	418
Added Vol:	0	67	0	0	117	0	0	0	0	1	0	64
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1058	364	0	1242	401	0	0	0	436	0	482
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1109	0	0	1302	0	0	0	0	457	0	505
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1109	0	0	1302	0	0	0	0	457	0	505
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1109	0	0	1302	0	0	0	0	457	0	505

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	0.95	0.00	1.05
Final Sat.:	0	4800	1600	0	4800	1600	0	0	0	1520	0	1680

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.29	0.00	0.30
Crit Moves:	****			****						****		

Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #17 Nogales Street (NS) at SR-60 Freeway EB Ramps (EW) - #17

Cycle (sec): 100 Critical Vol./Cap. (X): 0.455

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name:	Nogales Street						SR-60 Freeway EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	3	0	0	3	1	0	1	0	0	0

Volume Module:

Base Vol:	0	1049	387	0	926	212	401	0	243	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1049	387	0	926	212	401	0	243	0	0	0
Added Vol:	0	29	0	0	19	21	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1078	387	0	945	233	401	0	243	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	1153	0	0	1011	0	429	0	260	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1153	0	0	1011	0	429	0	260	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1153	0	0	1011	0	429	0	260	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	1.24	0.01	0.75	0.00	0.00	0.00
Final Sat.:	0	4800	1600	0	4800	1600	1993	0	1207	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.00	0.00	0.21	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****			****			****					

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #17 Nogales Street (NS) at SR-60 Freeway EB Ramps (EW) - #17

Cycle (sec): 100 Critical Vol./Cap. (X): 0.595
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street SR-60 Freeway EB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	3	0	0	3	1	0	1	0	0	0

Volume Module:

Base Vol:	0	840	288	0	1322	287	397	0	420	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	840	288	0	1322	287	397	0	420	0	0	0
Added Vol:	0	50	0	0	49	48	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	890	288	0	1371	335	397	0	420	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	966	0	0	1489	0	431	0	456	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	966	0	0	1489	0	431	0	456	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	966	0	0	1489	0	431	0	456	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	4800	1600	0	4800	1600	1600	0	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.00	0.00	0.31	0.00	0.27	0.00	0.29	0.00	0.00	0.00
Crit Moves:	****			****			****					

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

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

 Intersection #17 Nogales Street (NS) at SR-60 Freeway EB Ramps (EW) - #17

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

 Street Name: Nogales Street SR-60 Freeway EB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Ignore Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 3 0 1 0 0 3 0 1 1 0 1! 0 0 0 0 0 0 0

 Volume Module:
 Base Vol: 0 947 423 0 1160 370 415 0 352 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 947 423 0 1160 370 415 0 352 0 0 0
 Added Vol: 0 67 0 0 61 57 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 1014 423 0 1221 427 415 0 352 0 0 0
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.97 0.97 0.00 0.97 0.97 0.00 0.97 0.97 0.97 0.97 0.97 0.97
 PHF Volume: 0 1045 0 0 1259 0 428 0 363 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 1045 0 0 1259 0 428 0 363 0 0 0
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 1045 0 0 1259 0 428 0 363 0 0 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 3.00 1.00 0.00 3.00 1.00 1.08 0.00 0.92 0.00 0.00 0.00
 Final Sat.: 0 4800 1600 0 4800 1600 1731 0 1469 0 0 0

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.22 0.00 0.00 0.26 0.00 0.25 0.00 0.25 0.00 0.00 0.00
 Crit Moves: **** **** ****

Rowland Heights Plaza
Existing Plus Project Plus Cumulative Projects
Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #18 Nogales Street (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.698

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Street Name: Nogales Street Colima Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 2 0 1 2 0 2 0 1 2 0 2 1 0

Volume Module:

Base Vol: 313 741 137 248 626 244 356 576 202 180 668 333
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 313 741 137 248 626 244 356 576 202 180 668 333
Added Vol: 5 11 0 6 7 7 10 4 4 0 5 9
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 318 752 137 254 633 251 366 580 206 180 673 342
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 348 822 150 278 692 274 400 634 225 197 736 374
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 348 822 150 278 692 274 400 634 225 197 736 374
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 348 822 150 278 692 274 400 634 225 197 736 374
OvlAdjVol: 74

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 2.00 1.00 2.00 2.00 1.00 2.00 2.21 0.79 2.00 2.00 1.00
Final Sat.: 3200 3200 1600 3200 3200 1600 3200 3542 1258 3200 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.11 0.26 0.09 0.09 0.22 0.17 0.13 0.18 0.18 0.06 0.23 0.23
OvlAdjV/S: 0.05
Crit Moves: **** **** **** ****

Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #18 Nogales Street (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.618
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name:	Nogales Street						Colima Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	2	1	2	0	2	1	0	2

Volume Module:

Base Vol:	231	531	163	440	769	386	335	889	197	186	609	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	531	163	440	769	386	335	889	197	186	609	224
Added Vol:	6	22	0	14	21	15	15	5	5	0	6	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	553	163	454	790	401	350	894	202	186	615	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	241	563	166	462	804	408	356	909	205	189	626	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	563	166	462	804	408	356	909	205	189	626	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	563	166	462	804	408	356	909	205	189	626	242
OvlAdjVol:	230											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.45	0.55	2.00	2.16	0.84
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	3915	885	3200	3461	1339

Capacity Analysis Module:

Vol/Sat:	0.08	0.18	0.10	0.14	0.25	0.25	0.11	0.23	0.23	0.06	0.18	0.18	
OvlAdjV/S:	0.14												
Crit Moves:	****	****					****	****					

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #18 Nogales Street (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.722
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: C

Street Name:	Nogales Street					Colima Road									
Approach:	North Bound		South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected					Protected					Protected				
Rights:	Include					Ovl					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	1	0

Volume Module:

Base Vol:	269	533	118	376	527	512	461	733	183	150	769	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	533	118	376	527	512	461	733	183	150	769	283
Added Vol:	7	30	0	17	26	18	20	7	7	0	8	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	563	118	393	553	530	481	740	190	150	777	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	296	603	126	421	593	568	516	793	204	161	833	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	603	126	421	593	568	516	793	204	161	833	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	603	126	421	593	568	516	793	204	161	833	324
OvlAdjVol:	310											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.39	0.61	2.00	2.16	0.84
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	3819	981	3200	3457	1343

Capacity Analysis Module:

Vol/Sat:	0.09	0.19	0.08	0.13	0.19	0.36	0.16	0.21	0.21	0.05	0.24	0.24
OvlAdjV/S:	0.19											
Crit Moves:	****	****					****	****				

CODE COMPLIANT COMMERCIAL ALTERNATIVE

Table 2 - Test 5

Project Trip Generation¹

Land Use	Quantity	Units ²	Weekday							Saturday		
			Peak Hour						Daily	Mid-day		
			Morning			Evening				Inbound	Outbound	Total
			Inbound	Outbound	Total	Inbound	Outbound	Total				
<u>Trip Generation Rates</u>												
Shopping Center		TSF	0.60	0.36	0.96	1.78	1.93	3.71	42.70	2.51	2.31	4.82
High Turnover (Sit-Down) Restaurant		TSF	5.95	4.86	10.81	5.91	3.94	9.85	127.15	6.05	6.61	12.66
Quality Restaurant		TSF	0.41	0.40	0.81	5.02	2.47	7.49	89.95	6.38	4.44	10.82
Office		TSF	0.42	0.06	0.48	0.08	0.38	0.46	3.32	0.05	0.04	0.09
<u>Trips Generated</u>												
Shopping Center	325,969	TSF	196	117	313	580	629	1,209	13,919	818	753	1,571
High Turnover (Sit-Down) Restaurant	78,103	TSF	465	380	845	462	308	770	9,931	473	516	989
Quality Restaurant	78,103	TSF	32	31	63	392	193	585	7,025	498	347	845
Office	7,788	TSF	3	0	3	1	3	4	26	0	0	0
Subtotal			696	528	1,224	1,435	1,133	2,568	30,901	1,789	1,616	3,405
Pass-By (10%)			-70	-53	-123	-144	-113	-257	-3,090	-179	-162	-341
Commercial Internal Capture (5%)			-10	-6	-16	-29	-31	-60	-696	-41	-38	-79
Restaurant Internal Capture (10%)			-50	-41	-91	-85	-50	-135	-1,696	-97	-86	-183
Total			566	428	994	1,177	939	2,116	25,419	1,472	1,330	2,802
Current TIA			312	229	541	449	397	846	10,357	566	526	1,092
Change			254	199	453	728	542	1,270	15,062	906	804	1,710
Previous Test 2			215	136	351	364	358	722	8,557	491	438	929
Reduction 10%			194	122	316	328	322	650	7,701	442	394	836
Reduction 15%			183	116	298	309	304	614	7,273	417	372	790
New Percent Reduction			-62%	-68%	-65%	-69%	-62%	-66%	-66%	-67%	-67%	-67%

¹Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 310, 710, 820, and 932.

²TSF = Thousand Square Feet; RM = Rooms

Table 7

Existing Plus Project Plus Cumulative Significant Impact Evaluation

Intersection	Peak Hour	Existing		Existing Plus Project Plus Cumulative			
		Intersection Capacity Utilization	Level of Service	Without Project			
				Intersection Capacity Utilization	Level of Service	Project Impact	Significant Impact ¹
Fullerton Road (NS) at:							
Gale Avenue (EW) - #1	Weekday Morning	0.557	A	0.583	A	0.026	No
	Weekday Evening	0.536	A	0.717	C	0.181	Yes
	Saturday Mid-day	0.671	B	0.906	E	0.235	Yes
SR-60 Freeway WB Ramps (EW) - #2	Weekday Morning	0.437	A	0.476	A	0.039	No
	Weekday Evening	0.371	A	0.433	A	0.062	No
	Saturday Mid-day	0.466	A	0.555	A	0.089	No
SR-60 Freeway EB Ramps (EW) - #3	Weekday Morning	0.563	A	0.632	B	0.069	No
	Weekday Evening	0.557	A	0.690	B	0.133	No
	Saturday Mid-day	0.747	C	0.913	E	0.166	Yes
Colima Road (EW) - #4	Weekday Morning	0.659	B	0.694	B	0.035	No
	Weekday Evening	0.703	C	0.746	C	0.043	Yes
	Saturday Mid-day	0.722	C	0.816	D	0.094	Yes
Coiner Court (NS) at:							
Gale Avenue (EW) - #5	Weekday Morning	0.236	A	0.289	A	0.053	No
	Weekday Evening	0.327	A	0.473	A	0.146	No
	Saturday Mid-day	0.229	A	0.401	A	0.172	No
Nogales Street (NS) at:							
Shadow Oak Drive (EW) - #9	Weekday Morning	0.566	A	0.627	B	0.061	No
	Weekday Evening	0.418	A	0.545	A	0.127	No
	Saturday Mid-day	0.422	A	0.583	A	0.161	No
La Puente Road (EW) - #10	Weekday Morning	0.718	C	0.768	C	0.050	Yes
	Weekday Evening	0.674	B	0.756	C	0.082	Yes
	Saturday Mid-day	0.674	B	0.787	C	0.113	Yes
Valley Boulevard Loop (EW) - #11	Weekday Morning	0.538	A	0.565	A	0.027	No
	Weekday Evening	0.530	A	0.591	A	0.061	No
	Saturday Mid-day	0.433	A	0.519	A	0.086	No
Valley Boulevard Loop (NS) at:							
Valley Boulevard (EW) - #12	Weekday Morning	0.458	A	0.489	A	0.031	No
	Weekday Evening	0.299	A	0.340	A	0.041	No
	Saturday Mid-day	0.228	A	0.323	A	0.095	No
Nogales Street (NS) at:							
San Jose Avenue (EW) - #13	Weekday Morning	0.539	A	0.575	A	0.036	No
	Weekday Evening	0.723	C	0.784	C	0.061	Yes
	Saturday Mid-day	0.458	A	0.554	A	0.096	No
Gale Avenue/Walnut Drive (EW) - #15	Weekday Morning	0.625	B	0.851	D	0.226	Yes
	Weekday Evening	0.799	C	1.368	F	0.569	Yes
	Saturday Mid-day	0.760	C	1.564	F	0.804	Yes
SR-60 Freeway WB Ramps (EW) - #16	Weekday Morning	0.547	A	0.600	A	0.053	No
	Weekday Evening	0.530	A	0.623	A	0.093	No
	Saturday Mid-day	0.531	A	0.700	B	0.169	No
SR-60 Freeway EB Ramps (EW) - #17	Weekday Morning	0.449	A	0.474	A	0.025	No
	Weekday Evening	0.584	A	0.627	B	0.043	No
	Saturday Mid-day	0.496	A	0.554	A	0.058	No
Colima Road (EW) - #18	Weekday Morning	0.687	B	0.742	C	0.055	Yes
	Weekday Evening	0.598	A	0.677	B	0.079	No
	Saturday Mid-day	0.694	B	0.809	D	0.115	Yes

¹ In Los Angeles County, an impact is considered significant if the project related increase in the volume to capacity ratio equals or exceeds the thresholds shown below:

Significant Impact Threshold for Intersections		
Level of Service	Volume/Capacity	Incremental Increase
C	0.71-0.80	0.04 or more
D	0.81-0.90	0.02 or more
E/F	0.91-more	0.01 or more

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

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

Intersection #1 Fullerton Road (NS) at Gale Avenue (EW) - #1

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Fullerton Road					Gale Avenue														
Approach:	North Bound		South Bound			East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected			Protected		Protected												
Rights:	Ovl		Include			Ovl		Include												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	2	0	2	0	1	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	476	875	186	35	373	147	163	203	186	50	350	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	476	875	186	35	373	147	163	203	186	50	350	40
Added Vol:	1	2	171	28	2	0	0	0	1	129	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	477	877	357	63	375	147	163	203	187	179	350	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	512	941	383	68	402	158	175	218	201	192	376	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	941	383	68	402	158	175	218	201	192	376	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	512	941	383	68	402	158	175	218	201	192	376	65
OvlAdjVol:			191						0			

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.16	0.84	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	3200	3200	1600	1600	3448	1352	1600	3200	1600	1600	2725	475

Capacity Analysis Module:

Vol/Sat:	0.16	0.29	0.24	0.04	0.12	0.12	0.11	0.07	0.13	0.12	0.14	0.14
OvlAdjV/S:			0.12						0.00			
Crit Moves:	****			****			****			****		

Rowland Heights Plaza
Existing Plus Project Plus Cumulative Projects
Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #1 Fullerton Road (NS) at Gale Avenue (EW) - #1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.717
Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Table with columns for Street Name (Fullerton Road, Gale Avenue), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, and OvlAdjVol.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, OvlAdjV/S, and Crit Moves.

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #1 Fullerton Road (NS) at Gale Avenue (EW) - #1

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Street Name: Fullerton Road Gale Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Protected Protected

Rights: Ovl Include Ovl Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 2 0 1 1 0 2 1 0 1 0 2 0 1 1 0 1 1 0

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Volume Module:

Base Vol: 592 376 271 46 414 320 235 415 507 176 334 45

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 592 376 271 46 414 320 235 415 507 176 334 45

Added Vol: 2 3 442 74 3 0 0 0 2 399 0 67

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 594 379 713 120 417 320 235 415 509 575 334 112

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97

PHF Volume: 613 391 736 124 430 330 243 428 525 593 345 116

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 613 391 736 124 430 330 243 428 525 593 345 116

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 613 391 736 124 430 330 243 428 525 593 345 116

OvlAdjVol: 142 219

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.50 0.50

Final Sat.: 3200 3200 1600 1600 3200 1600 1600 3200 1600 1600 2396 804

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Capacity Analysis Module:

Vol/Sat: 0.19 0.12 0.46 0.08 0.13 0.21 0.15 0.13 0.33 0.37 0.14 0.14

OvlAdjV/S: 0.09 0.14

Crit Moves: **** **** **** ****

 Rowland Heights Plaza
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Level Of Service Computation Report

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

Intersection #2 Fullerton Road (NS) at SR-60 Freeway WB Ramps (EW) - #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Fullerton Road SR-60 Freeway WB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted									
Rights:	Ignore			Include			Include			Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Lanes:	0	0	3	0	1	0	0	3	0	0	0	0	0	0	1	0	1	0	1

Volume Module:

Base Vol:	0	1004	323	0	604	0	0	0	0	391	0	573
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1004	323	0	604	0	0	0	0	391	0	573
Added Vol:	0	173	3	0	132	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1177	326	0	736	0	0	0	0	395	0	573
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	1253	0	0	784	0	0	0	0	421	0	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1253	0	0	784	0	0	0	0	421	0	610
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1253	0	0	784	0	0	0	0	421	0	610

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.22	xxxx	1.78
Final Sat.:	0	4800	1600	0	4800	0	0	0	0	1959	0	2841

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Moves:	****			****						****		

 Rowland Heights Plaza
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Level Of Service Computation Report

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

Intersection #2 Fullerton Road (NS) at SR-60 Freeway WB Ramps (EW) - #2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.433
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Fullerton Road SR-60 Freeway WB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted										
Rights:	Ignore			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	3	0	1	0	0	3	0	0	0	0	0	0	0	1	0	1	0	1

Volume Module:

Base Vol:	0	709	532	0	1049	0	0	0	0	368	0	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	709	532	0	1049	0	0	0	0	368	0	334
Added Vol:	0	356	4	0	286	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1065	536	0	1335	0	0	0	0	372	0	334
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	1083	0	0	1358	0	0	0	0	378	0	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1083	0	0	1358	0	0	0	0	378	0	340
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1083	0	0	1358	0	0	0	0	378	0	340

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.58	xxxx	1.42
Final Sat.:	0	4800	1600	0	4800	0	0	0	0	2529	0	2271

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:	****			****						****		

 Rowland Heights Plaza
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 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #2 Fullerton Road (NS) at SR-60 Freeway WB Ramps (EW) - #2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.555

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name: Fullerton Road SR-60 Freeway WB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: Ignore Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 3 0 1 0 0 3 0 0 0 0 1 0 1! 0 1

Volume Module:

Base Vol: 0 744 579 0 1097 0 0 0 0 549 0 494

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 744 579 0 1097 0 0 0 0 549 0 494

Added Vol: 0 446 6 0 404 0 0 0 0 5 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 1190 585 0 1501 0 0 0 0 554 0 494

User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.96 0.96 0.00 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96

PHF Volume: 0 1245 0 0 1570 0 0 0 0 579 0 517

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 1245 0 0 1570 0 0 0 0 579 0 517

PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 1245 0 0 1570 0 0 0 0 579 0 517

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 3.00 1.00 0.00 3.00 0.00 0.00 0.00 0.00 1.58 0.01 1.41

Final Sat.: 0 4800 1600 0 4800 0 0 0 0 2537 0 2263

Capacity Analysis Module:

Vol/Sat: 0.00 0.26 0.00 0.00 0.33 0.00 0.00 0.00 0.00 0.23 0.00 0.23

Crit Moves: **** **** ****

 Rowland Heights Plaza
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 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #3 Fullerton Road (NS) at SR-60 Freeway EB Ramps (EW) - #3

Cycle (sec): 100 Critical Vol./Cap. (X): 0.632
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name: Fullerton Road SR-60 Freeway EB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Protected			Split Phase			Split Phase					
Rights:	Include			Ignore			Ignore			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	1	0	1	0	2	0	1	1	1	0	0	1

Volume Module:

Base Vol:	0	1278	15	12	684	217	410	10	552	5	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1278	15	12	684	217	410	10	552	5	0	18
Added Vol:	0	86	13	7	64	0	85	4	1	10	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1364	28	19	748	217	495	14	553	15	0	26
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.00	0.98	0.98	0.00	0.98	0.98	0.98
PHF Volume:	0	1386	28	19	760	0	503	14	0	15	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1386	28	19	760	0	503	14	0	15	0	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1386	28	19	760	0	503	14	0	15	0	26

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.96	0.04	1.00	2.00	1.00	1.94	0.06	1.00	2.00	0.00	1.00
Final Sat.:	0	3136	64	1600	3200	1600	3112	88	1600	3200	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.44	0.44	0.01	0.24	0.00	0.16	0.16	0.00	0.00	0.00	0.02
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
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 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #3 Fullerton Road (NS) at SR-60 Freeway EB Ramps (EW) - #3

Cycle (sec): 100 Critical Vol./Cap. (X): 0.690
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name: Fullerton Road SR-60 Freeway EB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Protected			Split Phase			Split Phase					
Rights:	Include			Ignore			Ignore			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	1	0	1	0	2	0	1	1	1	0	0	1

Volume Module:

Base Vol:	0	1259	36	44	834	265	201	17	538	31	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1259	36	44	834	265	201	17	538	31	0	57
Added Vol:	0	178	15	8	141	0	177	4	1	11	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1437	51	52	975	265	378	21	539	42	0	66
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	0	1494	53	54	1014	0	393	22	0	44	0	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1494	53	54	1014	0	393	22	0	44	0	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1494	53	54	1014	0	393	22	0	44	0	69

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.93	0.07	1.00	2.00	1.00	1.89	0.11	1.00	2.00	0.00	1.00
Final Sat.:	0	3090	110	1600	3200	1600	3032	168	1600	3200	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.48	0.48	0.03	0.32	0.00	0.13	0.13	0.00	0.01	0.00	0.04
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
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 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #3 Fullerton Road (NS) at SR-60 Freeway EB Ramps (EW) - #3

Cycle (sec): 100 Critical Vol./Cap. (X): 0.913
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: E

Street Name: Fullerton Road SR-60 Freeway EB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Protected			Split Phase			Split Phase					
Rights:	Include			Ignore			Ignore			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	1	0	1	0	2	0	1	1	1	0	0	1

Volume Module:

Base Vol:	0	1413	81	121	917	373	255	66	567	60	0	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1413	81	121	917	373	255	66	567	60	0	131
Added Vol:	0	222	19	10	200	0	221	5	1	17	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1635	100	131	1117	373	476	71	568	77	0	145
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97
PHF Volume:	0	1686	103	135	1152	0	491	73	0	79	0	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1686	103	135	1152	0	491	73	0	79	0	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1686	103	135	1152	0	491	73	0	79	0	149

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.88	0.12	1.00	2.00	1.00	1.74	0.26	1.00	2.00	0.00	1.00
Final Sat.:	0	3016	184	1600	3200	1600	2785	415	1600	3200	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.56	0.56	0.08	0.36	0.00	0.18	0.18	0.00	0.02	0.00	0.09
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #4 Fullerton Road (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.694
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name: Fullerton Road Colima Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	1	1	0	2	0	1	1	0	2	0	2	1	0

Volume Module:

Base Vol:	291	771	68	198	841	151	95	368	144	179	739	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	771	68	198	841	151	95	368	144	179	739	264
Added Vol:	0	59	3	7	45	23	31	5	0	2	4	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	830	71	205	886	174	126	373	144	181	743	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	300	856	73	211	913	179	130	385	148	187	766	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	856	73	211	913	179	130	385	148	187	766	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	856	73	211	913	179	130	385	148	187	766	281

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	2.00	1.67	0.33	2.00	2.16	0.84	2.00	2.19	0.81
Final Sat.:	3200	2948	252	3200	2675	525	3200	3463	1337	3200	3510	1290

Capacity Analysis Module:

Vol/Sat:	0.09	0.29	0.29	0.07	0.34	0.34	0.04	0.11	0.11	0.06	0.22	0.22
Crit Moves:	****			****			****			****		

Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

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

 Intersection #4 Fullerton Road (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.746
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: C

Street Name: Fullerton Road Colima Road

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

Volume Module:

Base Vol:	267	706	85	400	755	151	172	1029	144	209	720	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	706	85	400	755	151	172	1029	144	209	720	213
Added Vol:	0	121	3	8	96	49	62	6	0	3	5	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	827	88	408	851	200	234	1035	144	212	725	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	275	853	91	421	877	206	241	1067	148	219	747	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	853	91	421	877	206	241	1067	148	219	747	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	853	91	421	877	206	241	1067	148	219	747	230

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.81	0.19	2.00	1.62	0.38	2.00	2.63	0.37	2.00	2.29	0.71
Final Sat.:	3200	2892	308	3200	2591	609	3200	4214	586	3200	3671	1129

Capacity Analysis Module:

Vol/Sat:	0.09	0.29	0.29	0.13	0.34	0.34	0.08	0.25	0.25	0.07	0.20	0.20
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fullerton Road (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.816
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: D

Street Name:	Fullerton Road				Colima Road					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	1	1	0	2	0	2	1	0

Volume Module:

Base Vol:	280	532	101	397	610	263	263	951	162	220	972	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	532	101	397	610	263	263	951	162	220	972	312
Added Vol:	0	151	4	12	136	70	77	8	0	4	7	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	683	105	409	746	333	340	959	162	224	979	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	285	695	107	416	759	339	346	976	165	228	996	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	695	107	416	759	339	346	976	165	228	996	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	695	107	416	759	339	346	976	165	228	996	331

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.73	0.27	2.00	1.38	0.62	2.00	2.57	0.43	2.00	2.25	0.75
Final Sat.:	3200	2774	426	3200	2212	988	3200	4106	694	3200	3604	1196

Capacity Analysis Module:

Vol/Sat:	0.09	0.25	0.25	0.13	0.34	0.34	0.11	0.24	0.24	0.07	0.28	0.28
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #5 Coiner Court (NS) at Gale Avenue (EW) - #5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.289
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Coiner Court						Gale Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	12	0	4	46	158	0	0	500	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	0	4	46	158	0	0	500	64
Added Vol:	0	0	0	0	0	0	0	199	0	0	150	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	12	0	4	46	357	0	0	650	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	13	0	4	51	397	0	0	723	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	13	0	4	51	397	0	0	723	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	13	0	4	51	397	0	0	723	71

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2913	287

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.03	0.12	0.00	0.00	0.25	0.25
Crit Moves:				****			****			****		

Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #5 Coiner Court (NS) at Gale Avenue (EW) - #5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.473
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Coiner Court				Gale Avenue														
	North Bound		South Bound		East Bound		West Bound												
Approach:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Permitted				Permitted				Permitted										
Rights:	Include				Include				Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Lanes:	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	117	0	47	13	693	0	0	390	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	117	0	47	13	693	0	0	390	22
Added Vol:	0	0	0	0	0	0	0	412	0	0	329	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	117	0	47	13	1105	0	0	719	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	0	0	0	132	0	53	15	1249	0	0	812	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	132	0	53	15	1249	0	0	812	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	132	0	53	15	1249	0	0	812	25

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.94	0.06
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3105	95

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.03	0.01	0.39	0.00	0.00	0.26	0.26
Crit Moves:				****			****			****		

Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #6 Project West Access (NS) at Gale Avenue (EW) - #6

Cycle (sec): 100 Critical Vol./Cap.(X): 0.292

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name:	Project West Access				Gale Avenue							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												

Control:	Permitted				Permitted				Permitted				Permitted					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	163	0	0	598	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	163	0	0	598	0
Added Vol:	0	0	0	0	0	24	32	191	0	0	145	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	24	32	354	0	0	743	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	25	34	373	0	0	782	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	25	34	373	0	0	782	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	25	34	373	0	0	782	34

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	0	0	1600	1600	1600	0	0	3068	132

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.23	0.00	0.00	0.25	0.25
Crit Moves:						****	****				****	

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #6 Project West Access (NS) at Gale Avenue (EW) - #6

Cycle (sec): 100 Critical Vol./Cap. (X): 0.826
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: D

Street Name:	Project West Access	Gale Avenue	
Approach:	North Bound	South Bound	East Bound West Bound
Movement:	L - T - R	L - T - R	L - T - R L - T - R

Control:	Permitted	Permitted	Permitted Permitted
Rights:	Include	Include	Include Include
Min. Green:	0 0 0	0 0 0	0 0 0 0 0 0
Lanes:	0 0 0 0 0	0 0 0 0 1	1 0 1 0 0 0 0 0 1 1 0

Volume Module:

Base Vol:	0 0 0	0 0 0	0 806 0 0 415 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 0 0	0 0 0	0 806 0 0 415 0
Added Vol:	0 0 0	0 0 53	66 397 0 0 316 66
PasserByVol:	0 0 0	0 0 0	0 0 0 0 0 0
Initial Fut:	0 0 0	0 0 53	66 1203 0 0 731 66
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:	0 0 0	0 0 56	69 1266 0 0 769 69
Reduct Vol:	0 0 0	0 0 0	0 0 0 0 0 0
Reduced Vol:	0 0 0	0 0 56	69 1266 0 0 769 69
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	0 0 0	0 0 56	69 1266 0 0 769 69

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600 1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Lanes:	0.00 0.00 0.00	0.00 0.00 1.00	1.00 1.00 0.00 0.00 1.83 0.17
Final Sat.:	0 0 0	0 0 1600	1600 1600 0 0 2935 265

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.00 0.00 0.03	0.04 0.79 0.00 0.00 0.26 0.26
Crit Moves:		****	**** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

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

 Intersection #6 Project West Access (NS) at Gale Avenue (EW) - #6

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: D

 Street Name: Project West Access Gale Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 0 0 0 1 1 0 1 0 0 0 0 1 1 0

 Volume Module:
 Base Vol: 0 0 0 0 0 0 0 0 672 0 0 517 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 0 0 0 0 0 672 0 0 517 0
 Added Vol: 0 0 0 0 0 75 83 496 0 0 448 83
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 0 0 75 83 1168 0 0 965 83
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 0 0 0 0 0 79 87 1229 0 0 1016 87
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 0 0 79 87 1229 0 0 1016 87
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 0 0 79 87 1229 0 0 1016 87

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 0.00 0.00 1.00 1.00 1.00 0.00 0.00 1.84 0.16
 Final Sat.: 0 0 0 0 0 1600 1600 1600 0 0 2947 253

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.05 0.05 0.77 0.00 0.00 0.34 0.34
 Crit Moves: *****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #7 Project Central Access (NS) at Gale Avenue (EW) - #7

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name:	Project Central Access						Gale Avenue					
	North Bound		South Bound		East Bound		West Bound		West Bound		West Bound	
Approach:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	1	1 0

Volume Module:

Base Vol:	3	0	8	0	0	0	0	159	4	4	595	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	8	0	0	0	0	159	4	4	595	0
Added Vol:	0	0	0	24	0	48	32	160	0	0	128	95
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	0	8	24	0	48	32	319	4	4	723	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	3	0	9	26	0	52	34	343	4	4	778	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	9	26	0	52	34	343	4	4	778	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	9	26	0	52	34	343	4	4	778	102

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.00	0.73	0.33	0.00	0.67	0.09	0.90	0.01	1.00	1.77	0.23
Final Sat.:	436	0	1164	533	0	1067	144	1438	18	1600	2828	372

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.05	0.02	0.24	0.24	0.00	0.28	0.28
Crit Moves:	****					****	****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #7 Project Central Access (NS) at Gale Avenue (EW) - #7

Cycle (sec): 100 Critical Vol./Cap.(X): 0.919
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: E

Street Name:	Project Central Access						Gale Avenue							
	North Bound		South Bound		East Bound		West Bound							
Approach:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	1	0	0	0	0	1	0	0	0	1	1	0

Volume Module:

Base Vol:	7	0	6	0	0	0	0	800	1	3	412	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	6	0	0	0	0	800	1	3	412	0
Added Vol:	0	0	0	53	0	105	66	331	0	0	277	198
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	6	53	0	105	66	1131	1	3	689	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	8	0	6	57	0	113	71	1217	1	3	742	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	6	57	0	113	71	1217	1	3	742	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	0	6	57	0	113	71	1217	1	3	742	213

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.00	0.46	0.34	0.00	0.66	0.05	0.94	0.01	1.00	1.55	0.45
Final Sat.:	862	0	738	537	0	1063	88	1511	1	1600	2486	714

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.04	0.00	0.11	0.04	0.81	0.81	0.00	0.30	0.30
Crit Moves:	****					****	****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #7 Project Central Access (NS) at Gale Avenue (EW) - #7

Cycle (sec): 100 Critical Vol./Cap. (X): 0.921

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Street Name: Project Central Access Gale Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 1 0

Volume Module:

Base Vol: 4 0 5 0 0 0 0 665 3 9 508 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 4 0 5 0 0 0 0 665 3 9 508 0

Added Vol: 0 0 0 75 0 150 83 413 0 0 381 248

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 4 0 5 75 0 150 83 1078 3 9 889 248

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 4 0 5 79 0 158 87 1134 3 9 935 261

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 4 0 5 79 0 158 87 1134 3 9 935 261

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 4 0 5 79 0 158 87 1134 3 9 935 261

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.44 0.00 0.56 0.33 0.00 0.67 0.07 0.92 0.01 1.00 1.56 0.44

Final Sat.: 711 0 889 533 0 1067 114 1482 4 1600 2502 698

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.01 0.05 0.00 0.15 0.05 0.76 0.76 0.01 0.37 0.37

Crit Moves: **** **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #8 Project East Access (NS) at Gale Avenue (EW) - #8

Cycle (sec): 100 Critical Vol./Cap. (X): 0.647
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name:	Project East Access						Gale Avenue							
Approach:	North Bound		South Bound		East Bound		West Bound							
Movement:	L	- T - R	L	- T - R	L	- T - R	L	- T - R	L	- T - R	L	- T - R		
Control:	Permitted		Permitted		Permitted		Permitted							
Rights:	Include		Include		Include		Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	1! 0	0	0	1	0	0	1	1	0	0	1	0

Volume Module:

Base Vol:	1	0	1	11	0	2	16	167	0	0	599	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	1	11	0	2	16	167	0	0	599	3
Added Vol:	0	0	0	289	0	96	159	24	0	0	127	287
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	300	0	98	175	191	0	0	726	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	0	1	316	0	103	184	201	0	0	764	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	316	0	103	184	201	0	0	764	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	1	316	0	103	184	201	0	0	764	305

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.00	0.50	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.43	0.57
Final Sat.:	800	0	800	1600	0	1600	1600	1600	0	1600	2287	913

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.06	0.12	0.13	0.00	0.00	0.33	0.33
Crit Moves:	****		****		****		****		****			

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #8 Project East Access (NS) at Gale Avenue (EW) - #8

Cycle (sec): 100 Critical Vol./Cap. (X): 1.177
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: F

Street Name:	Project East Access						Gale Avenue													
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted									
Rights:	Include		Include		Include		Include		Include		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	1	0	0	0	1	0	0	1	1	0	0	1	0	1	0	1	1	0

Volume Module:

Base Vol:	1	0	1	72	0	74	105	800	0	0	419	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	1	72	0	74	105	800	0	0	419	21
Added Vol:	0	0	0	632	0	211	330	53	0	0	265	595
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	704	0	285	435	853	0	0	684	616
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	0	1	741	0	300	458	898	0	0	720	648
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	741	0	300	458	898	0	0	720	648
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	1	741	0	300	458	898	0	0	720	648

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.00	0.50	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.05	0.95
Final Sat.:	800	0	800	1600	0	1600	1600	1600	0	1600	1684	1516

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.46	0.00	0.19	0.29	0.56	0.00	0.00	0.43	0.43
Crit Moves:	****		****		****		****		****		****	

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #8 Project East Access (NS) at Gale Avenue (EW) - #8

Cycle (sec): 100 Critical Vol./Cap. (X): 1.543
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: F

Street Name:	Project East Access						Gale Avenue											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Permitted			Permitted			Permitted			Permitted								
Rights:	Include			Include			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	1	0	0	0	1	0	0	1	1	0	0	1	0	1	1	0

Volume Module:	Project East Access			Project East Access			Gale Avenue			Gale Avenue		
Base Vol:	1	0	1	93	0	96	136	672	0	0	517	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	1	93	0	96	136	672	0	0	517	27
Added Vol:	0	0	0	895	0	298	413	75	0	0	331	743
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	988	0	394	549	747	0	0	848	770
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	0	1	1040	0	415	578	786	0	0	893	811
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	1040	0	415	578	786	0	0	893	811
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	1	1040	0	415	578	786	0	0	893	811

Saturation Flow Module:	Project East Access			Project East Access			Gale Avenue			Gale Avenue		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.00	0.50	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.05	0.95
Final Sat.:	800	0	800	1600	0	1600	1600	1600	0	1600	1677	1523

Capacity Analysis Module:	Project East Access			Project East Access			Gale Avenue			Gale Avenue		
Vol/Sat:	0.00	0.00	0.00	0.65	0.00	0.26	0.36	0.49	0.00	0.00	0.53	0.53
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #9 Nogales Street (NS) at Shadow Oak Drive (EW) - #9

Cycle (sec): 100 Critical Vol./Cap. (X): 0.627
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name:	Nogales Street						Shadow Oak Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	1	1	1	0

Volume Module:

Base Vol:	134	741	126	45	681	28	52	101	194	188	97	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	741	126	45	681	28	52	101	194	188	97	96
Added Vol:	21	21	21	0	28	0	0	0	29	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	762	147	45	709	28	52	101	223	217	97	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	164	805	155	48	749	30	55	107	236	229	103	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	805	155	48	749	30	55	107	236	229	103	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	805	155	48	749	30	55	107	236	229	103	101

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.01	0.99
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1608	1592

Capacity Analysis Module:

Vol/Sat:	0.10	0.25	0.10	0.03	0.23	0.02	0.03	0.07	0.15	0.14	0.06	0.06
Crit Moves:	****				****				****	****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #9 Nogales Street (NS) at Shadow Oak Drive (EW) - #9

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Nogales Street						Shadow Oak Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	1	1	0	1

Volume Module:

Base Vol:	134	814	138	41	662	51	38	61	102	77	45	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	814	138	41	662	51	38	61	102	77	45	31
Added Vol:	47	47	47	0	59	0	0	0	59	59	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	861	185	41	721	51	38	61	161	136	45	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	188	895	192	43	749	53	40	63	167	141	47	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	895	192	43	749	53	40	63	167	141	47	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	895	192	43	749	53	40	63	167	141	47	32

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.18	0.82
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1895	1305

Capacity Analysis Module:

Vol/Sat:	0.12	0.28	0.12	0.03	0.23	0.03	0.02	0.04	0.10	0.09	0.02	0.02
Crit Moves:	****			****			****		****	****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #9 Nogales Street (NS) at Shadow Oak Drive (EW) - #9

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Nogales Street					Shadow Oak Drive						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	1	1	0	1

Volume Module:

Base Vol:	106	703	91	18	664	38	37	23	136	86	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	703	91	18	664	38	37	23	136	86	20	30
Added Vol:	67	67	67	0	74	0	0	0	74	74	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	770	158	18	738	38	37	23	210	160	20	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	177	787	162	18	755	39	38	24	215	164	20	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	787	162	18	755	39	38	24	215	164	20	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	177	787	162	18	755	39	38	24	215	164	20	31

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.11	0.25	0.10	0.01	0.24	0.02	0.02	0.01	0.13	0.10	0.01	0.02
Crit Moves:	****			****					****	****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #10 Nogales Street (NS) at La Puente Road (EW) - #10

Cycle (sec): 100 Critical Vol./Cap. (X): 0.768
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: C

Street Name: Nogales Street La Puente Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected					Protected					Split Phase			Split Phase						
Rights:	Include					Include					Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1	0	0	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	32	632	147	126	991	118	91	41	36	280	39	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	632	147	126	991	118	91	41	36	280	39	163
Added Vol:	0	64	21	0	86	0	0	0	0	28	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	696	168	126	1077	118	91	41	36	308	39	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	36	788	190	143	1220	134	103	46	41	349	44	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	788	190	143	1220	134	103	46	41	349	44	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	788	190	143	1220	134	103	46	41	349	44	185

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.55	0.24	0.21	0.89	0.11	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	867	390	343	1420	180	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.25	0.12	0.09	0.38	0.08	0.12	0.12	0.12	0.25	0.25	0.12
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #10 Nogales Street (NS) at La Puente Road (EW) - #10

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Street Name: Nogales Street La Puente Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 2 0 1 0 0 1! 0 0 0 1 0 0 1

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Volume Module:

Base Vol: 2 966 391 206 597 45 69 33 17 225 20 158

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 2 966 391 206 597 45 69 33 17 225 20 158

Added Vol: 0 141 47 0 177 0 0 0 0 59 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 2 1107 438 206 774 45 69 33 17 284 20 158

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98

PHF Volume: 2 1133 448 211 792 46 71 34 17 291 20 162

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 2 1133 448 211 792 46 71 34 17 291 20 162

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 2 1133 448 211 792 46 71 34 17 291 20 162

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.58 0.28 0.14 0.93 0.07 1.00

Final Sat.: 1600 3200 1600 1600 3200 1600 928 444 229 1495 105 1600

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Capacity Analysis Module:

Vol/Sat: 0.00 0.35 0.28 0.13 0.25 0.03 0.08 0.08 0.08 0.19 0.19 0.10

Crit Moves: **** **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #10 Nogales Street (NS) at La Puente Road (EW) - #10

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: C

Street Name:	Nogales Street						La Puente Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	0	0	1

Volume Module:

Base Vol:	8	760	246	191	767	1	26	14	34	390	1	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	760	246	191	767	1	26	14	34	390	1	158
Added Vol:	0	200	67	0	221	0	0	0	0	74	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	960	313	191	988	1	26	14	34	464	1	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	8	999	326	199	1028	1	27	15	35	483	1	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	999	326	199	1028	1	27	15	35	483	1	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	999	326	199	1028	1	27	15	35	483	1	164

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.35	0.19	0.46	0.99	0.01	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	562	303	735	1597	3	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.31	0.20	0.12	0.32	0.00	0.05	0.05	0.05	0.30	0.30	0.10
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #11 Nogales Street (NS) at Valley Boulevard Loop (EW) - #11

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name:	Nogales Street	Valley Boulevard Loop	
Approach:	North Bound	South Bound	East Bound West Bound
Movement:	L - T - R	L - T - R	L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 1 0	1 0 2 1 0	0 0 1! 0 0	1 1 0 0 1

Volume Module:

Base Vol:	32	634	146	88	1132	156	48	18	32	180	1	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	634	146	88	1132	156	48	18	32	180	1	222
Added Vol:	0	86	43	0	114	0	0	0	0	57	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	720	189	88	1246	156	48	18	32	237	1	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	35	794	208	97	1374	172	53	20	35	261	1	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	794	208	97	1374	172	53	20	35	261	1	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	794	208	97	1374	172	53	20	35	261	1	245

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.38	0.62	1.00	2.67	0.33	0.49	0.18	0.33	1.99	0.01	1.00
Final Sat.:	1600	3802	998	1600	4266	534	784	294	522	3187	13	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.21	0.21	0.06	0.32	0.32	0.07	0.07	0.07	0.08	0.08	0.15
Crit Moves:	****			****			****					****

 Rowland Heights Plaza
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 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #11 Nogales Street (NS) at Valley Boulevard Loop (EW) - #11

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street Valley Boulevard Loop

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 1 0 1 0 2 1 0 0 0 1! 0 0 1 1 0 0 1

Volume Module:

Base Vol: 16 1225 222 74 622 43 30 4 13 121 2 211

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 16 1225 222 74 622 43 30 4 13 121 2 211

Added Vol: 0 188 94 0 236 0 0 0 0 118 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 16 1413 316 74 858 43 30 4 13 239 2 211

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96

PHF Volume: 17 1472 329 77 894 45 31 4 14 249 2 220

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 17 1472 329 77 894 45 31 4 14 249 2 220

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 17 1472 329 77 894 45 31 4 14 249 2 220

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.45 0.55 1.00 2.86 0.14 0.64 0.08 0.28 1.98 0.02 1.00

Final Sat.: 1600 3923 877 1600 4571 229 1021 136 443 3173 27 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.38 0.38 0.05 0.20 0.20 0.03 0.03 0.03 0.08 0.08 0.14

Crit Moves: **** **** **** ****

Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
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Level Of Service Computation Report

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

Intersection #11 Nogales Street (NS) at Valley Boulevard Loop (EW) - #11

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street Valley Boulevard Loop

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 1 0 1 0 2 1 0 0 0 1! 0 0 1 1 0 0 1

Volume Module:

Base Vol: 22 1004 122 86 1094 68 29 2 20 154 2 160

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 22 1004 122 86 1094 68 29 2 20 154 2 160

Added Vol: 0 266 133 0 295 0 0 0 0 147 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 22 1270 255 86 1389 68 29 2 20 301 2 160

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97

PHF Volume: 23 1309 263 89 1432 70 30 2 21 310 2 165

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 23 1309 263 89 1432 70 30 2 21 310 2 165

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 23 1309 263 89 1432 70 30 2 21 310 2 165

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.50 0.50 1.00 2.86 0.14 0.57 0.04 0.39 1.99 0.01 1.00

Final Sat.: 1600 3997 803 1600 4576 224 910 63 627 3179 21 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.33 0.33 0.06 0.31 0.31 0.03 0.03 0.03 0.10 0.10 0.10

Crit Moves: **** **** **** ****

 Rowland Heights Plaza
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 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #12 Valley Boulevard Loop (NS) at Valley Boulevard (EW) - #12

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Valley Boulevard Loop						Valley Boulevard												
	North Bound		South Bound		East Bound		West Bound												
Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Permitted		Permitted		Protected		Permitted												
Rights:	Include		Include		Include		Include												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Lanes:	0	0	0	0	2	0	0	0	1	2	0	3	0	0	0	0	2	1	0

Volume Module:

Base Vol:	0	0	0	101	0	151	181	512	0	0	996	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	101	0	151	181	512	0	0	996	251
Added Vol:	0	0	0	21	0	21	28	0	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	122	0	172	209	512	0	0	996	279
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	136	0	192	233	571	0	0	1110	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	0	192	233	571	0	0	1110	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	136	0	192	233	571	0	0	1110	311

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	2.34	0.66
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	3750	1050

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.12	0.07	0.12	0.00	0.00	0.30	0.30
Crit Moves:						****	****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #12 Valley Boulevard Loop (NS) at Valley Boulevard (EW) - #12

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name: Valley Boulevard Loop Valley Boulevard

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 0 0 0 2 0 0 0 1 2 0 3 0 0 0 0 0 2 1 0

Volume Module:

Base Vol: 0 0 0 211 0 90 102 1072 0 0 643 228

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 211 0 90 102 1072 0 0 643 228

Added Vol: 0 0 0 47 0 47 59 0 0 0 0 59

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 258 0 137 161 1072 0 0 643 287

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97

PHF Volume: 0 0 0 266 0 141 166 1106 0 0 664 296

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 266 0 141 166 1106 0 0 664 296

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 0 0 266 0 141 166 1106 0 0 664 296

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 2.00 3.00 0.00 0.00 2.07 0.93

Final Sat.: 0 0 0 3200 0 1600 3200 4800 0 0 3319 1481

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.09 0.05 0.23 0.00 0.00 0.20 0.20

Crit Moves: **** *

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

 Intersection #12 Valley Boulevard Loop (NS) at Valley Boulevard (EW) - #12

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Valley Boulevard Loop Valley Boulevard
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Permitted									
Rights:	Include			Include			Include			Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Lanes:	0	0	0	0	2	0	0	0	1	2	0	3	0	0	0	0	2	1	0

Volume Module:

Base Vol:	0	0	0	128	0	87	94	429	0	0	465	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	128	0	87	94	429	0	0	465	188
Added Vol:	0	0	0	67	0	67	74	0	0	0	0	74
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	154	168	429	0	0	465	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	202	0	159	174	444	0	0	481	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	202	0	159	174	444	0	0	481	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	202	0	159	174	444	0	0	481	271

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.10	0.05	0.09	0.00	0.00	0.15	0.17
Crit Moves:						****	****					****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #13 Nogales Street (NS) at San Jose Avenue (EW) - #13

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Nogales Street				San Jose Avenue															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Prot+Permit		Permitted		Permitted		Permitted		Permitted		Permitted									
Rights:	Include		Include		Include		Include		Include		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	226	983	100	69	1153	95	9	58	70	36	148	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	983	100	69	1153	95	9	58	70	36	148	33
Added Vol:	0	129	0	0	171	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	1112	100	69	1324	95	9	58	70	36	148	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	233	1148	103	71	1366	98	9	60	72	37	153	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1148	103	71	1366	98	9	60	72	37	153	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	1148	103	71	1366	98	9	60	72	37	153	34

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.75	0.25	1.00	2.80	0.20	1.00	0.45	0.55	0.20	0.80	1.00
Final Sat.:	1600	4404	396	1600	4479	321	1600	725	875	313	1287	1600

Capacity Analysis Module:

Vol/Sat:	0.15	0.26	0.26	0.04	0.31	0.31	0.01	0.08	0.08	0.02	0.12	0.02
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #13 Nogales Street (NS) at San Jose Avenue (EW) - #13

Cycle (sec): 100 Critical Vol./Cap. (X): 0.784
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: C

Street Name:	Nogales Street						San Jose Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	0	0	0	1	0

Volume Module:	Nogales Street			Nogales Street			San Jose Avenue			San Jose Avenue		
Base Vol:	60	1208	57	48	891	48	122	309	233	88	87	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1208	57	48	891	48	122	309	233	88	87	62
Added Vol:	0	282	0	0	353	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	1490	57	48	1244	48	122	309	233	88	87	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	63	1567	60	50	1308	50	128	325	245	93	91	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1567	60	50	1308	50	128	325	245	93	91	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	1567	60	50	1308	50	128	325	245	93	91	65

Saturation Flow Module:	Nogales Street			Nogales Street			San Jose Avenue			San Jose Avenue		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	2.89	0.11	1.00	0.57	0.43	0.50	0.50	1.00
Final Sat.:	1600	4623	177	1600	4622	178	1600	912	688	805	795	1600

Capacity Analysis Module:	Nogales Street			Nogales Street			San Jose Avenue			San Jose Avenue		
Vol/Sat:	0.04	0.34	0.34	0.03	0.28	0.28	0.08	0.36	0.36	0.06	0.12	0.04
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #13 Nogales Street (NS) at San Jose Avenue (EW) - #13

Cycle (sec): 100 Critical Vol./Cap. (X): 0.554
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Nogales Street				San Jose Avenue										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Permitted		Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0

Volume Module:

Base Vol:	77	1027	160	38	1150	53	16	42	33	147	61	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1027	160	38	1150	53	16	42	33	147	61	64
Added Vol:	0	399	0	0	442	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1426	160	38	1592	53	16	42	33	147	61	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	81	1492	167	40	1665	55	17	44	35	154	64	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1492	167	40	1665	55	17	44	35	154	64	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1492	167	40	1665	55	17	44	35	154	64	67

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.70	0.30	1.00	2.90	0.10	1.00	0.56	0.44	0.71	0.29	1.00
Final Sat.:	1600	4316	484	1600	4645	155	1600	896	704	1131	469	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.35	0.35	0.02	0.36	0.36	0.01	0.05	0.05	0.10	0.14	0.04
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #15 Nogales Street (NS) at Gale Avenue/Walnut Drive (EW) - #15

Cycle (sec): 100 Critical Vol./Cap.(X): 0.851
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: D

Street Name:	Nogales Street						Gale Avenue/Walnut Drive					
Approach:	North Bound		South Bound				East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	2	1	0	1	1	0	1

Volume Module:

Base Vol:	291	1330	168	183	913	146	49	73	55	104	228	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	1330	168	183	913	146	49	73	55	104	228	146
Added Vol:	199	0	0	0	0	171	129	0	150	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	1330	168	183	913	317	178	73	205	104	228	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	511	1387	175	191	952	331	186	76	214	108	238	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	511	1387	175	191	952	331	186	76	214	108	238	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	511	1387	175	191	952	331	186	76	214	108	238	152

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.66	0.34	1.00	2.23	0.77	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4262	538	1600	3563	1237	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.32	0.33	0.33	0.12	0.27	0.27	0.12	0.05	0.13	0.07	0.15	0.10
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

 Intersection #15 Nogales Street (NS) at Gale Avenue/Walnut Drive (EW) - #15

Cycle (sec): 100 Critical Vol./Cap.(X): 1.368
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: F

Street Name:	Nogales Street				Gale Avenue/Walnut Drive										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Prot+Permit		Prot+Permit								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	0	1

Volume Module:

Base Vol:	217	991	70	120	1088	97	239	341	366	227	236	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	991	70	120	1088	97	239	341	366	227	236	91
Added Vol:	412	0	0	0	0	353	282	0	329	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	991	70	120	1088	450	521	341	695	227	236	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	667	1051	74	127	1154	477	552	362	737	241	250	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	667	1051	74	127	1154	477	552	362	737	241	250	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	667	1051	74	127	1154	477	552	362	737	241	250	97

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.80	0.20	1.00	2.12	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4483	317	1600	3396	1404	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.42	0.23	0.23	0.08	0.34	0.34	0.35	0.23	0.46	0.15	0.16	0.06
Crit Moves:	****			****			****		****	****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #15 Nogales Street (NS) at Gale Avenue/Walnut Drive (EW) - #15

Cycle (sec): 100 Critical Vol./Cap.(X): 1.564

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name: Nogales Street Gale Avenue/Walnut Drive

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Protected Protected Prot+Permit Prot+Permit

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 0 1

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Volume Module:

Base Vol: 278 1055 99 100 949 215 202 216 381 149 321 89

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 278 1055 99 100 949 215 202 216 381 149 321 89

Added Vol: 516 0 0 0 0 442 399 0 466 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 794 1055 99 100 949 657 601 216 847 149 321 89

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98

PHF Volume: 812 1079 101 102 970 672 615 221 866 152 328 91

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 812 1079 101 102 970 672 615 221 866 152 328 91

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 812 1079 101 102 970 672 615 221 866 152 328 91

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.74 0.26 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Sat.: 1600 4388 412 1600 3200 1600 1600 1600 1600 1600 1600 1600

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Capacity Analysis Module:

Vol/Sat: 0.51 0.25 0.25 0.06 0.30 0.42 0.38 0.14 0.54 0.10 0.21 0.06

Crit Moves: **** **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #16 Nogales Street (NS) at SR-60 Freeway WB Ramps (EW) - #16

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street SR-60 Freeway WB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	3	0	0	3	0	0	0	0	0	1

Volume Module:

Base Vol:	0	1169	281	0	848	223	0	0	0	290	0	621
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1169	281	0	848	223	0	0	0	290	0	621
Added Vol:	0	114	0	0	150	0	0	0	0	1	0	85
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1283	281	0	998	223	0	0	0	291	0	706
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1330	0	0	1034	0	0	0	0	302	0	732
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1330	0	0	1034	0	0	0	0	302	0	732
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1330	0	0	1034	0	0	0	0	302	0	732

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	0.58	0.01	1.41
Final Sat.:	0	4800	1600	0	4800	1600	0	0	0	934	0	2266

Capacity Analysis Module:

Vol/Sat:	0.00	0.28	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.19	0.00	0.32
Crit Moves:	****			****						****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #16 Nogales Street (NS) at SR-60 Freeway WB Ramps (EW) - #16

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Street Name: Nogales Street SR-60 Freeway WB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: Ignore Ignore Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 3 0 1 0 0 3 0 1 0 0 0 0 0 0 0 1 0 1

Volume Module:

Base Vol: 0 1019 216 0 1226 454 0 0 0 383 0 262

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 1019 216 0 1226 454 0 0 0 383 0 262

Added Vol: 0 236 0 0 329 0 0 0 0 1 0 177

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 1255 216 0 1555 454 0 0 0 384 0 439

User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.93 0.93 0.00 0.93 0.93 0.00 0.93 0.93 0.93 0.93 0.93 0.93

PHF Volume: 0 1345 0 0 1667 0 0 0 0 412 0 471

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 1345 0 0 1667 0 0 0 0 412 0 471

PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 1345 0 0 1667 0 0 0 0 412 0 471

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 3.00 1.00 0.00 3.00 1.00 0.00 0.00 0.00 0.93 0.01 1.06

Final Sat.: 0 4800 1600 0 4800 1600 0 0 0 1493 0 1707

Capacity Analysis Module:

Vol/Sat: 0.00 0.28 0.00 0.00 0.35 0.00 0.00 0.00 0.00 0.26 0.00 0.28

Crit Moves: **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #16 Nogales Street (NS) at SR-60 Freeway WB Ramps (EW) - #16

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name: Nogales Street SR-60 Freeway WB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Permitted Permitted Permitted Permitted

Rights: Ignore Ignore Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 3 0 1 0 0 3 0 1 0 0 0 0 0 0 0 0 1 0 1

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Volume Module:

Base Vol: 0 991 364 0 1125 401 0 0 0 435 0 418

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 991 364 0 1125 401 0 0 0 435 0 418

Added Vol: 0 295 0 0 466 0 0 0 0 1 0 221

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 1286 364 0 1591 401 0 0 0 436 0 639

User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.00 0.95 0.95 0.00 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 0 1348 0 0 1668 0 0 0 0 457 0 670

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 1348 0 0 1668 0 0 0 0 457 0 670

PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 1348 0 0 1668 0 0 0 0 457 0 670

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 3.00 1.00 0.00 3.00 1.00 0.00 0.00 0.00 0.81 0.00 1.19

Final Sat.: 0 4800 1600 0 4800 1600 0 0 0 1298 0 1902

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Capacity Analysis Module:

Vol/Sat: 0.00 0.28 0.00 0.00 0.35 0.00 0.00 0.00 0.00 0.29 0.00 0.35

Crit Moves: **** **** ****

 Rowland Heights Plaza
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Level Of Service Computation Report

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

Intersection #17 Nogales Street (NS) at SR-60 Freeway EB Ramps (EW) - #17

Cycle (sec): 100 Critical Vol./Cap.(X): 0.474
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street SR-60 Freeway EB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted										
Rights:	Ignore			Ignore			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	3	0	1	0	0	3	0	1	1	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	1049	387	0	926	212	401	0	243	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1049	387	0	926	212	401	0	243	0	0	0
Added Vol:	0	114	0	0	87	64	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1163	387	0	1013	276	401	0	243	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	1244	0	0	1083	0	429	0	260	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1244	0	0	1083	0	429	0	260	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1244	0	0	1083	0	429	0	260	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	1.24	0.01	0.75	0.00	0.00	0.00
Final Sat.:	0	4800	1600	0	4800	1600	1993	0	1207	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.26	0.00	0.00	0.23	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****			****			****					

 Rowland Heights Plaza
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 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #17 Nogales Street (NS) at SR-60 Freeway EB Ramps (EW) - #17

Cycle (sec): 100 Critical Vol./Cap. (X): 0.627

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Street Name: Nogales Street SR-60 Freeway EB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: Ignore Ignore Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 3 0 1 0 0 3 0 1 1 0 1! 0 0 0 0 0 0 0

Volume Module:

Base Vol: 0 840 288 0 1322 287 397 0 420 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 840 288 0 1322 287 397 0 420 0 0 0

Added Vol: 0 236 0 0 189 141 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 1076 288 0 1511 428 397 0 420 0 0 0

User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.92 0.92 0.00 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92

PHF Volume: 0 1168 0 0 1641 0 431 0 456 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 1168 0 0 1641 0 431 0 456 0 0 0

PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 1168 0 0 1641 0 431 0 456 0 0 0

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 3.00 1.00 0.00 3.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00

Final Sat.: 0 4800 1600 0 4800 1600 1600 0 1600 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.24 0.00 0.00 0.34 0.00 0.27 0.00 0.29 0.00 0.00 0.00

Crit Moves: **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #17 Nogales Street (NS) at SR-60 Freeway EB Ramps (EW) - #17

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street SR-60 Freeway EB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Permitted Permitted Permitted Permitted

Rights: Ignore Ignore Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 3 0 1 0 0 3 0 1 1 0 1! 0 0 0 0 0 0 0

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Volume Module:

Base Vol: 0 947 423 0 1160 370 415 0 352 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 947 423 0 1160 370 415 0 352 0 0 0

Added Vol: 0 295 0 0 268 200 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 1242 423 0 1428 570 415 0 352 0 0 0

User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.97 0.97 0.00 0.97 0.97 0.00 0.97 0.97 0.97 0.97 0.97 0.97

PHF Volume: 0 1280 0 0 1472 0 428 0 363 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 1280 0 0 1472 0 428 0 363 0 0 0

PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 1280 0 0 1472 0 428 0 363 0 0 0

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 3.00 1.00 0.00 3.00 1.00 1.08 0.00 0.92 0.00 0.00 0.00

Final Sat.: 0 4800 1600 0 4800 1600 1731 0 1469 0 0 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.27 0.00 0.00 0.31 0.00 0.25 0.00 0.25 0.00 0.00 0.00

Crit Moves: **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #18 Nogales Street (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.742
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: C

Street Name: Nogales Street Colima Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Protected Protected

Rights: Include Ovl Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 2 0 2 0 1 2 0 2 0 1 2 0 2 1 0

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Volume Module:

Base Vol:	313	741	137	248	626	244	356	576	202	180	668	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	741	137	248	626	244	356	576	202	180	668	333
Added Vol:	5	57	0	21	43	22	29	4	4	0	5	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	798	137	269	669	266	385	580	206	180	673	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	348	872	150	294	731	291	421	634	225	197	736	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	872	150	294	731	291	421	634	225	197	736	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	348	872	150	294	731	291	421	634	225	197	736	395
OvlAdjVol:						80						

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.21	0.79	2.00	2.00	1.00
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	3542	1258	3200	3200	1600

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Capacity Analysis Module:

Vol/Sat:	0.11	0.27	0.09	0.09	0.23	0.18	0.13	0.18	0.18	0.06	0.23	0.25
OvlAdjV/S:						0.05						
Crit Moves:	****			****			****				****	

 Rowland Heights Plaza
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Level Of Service Computation Report

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

Intersection #18 Nogales Street (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name:	Nogales Street					Colima Road							
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Ovl			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	2	0	2	0	2	1	2	0	2	1	0	2	

Volume Module:

Base Vol:	231	531	163	440	769	386	335	889	197	186	609	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	531	163	440	769	386	335	889	197	186	609	224
Added Vol:	6	118	0	47	94	48	60	5	5	0	6	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	649	163	487	863	434	395	894	202	186	615	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	241	660	166	495	878	442	402	909	205	189	626	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	660	166	495	878	442	402	909	205	189	626	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	660	166	495	878	442	402	909	205	189	626	288
OvlAdjVol:							241					

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.45	0.55	2.00	2.05	0.95
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	3915	885	3200	3287	1513

Capacity Analysis Module:

Vol/Sat:	0.08	0.21	0.10	0.15	0.27	0.28	0.13	0.23	0.23	0.06	0.19	0.19
OvlAdjV/S:							0.15					
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #18 Nogales Street (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.809
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: D

Street Name:	Nogales Street					Colima Road									
Approach:	North Bound		South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected			Protected			Protected						
Rights:	Include		Ovl			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	1	0

Volume Module:	Nogales Street		Nogales Street			Colima Road			Colima Road			
Base Vol:	269	533	118	376	527	512	461	733	183	150	769	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	533	118	376	527	512	461	733	183	150	769	283
Added Vol:	7	147	0	67	133	68	75	7	7	0	8	74
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	680	118	443	660	580	536	740	190	150	777	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	296	729	126	475	707	622	574	793	204	161	833	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	729	126	475	707	622	574	793	204	161	833	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	729	126	475	707	622	574	793	204	161	833	383
OvlAdjVol:						334						

Saturation Flow Module:	Nogales Street		Nogales Street			Colima Road			Colima Road			
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.39	0.61	2.00	2.06	0.94
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	3819	981	3200	3289	1511

Capacity Analysis Module:	Nogales Street		Nogales Street			Colima Road			Colima Road			
Vol/Sat:	0.09	0.23	0.08	0.15	0.22	0.39	0.18	0.21	0.21	0.05	0.25	0.25
OvlAdjV/S:						0.21						
Crit Moves:	****		****			****			****			

CODE COMPLIANT LIGHT INDUSTRIAL ALTERNATIVE

Table 2 - Test 6

Project Trip Generation¹

Land Use	Quantity	Units ²	Weekday							Saturday		
			Peak Hour						Daily	Mid-day		
			Morning			Evening				Inbound	Outbound	Total
			Inbound	Outbound	Total	Inbound	Outbound	Total				
<u>Trip Generation Rates</u>												
Light Industrial		TSF	0.81	0.11	0.92	0.12	0.85	0.97	6.97	0.07	0.07	0.14
Warehouse		TSF	0.24	0.06	0.30	0.08	0.24	0.32	3.56	0.08	0.05	0.13
<u>Trips Generated</u>												
Light Industrial	122.491	TSF	99	13	112	15	104	119	854	9	9	18
Warehouse	122.491	TSF	29	7	36	10	29	39	436	10	6	16
Total			128	20	148	25	133	158	1,290	19	15	34

¹Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 310, 710, 820, and 932.

²TSF = Thousand Square Feet; RM = Rooms

Table 7

Existing Plus Project Plus Cumulative Significant Impact Evaluation

Intersection	Peak Hour	Existing		Existing Plus Project Plus Cumulative			
		Intersection Capacity Utilization	Level of Service	Without Project			
				Intersection Capacity Utilization	Level of Service	Project Impact	Significant Impact ¹
Fullerton Road (NS) at:							
Gale Avenue (EW) - #1	Weekday Morning	0.557	A	0.558	A	0.001	No
	Weekday Evening	0.536	A	0.570	A	0.034	No
	Saturday Mid-day	0.671	B	0.672	B	0.001	No
SR-60 Freeway WB Ramps (EW) - #2	Weekday Morning	0.437	A	0.451	A	0.014	No
	Weekday Evening	0.371	A	0.386	A	0.015	No
	Saturday Mid-day	0.466	A	0.470	A	0.004	No
SR-60 Freeway EB Ramps (EW) - #3	Weekday Morning	0.563	A	0.596	A	0.033	No
	Weekday Evening	0.557	A	0.579	A	0.022	No
	Saturday Mid-day	0.747	C	0.774	C	0.027	No
Colima Road (EW) - #4	Weekday Morning	0.659	B	0.665	B	0.006	No
	Weekday Evening	0.703	C	0.710	C	0.007	No
	Saturday Mid-day	0.722	C	0.730	C	0.008	No
Coiner Court (NS) at:							
Gale Avenue (EW) - #5	Weekday Morning	0.236	A	0.240	A	0.004	No
	Weekday Evening	0.327	A	0.332	A	0.005	No
	Saturday Mid-day	0.229	A	0.232	A	0.003	No
Nogales Street (NS) at:							
Shadow Oak Drive (EW) - #9	Weekday Morning	0.566	A	0.570	A	0.004	No
	Weekday Evening	0.418	A	0.419	A	0.001	No
	Saturday Mid-day	0.422	A	0.422	A	0.000	No
La Puente Road (EW) - #10	Weekday Morning	0.718	C	0.726	C	0.008	No
	Weekday Evening	0.674	B	0.677	B	0.003	No
	Saturday Mid-day	0.674	B	0.675	B	0.001	No
Valley Boulevard Loop (EW) - #11	Weekday Morning	0.538	A	0.542	A	0.004	No
	Weekday Evening	0.530	A	0.534	A	0.004	No
	Saturday Mid-day	0.433	A	0.434	A	0.001	No
Valley Boulevard Loop (NS) at:							
Valley Boulevard (EW) - #12	Weekday Morning	0.458	A	0.458	A	0.000	No
	Weekday Evening	0.299	A	0.299	A	0.000	No
	Saturday Mid-day	0.228	A	0.228	A	0.000	No
Nogales Street (NS) at:							
San Jose Avenue (EW) - #13	Weekday Morning	0.539	A	0.542	A	0.003	No
	Weekday Evening	0.723	C	0.726	C	0.003	No
	Saturday Mid-day	0.458	A	0.458	A	0.000	No
Gale Avenue/Walnut Drive (EW) - #15	Weekday Morning	0.625	B	0.642	B	0.017	No
	Weekday Evening	0.799	C	0.846	D	0.047	Yes
	Saturday Mid-day	0.760	C	0.776	C	0.016	No
SR-60 Freeway WB Ramps (EW) - #16	Weekday Morning	0.547	A	0.565	A	0.018	No
	Weekday Evening	0.530	A	0.544	A	0.014	No
	Saturday Mid-day	0.531	A	0.533	A	0.002	No
SR-60 Freeway EB Ramps (EW) - #17	Weekday Morning	0.449	A	0.451	A	0.002	No
	Weekday Evening	0.584	A	0.586	A	0.002	No
	Saturday Mid-day	0.496	A	0.497	A	0.001	No
Colima Road (EW) - #18	Weekday Morning	0.687	B	0.691	B	0.004	No
	Weekday Evening	0.598	A	0.613	B	0.015	No
	Saturday Mid-day	0.694	B	0.696	B	0.002	No

¹ In Los Angeles County, an impact is considered significant if the project related increase in the volume to capacity ratio equals or exceeds the thresholds shown below:

Significant Impact Threshold for Intersections		
Level of Service	Volume/Capacity	Incremental Increase
C	0.71-0.80	0.04 or more
D	0.81-0.90	0.02 or more
E/F	0.91-more	0.01 or more

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #1 Fullerton Road (NS) at Gale Avenue (EW) - #1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.558
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Fullerton Road					Gale Avenue														
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Protected					Protected					Protected									
Rights:	Ovl					Include					Ovl									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	2	0	2	0	1	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0

Volume Module:	Fullerton Road					Gale Avenue						
Base Vol:	476	875	186	35	373	147	163	203	186	50	350	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	476	875	186	35	373	147	163	203	186	50	350	40
Added Vol:	1	2	57	1	2	0	0	0	1	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	477	877	243	36	375	147	163	203	187	60	350	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	512	941	261	39	402	158	175	218	201	64	376	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	941	261	39	402	158	175	218	201	64	376	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	512	941	261	39	402	158	175	218	201	64	376	43
OvlAdjVol:	196					0						

Saturation Flow Module:	Fullerton Road					Gale Avenue						
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.16	0.84	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	3200	3200	1600	1600	3448	1352	1600	3200	1600	1600	2872	328

Capacity Analysis Module:	Fullerton Road					Gale Avenue						
Vol/Sat:	0.16	0.29	0.16	0.02	0.12	0.12	0.11	0.07	0.13	0.04	0.13	0.13
OvlAdjV/S:	0.12					0.00						
Crit Moves:	****			****		****			****			

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

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

 Intersection #1 Fullerton Road (NS) at Gale Avenue (EW) - #1

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

 Street Name: Fullerton Road Gale Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Ovl Include Ovl Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 2 0 1 1 0 2 1 0 1 0 2 0 1 1 0 1 1 0

 Volume Module:
 Base Vol: 342 531 142 52 494 177 226 477 397 172 331 56
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 342 531 142 52 494 177 226 477 397 172 331 56
 Added Vol: 1 2 12 0 3 0 0 0 1 59 0 1
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 343 533 154 52 497 177 226 477 398 231 331 57
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 361 562 162 55 524 187 238 503 419 243 349 60
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 361 562 162 55 524 187 238 503 419 243 349 60
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 361 562 162 55 524 187 238 503 419 243 349 60
 OvlAdjVol: 0 239

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 2.00 1.00 1.00 2.21 0.79 1.00 2.00 1.00 1.00 1.71 0.29
 Final Sat.: 3200 3200 1600 1600 3539 1261 1600 3200 1600 1600 2730 470

 Capacity Analysis Module:
 Vol/Sat: 0.11 0.18 0.10 0.03 0.15 0.15 0.15 0.16 0.26 0.15 0.13 0.13
 OvlAdjV/S: 0.00 0.15
 Crit Moves: **** **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #1 Fullerton Road (NS) at Gale Avenue (EW) - #1

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name:	Fullerton Road					Gale Avenue														
Approach:	North Bound		South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected					Protected					Protected									
Rights:	Ovl					Include					Ovl									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	2	0	2	0	1	1	0	2	1	0	1	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	592	376	271	46	414	320	235	415	507	176	334	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	592	376	271	46	414	320	235	415	507	176	334	45
Added Vol:	2	3	9	0	3	0	0	0	2	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	379	280	46	417	320	235	415	509	184	334	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	613	391	289	47	430	330	243	428	525	190	345	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	391	289	47	430	330	243	428	525	190	345	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	613	391	289	47	430	330	243	428	525	190	345	46
OvlAdjVol:	99					219						

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	3200	3200	1600	1600	3200	1600	1600	3200	1600	1600	2820	380

Capacity Analysis Module:

Vol/Sat:	0.19	0.12	0.18	0.03	0.13	0.21	0.15	0.13	0.33	0.12	0.12	0.12
OvlAdjV/S:	0.06			0.14								
Crit Moves:	****					****			****			

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #2 Fullerton Road (NS) at SR-60 Freeway WB Ramps (EW) - #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Fullerton Road SR-60 Freeway WB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted									
Rights:	Ignore			Include			Include			Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Lanes:	0	0	3	0	1	0	0	3	0	0	0	0	0	0	1	0	1	0	1

Volume Module:

Base Vol:	0	1004	323	0	604	0	0	0	0	391	0	573
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1004	323	0	604	0	0	0	0	391	0	573
Added Vol:	0	60	3	0	13	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1064	326	0	617	0	0	0	0	395	0	573
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	1133	0	0	657	0	0	0	0	421	0	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1133	0	0	657	0	0	0	0	421	0	610
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1133	0	0	657	0	0	0	0	421	0	610

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.22	xxxx	1.78
Final Sat.:	0	4800	1600	0	4800	0	0	0	0	1959	0	2841

Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.21	0.00	0.21
Crit Moves:	****			****						****		

Rowland Heights Plaza
Existing Plus Project Plus Cumulative Projects
Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #2 Fullerton Road (NS) at SR-60 Freeway WB Ramps (EW) - #2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.386
Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Street Name: Fullerton Road SR-60 Freeway WB Ramps
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	3	0	0	3	0	0	0	1	0	1

Volume Module:

Base Vol:	0	709	532	0	1049	0	0	0	0	368	0	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	709	532	0	1049	0	0	0	0	368	0	334
Added Vol:	0	15	4	0	64	0	0	0	0	4	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	724	536	0	1113	0	0	0	0	372	0	334
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	0	737	0	0	1132	0	0	0	0	378	0	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	737	0	0	1132	0	0	0	0	378	0	340
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	737	0	0	1132	0	0	0	0	378	0	340

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.58	xxxx	1.42
Final Sat.:	0	4800	1600	0	4800	0	0	0	0	2529	0	2271

Capacity Analysis Module:

Vol/Sat:	0.00	0.15	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.15	0.00	0.15
Crit Moves:	****			****						****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #2 Fullerton Road (NS) at SR-60 Freeway WB Ramps (EW) - #2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.470
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Fullerton Road SR-60 Freeway WB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted										
Rights:	Ignore			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	3	0	1	0	0	3	0	0	0	0	0	0	0	1	0	1	0	1

Volume Module:

Base Vol:	0	744	579	0	1097	0	0	0	0	549	0	494
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	744	579	0	1097	0	0	0	0	549	0	494
Added Vol:	0	14	6	0	13	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	758	585	0	1110	0	0	0	0	554	0	494
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	793	0	0	1161	0	0	0	0	579	0	517
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	793	0	0	1161	0	0	0	0	579	0	517
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	793	0	0	1161	0	0	0	0	579	0	517

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	0.00	0.00	0.00	0.00	1.58	0.01	1.41
Final Sat.:	0	4800	1600	0	4800	0	0	0	0	2537	0	2263

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.23	0.00	0.23
Crit Moves:	****			****						****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #3 Fullerton Road (NS) at SR-60 Freeway EB Ramps (EW) - #3

Cycle (sec): 100 Critical Vol./Cap. (X): 0.596

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name: Fullerton Road SR-60 Freeway EB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Protected Split Phase Split Phase

Rights: Include Ignore Ignore Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1 1 0 1 0 2 0 1 1 1 0 0 1 2 0 0 0 1

Volume Module:

Base Vol: 0 1278 15 12 684 217 410 10 552 5 0 18

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 1278 15 12 684 217 410 10 552 5 0 18

Added Vol: 0 7 13 7 1 0 50 4 1 10 0 8

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 1285 28 19 685 217 460 14 553 15 0 26

User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00

PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.00 0.98 0.98 0.00 0.98 0.98 0.98

PHF Volume: 0 1306 28 19 696 0 467 14 0 15 0 26

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 1306 28 19 696 0 467 14 0 15 0 26

PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00

FinalVolume: 0 1306 28 19 696 0 467 14 0 15 0 26

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 1.96 0.04 1.00 2.00 1.00 1.94 0.06 1.00 2.00 0.00 1.00

Final Sat.: 0 3132 68 1600 3200 1600 3105 95 1600 3200 0 1600

Capacity Analysis Module:

Vol/Sat: 0.00 0.42 0.42 0.01 0.22 0.00 0.15 0.15 0.00 0.00 0.00 0.02

Crit Moves: **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #3 Fullerton Road (NS) at SR-60 Freeway EB Ramps (EW) - #3

Cycle (sec): 100 Critical Vol./Cap. (X): 0.579
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Fullerton Road						SR-60 Freeway EB Ramps								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted			Protected			Split Phase			Split Phase					
Rights:	Include			Ignore			Ignore			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	1	0	1	0	2	0	1	1	1	0	0	1

Volume Module:

Base Vol:	0	1259	36	44	834	265	201	17	538	31	0	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1259	36	44	834	265	201	17	538	31	0	57
Added Vol:	0	3	15	8	7	0	10	4	1	11	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1262	51	52	841	265	211	21	539	42	0	66
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	0	1312	53	54	874	0	219	22	0	44	0	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1312	53	54	874	0	219	22	0	44	0	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1312	53	54	874	0	219	22	0	44	0	69

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.92	0.08	1.00	2.00	1.00	1.82	0.18	1.00	2.00	0.00	1.00
Final Sat.:	0	3076	124	1600	3200	1600	2910	290	1600	3200	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.43	0.43	0.03	0.27	0.00	0.08	0.08	0.00	0.01	0.00	0.04
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
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 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #3 Fullerton Road (NS) at SR-60 Freeway EB Ramps (EW) - #3

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Street Name: Fullerton Road SR-60 Freeway EB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Permitted Protected Split Phase Split Phase

Rights: Include Ignore Ignore Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 1 1 0 1 0 2 0 1 1 1 0 0 1 2 0 0 0 1

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Volume Module:

Base Vol: 0 1413 81 121 917 373 255 66 567 60 0 131

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 1413 81 121 917 373 255 66 567 60 0 131

Added Vol: 0 3 19 10 1 0 8 5 1 17 0 14

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 1416 100 131 918 373 263 71 568 77 0 145

User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00

PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.00 0.97 0.97 0.00 0.97 0.97 0.97

PHF Volume: 0 1460 103 135 946 0 271 73 0 79 0 149

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 1460 103 135 946 0 271 73 0 79 0 149

PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00

FinalVolume: 0 1460 103 135 946 0 271 73 0 79 0 149

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 1.87 0.13 1.00 2.00 1.00 1.57 0.43 1.00 2.00 0.00 1.00

Final Sat.: 0 2989 211 1600 3200 1600 2520 680 1600 3200 0 1600

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Capacity Analysis Module:

Vol/Sat: 0.00 0.49 0.49 0.08 0.30 0.00 0.11 0.11 0.00 0.02 0.00 0.09

Crit Moves: **** **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fullerton Road (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name: Fullerton Road Colima Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	1	1	0	2	0	1	1	0	2	0	2	1	0

Volume Module:

Base Vol:	291	771	68	198	841	151	95	368	144	179	739	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	771	68	198	841	151	95	368	144	179	739	264
Added Vol:	0	9	3	7	3	2	3	5	0	2	4	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	291	780	71	205	844	153	98	373	144	181	743	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	300	804	73	211	870	158	101	385	148	187	766	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	804	73	211	870	158	101	385	148	187	766	281
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	804	73	211	870	158	101	385	148	187	766	281

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.83	0.17	2.00	1.69	0.31	2.00	2.16	0.84	2.00	2.19	0.81
Final Sat.:	3200	2933	267	3200	2709	491	3200	3463	1337	3200	3510	1290

Capacity Analysis Module:

Vol/Sat:	0.09	0.27	0.27	0.07	0.32	0.32	0.03	0.11	0.11	0.06	0.22	0.22
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
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Level Of Service Computation Report

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

Intersection #4 Fullerton Road (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.710
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: C

Street Name:	Fullerton Road					Colima Road						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	1	0	0	2	0	2	1	0	0

Volume Module:	Fullerton Road			Colima Road								
Base Vol:	267	706	85	400	755	151	172	1029	144	209	720	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	706	85	400	755	151	172	1029	144	209	720	213
Added Vol:	0	4	3	8	9	2	3	6	0	3	5	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	710	88	408	764	153	175	1035	144	212	725	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	275	732	91	421	788	158	180	1067	148	219	747	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	732	91	421	788	158	180	1067	148	219	747	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	275	732	91	421	788	158	180	1067	148	219	747	230

Saturation Flow Module:	Fullerton Road			Colima Road								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.78	0.22	2.00	1.67	0.33	2.00	2.63	0.37	2.00	2.29	0.71
Final Sat.:	3200	2847	353	3200	2666	534	3200	4214	586	3200	3671	1129

Capacity Analysis Module:	Fullerton Road			Colima Road								
Vol/Sat:	0.09	0.26	0.26	0.13	0.30	0.30	0.06	0.25	0.25	0.07	0.20	0.20
Crit Moves:	****			****			****			****		

Rowland Heights Plaza
Existing Plus Project Plus Cumulative Projects
Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #4 Fullerton Road (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name: Fullerton Road Colima Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	2	0	1	1	0	2	0	1	1	0	2	0	2	1	0

Volume Module:

Base Vol:	280	532	101	397	610	263	263	951	162	220	972	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	532	101	397	610	263	263	951	162	220	972	312
Added Vol:	0	5	4	12	4	3	4	8	0	4	7	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	537	105	409	614	266	267	959	162	224	979	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	285	546	107	416	625	271	272	976	165	228	996	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	546	107	416	625	271	272	976	165	228	996	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	546	107	416	625	271	272	976	165	228	996	331

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.67	0.33	2.00	1.40	0.60	2.00	2.57	0.43	2.00	2.25	0.75
Final Sat.:	3200	2677	523	3200	2233	967	3200	4106	694	3200	3604	1196

Capacity Analysis Module:

Vol/Sat:	0.09	0.20	0.20	0.13	0.28	0.28	0.08	0.24	0.24	0.07	0.28	0.28
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
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 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #5 Coiner Court (NS) at Gale Avenue (EW) - #5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.240
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Coiner Court						Gale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	1

Volume Module:	Coiner Court			Coiner Court			Gale Avenue			Gale Avenue		
Base Vol:	0	0	0	12	0	4	46	158	0	0	500	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	0	4	46	158	0	0	500	64
Added Vol:	0	0	0	0	0	0	0	59	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	12	0	4	46	217	0	0	510	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	13	0	4	51	241	0	0	567	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	13	0	4	51	241	0	0	567	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	13	0	4	51	241	0	0	567	71

Saturation Flow Module:	Coiner Court			Coiner Court			Gale Avenue			Gale Avenue		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2843	357

Capacity Analysis Module:	Coiner Court			Coiner Court			Gale Avenue			Gale Avenue		
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.03	0.08	0.00	0.00	0.20	0.20
Crit Moves:				****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

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

 Intersection #5 Coiner Court (NS) at Gale Avenue (EW) - #5

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.332
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

 Street Name: Coiner Court Gale Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 0 1 1 0

 Volume Module:
 Base Vol: 0 0 0 117 0 47 13 693 0 0 390 22
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 117 0 47 13 693 0 0 390 22
 Added Vol: 0 0 0 0 0 0 0 12 0 0 61 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 117 0 47 13 705 0 0 451 22
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
 PHF Volume: 0 0 0 132 0 53 15 797 0 0 510 25
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 132 0 53 15 797 0 0 510 25
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 132 0 53 15 797 0 0 510 25

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 1.91 0.09
 Final Sat.: 0 0 0 1600 0 1600 1600 3200 0 0 3051 149

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.03 0.01 0.25 0.00 0.00 0.17 0.17
 Crit Moves: **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #5 Coiner Court (NS) at Gale Avenue (EW) - #5

Cycle (sec): 100 Critical Vol./Cap.(X): 0.232
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Coiner Court						Gale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	1

Volume Module:	Coiner Court			Coiner Court			Gale Avenue			Gale Avenue		
Base Vol:	0	0	0	17	0	18	17	655	0	0	482	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	17	0	18	17	655	0	0	482	14
Added Vol:	0	0	0	0	0	0	0	10	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	17	0	18	17	665	0	0	490	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	18	0	19	18	707	0	0	521	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	18	0	19	18	707	0	0	521	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	18	0	19	18	707	0	0	521	15

Saturation Flow Module:	Coiner Court			Coiner Court			Gale Avenue			Gale Avenue		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.94	0.06
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	3111	89

Capacity Analysis Module:	Coiner Court			Coiner Court			Gale Avenue			Gale Avenue		
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.22	0.00	0.00	0.17	0.17
Crit Moves:				****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #6 Project West Access (NS) at Gale Avenue (EW) - #6

Cycle (sec): 100 Critical Vol./Cap. (X): 0.200
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Project West Access Gale Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

	Project West Access			Gale Avenue								
	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	0	0	0	0	163	0	0	598	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	163	0	0	598	0
Added Vol:	0	0	0	0	0	0	0	59	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	222	0	0	608	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	234	0	0	640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	234	0	0	640	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	234	0	0	640	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.20	0.00
Crit Moves:							****			****		

 Rowland Heights Plaza
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 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #6 Project West Access (NS) at Gale Avenue (EW) - #6

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Project West Access						Gale Avenue												
Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Permitted		Permitted		Permitted		Permitted		Permitted										
Rights:	Include		Include		Include		Include		Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Lanes:	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	806	0	0	415	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	806	0	0	415	0
Added Vol:	0	0	0	0	0	0	0	12	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	818	0	0	476	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	861	0	0	501	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	861	0	0	501	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	861	0	0	501	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.16	0.00
Crit Moves:							****		****			

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

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

 Intersection #6 Project West Access (NS) at Gale Avenue (EW) - #6

Cycle (sec): 100 Critical Vol./Cap. (X): 0.449
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Project West Access				Gale Avenue														
Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Permitted				Permitted				Permitted										
Rights:	Include				Include				Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Lanes:	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	672	0	0	517	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	672	0	0	517	0
Added Vol:	0	0	0	0	0	0	0	10	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	682	0	0	525	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	0	0	0	0	718	0	0	553	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	718	0	0	553	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	718	0	0	553	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.17	0.00
Crit Moves:							****			****		

 Rowland Heights Plaza
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 Weekday Morning Peak Hour

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

 Intersection #7 Project Central Access (NS) at Gale Avenue (EW) - #7

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.211
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

 Street Name: Project Central Access Gale Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 0 0 1 0 1 0 1 1 0

 Volume Module:
 Base Vol: 3 0 8 0 0 0 0 159 4 4 595 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 3 0 8 0 0 0 0 159 4 4 595 0
 Added Vol: 0 0 0 0 0 1 0 58 0 0 10 1
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 3 0 8 0 0 1 0 217 4 4 605 1
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93
 PHF Volume: 3 0 9 0 0 1 0 234 4 4 651 1
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 3 0 9 0 0 1 0 234 4 4 651 1
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 3 0 9 0 0 1 0 234 4 4 651 1

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.27 0.00 0.73 0.00 0.00 1.00 0.00 0.98 0.02 1.00 1.99 0.01
 Final Sat.: 436 0 1164 0 0 1600 0 1571 29 1600 3195 5

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.15 0.15 0.00 0.20 0.20
 Crit Moves: **** **** **** ****

 Rowland Heights Plaza
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 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #7 Project Central Access (NS) at Gale Avenue (EW) - #7

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Project Central Access Gale Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	0	1	1

Volume Module:

Base Vol:	7	0	6	0	0	0	0	800	1	3	412	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	6	0	0	0	0	800	1	3	412	0
Added Vol:	0	0	0	0	0	1	0	12	0	0	61	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	6	0	0	1	0	812	1	3	473	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	8	0	6	0	0	1	0	874	1	3	509	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	6	0	0	1	0	874	1	3	509	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	0	6	0	0	1	0	874	1	3	509	1

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.00	0.46	0.00	0.00	1.00	0.00	0.99	0.01	1.00	1.99	0.01
Final Sat.:	862	0	738	0	0	1600	0	1598	2	1600	3193	7

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.55	0.55	0.00	0.16	0.16
Crit Moves:			****	****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #7 Project Central Access (NS) at Gale Avenue (EW) - #7

Cycle (sec): 100 Critical Vol./Cap. (X): 0.457
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Project Central Access						Gale Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	1	0	1

Volume Module:	Project Central Access			South Bound			East Bound			West Bound		
Base Vol:	4	0	5	0	0	0	0	665	3	9	508	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	5	0	0	0	0	665	3	9	508	0
Added Vol:	0	0	0	0	0	1	0	9	0	0	8	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	5	0	0	1	0	674	3	9	516	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	4	0	5	0	0	1	0	709	3	9	543	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	0	0	1	0	709	3	9	543	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	0	5	0	0	1	0	709	3	9	543	1

Saturation Flow Module:	Project Central Access			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.00	0.56	0.00	0.00	1.00	0.00	0.99	0.01	1.00	1.99	0.01
Final Sat.:	711	0	889	0	0	1600	0	1593	7	1600	3194	6

Capacity Analysis Module:	Project Central Access			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.44	0.44	0.01	0.17	0.17
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

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

 Intersection #8 Project East Access (NS) at Gale Avenue (EW) - #8

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.286
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

 Street Name: Project East Access Gale Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 0 1 0 1 1 0

 Volume Module:
 Base Vol: 1 0 1 11 0 2 16 167 0 0 599 3
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 1 0 1 11 0 2 16 167 0 0 599 3
 Added Vol: 0 0 0 12 0 9 58 1 0 0 1 71
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 1 0 1 23 0 11 74 168 0 0 600 74
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
 PHF Volume: 1 0 1 24 0 12 78 177 0 0 632 78
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 1 0 1 24 0 12 78 177 0 0 632 78
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 1 0 1 24 0 12 78 177 0 0 632 78

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.50 0.00 0.50 1.00 0.00 1.00 1.00 1.00 0.00 1.00 1.78 0.22
 Final Sat.: 800 0 800 1600 0 1600 1600 1600 0 1600 2849 351

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.01 0.05 0.11 0.00 0.00 0.22 0.22
 Crit Moves: **** **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #8 Project East Access (NS) at Gale Avenue (EW) - #8

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name:	Project East Access	Gale Avenue	
Approach:	North Bound	South Bound	East Bound West Bound
Movement:	L - T - R	L - T - R	L - T - R L - T - R

Control:	Permitted	Permitted	Permitted Permitted
Rights:	Include	Include	Include Include
Min. Green:	0 0 0	0 0 0	0 0 0 0 0 0
Lanes:	0 0 1! 0 0	0 1 0 0 1	1 0 0 1 0 1 0 1 1 0

Volume Module:

Base Vol:	1 0 1	72 0 74	105 800 0 0 419 21
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	1 0 1	72 0 74	105 800 0 0 419 21
Added Vol:	0 0 0	75 0 60	12 1 0 0 1 15
PasserByVol:	0 0 0	0 0 0	0 0 0 0 0 0
Initial Fut:	1 0 1	147 0 134	117 801 0 0 420 36
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	0.95 0.95 0.95	0.95 0.95 0.95	0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume:	1 0 1	155 0 141	123 843 0 0 442 38
Reduct Vol:	0 0 0	0 0 0	0 0 0 0 0 0
Reduced Vol:	1 0 1	155 0 141	123 843 0 0 442 38
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	1 0 1	155 0 141	123 843 0 0 442 38

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600 1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Lanes:	0.50 0.00 0.50	1.00 0.00 1.00	1.00 1.00 0.00 1.00 1.84 0.16
Final Sat.:	800 0 800	1600 0 1600	1600 1600 0 1600 2947 253

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.10 0.00 0.09	0.08 0.53 0.00 0.00 0.15 0.15
Crit Moves:	****	****	**** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #8 Project East Access (NS) at Gale Avenue (EW) - #8

Cycle (sec): 100 Critical Vol./Cap. (X): 0.511
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Project East Access				Gale Avenue										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	0	0	0	1	0	0	1	1	0	0	1	0

Volume Module:

Base Vol:	1	0	1	93	0	96	136	672	0	0	517	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	1	93	0	96	136	672	0	0	517	27
Added Vol:	0	0	0	10	0	7	9	1	0	0	1	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	103	0	103	145	673	0	0	518	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1	0	1	108	0	108	153	708	0	0	545	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	108	0	108	153	708	0	0	545	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	0	1	108	0	108	153	708	0	0	545	40

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.00	0.50	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.86	0.14
Final Sat.:	800	0	800	1600	0	1600	1600	1600	0	1600	2981	219

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.10	0.44	0.00	0.00	0.18	0.18
Crit Moves:	****		****		****		****		****		****	

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #9 Nogales Street (NS) at Shadow Oak Drive (EW) - #9

Cycle (sec): 100 Critical Vol./Cap. (X): 0.570
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street Shadow Oak Drive
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	134	741	126	45	681	28	52	101	194	188	97	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	741	126	45	681	28	52	101	194	188	97	96
Added Vol:	0	1	0	0	7	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	742	126	45	688	28	52	101	195	189	97	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	142	784	133	48	727	30	55	107	206	200	103	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	784	133	48	727	30	55	107	206	200	103	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	784	133	48	727	30	55	107	206	200	103	101

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.01	0.99
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1608	1592

Capacity Analysis Module:

Vol/Sat:	0.09	0.25	0.08	0.03	0.23	0.02	0.03	0.07	0.13	0.12	0.06	0.06
Crit Moves:	****			****			****	****		****	****	

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

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

 Intersection #9 Nogales Street (NS) at Shadow Oak Drive (EW) - #9

Cycle (sec): 100 Critical Vol./Cap. (X): 0.419
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Nogales Street				Shadow Oak Drive					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	134	814	138	41	662	51	38	61	102	77	45	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	814	138	41	662	51	38	61	102	77	45	31
Added Vol:	1	7	1	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	821	139	41	663	51	38	61	102	77	45	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	140	853	144	43	689	53	40	63	106	80	47	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	853	144	43	689	53	40	63	106	80	47	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	853	144	43	689	53	40	63	106	80	47	32

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.18	0.82
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1895	1305

Capacity Analysis Module:

Vol/Sat:	0.09	0.27	0.09	0.03	0.22	0.03	0.02	0.04	0.07	0.05	0.02	0.02
Crit Moves:	****			****			****		****	****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

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

Intersection #9 Nogales Street (NS) at Shadow Oak Drive (EW) - #9

Cycle (sec): 100 Critical Vol./Cap. (X): 0.422
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Nogales Street					Shadow Oak Drive									
Approach:	North Bound		South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected			Permitted			Permitted						
Rights:	Include		Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	1	1	0

Volume Module:

Base Vol:	106	703	91	18	664	38	37	23	136	86	20	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	703	91	18	664	38	37	23	136	86	20	30
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	704	91	18	665	38	37	23	136	86	20	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	108	720	93	18	680	39	38	24	139	88	20	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	720	93	18	680	39	38	24	139	88	20	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	720	93	18	680	39	38	24	139	88	20	31

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.22	0.06	0.01	0.21	0.02	0.02	0.01	0.09	0.05	0.01	0.02
Crit Moves:	****				****			****	****			

Rowland Heights Plaza
Existing Plus Project Plus Cumulative Projects
Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #10 Nogales Street (NS) at La Puente Road (EW) - #10

Cycle (sec): 100 Critical Vol./Cap. (X): 0.726
Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name:	Nogales Street						La Puente Road									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected			Protected			Split Phase			Split Phase						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	2	0	1	1	0	2	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	32	632	147	126	991	118	91	41	36	280	39	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	632	147	126	991	118	91	41	36	280	39	163
Added Vol:	0	2	1	0	9	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	634	148	126	1000	118	91	41	36	287	39	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	36	718	168	143	1133	134	103	46	41	325	44	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	718	168	143	1133	134	103	46	41	325	44	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	718	168	143	1133	134	103	46	41	325	44	185

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.55	0.24	0.21	0.88	0.12	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	867	390	343	1409	191	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.22	0.10	0.09	0.35	0.08	0.12	0.12	0.12	0.23	0.23	0.12
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #10 Nogales Street (NS) at La Puente Road (EW) - #10

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name:	Nogales Street					La Puente Road														
Approach:	North Bound		South Bound			East Bound			West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected					Protected			Split Phase			Split Phase								
Rights:	Include					Include			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	2	0	1	1	0	2	0	1	0	0	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	2	966	391	206	597	45	69	33	17	225	20	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	966	391	206	597	45	69	33	17	225	20	158
Added Vol:	0	10	7	0	2	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	976	398	206	599	45	69	33	17	226	20	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	2	999	407	211	613	46	71	34	17	231	20	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	999	407	211	613	46	71	34	17	231	20	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	999	407	211	613	46	71	34	17	231	20	162

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.58	0.28	0.14	0.92	0.08	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	928	444	229	1470	130	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.25	0.13	0.19	0.03	0.08	0.08	0.08	0.16	0.16	0.10
Crit Moves:	****			****			****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

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

 Intersection #10 Nogales Street (NS) at La Puente Road (EW) - #10

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

 Street Name: Nogales Street La Puente Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 1 0 2 0 1 0 0 1! 0 0 0 1 0 0 1

 Volume Module:
 Base Vol: 8 760 246 191 767 1 26 14 34 390 1 158
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 8 760 246 191 767 1 26 14 34 390 1 158
 Added Vol: 0 2 1 0 2 0 0 0 0 1 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 8 762 247 191 769 1 26 14 34 391 1 158
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96
 PHF Volume: 8 793 257 199 800 1 27 15 35 407 1 164
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 8 793 257 199 800 1 27 15 35 407 1 164
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 8 793 257 199 800 1 27 15 35 407 1 164

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 0.35 0.19 0.46 0.99 0.01 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 562 303 735 1596 4 1600

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.25 0.16 0.12 0.25 0.00 0.05 0.05 0.05 0.25 0.25 0.10
 Crit Moves: **** **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #11 Nogales Street (NS) at Valley Boulevard Loop (EW) - #11

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Nogales Street	Valley Boulevard Loop	
Approach:	North Bound	South Bound	East Bound West Bound
Movement:	L - T - R	L - T - R	L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 1 0	1 0 2 1 0	0 0 1! 0 0	1 1 0 0 1

Volume Module:

Base Vol:	32	634	146	88	1132	156	48	18	32	180	1	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	634	146	88	1132	156	48	18	32	180	1	222
Added Vol:	0	3	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	637	146	88	1148	156	48	18	32	180	1	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	35	702	161	97	1266	172	53	20	35	198	1	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	702	161	97	1266	172	53	20	35	198	1	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	702	161	97	1266	172	53	20	35	198	1	245

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.44	0.56	1.00	2.64	0.36	0.49	0.18	0.33	1.99	0.01	1.00
Final Sat.:	1600	3905	895	1600	4226	574	784	294	522	3182	18	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.18	0.18	0.06	0.30	0.30	0.07	0.07	0.07	0.06	0.06	0.15
Crit Moves:	****			****			****					****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #11 Nogales Street (NS) at Valley Boulevard Loop (EW) - #11

Cycle (sec): 100 Critical Vol./Cap. (X): 0.534

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street Valley Boulevard Loop

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 1 0 1 0 2 1 0 0 0 1! 0 0 1 1 0 0 1

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Volume Module:

Base Vol: 16 1225 222 74 622 43 30 4 13 121 2 211

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 16 1225 222 74 622 43 30 4 13 121 2 211

Added Vol: 0 17 0 0 4 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 16 1242 222 74 626 43 30 4 13 121 2 211

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96

PHF Volume: 17 1294 231 77 652 45 31 4 14 126 2 220

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 17 1294 231 77 652 45 31 4 14 126 2 220

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 17 1294 231 77 652 45 31 4 14 126 2 220

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.55 0.45 1.00 2.81 0.19 0.64 0.08 0.28 1.97 0.03 1.00

Final Sat.: 1600 4072 728 1600 4491 309 1021 136 443 3148 52 1600

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Capacity Analysis Module:

Vol/Sat: 0.01 0.32 0.32 0.05 0.15 0.15 0.03 0.03 0.03 0.04 0.04 0.14

Crit Moves: **** **** ****

Rowland Heights Plaza
Existing Plus Project Plus Cumulative Projects
Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #11 Nogales Street (NS) at Valley Boulevard Loop (EW) - #11

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street Valley Boulevard Loop
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 2 1 0 0 0 1! 0 0 1 1 0 0 1

Volume Module:

Base Vol: 22 1004 122 86 1094 68 29 2 20 154 2 160
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 22 1004 122 86 1094 68 29 2 20 154 2 160
Added Vol: 0 2 0 0 3 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 22 1006 122 86 1097 68 29 2 20 154 2 160
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume: 23 1037 126 89 1131 70 30 2 21 159 2 165
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 23 1037 126 89 1131 70 30 2 21 159 2 165
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 23 1037 126 89 1131 70 30 2 21 159 2 165

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.68 0.32 1.00 2.82 0.18 0.57 0.04 0.39 1.97 0.03 1.00
Final Sat.: 1600 4281 519 1600 4520 280 910 63 627 3159 41 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.24 0.24 0.06 0.25 0.25 0.03 0.03 0.03 0.05 0.05 0.10
Crit Moves: **** **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #12 Valley Boulevard Loop (NS) at Valley Boulevard (EW) - #12

Cycle (sec): 100 Critical Vol./Cap. (X): 0.458

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name: Valley Boulevard Loop Valley Boulevard

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Permitted Permitted Protected Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 0 0 0 2 0 0 0 1 2 0 3 0 0 0 0 2 1 0

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Volume Module:

Base Vol: 0 0 0 101 0 151 181 512 0 0 996 251

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 101 0 151 181 512 0 0 996 251

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 101 0 151 181 512 0 0 996 251

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.90

PHF Volume: 0 0 0 113 0 168 202 571 0 0 1110 280

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 113 0 168 202 571 0 0 1110 280

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 0 0 113 0 168 202 571 0 0 1110 280

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 2.00 3.00 0.00 0.00 2.40 0.60

Final Sat.: 0 0 0 3200 0 1600 3200 4800 0 0 3834 966

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Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.11 0.06 0.12 0.00 0.00 0.29 0.29

Crit Moves: **** **

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #12 Valley Boulevard Loop (NS) at Valley Boulevard (EW) - #12

Cycle (sec): 100 Critical Vol./Cap.(X): 0.299

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name:	Valley Boulevard Loop						Valley Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	0	2

Volume Module:

Base Vol:	0	0	0	211	0	90	102	1072	0	0	643	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	211	0	90	102	1072	0	0	643	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	211	0	90	102	1072	0	0	643	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	218	0	93	105	1106	0	0	664	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	218	0	93	105	1106	0	0	664	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	218	0	93	105	1106	0	0	664	235

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	2.21	0.79
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	3544	1256

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.06	0.03	0.23	0.00	0.00	0.19	0.19
Crit Moves:				****			****					

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #12 Valley Boulevard Loop (NS) at Valley Boulevard (EW) - #12

Cycle (sec): 100 Critical Vol./Cap. (X): 0.228
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Valley Boulevard Loop						Valley Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	2	0	3	0	0	2

Volume Module:	Valley Boulevard Loop			Valley Boulevard			Valley Boulevard			Valley Boulevard		
Base Vol:	0	0	0	128	0	87	94	429	0	0	465	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	128	0	87	94	429	0	0	465	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	128	0	87	94	429	0	0	465	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	133	0	90	97	444	0	0	481	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	133	0	90	97	444	0	0	481	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	133	0	90	97	444	0	0	481	195

Saturation Flow Module:	Valley Boulevard Loop			Valley Boulevard			Valley Boulevard			Valley Boulevard		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	0.00	2.14	0.86
Final Sat.:	0	0	0	3200	0	1600	3200	4800	0	0	3418	1382

Capacity Analysis Module:	Valley Boulevard Loop			Valley Boulevard			Valley Boulevard			Valley Boulevard		
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.06	0.03	0.09	0.00	0.00	0.14	0.14
Crit Moves:						****	****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #13 Nogales Street (NS) at San Jose Avenue (EW) - #13

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name:	Nogales Street				San Jose Avenue					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	0	0	1	0

Volume Module:

Base Vol:	226	983	100	69	1153	95	9	58	70	36	148	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	983	100	69	1153	95	9	58	70	36	148	33
Added Vol:	0	3	0	0	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	986	100	69	1169	95	9	58	70	36	148	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	233	1018	103	71	1206	98	9	60	72	37	153	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	1018	103	71	1206	98	9	60	72	37	153	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	1018	103	71	1206	98	9	60	72	37	153	34

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.72	0.28	1.00	2.77	0.23	1.00	0.45	0.55	0.20	0.80	1.00
Final Sat.:	1600	4358	442	1600	4439	361	1600	725	875	313	1287	1600

Capacity Analysis Module:

Vol/Sat:	0.15	0.23	0.23	0.04	0.27	0.27	0.01	0.08	0.08	0.02	0.12	0.02
Crit Moves:	****			****			****			****		

Rowland Heights Plaza
Existing Plus Project Plus Cumulative Projects
Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #13 Nogales Street (NS) at San Jose Avenue (EW) - #13

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Street Name: Nogales Street San Jose Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permit Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 0 1 0 0 1

Volume Module:

Base Vol: 60 1208 57 48 891 48 122 309 233 88 87 62
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 60 1208 57 48 891 48 122 309 233 88 87 62
Added Vol: 0 17 0 0 4 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 60 1225 57 48 895 48 122 309 233 88 87 62
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95
PHF Volume: 63 1288 60 50 941 50 128 325 245 93 91 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 63 1288 60 50 941 50 128 325 245 93 91 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 63 1288 60 50 941 50 128 325 245 93 91 65

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.87 0.13 1.00 2.85 0.15 1.00 0.57 0.43 0.50 0.50 1.00
Final Sat.: 1600 4587 213 1600 4556 244 1600 912 688 805 795 1600

Capacity Analysis Module:

Vol/Sat: 0.04 0.28 0.28 0.03 0.21 0.21 0.08 0.36 0.36 0.06 0.12 0.04
Crit Moves: **** **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #13 Nogales Street (NS) at San Jose Avenue (EW) - #13

Cycle (sec): 100 Critical Vol./Cap. (X): 0.458

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street San Jose Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Prot+Permit Permitted Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 0 1 0 0 1

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Volume Module:

Base Vol: 77 1027 160 38 1150 53 16 42 33 147 61 64

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 77 1027 160 38 1150 53 16 42 33 147 61 64

Added Vol: 0 3 0 0 3 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 77 1030 160 38 1153 53 16 42 33 147 61 64

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96

PHF Volume: 81 1077 167 40 1206 55 17 44 35 154 64 67

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 81 1077 167 40 1206 55 17 44 35 154 64 67

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 81 1077 167 40 1206 55 17 44 35 154 64 67

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.60 0.40 1.00 2.87 0.13 1.00 0.56 0.44 0.71 0.29 1.00

Final Sat.: 1600 4155 645 1600 4589 211 1600 896 704 1131 469 1600

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Capacity Analysis Module:

Vol/Sat: 0.05 0.26 0.26 0.02 0.26 0.26 0.01 0.05 0.05 0.10 0.14 0.04

Crit Moves: **** **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #15 Nogales Street (NS) at Gale Avenue/Walnut Drive (EW) - #15

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: B

Street Name: Nogales Street Gale Avenue/Walnut Drive

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Prot+Permit Prot+Permit

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 0 1 1

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Volume Module:

Base Vol: 291 1330 168 183 913 146 49 73 55 104 228 146

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 291 1330 168 183 913 146 49 73 55 104 228 146

Added Vol: 56 0 0 0 0 0 16 3 0 10 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 347 1330 168 183 913 162 52 73 65 104 228 146

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96

PHF Volume: 362 1387 175 191 952 169 54 76 68 108 238 152

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 362 1387 175 191 952 169 54 76 68 108 238 152

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 362 1387 175 191 952 169 54 76 68 108 238 152

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.66 0.34 1.00 2.55 0.45 1.00 1.00 1.00 1.00 1.00 1.00

Final Sat.: 1600 4262 538 1600 4077 723 1600 1600 1600 1600 1600 1600

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Capacity Analysis Module:

Vol/Sat: 0.23 0.33 0.33 0.12 0.23 0.23 0.03 0.05 0.04 0.07 0.15 0.10

Crit Moves: **** **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #15 Nogales Street (NS) at Gale Avenue/Walnut Drive (EW) - #15

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: D

Street Name: Nogales Street Gale Avenue/Walnut Drive
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Prot+Permit			Prot+Permit					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	1	0	1

Volume Module:

Base Vol:	217	991	70	120	1088	97	239	341	366	227	236	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	991	70	120	1088	97	239	341	366	227	236	91
Added Vol:	12	0	0	0	0	4	17	0	58	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	991	70	120	1088	101	256	341	424	227	236	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	243	1051	74	127	1154	107	271	362	450	241	250	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1051	74	127	1154	107	271	362	450	241	250	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	1051	74	127	1154	107	271	362	450	241	250	97

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.80	0.20	1.00	2.75	0.25	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4483	317	1600	4392	408	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.15	0.23	0.23	0.08	0.26	0.26	0.17	0.23	0.28	0.15	0.16	0.06
Crit Moves:	****			****			****		****	****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #15 Nogales Street (NS) at Gale Avenue/Walnut Drive (EW) - #15

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Street Name: Nogales Street Gale Avenue/Walnut Drive

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Prot+Permit Prot+Permit

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 1 0 1

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Volume Module:

Base Vol: 278 1055 99 100 949 215 202 216 381 149 321 89

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 278 1055 99 100 949 215 202 216 381 149 321 89

Added Vol: 9 0 0 0 0 3 3 0 8 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 287 1055 99 100 949 218 205 216 389 149 321 89

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98 0.98

PHF Volume: 293 1079 101 102 970 223 210 221 398 152 328 91

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 293 1079 101 102 970 223 210 221 398 152 328 91

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 293 1079 101 102 970 223 210 221 398 152 328 91

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.74 0.26 1.00 2.44 0.56 1.00 1.00 1.00 1.00 1.00 1.00

Final Sat.: 1600 4388 412 1600 3903 897 1600 1600 1600 1600 1600 1600

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Capacity Analysis Module:

Vol/Sat: 0.18 0.25 0.25 0.06 0.25 0.25 0.13 0.14 0.25 0.10 0.21 0.06

Crit Moves: **** **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #16 Nogales Street (NS) at SR-60 Freeway WB Ramps (EW) - #16

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street SR-60 Freeway WB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted										
Rights:	Ignore			Ignore			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0	0	0	0	0	0	1	0	1

Volume Module:

Base Vol:	0	1169	281	0	848	223	0	0	0	290	0	621
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1169	281	0	848	223	0	0	0	290	0	621
Added Vol:	0	7	0	0	10	0	0	0	0	1	0	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1176	281	0	858	223	0	0	0	291	0	670
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	1219	0	0	889	0	0	0	0	302	0	694
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1219	0	0	889	0	0	0	0	302	0	694
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1219	0	0	889	0	0	0	0	302	0	694

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	0.61	0.00	1.39
Final Sat.:	0	4800	1600	0	4800	1600	0	0	0	969	0	2231

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.19	0.00	0.31
Crit Moves:	****			****						****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #16 Nogales Street (NS) at SR-60 Freeway WB Ramps (EW) - #16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street SR-60 Freeway WB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted										
Rights:	Ignore			Ignore			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	3	0	1	0	0	3	0	1	0	0	0	0	0	0	0	1	0	1

Volume Module:

Base Vol:	0	1019	216	0	1226	454	0	0	0	383	0	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1019	216	0	1226	454	0	0	0	383	0	262
Added Vol:	0	2	0	0	58	0	0	0	0	1	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1021	216	0	1284	454	0	0	0	384	0	272
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	0	1094	0	0	1376	0	0	0	0	412	0	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1094	0	0	1376	0	0	0	0	412	0	292
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1094	0	0	1376	0	0	0	0	412	0	292

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4800	1600	0	4800	1600	0	0	0	1600	0	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.26	0.00	0.18
Crit Moves:	****			****						****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #16 Nogales Street (NS) at SR-60 Freeway WB Ramps (EW) - #16

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street SR-60 Freeway WB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Permitted Permitted Permitted Permitted

Rights: Ignore Ignore Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 3 0 1 0 0 3 0 1 0 0 0 0 0 0 0 1 0 1

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Volume Module:

Base Vol: 0 991 364 0 1125 401 0 0 0 435 0 418

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 991 364 0 1125 401 0 0 0 435 0 418

Added Vol: 0 2 0 0 8 0 0 0 0 1 0 8

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 993 364 0 1133 401 0 0 0 436 0 426

User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.95 0.95 0.00 0.95 0.95 0.00 0.95 0.95 0.95 0.95 0.95 0.95

PHF Volume: 0 1041 0 0 1188 0 0 0 0 457 0 447

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 1041 0 0 1188 0 0 0 0 457 0 447

PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 1041 0 0 1188 0 0 0 0 457 0 447

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 3.00 1.00 0.00 3.00 1.00 0.00 0.00 0.00 1.00 0.00 1.00

Final Sat.: 0 4800 1600 0 4800 1600 0 0 0 1600 0 1600

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Capacity Analysis Module:

Vol/Sat: 0.00 0.22 0.00 0.00 0.25 0.00 0.00 0.00 0.00 0.29 0.00 0.28

Crit Moves: **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #17 Nogales Street (NS) at SR-60 Freeway EB Ramps (EW) - #17

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street SR-60 Freeway EB Ramps
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted										
Rights:	Ignore			Ignore			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	3	0	1	0	0	3	0	1	1	0	1	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	1049	387	0	926	212	401	0	243	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1049	387	0	926	212	401	0	243	0	0	0
Added Vol:	0	7	0	0	2	8	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1056	387	0	928	220	401	0	243	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	1129	0	0	993	0	429	0	260	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1129	0	0	993	0	429	0	260	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1129	0	0	993	0	429	0	260	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	1.24	0.01	0.75	0.00	0.00	0.00
Final Sat.:	0	4800	1600	0	4800	1600	1993	0	1207	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.00	0.00	0.21	0.00	0.22	0.00	0.22	0.00	0.00	0.00
Crit Moves:	****			****			****					

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #17 Nogales Street (NS) at SR-60 Freeway EB Ramps (EW) - #17

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street SR-60 Freeway EB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted

Rights: Ignore Ignore Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 3 0 1 0 0 3 0 1 1 0 1! 0 0 0 0 0 0 0

Volume Module:

Base Vol: 0 840 288 0 1322 287 397 0 420 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 840 288 0 1322 287 397 0 420 0 0 0

Added Vol: 0 2 0 0 8 51 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 842 288 0 1330 338 397 0 420 0 0 0

User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.92 0.92 0.00 0.92 0.92 0.00 0.92 0.92 0.92 0.92 0.92 0.92

PHF Volume: 0 914 0 0 1444 0 431 0 456 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 914 0 0 1444 0 431 0 456 0 0 0

PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 914 0 0 1444 0 431 0 456 0 0 0

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 3.00 1.00 0.00 3.00 1.00 1.00 0.00 1.00 0.00 0.00 0.00

Final Sat.: 0 4800 1600 0 4800 1600 1600 0 1600 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.19 0.00 0.00 0.30 0.00 0.27 0.00 0.29 0.00 0.00 0.00

Crit Moves: **** **** ****

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #17 Nogales Street (NS) at SR-60 Freeway EB Ramps (EW) - #17

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497

Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: A

Street Name: Nogales Street SR-60 Freeway EB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Permitted Permitted Permitted Permitted

Rights: Ignore Ignore Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 0 0 3 0 1 0 0 3 0 1 1 0 1! 0 0 0 0 0 0 0

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Volume Module:

Base Vol: 0 947 423 0 1160 370 415 0 352 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 947 423 0 1160 370 415 0 352 0 0 0

Added Vol: 0 2 0 0 3 6 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 949 423 0 1163 376 415 0 352 0 0 0

User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.97 0.97 0.00 0.97 0.97 0.00 0.97 0.97 0.97 0.97 0.97 0.97

PHF Volume: 0 978 0 0 1199 0 428 0 363 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 978 0 0 1199 0 428 0 363 0 0 0

PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 978 0 0 1199 0 428 0 363 0 0 0

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 3.00 1.00 0.00 3.00 1.00 1.08 0.00 0.92 0.00 0.00 0.00

Final Sat.: 0 4800 1600 0 4800 1600 1731 0 1469 0 0 0

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Capacity Analysis Module:

Vol/Sat: 0.00 0.20 0.00 0.00 0.25 0.00 0.25 0.00 0.25 0.00 0.00 0.00

Crit Moves: **** **** ****

Rowland Heights Plaza
Existing Plus Project Plus Cumulative Projects
Weekday Morning Peak Hour

Level Of Service Computation Report

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

Intersection #18 Nogales Street (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.691
Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Street Name: Nogales Street Colima Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	0	2	0	2	1	0	0

Volume Module:

Base Vol:	313	741	137	248	626	244	356	576	202	180	668	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	741	137	248	626	244	356	576	202	180	668	333
Added Vol:	5	7	0	0	1	1	1	4	4	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	748	137	248	627	245	357	580	206	180	673	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	348	817	150	271	685	268	390	634	225	197	736	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	817	150	271	685	268	390	634	225	197	736	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	348	817	150	271	685	268	390	634	225	197	736	364
OvlAdjVol:	73											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.21	0.79	2.00	2.01	0.99
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	3542	1258	3200	3211	1589

Capacity Analysis Module:

Vol/Sat:	0.11	0.26	0.09	0.08	0.21	0.17	0.12	0.18	0.18	0.06	0.23	0.23	
OvlAdjV/S:	0.05												
Crit Moves:	****	****					****	****					

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Weekday Evening Peak Hour

Level Of Service Computation Report

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

Intersection #18 Nogales Street (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.613
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name: Nogales Street Colima Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	2	0	2	0	2	1	0	2

Volume Module:

Base Vol:	231	531	163	440	769	386	335	889	197	186	609	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	531	163	440	769	386	335	889	197	186	609	224
Added Vol:	6	2	0	0	7	1	1	5	5	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	533	163	440	776	387	336	894	202	186	615	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	241	542	166	448	789	394	342	909	205	189	626	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	542	166	448	789	394	342	909	205	189	626	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	542	166	448	789	394	342	909	205	189	626	228
OvlAdjVol:	223											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.45	0.55	2.00	2.20	0.80
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	3915	885	3200	3518	1282

Capacity Analysis Module:

Vol/Sat:	0.08	0.17	0.10	0.14	0.25	0.25	0.11	0.23	0.23	0.06	0.18	0.18
OvlAdjV/S:	0.14											
Crit Moves:	****						****			****		

 Rowland Heights Plaza
 Existing Plus Project Plus Cumulative Projects
 Saturday Peak Hour

Level Of Service Computation Report

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

Intersection #18 Nogales Street (NS) at Colima Road (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
 Loss Time (sec): 0 (Y+R=10.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: B

Street Name:	Nogales Street					Colima Road						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	2	1	2	0	2	1	0	2

Volume Module:


Base Vol:	269	533	118	376	527	512	461	733	183	150	769	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	533	118	376	527	512	461	733	183	150	769	283
Added Vol:	7	1	0	0	1	2	1	7	7	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	534	118	376	528	514	462	740	190	150	777	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	296	572	126	403	566	551	495	793	204	161	833	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	572	126	403	566	551	495	793	204	161	833	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	296	572	126	403	566	551	495	793	204	161	833	303
OvlAdjVol:	303											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.39	0.61	2.00	2.20	0.80
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	3819	981	3200	3518	1282

Capacity Analysis Module:

Vol/Sat:	0.09	0.18	0.08	0.13	0.18	0.34	0.15	0.21	0.21	0.05	0.24	0.24
OvlAdjV/S:	0.19											
Crit Moves:	****	****					****	****				



COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING
LAND DIVISIONS SECTION
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