SPECIAL NOTICE

Public Participation Accessibility for May 19, 2020 Paramount City Council meeting:

Pursuant to Executive Order N-29-20, executed by the Governor of California on March 17, 2020, and as a response to mitigating the spread of Coronavirus known as COVID-19, the regular meeting of the City Council scheduled for Tuesday, May 19, 2020 at 5:00 p.m. will allow members of the public to participate and address the City Council during the open session of the meeting via live stream and/or teleconference only. Below are the ways to participate:

View the City Council meeting live stream:

- YouTube Channel https://www.youtube.com/user/cityofparamount
- Spectrum Cable TV Channel 36

Listen to the City Council meeting (audio only):

- Call (503) 300-6827 Conference Code: 986492

Members of the public wanting to address the City Council, either during public comments or for a specific agenda item, or both, may do so by the following methods:

- E-mail: crequest@paramountcity.com
- Teleconference: (562) 220-2225

In order to effectively accommodate public participation, participants are encouraged to provide their public comments via e-mail before 5:00 p.m. on Tuesday, May 19, 2020. The e-mail must specify the following information: 1) Full Name; 2) City of Residence; 3) Phone Number; 4) Public Comment or Agenda Item No; 5) Subject; 6) Written Comments. Comments related to a specific agenda item must be received before the item is considered and will be provided to the City Council accordingly as they are received.

Participants wishing to address the City Council by teleconference should call City Hall by at **(562) 220-2225** and provide the following information: 1) Full Name; 2) City of Residence; 3) Phone Number; 4) Public Comment or Agenda Item No; 5) Subject.

Teleconference participants will be logged in, placed in a queue and called back during the City Council meeting on speaker phone to provide their comments. Persons speaking are limited to a maximum of three minutes unless an extension is granted. Please be mindful that the teleconference will be recorded as any other person is recorded when appearing before the City Council, and all other rules of procedure and decorum will apply when addressing the City Council by teleconference.

AGENDA

Paramount City Council
May 19, 2020

Safe, Healthy, and Attractive

Adjourned Meeting
City Hall Council Chambers
5:00 p.m.

City of Paramount
16400 Colorado Avenue ❖ Paramount, CA 90723 ❖ (562) 220-2000 ❖ www.paramountcity.com

Public Comments: See Special Notice. Persons are limited to a maximum of 3 minutes unless an extension of time is granted. No action may be taken on items not on the agenda except as provided by law.

Americans with Disabilities Act: In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk's office at (562) 220-2220 at least 48 hours prior to the meeting to enable the City to make reasonable arrangements to ensure accessibility to this meeting.

Note: Agenda items are on file in the City Clerk's office and are available for public inspection during normal business hours. Materials related to an item on this Agenda submitted after distribution of the agenda packet are also available for public inspection during normal business hours in the City Clerk's office. The office of the City Clerk is located at City Hall, 16400 Colorado Avenue, Paramount.

Notes

CALL TO ORDER: Mayor Peggy Lemons

ROLL CALL OF COUNCILMEMBERS:
Councilmember Isabel Aguayo
Councilmember Laurie Guillen
Councilmember Vilma Cuellar Stallings
Vice Mayor Brenda Olmos
Mayor Peggy Lemons

CITY COUNCIL PUBLIC COMMENT UPDATES

PUBLIC COMMENTS

CF: 10.8 (Cert. of Posting)

NEW BUSINESS

1.	APPROVAL	Award of Contract for Fence Replacement at Village Skate Park (City Project No. 9052)
2.	RESOLUTION NO. 20:016	Approving the Engineer's Report for Certain Landscaping Improvements for Landscaping and Maintenance Assessment District No. 81-1
	AND	
	RESOLUTION NO. 20:017	Declaring its Intention to Levy and Collect Assessments within Landscaping and Maintenance District No. 81-1 for the Fiscal Year 2020-2021 and Setting a Time and Place for a Public Hearing Thereon
3.	RECEIVE AND FILE	Report on Traffic Signal Warrant Studies for Alondra Boulevard at Passage Avenue and for Garfield Avenue at 70th Street
4.	RESOLUTION NO. 20:018	Authorizing Application for, and Receipt of, Local Government Planning Support Grants Program Funds
5.	PUBLIC HEARING	Amendment to the 2017-2021 Consolidated Plan and 2019-2020 Annual Action Plan for Community Development Block Grant Funding Related to the CARES Act
6.	ORAL REPORT	Paramount Business Recovery Efforts
7.	APPROVAL	Updated Mayor's Appointments

COMMENTS/COMMITTEE REPORTS

- Councilmembers
- Staff

ADJOURNMENT

To a meeting on June 2, 2020 at 6:00 p.m.

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City Council Public Comment Updates

May 19, 2020

From the May 5, 2020 City Council Meeting:

Resident	Request/Issue/Concern	Action/Comment
Mr. Alex Yanez	Status of adult sports and funding for handball courts	Letter was sent to Mr. Yanez updating him on these two questions

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MAY 19, 2020

AWARD OF CONTRACT

VILLAGE SKATE PARK FENCE REPLACEMENT

(CITY PROJECT NO. 9052)

MOTION IN ORDER:

AWARD THE CONTRACT FOR THE VILLAGE SKATE PARK FENCE REPLACEMENT TO A&G SALES, DOWNEY, CALIFORNIA, IN THE AMOUNT OF $44,873, AND AUTHORIZE THE MAYOR OR HER DESIGNEE TO EXECUTE THE AGREEMENT.

MOTION:	ROLL CALL VOTE:
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
[ ] APPROVED	ABSENT: _____
[ ] DENIED	ABSTAIN: _____

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CITY OF PARAMOUNT
AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By: Adriana Figueroa, Public Works Director
Wendy Macias, Public Works Manager

Date: May 19, 2020

Subject: AWARD OF CONTRACT FOR THE VILLAGE SKATE PARK FENCE REPLACEMENT (CITY PROJECT NO. 9052)

On April 30, 2020, the Director of Public Works opened and examined the bids for the Village Skate Park fence replacement. The bids were opened at 11:00 AM in the Public Works Department office.

Two (2) bids were received and the apparent low bid submitted by A&G Sales amounted to $44,873. The bid amount for this project is part of $90,000 Midyear Budget allocation that includes additional security improvements at Village Skate Park. The high bid submitted by the second bidder was in the amount of $48,000.

The replacement of the deteriorated chain link fence is part of other park security enhancements that will be performed at the park. The wrought iron fence will minimize the amount of repairs made to the chain link fence and will completely secure the eastern property line of the park that runs adjacent to the rail road tracks. These improvements are made possible by a $500,000 parks grant from the California Natural Resources Agency, through the office of State Assembly Speaker Anthony Rendon. The remaining balance of the grant will be used for improvements at Paramount Park Pool and Progress Park Plaza.

Attached is a list of bidders.

RECOMMENDED ACTION

It is recommended that the City Council award the contract for the Village Skate Park fence replacement to A&G Sales, Downey, California, in the amount of $44,873, and authorize the Mayor or her designee to execute the agreement.

Bids for the Village Skate Park Fence Replacement

Vendor	Bid Amount
1. A&G Sales, Downey, CA	$44,873
2. A-1 Steel Fence Co. Inc., Santa Fe Springs, CA	$48,000

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MAY 19, 2020

A. RESOLUTION NO. 20:016

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT APPROVING THE ENGINEER'S REPORT FOR CERTAIN LANDSCAPING IMPROVEMENTS FOR LANDSCAPING AND MAINTENANCE ASSESSMENT DISTRICT NO. 81-1"

MOTION IN ORDER:

READ BY TITLE ONLY AND ADOPT RESOLUTION NO. 20:016.

MOTION:	ROLL CALL VOTE:
MOVED BY: _____	AYES:_____
SECONDED BY:_____	NOES: _____
[ ] APPROVED	ABSENT: _____
[ ] DENIED	ABSTAIN:_____

B. RESOLUTION NO. 20:017

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT DECLARING ITS INTENTION TO LEVY AND COLLECT ASSESSMENTS WITHIN LANDSCAPING AND MAINTENANCE ASSESSMENT DISTRICT NO. 81-1 FOR THE FISCAL YEAR 2020-2021 AND SETTING A TIME AND PLACE FOR A PUBLIC HEARING THEREON"

CONTINUED… PLEASE TURN PAGE

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MOTION IN ORDER:

READ BY TITLE ONLY AND ADOPT RESOLUTION NO. 20:017.

MOTION:	ROLL CALL VOTE:
MOVED BY: _____	AYES:_____
SECONDED BY:_____	NOES: _____
[ ] APPROVED	ABSENT: _____
[ ] DENIED	ABSTAIN:_____

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CITY OF PARAMOUNT
AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By: Adriana Figueroa, Public Works Director
William C. Pagett, City Engineer

Date: May 19, 2020

Subject: RESOLUTION NOS. 20:016 AND 20:017 APPROVING THE ENGINEER'S REPORT AND CITY COUNCIL'S INTENTION TO LEVY AND COLLECT ANNUAL ASSESSMENTS FOR LANDSCAPE MAINTENANCE DISTRICT NO. 81-1

City Council Resolution No. 20:012 ordered the preparation of the annual engineer's report for Landscape Maintenance Assessment District No. 81-1. The report includes plans, specifications, cost estimates, diagram, and assessment for the Landscape Maintenance District in the Orange Avenue Industrial Park for Fiscal Year 2020-2021.

Pursuant to the Landscape and Lighting Maintenance Act of 1972, the City Engineer has prepared a report including the plans and specifications, estimate of costs, diagram of the landscape maintenance district, and an assessment of costs for the fiscal year commencing July 1, 2020.

The assessments in 2019-20 were $14,200. The assessments in 2020-2021 will be $14,200. This assessment will be spread among the 29 parcels.

Two procedural steps are necessary at this meeting. The first is to approve the City Engineer's report by adopting Resolution No. 20:016. The second step is to approve Resolution No. 20:017 declaring the City Council's intention to levy and collect assessments for certain landscaping improvements and setting a public hearing date for June 16, 2020.

RECOMMENDED ACTION

It is recommended that the City Council read by title only and adopt Resolution No. 20:016 and Resolution No. 20:017.

CITY OF PARAMOUNT
LOS ANGELES COUNTY, CALIFORNIA

RESOLUTION NO. 20:016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT APPROVING THE ENGINEER'S "REPORT" FOR CERTAIN LANDSCAPING IMPROVEMENTS FOR LANDSCAPING AND MAINTENANCE ASSESSMENT DISTRICT NO. 81-1

WHEREAS, pursuant to the provisions of Division 15, Part 2, of the Streets and Highways Code of the State of California, being known as the "Landscaping and Lighting Act of 1972", this City Council did, by previous Resolution, order the preparation of an Engineer's "Report" consisting of plans and specifications, an estimate of the cost, diagram of the proposed district, and an assessment relating to what is now known and designated as

CITY OF PARAMOUNT
LANDSCAPE AND MAINTENANCE ASSESSMENT DISTRICT NO. 81-1

(hereinafter referred to as the "District"); and

WHEREAS, there now has been presented to this City Council the "Report" as required by Division 15 of the Streets and Highways code and as previously directed by Resolution; and

WHEREAS, this City Council has now carefully examined and reviewed the "Report" as presented, and is satisfied with each and all of the items and documents as set forth therein and is satisfied that the assessments, on a preliminary basis, have been spread in accordance with the benefits received from the maintenance to be performed as set forth in said "Report."

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PARAMOUNT AS FOLLOWS:

SECTION 1. The above recitations are true and correct.

SECTION 2. That the "Report" as presented, consisting of the following:

a. Plans and Specifications
b. Estimate of Cost
c. Diagram of the District
d. Assessment of the Estimated Cost

is hereby approved on a preliminary basis, and is ordered to be filed with the Office of the City Clerk as a permanent record and to remain open for public inspection.

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SECTION 3. That the City Clerk or her duly appointed Deputy, shall certify to the passage and adoption of this Resolution and the Minutes of this meeting shall so reflect the presentation of the Engineer's "Report."

SECTION 4. This Resolution shall take effect immediately upon its adoption.

PASSED, APPROVED, and ADOPTED by the City Council of the City of Paramount this 19th day of May 2020.

Peggy Lemons, Mayor

ATTEST:

Heidi Luce, City Clerk

CITY OF PARAMOUNT
LOS ANGELES COUNTY, CALIFORNIA

RESOLUTION NO. 20:017

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT DECLARING ITS INTENTION TO LEVY AND COLLECT ASSESSMENTS WITHIN LANDSCAPING AND MAINTENANCE ASSESSMENT DISTRICT NO. 81-1 FOR THE FISCAL YEAR 2020-2021 AND SETTING A TIME AND PLACE FOR A PUBLIC HEARING THEREON

WHEREAS, by Resolution No. 20:012, the City Council ordered the Engineer to prepare and file a Report for the Landscaping and Maintenance Assessment District No. 81-1 for the Fiscal Year 2020-2021 pursuant to Section 22585 of the California Streets and Highways Code; said maintenance district is hereinafter referred to as the "District"; and

WHEREAS, at this time, there has been presented and approved by this City Council the Engineer's "Report" as required by law, and it is the intention of the City Council to levy and collect assessments pursuant to the provision of the Landscaping and Lighting Act of 1972 (Part 2 of Division 15 of the Street and Highway Code of the State of California).

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PARAMOUNT AS FOLLOWS:

SECTION 1. The above recitations are true and correct.

SECTION 2. Public Interest. That the public interest and convenience requires, and it is the intention of this City Council to levy and collect annual assessments for the continual maintenance of certain landscaping improvements, all to serve and benefit said District as said area is shown and delineated on a map as previously approved by this City Council and on file in the Office of the City Clerk, open to public inspection, and herein so referenced and made a part hereof.

SECTION 3. Report. That the "Report" of the Engineer regarding the levy and assessment of said District, which "Report" is for the maintenance of the Fiscal Year 2020-2021, is hereby approved, and is directed to be filed in the Office of the City Clerk.

SECTION 4. Assessment. That the public interest and convenience requires, and it is the intention of this City Council, to levy and collect assessment of the Landscaping and Maintenance Assessment District as set forth and described in said Engineer's "Report", and further is determined to be within the best public interest and convenience to levy and collect annual assessments to pay the costs and expenses of said maintenance and improvement as estimated in said "Report."

SECTION 5. Description of Maintenance. The improvements for which said Landscaping and Maintenance District and the assessments levied and collected, shall be for the maintenance of certain landscaping improvements as set forth in the Engineer's Report, referenced and incorporated herein.

SECTION 6. County Auditor. The County Auditor shall enter on the County Assessment Roll the amount of the assessments and shall collect said assessments at the time and in the same manner as County taxes are collected. After collection by the County, the net amount of the assessments, after the deduction of any compensation due to the County for collection, shall be paid to the Treasurer for the purposes of paying for the costs and expenses of said District.

SECTION 7. Special Fund. The City Treasurer herewith shall establish a special fund known as "CITY OF PARAMOUNT LANDSCAPING AND MAINTENANCE DISTRICT NO. 81-1 MAINTENANCE FUND", into which the said Treasurer shall place all monies collected by the Tax Collector as soon as said monies have been received by said Treasurer. Payment shall be made out of said fund only for the purpose provided for in this Resolution, and, in order to expedite the making of this maintenance and improvement, the City Council may transfer into said special fund, money from any available source, such funds as it may deem necessary to expedite the proceedings.

Any funds so transferred shall be deemed a loan to said special fund and shall be repaid out of the assessments provided for in this Resolution.

SECTION 8. Boundaries of District. Said contemplated improvement and maintenance work is, in the opinion of this City Council, of direct benefit to the properties within the boundaries of the District, and this City Council makes the costs and expenses of said improvement and maintenance chargeable upon a district, which district said City Council hereby declares to be the district benefited by said improvement and maintenance and to be further assessed to pay the costs and expenses thereof. Said Landscaping District shall include each and every parcel of land within the boundaries of said Landscaping District as said Landscaping District is shown on a map as approved by this City Council and on file in the Office of the City Clerk, and so designated by the name of the District.

SECTION 9. Public Property. Any lots or parcels of land known as public property, as the same are defined in Section 22663 of Division 15, Part 2 of the Street and Highways Code, which are included within the boundaries of the Street Lighting and Landscaping District, shall be omitted and exempt from any assessment to be made under these proceedings to cover any of the costs and expenses of said improvement and maintenance work.

SECTION 10. Public Hearing. Notice hereby is given that a public hearing will be held on June 16, 2020, at 5:00 p.m. in the Council Chambers of said City of Paramount in the City Hall, all interested persons may appear before the City Council and be heard concerning the services to be performed, the proposed assessment, and all other matters relating thereto. Protests must be in writing and must be filed with the City Clerk prior to the conclusion of the hearing. Any such protest shall state all grounds of the objection

and, if filed by the property owner, shall contain a description sufficient to identify the property.

SECTION 11. Notice. That the City Clerk is hereby authorized and directed to publish a copy of this Resolution in the PARAMOUNT JOURNAL, a newspaper of general circulation in said City; said publication shall be completed not less than ten (10) days before the date of said Public Hearing.

SECTION 12. Proceedings Inquiries. For any and all information relating to the proceedings, protest procedure, any documentation and/or information of a procedural or technical nature, your attention is directed to the below listed person and the local agency or department so designated:

WILLIAM C. PAGETT
Willdan Engineering
13191 Crossroads Parkway No., Suite 405
Industry, California 91746
(562) 368-4850

SECTION 13. This Resolution shall take effect immediately upon its adoption.

PASSED, APPROVED, and ADOPTED by the City Council of the City of Paramount this 19th day of May 2020.

Peggy Lemons, Mayor

ATTEST:

Heidi Luce, City Clerk

Attachment A

City of Paramount
Landscape Maintenance District No. 81-1

Assessor's Parcel Number	Map ID
6236-033-019	1
6236-033-020	2
6236-033-030	3
6236-033-034	4
6236-033-036	5
6236-033-039	6
6236-033-041	7
6236-033-044	8
6236-033-046	9
6236-034-010	10
6236-034-013	11
6236-034-015	12
6236-034-018	13
6236-034-019	14
6236-034-022	15
6236-034-023	16
6236-034-024	17
6236-034-025	18
6236-034-026	19
6236-034-037	20
6236-034-039	21
6236-036-050	22
6236-036-052	23
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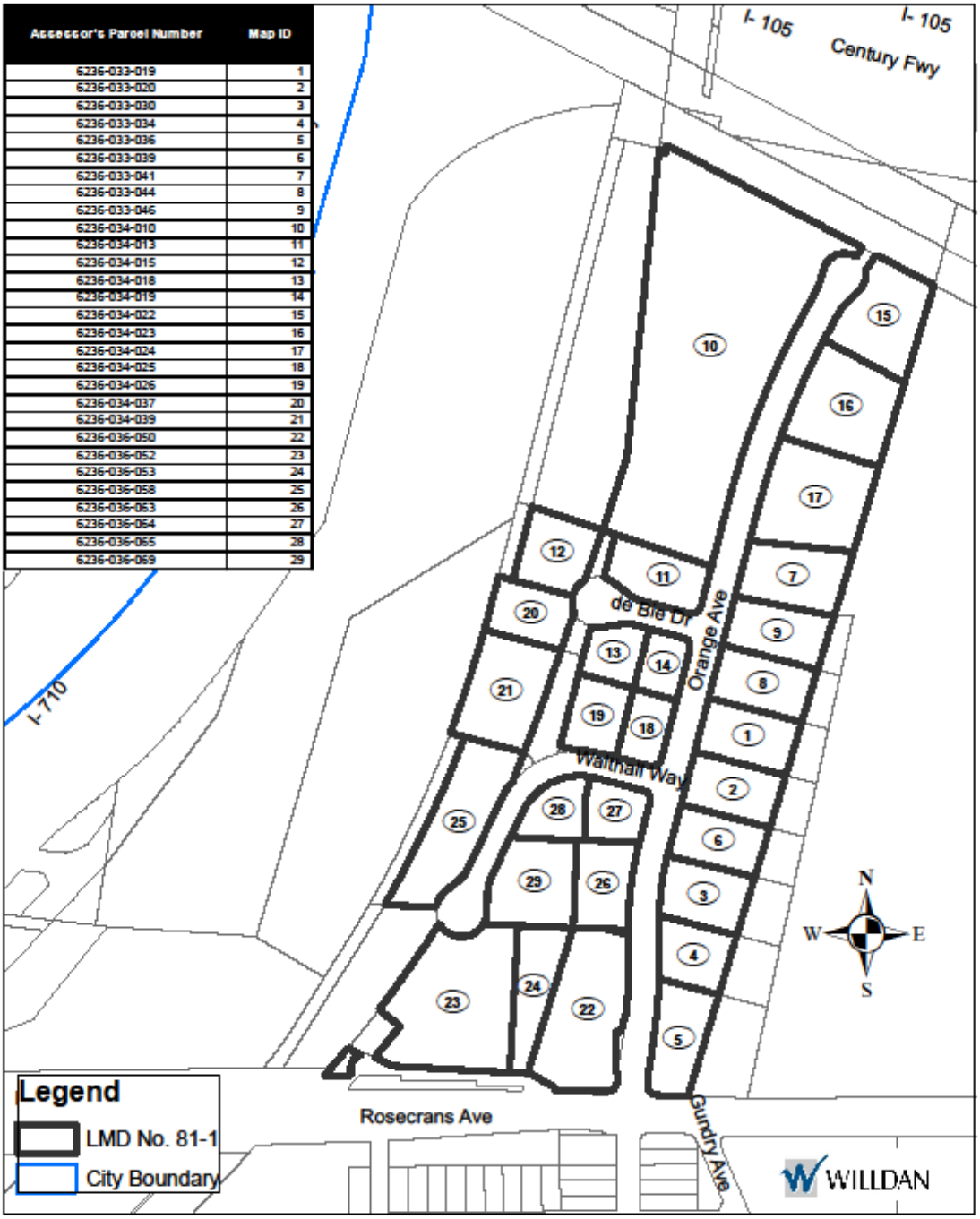
6236-036-065	28
6236-036-069	29



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City of Paramount

Landscape and Maintenance Assessment District No. 81-1

2020/2021 Engineer's Annual Levy Report

Intent Meeting: May 5, 2020
Public Hearing: June 2, 2020

27368 Via Industria
Suite 200
Temecula, CA 92590
T 951.587.3500|800.755.6864
F 951.587.3510|888.326.6864

Property Tax Information Line
T. 866.807.6864

www.willdan.com

WILLDAN

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WILLDAN Financial Services

ENGINEER'S REPORT AFFIDAVIT

Landscape Maintenance District No. 81-1

City of Paramount
Los Angeles County, State of California

This report describes the District including the improvements, budgets, parcels and assessments to be levied for fiscal year 2020/2021, as they existed at the time of the passage of the Resolution of Intention. Reference is hereby made to the Los Angeles County Assessor's maps for a detailed description of the lines and dimensions of parcels within the District. The undersigned respectfully submits the enclosed report as directed by the City Council.

Dated this _____ day of _____, 2020.

Willdan Financial Services
Assessment Engineer
On Behalf of the City of Paramount

By: _____

Chonney Gano, Project Manager
District Administration Services

By: _____

Bill Pagett
R. C. E. # 46068

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I. INTRODUCTION

This report is prepared pursuant to action taken by the City Council of the City of Paramount at their regular meeting ordering a report for the levy of assessments for the fiscal year commencing July 1, 2020 and ending June 30, 2021. The report is prepared in recognition with the requirements of the California Constitution Article XIIID, and the provisions of the Landscaping and Lighting Act of 1972, being Part 2 of Division 15 of the California Streets and Highways Code. The District is known as:

City of Paramount Landscape and Maintenance Assessment District No. 81-1

This Assessment District, by special benefit assessments, will provide funding for the operation and maintenance of public landscaping facilities within the public rights-of-way in the City of Paramount. The items funded by the District are exempt from the procedural and approval requirements set forth in Section 5a & 5b of Article XIIID of the California Constitution that states: *" the following assessments existing on the effective date of this Article shall be exempt from the procedures and approval process set forth in Section 4:*

> *(a) any assessment imposed exclusively to finance the capital costs or maintenance and operation expenses for sidewalks, streets, sewers, water, flood control, drainage systems or vector control...*
>
> *(b) any assessment imposed pursuant to a petition signed by the persons owning all of the parcels subject to the assessment at the time the assessment is initially imposed...*

The assessments for the District were petitioned by 100 percent of the owners at the time of formation and are used exclusively to fund the maintenance and operation expenses for Landscape Improvements that are considered part of the Street Maintenance. Furthermore, the assessments for the District have not been increased since prior to July 1, 1997. Therefore, the Assessment District is exempt from the procedural and approval requirements of Article XIIID.

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II. BOUNDARIES

Boundaries of the District consist of all properties fronting Orange Avenue or fronting streets that connect to Orange Avenue between Rosecrans Avenue on the south and the Los Angeles Department of Water and Power land rights-of-way on the north. The westerly boundary is the Los Angeles County Flood Control District right-of-way for the Los Angeles River. All parcels of land identified in the latest Los Angeles County Assessor's parcel maps within the above boundaries so designated are included in the Assessment District except those assessments not levied within that area upon public streets, other public properties, properties encumbered by easements so as to preclude development and properties of such small size or irregular shape that buildings or development could not occur upon them in a manner in which the majority of the area has been redeveloped.

III. IMPROVEMENTS AUTHORIZED BY THE 1972 ACT

As applicable or may be applicable to this proposed District, the 1972 Act defines improvements to mean one or any combination of the following:

- The installation or planting of landscaping.
- The installation or construction of statuary, fountains, and other ornamental structures and facilities.
- The installation or construction of public lighting facilities.
- The installation or construction of any facilities which are appurtenant to any of the foregoing or which are necessary or convenient for the maintenance or servicing thereof, including, but not limited to, grading, clearing, removal of debris, the installation or construction of curbs, gutters, walls, sidewalks, or paving, or water, irrigation, drainage, or electrical facilities.
- The maintenance or servicing, or both, of any of the foregoing.
- The acquisition of any existing improvement otherwise authorized pursuant to this section.

Incidental expenses associated with the improvements including, but not limited to:

- The cost of preparation of the report, including plans, specifications, estimates, diagram, and assessment;
- The costs of printing, advertising, and the publishing, posting and mailing of notices;
- Compensation payable to the County for collection of assessments;
- Compensation of any engineer or attorney employed to render services;
- Any other expenses incidental to the construction, installation, or maintenance and servicing of the improvements;

- Any expenses incidental to the issuance of bonds or notes pursuant to Section 22662.5.
- Costs associated with any elections held for the approval of a new or increased assessment.

The 1972 Act defines "Maintain" or "maintenance" to mean furnishing of services and materials for the ordinary and usual maintenance, operation, and servicing of any improvement, including:

- Repair, removal, or replacement of all or any part of any improvement.
- Providing for the life, growth, health, and beauty of landscaping, including cultivation, irrigation, trimming, spraying, fertilizing, or treating for disease or injury.
- The removal of trimmings, rubbish, debris, and other solid waste.
- The cleaning, sandblasting, and painting of walls and other improvements to remove or cover graffiti.

IV. IMPROVEMENTS

The improvements consist of maintaining the landscaping within the public rights-of-way at the entranceway to the Orange Avenue Redevelopment Project. Maintenance shall include but not be limited to watering, fertilizing, mowing, weed control, shrubbery and tree pruning, removal and replacement of dead growth, maintenance of irrigation facilities, and other necessary work. Labor, equipment and materials shall be furnished by the City of Paramount.

V. COST ESTIMATE

The costs shown below are estimated for fiscal year 2020/2021 and consist of the total cost for maintaining the improvements, including any surplus or deficit in funds from the previous year for these proceedings. The maintenance costs are determined by evaluating the prior year maintenance costs. The costs for fiscal year 2020/2021 are shown below.

Maintenance and Improvements	Cost
Personnel Cost	$7,000.00
Supplies, Equipment and Replacement	4,100.00
Incidentals	3,100.00
Total Assessment District Costs FY 2020/2021	**$14,200.00**

VI. METHOD OF ASSESSMENT

The District was developed for the special and direct benefit of all the properties included within the District's boundaries, and all parcels benefit from the improvements. Public properties and utility properties have not been assessed. When the District was formed, each of the benefiting properties within the District was assigned a proportional benefit factor.

The following is a list of parcels and their proportional allocation originally established.

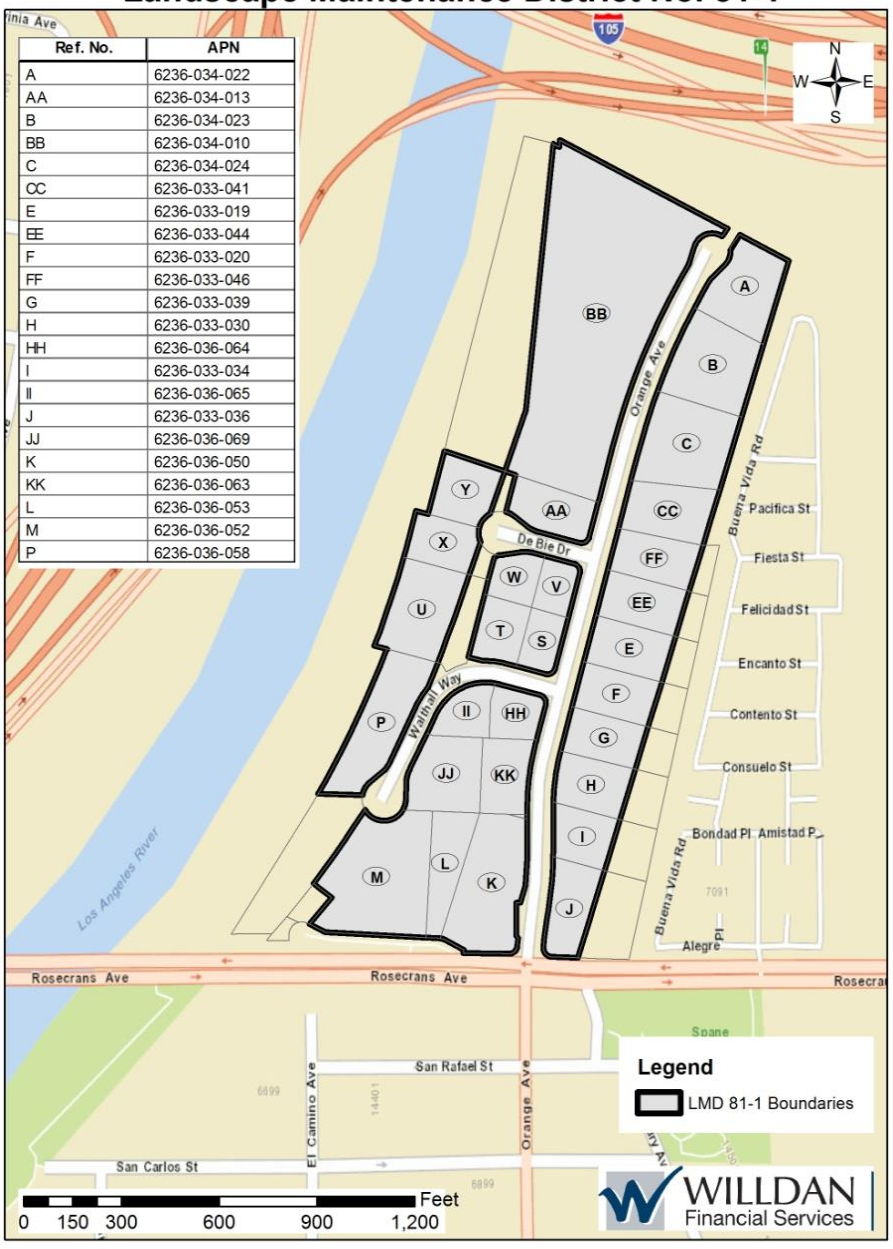
Assessment Number	Assessor's Parcel Number	Area Percent Allocation	Assessment Number	Assessor's Parcel Number	Area Percent Allocation
A	6236-034-022	2.66	S	6236-034-025	1.35
B	6236-034-023	3.29	T	6236-034-026	1.47
C	6236-034-024	3.57	U	6236-034-039	3.38
E	6236-033-019	2.39	U*	6236-034-038	0.00
E*	6236-033-011	0.00	V	6236-034-019	1.16
F	6236-033-020	2.41	W	6236-034-018	1.12
F*	6236-033-015	0.00	X	6236-034-037	1.51
G	6236-033-039	4.30	X*	6236-034-036	0.00
G*	6236-033-038	0.00	Y	6236-034-015	2.04
H	6236-033-030	2.79	Y*	6236-034-014	0.00
H*	6236-033-031	0.00	AA	6236-034-013	1.82
I	6236-033-034	2.52	BB	6236-034-010	26.16
I*	6236-033-033	0.00	BB*	6236-034-009	0.00
I*	6236-033-035	0.00	CC	6236-033-041	2.22
J	6236-033-036	3.80	EE	6236-033-044	2.17
J*	6236-033-037	0.00	EE*	6236-033-045	0.00
K	6236-036-050	4.20	FF	6236-033-046	2.42
L	6236-036-053	1.82	FF*	6236-033-047	0.00
M	6236-036-052	9.12	HH	6236-036-064	1.18
M*	6236-036-051	0.00	II	6236-036-065	1.19
M*	6236-036-049	0.00	JJ	6236-036-069	2.66
P	6236-036-058	3.54	KK	6236-036-063	1.74
				44 parcels	**100.00**

* Portion of Bifurcated Lots that are not assessed.

VII. BOUNDARY MAPS

The following diagram shows the boundaries of the District.

City of Paramount
Landscape Maintenance District No. 81-1



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VIII. ASSESSMENT ROLL FISCAL YEAR 2020/2021

Parcel identification, for each lot or parcel within the District, shall be the parcel as shown on the Los Angeles County Assessor Parcel Maps and/or the Los Angeles County Secured Roll for the year in which this report is prepared. A listing of parcels assessed within this District along with the assessment amount is listed below.

Assessor's Parcel Number	Situs	Address	Area Percent	2020/2021 Assessment
6236-033-019	14050	ORANGE AVE	2.39%	$339.38
6236-033-020	14066	ORANGE AVE	2.41%	342.22
6236-033-030	14100	ORANGE AVE	2.79%	396.18
6236-033-034	14100	ORANGE AVE	2.52%	357.84
6236-033-036	7003	ROSECRANS AVE	3.80%	539.60
6236-033-039	14080	ORANGE AVE	4.30%	610.60
6236-033-041	14010	ORANGE AVE	2.22%	315.24
6236-033-044	14030	ORANGE AVE	2.17%	308.14
6236-033-046	14020	ORANGE AVE	2.42%	343.64
6236-034-010	14001	ORANGE AVE	26.16%	3,714.72
6236-034-013	14005	ORANGE AVE	1.82%	258.44
6236-034-015	6801	DE BIE DR	2.04%	289.68
6236-034-018	6840	DE BIE DR	1.12%	159.04
6236-034-019	14019	ORANGE AVE	1.16%	164.72
6236-034-022	13900	ORANGE AVE	2.66%	377.72
6236-034-023	13942	ORANGE AVE	3.29%	467.18
6236-034-024	13984	ORANGE AVE	3.57%	506.94
6236-034-025	14053	ORANGE AVE	1.35%	191.70
6236-034-026	6859	WALTHALL WAY	1.47%	208.74
6236-034-037	6800	DE BIE DR	1.51%	214.42
6236-034-039	6851	WALTHALL WAY	3.38%	479.96
6236-036-050	6837	ROSECRANS AVE	4.20%	596.40
6236-036-052	6825	ROSECRANS AVE	9.12%	1,295.04
6236-036-053	6833	ROSECRANS AVE	1.82%	258.44
6236-036-058	6825	WALTHALL WAY	3.54%	502.68
6236-036-063	14101	ORANGE AVE	1.74%	247.08
6236-036-064	6850	WALTHALL WAY	1.18%	167.56
6236-036-065	6840	WALTHALL WAY	1.19%	168.98
6236-036-069	6830	WALTHALL WAY	2.66%	377.72
Total			**100.00%**	**$14,200.00**
Parcel Count				**29**

If the parcels or assessment numbers within the District and referenced in this report, are re-numbered, re-apportioned or changed by the County Assessor's Office after approval of the report, the new parcel or assessment numbers with the proportional assessment amount will be submitted to the County Auditor/Controller. If the parcel change made by the County includes a parcel split, parcel merger or tax status change, the assessment amount submitted on the new parcels or assessment numbers will be based on the method of apportionment and levy amount approved in this report by the City Council.

MAY 19, 2020

TRAFFIC SIGNAL WARRANT STUDIES FOR ALONDRA BOULEVARD AT PASSAGE AVENUE AND FOR GARFIELD AVENUE AT 70TH STREET

MOTION IN ORDER:

RECEIVE AND FILE THE TRAFFIC SIGNAL WARRANT STUDIES.

MOTION:	ROLL CALL VOTE:
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
[ ] APPROVED	ABSENT: _____
[ ] DENIED	ABSTAIN: _____

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CITY OF PARAMOUNT
AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By: Adriana Figueroa, Public Works Director
Rafael Casillas, P.E., Deputy City Engineer

Date: May 19, 2020

Subject: TRAFFIC SIGNAL WARRANT STUDIES FOR ALONDRA BOULEVARD AT PASSAGE AVENUE AND FOR GARFIELD AVENUE AT 70TH STREET

On February 4, 2020, the City Council was presented the State of California guidelines and criteria for the installation of crosswalks and traffic signals on public roadways. The presentation informed the City Council of the various types of State requirements for "marked" and "unmarked" crosswalk installations, and traffic signal guidelines. As discussed at the meeting, in order to ensure that the proper installation of crosswalks and traffic signals are being met, a traffic engineering study needs to be performed at locations of concern prior to implementation of a crosswalk or traffic signal.

At the meeting, the City Council directed staff to perform a traffic signal warrant study for the intersection of Alondra Boulevard at Passage Avenue and to provide an update on the study performed at Garfield Avenue at 70th Street. The intersection of Alondra Boulevard at Passage Avenue consists of principle arterial with a combination of a local street and shopping center. The intersection of Garfield Avenue consists of principal arterial with an industrial park and a residential mobile home park. In addition, the intersection of Alondra Boulevard at Passage Avenue is completely within the City of Paramount's jurisdiction; however, the intersection of Garfield Avenue at 70th Street is a shared intersection with the City of Long Beach. Due to the fact that the intersection of Garfield Avenue at 70th Street is three quarters in the City of Long Beach, the City of Paramount will need to coordinate with the City of Long Beach for concurrence of the traffic signal warrant and participation on project costs share. In order to proceed with the Council's direction, the Public Works Department utilized Willdan Engineering to perform and update the traffic signal warrant studies per the on-call engineering services. The results of the studies are as follows:

- Traffic Signal Warrant Study, Alondra Boulevard at Passage Avenue met three warrants: eight-hour vehicular volume, four-hour vehicular volume and crash experience (See attachment). Therefore, the installation of a traffic signal system at this location meets warrants. The intersection at this location is completely within the City of Paramount's jurisdiction. The estimated total project costs for this location is approximately $400,000.

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- Traffic Signal Warrant Study, Garfield Avenue at 70th Street met one warrant for a coordinated signal system. Therefore, the installation of a traffic signal system at this location met warrant. The intersection at this location is shared between the Cities of Paramount and Long Beach. The installation of a traffic signal at this location will require concurrence with the City of Long Beach on cost share and ongoing operation and maintenance. The estimated total project costs for this location is approximately $400,000.

The installation of traffic signals on Alondra Boulevard at Passage Avenue and on Garfield Avenue at 70th Street are warranted. The City will need to obtain concurrence from the City of Long Beach for the shared jurisdiction location of Garfield Avenue at 70th Street.

Funding

Staff will explore available funding options for these traffic signal projects. Funding for Alondra Boulevard at Passage Avenue is eligible for Highway Safety Improvements Program (HSIP), Proposition C, Measure M and R, Gas Tax, and General Fund. The traffic signal on Garfield Avenue at 70th Street is eligible for funding from Proposition C, Measure M and R, Gas Tax, and General Fund; however, this location will require cost share with the City of Long Beach. Staff has contacted the City of Long Beach and is awaiting a response. Installation of traffic signals at these locations will improve safety and traffic circulation.

RECOMMENDED ACTION

It is recommended that the City Council receive and file the traffic signal warrant studies, direct staff to appropriate eligible unallocated funds for the design of the traffic signal installations for Alondra Boulevard at Passage Avenue location and continue to coordinate with the City of Long Beach on project concurrence and cost share for the Garfield Avenue at 70th Street.

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Memorandum

TO:	Ms. Adriana Figueroa, Director of Public Works Mr. Bill Pagett, PE, City Engineer
FROM:	Jeffrey Lau, PE, TE, Traffic Engineer
DATE:	March 17, 2020
SUBJECT:	Traffic Signal Warrant Studies for Alondra Boulevard at Passage Avenue and Garfield Avenue at 70th Street

In response to the City of Paramount (City) Council, the City has requested Willdan Engineering (Willdan) to perform traffic signal warrant studies for the following two locations:

1. Alondra Boulevard at Passage Avenue
2. Garfield Avenue at 70th Street

Alondra Boulevard at Passage Avenue

Willdan performed a traffic signal warrant study based on a combination of reviewing existing traffic conditions at the intersection and applying the guidelines for the installation of a traffic signal as presented in the latest edition of the California Manual on Uniform Traffic Control Devices (CA-MUTCD). Traffic volume counts and pedestrian counts were collected for the intersection of Alondra Boulevard at Passage Avenue for three (3) consecutive days from Thursday, February 20, 2020 to Saturday, February 22, 2020. The traffic signal warrant study for Alondra Boulevard at Passage Avenue satisfied the following three warrants: eight-hour vehicular volume, four-hour vehicular volume, and crash experience warrants, therefore we recommend the installation of a new traffic signal system at this intersection. The estimated total project cost for a new traffic signal system at this location is approximately $400,000 and would include construction, soft costs, and utility fees. There is an upcoming grant funding opportunity in summer 2020 through the state's Highway Safety Improvement Program (HSIP) that the City can apply for grant funding to cover the cost of the traffic signal improvements. A copy of the completed traffic signal warrant study is included as an attachment.

Garfield Avenue at 70th Street

Willdan performed a traffic signal warrant study based on a combination of reviewing existing traffic conditions at the intersection and applying the guidelines for the installation of a traffic signal as presented in the latest edition of the California Manual on Uniform Traffic Control Devices (CA-MUTCD). The intersection is located at the jurisdictional boundary line of the Cities of Paramount and Long Beach. The north leg of the intersection is in Paramount and the remainder in Long Beach. Traffic volume counts and pedestrian counts were collected for the intersection of Garfield Avenue at 70th Street on May 3, 2017. The traffic signal warrant study for Garfield Avenue at 70th Street satisfied the warrant criteria for a coordinated signal system; therefore we recommend the installation of a new traffic signal system at this intersection. The estimated total project cost for a new traffic signal system at this location is approximately $400,000 and would include construction, soft costs, and utility fees. Since the intersection is shared amongst both Paramount and Long Beach, the

Memorandum

approximate cost share for construction, operation, and maintenance of the signalized intersection will be quarter for Paramount and three-quarters for Long Beach. The installation of a traffic signal at this intersection will require coordination and cooperation with Long Beach. There is an upcoming grant funding opportunity in summer 2020 through the state's Highway Safety Improvement Program (HSIP) that the City can apply for grant funding to cover the cost of the traffic signal improvements. A copy of the completed traffic signal warrant study is included as an attachment.

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March 17, 2020

Ms. Adriana Figueroa
Director of Public Works
City of Paramount
16400 Colorado Avenue
Paramount, CA 90723

Subject: Traffic Signal Warrant Analysis for the Intersection of Alondra Boulevard and Passage Avenue

Dear Ms. Figueroa:

Willdan Engineering is pleased to submit this traffic signal warrant analysis study for the intersection of Alondra Boulevard and Passage Avenue in the City of Paramount. This analysis is based on a combination of reviewing existing traffic conditions at the intersection and applying the guidelines for the installation of a traffic signal as presented in the California Manual on Uniform Traffic Control Devices (CA-MUTCD) dated November 2014 Rev 4 (March 9, 2019).

EXISTING CONDITIONS

The intersection of Alondra Boulevard and Passage Avenue is a 4-legged intersection that is currently stop controlled on the north and south approaches. Alondra Boulevard runs east-west, while Passage Avenue runs north-south. The south approach is a driveway to Paramount Park Plaza, while the north approach is a residential street.

Alondra Boulevard is an 84-foot wide major arterial roadway with raised center medians separating opposing directions of travel with left turn pockets and openings at each intersection. The east and west approaches have two through lanes and one exclusive left turn lane for each travel direction. On-street parking is permitted on both sides of Alondra Boulevard. The posted speed limit is 40 miles per hour. There are no marked crosswalks at the intersection. The nearest marked crosswalk crossings on Alondra Boulevard is 720 feet to the west at the Downey Avenue traffic signal and 1,740 feet to the east at the Lakewood Boulevard traffic signal.

The north approach of Passage Avenue is a 40-foot wide unstriped roadway with one lane in each direction and has heavily utilized on-street parking on both sides of the road. There is no posted speed limit on Passage Avenue, but there are several speed humps on the north leg of Passage Avenue with an advised speed of 15 mph. The south approach of Passage Avenue is a driveway for Paramount Park Plaza which features a Stater Bro's grocery store. The north and south approaches of Alondra Boulevard and Passage Avenue are stop controlled.

DATA

Vehicular Approach Counts

Twenty-four (24) hour approach traffic volume counts were collected for the intersection of Alondra Boulevard at Passage Avenue for three (3) days on February 20, 2020 (Thursday), February 21, 2020 (Friday), and February 22, 2020 (Saturday). The following table summarizes the data collected:

		Alondra Boulevard		Passage Avenue	
		West Leg	East Leg	North Leg	South Leg
Thursday 2/20/2020	Approach Volume	11,858	12,507	179	1,107
	AM Peak Hour	642 (8 AM)	1,118 (7 AM)	10 (7 AM)	67 (11 AM)
	PM Peak Hour	1,045 (4 PM)	853 (6 PM)	13 (3 PM)	95 (1 PM)
Friday 2/21/2020	Approach Volume	12,941	13,046	218	1,230
	AM Peak Hour	657 (8 AM)	1,018 (7 AM)	15 (8 AM)	80 (11 AM)
	PM Peak Hour	1,190 (5 PM)	928 (4 PM)	23 (6 PM)	119 (6 PM)
	Approach Volume	10,092	10,768	207	1,308

		Alondra Boulevard		Passage Avenue	
		West Leg	East Leg	North Leg	South Leg
Saturday 2/22/2020	AM Peak Hour	746 (11 AM)	738 (10 AM)	17 (10 AM)	90 (11 AM)
	PM Peak Hour	835 (2 PM)	941 (2 PM)	14 (6 PM)	120 (3 PM)

The east, west, and north legs of the intersection were collected using tube approach counts, while the south leg of the intersection at the Stater Bro's driveway was collected using video equipment. ***Attachment A*** includes the 24-hour approach counts.

Pedestrian Observation Study

Pedestrian counts were collected to observe the number of pedestrians crossing Alondra Boulevard between Passage Avenue and Hayter Avenue. These counts were collected for 12 hours per day between the hours of 7:00 AM and 7:00 PM for three (3) days on February 20, 2020 (Thursday), February 21, 2020 (Friday), and February 22, 2020 (Saturday).

	Pedestrians Crossing		
	12-Hour Total	AM Peak Hour	PM Peak Hour
Thursday 2/20/2020	189	26 (7:30 AM)	25 (1 PM)
Friday 2/21/2020	171	21 (10 AM)	30 (4 PM)
Saturday 2/22/2020	136	26 (11 AM)	15 (4:30 PM)

Attachment B includes the pedestrian crossing data.

Collision Data

Collision data was obtained from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). For this warrant, collision data was analyzed from January 1, 2016 to December 31, 2018. During this 3-year period, 11 collisions were reported at the study intersection. Among these 11 crashes, 6 are considered correctable with a traffic signal. Primary collision factors correctable with a traffic signal include right-of-way (ROW) crashes, pedestrian violation crashes, and improper turn crashes.

2016-2018 Crash Data at Alondra Boulevard and Passage Avenue

Primary Road	Secondary Road	Distance	Date	Time	Primary Collision Factor	Collision Type	Severity	Correctable by a Traffic Signal
Alondra Blvd	Passage Ave	110’ W	3/10/2016	10:40	Wrong Side	Head-On	Other Visible Injury	No
Alondra Blvd	Passage Ave	0’ In Int.	5/8/2016	16:24	ROW Auto	Broadside	PDO	Yes
Passage Ave	Alondra Blvd	50’ N	5/9/2016	18:40	Improper Turn	Sideswipe	PDO	Yes
Alondra Blvd	Passage Ave	15’ E	11/12/2016	23:09	Lane Change	Sideswipe	PDO	No
Alondra Blvd	Passage Ave	61’ E	11/24/2016	18:55	Pedestrian Violation	Auto/Ped	Other Visible Injury	Yes
Alondra Blvd	Passage Ave	40’ E	1/18/2017	17:00	DUI	Head-On	PDO	No
Alondra Blvd	Passage Ave	0’ In Int.	2/2/2017	13:30	ROW Auto	Broadside	PDO	Yes
Alondra Blvd	Passage Ave	0’ In Int.	2/21/2017	18:00	ROW Auto	Broadside	Other Visible Injury	Yes
Alondra Blvd	Passage Ave	10’ N	5/3/2017	20:30	Too Close	Sideswipe	Other Visible Injury	No
Alondra Blvd	Passage Ave	10’ E	8/5/2017	10:18	ROW Auto	Broadside	Complaint of Pain	Yes
Alondra Blvd	Passage Ave	40’ E	8/26/2018	10:50	Improper Turn	Sideswipe	PDO	Yes

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TRAFFIC SIGNAL ANALYSIS

The results of the analysis of the CA-MUTCD traffic signal warrants as they apply to the intersection of Alondra Boulevard at Passage Avenue are summarized below. The CA-MUTCD warrants were evaluated using the three (3) days of data collected. The following discussion provides a closer look at the traffic signal warrant analysis using the Thursday, February 20, 2020 counts. ***Attachment C*** provides the completed traffic signal warrant analysis worksheet for Thursday, February 20, 2020. ***Attachment D*** provides the completed traffic signal warrant analysis worksheet for Friday, February 21, 2020. ***Attachment E*** provides the completed traffic signal warrant analysis worksheet for Saturday, February 22, 2020.

		Thursday 2/20/2020	Friday 2/21/2020	Saturday 2/22/2020
Warrant 1	Eight-Hour Vehicular Volume	Satisfied	Satisfied	Satisfied
Warrant 2	Four Hour Vehicular Volume Traffic	Satisfied	Satisfied	Satisfied
Warrant 3	Peak Hour	Not Satisfied	Not Satisfied	Not Satisfied
Warrant 4	Pedestrian Volume	Not Satisfied	Not Satisfied	Not Satisfied
Warrant 5	School Crossing	Not Applicable	Not Applicable	Not Applicable
Warrant 6	Coordinated Signal Systems	Not Satisfied	Not Satisfied	Not Satisfied
Warrant 7	Crash Experience	Satisfied	Satisfied	Satisfied
Warrant 8	Roadway Network	Not Satisfied	Not Satisfied	Not Satisfied
Warrant 9	Intersection Near Grade Crossing	Not Applicable	Not Applicable	Not Applicable
	Traffic Signal Warrant Met	**Yes**	**Yes**	**Yes**

Traffic Signal Warrant Discussion

Warrant 1 is the Eight-Hour Vehicular Volume warrant and consists of two different conditions that can be met for the warrant to be satisfied. The Minimum Vehicle Volume warrant, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason for consideration of a signal installation. The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where traffic volume on a major street is so heavy that the traffic on a minor intersection street suffers excessive delay or conflict in entering or crossing the major street.

Under Condition A, the intersection traffic volumes for the major street, Alondra Boulevard, satisfies the required volume of 600 vehicles. However, the highest traffic

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volumes on the minor street, Paramount Park Plaza Driveway, did not satisfy the required 150 vehicles for any 8 hours of an average day. Therefore, condition A of the Eight-Hour Vehicular Volume warrant was not satisfied.

Under Condition B, the intersection traffic volumes for the major street, Alondra Boulevard, satisfies the required volume of 900 vehicles. The highest approach volumes on the minor street, Paramount Park Plaza Driveway, satisfies the required volume of 75 vehicles each of the 8 hours of an average day. Therefore, condition B of the Eight-Hour Vehicular Volume warrant was satisfied as shown in ***Attachment C*.**

Therefore, Warrant 1 is satisfied.

Warrant 2 is the Four-Hour Vehicular Volume warrant and is intended to be applied where the volume of intersection traffic is the principal reason to consider installing a traffic control signal. The warrant is satisfied when the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher volume minor street approach (one direction only) all fall above the curve shown on ***Attachment C, Figure 4C-1*** for the appropriate existing combination of approach lanes for each of any four hours of an average day. The lower threshold volume for a minor street approach with one lane is 80 vehicles per hour during each of the four hours studied. For the intersection of Alondra Boulevard and Passage Avenue, all of the plotted points fall above the applicable curve in ***Attachment C, Figure 4C-1.***

Therefore, Warrant 2 is satisfied.

Warrant 3 is the Peak Hour warrant and consists of two parts. The need for a traffic control signal shall be considered if either Part A or Part B is satisfied. The Peak Hour warrant is intended for use at locations where traffic conditions are such that for a minimum of 1 hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street.

Part B of this warrant is satisfied when the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the curve shown on ***Attachment C, Figure 4C-3*** for the existing combination of approach lanes. The lower threshold volume for a minor street approach with one lane is 133 vehicles per hour. For the intersection of Alondra Boulevard and Passage Avenue, the highest hourly approach volume for the minor street is 99 vehicles and falls below the curve shown on ***Attachment C, Figure 4C-3***. Therefore, Part B is not satisfied.

Part A of this warrant is satisfied when the delay experienced by the traffic on the minor street exceeds four vehicle-hours, the volume on the minor street exceeds 100 vehicles per hour, and the total volume entering the intersection exceeds 800 vehicles per hour for the same one hour period of an average day. Because both parts A and B must be

satisfied for the Peak Hour Warrant to be met and because Part B was not satisfied, delay data was not collected to review Part A at this time.

Therefore, Warrant 3 is not satisfied.

Warrant 4 is the Pedestrian Volume warrant. The Pedestrian Volume warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. There are two parts that can satisfy the warrant, Part A and Part B.

Part A of the warrant is satisfied when the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street for 4 hours (any four 1-hour periods) of an average day falls above the curve shown on **Attachment C, Figure 4C-5.** From **Attachment C, Figure 4C-5**, the lower threshold volume for pedestrians crossing the major road is 107 pedestrians per hour during each of the four hours studied. For the intersection of Alondra Boulevard and Passage Avenue, the highest crossing volume is under 107 pedestrians and all plotted points fall below the applicable curve in **Attachment C, Figure 4C-5.**

Part B of the warrant is satisfied when the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street for the peak hour (any 1-hour period) of an average day falls above the curve shown on **Attachment C, Figure 4C-7.** From **Attachment C, Figure 4C-7**, the lower threshold volume for pedestrians crossing the major road is 133 pedestrians per hour during the highest hour studied. For the intersection of Alondra Boulevard and Passage Avenue, the highest crossing volume is under 133 pedestrians. Therefore, the plotted point falls below the applicable curve in **Attachment C, Figure 4C-7.**

Therefore, Warrant 4 is not satisfied.

Warrant 5 is the School Crossing warrant and Parts A and B must be satisfied. The School Crossing warrant is intended for applications where school children crossing the major street is the principal reason for installing a traffic signal. There are no schools near the intersection of Alondra Boulevard and Passage Avenue, therefore school-aged pedestrian counts and gap studies were not collected.

Therefore, Warrant 5 is not applicable and not analyzed.

Warrant 6 is the Coordinated Signal System warrant and is intended to maintain proper platooning of vehicles. This warrant is satisfied if the distance to adjacent signalized intersections is greater than 1,000 feet and these adjacent signals do not provide adequate platooning and a proposed traffic control signal will provide a progressive signal operation. The adjacent signal on Alondra Boulevard west of Passage Avenue is 720 feet away from the study intersection.

Therefore, Warrant 6 is not satisfied.

Warrant 7 is the Crash Experience warrant and is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signals. To satisfy this warrant, 5 or more reported collisions susceptible to correction by a traffic signal are to occur within a 12-month period. The collision data collected from January 1, 2016 to October 31, 2018 reported 11 collisions occurring at the intersection. During a 12-month period between May 8, 2016 and May 7, 2017, there were 8 crashes at the study intersection, with 5 of them being correctable with the installation of a traffic signal. Crash types correctable with a traffic signal include ROW violations, improper turning, and pedestrian violation crashes.

Therefore, Warrant 7 is satisfied.

Warrant 8 is the Roadway Network warrant and is intended to encourage concentration and organization of traffic flow on a roadway network. This warrant analyzes the peak hour volumes of the entire intersection and the characteristics of each roadway. This warrant requires the peak hour volume of all approaches to be greater than 1,000 vehicles per hour. The intersection of Alondra Boulevard at Passage Avenue has a total peak hour approach volume of 1,658 vehicles from 12:00 pm to 1:00 pm, which satisfies the peak hour volume part of the warrant. However, the roadway characteristics of Passage Avenue do not satisfy the major route requirements.

Therefore, Warrant 8 is not satisfied.

Warrant 9 is the Intersection Near a Grade Crossing warrant and is intended for use when signal Warrants 1 through 8 are not met, but the proximity of a grade crossing is the principal reason to installing a traffic control signal. There is no grade crossing in proximity to the Alondra Boulevard Passage Avenue intersection.

Therefore, Warrant 9 is not applicable and not analyzed.

CONCLUSION

This traffic signal warrant study satisfies the eight-hour vehicular volume, four-hour vehicular volume, and crash experience warrants, therefore we recommend the installation of a new traffic signal system at the intersection of Alondra Boulevard and Passage Avenue. The estimated construction cost for a new traffic signal system at this location is $325,000.

Thank you for the opportunity to be of continuing service to Paramount. Should you have any questions regarding this evaluation, please contact me at (562) 364-8526 or jlau@willdan.com.

Respectfully submitted,
WILLDAN ENGINEERING

Jeffrey Lau, PE, TE
Traffic Engineer

Attachments
A – 24 Hour Approach Counts
B – Pedestrian Observation Study
C – Traffic Signal Warrant Analysis Worksheet (Thursday)
D – Traffic Signal Warrant Analysis Worksheet (Friday)
E –Traffic Signal Warrant Analysis Worksheet (Saturday)

R01_109315

ATTACHMENT A

24 HOUR APPROACH COUNT

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Prepared by National Data & Surveying Services

VOLUME

Passage Ave & Alondra Blvd

Day: Thursday
Date: 2/20/2020

City: Paramount
Project #: CA20_5067_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	179	11,858	12,507	24,544

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	13	16	29	12:00	0	3	171	198	372
00:15	0	0	17	13	30	12:15	0	4	145	220	369
00:30	0	0	15	16	31	12:30	0	6	183	206	395
00:45	0	0	11	10	21	12:45	0	4	193	226	423
01:00	0	0	14	13	27	13:00	0	5	191	194	390
01:15	0	1	7	13	21	13:15	0	2	216	174	392
01:30	0	0	7	8	15	13:30	0	1	199	172	372
01:45	0	0	7	11	18	13:45	0	3	199	173	375
02:00	0	0	8	7	15	14:00	0	1	181	199	381
02:15	0	0	4	6	10	14:15	0	7	188	162	357
02:30	0	0	10	11	21	14:30	0	3	207	159	369
02:45	0	0	6	5	11	14:45	0	1	198	189	388
03:00	0	0	12	9	21	15:00	0	7	272	194	473
03:15	0	0	14	9	23	15:15	0	3	216	232	451
03:30	0	1	10	18	29	15:30	0	3	230	204	437
03:45	0	0	10	15	25	15:45	0	5	254	210	469
04:00	0	1	13	16	30	16:00	0	3	250	192	445
04:15	0	0	18	16	34	16:15	0	1	245	222	468
04:30	0	0	24	31	55	16:30	0	2	279	180	461
04:45	0	1	35	34	70	16:45	0	2	271	208	481
05:00	0	0	25	32	57	17:00	0	1	254	200	455
05:15	0	2	26	47	75	17:15	0	5	268	214	487
05:30	0	1	51	60	112	17:30	0	5	271	210	486
05:45	0	0	56	104	160	17:45	0	2	235	213	450
06:00	0	1	56	103	160	18:00	0	3	238	230	471
06:15	0	1	62	121	184	18:15	0	2	262	218	482
06:30	0	0	77	154	231	18:30	0	4	260	187	451
06:45	0	4	87	161	252	18:45	0	4	239	218	461
07:00	0	3	108	203	314	19:00	0	3	181	161	345
07:15	0	1	111	286	398	19:15	0	3	180	169	352
07:30	0	4	178	283	465	19:30	0	3	158	133	294
07:45	0	2	227	346	575	19:45	0	1	143	130	274
08:00	0	2	205	266	473	20:00	0	3	139	141	283
08:15	0	2	147	211	360	20:15	0	4	119	123	246
08:30	0	1	158	221	380	20:30	0	1	126	119	246
08:45	0	3	132	216	351	20:45	0	3	83	105	191
09:00	0	1	116	148	265	21:00	0	3	98	108	209
09:15	0	2	161	155	318	21:15	0	0	94	85	179
09:30	0	1	159	170	330	21:30	0	2	76	88	166
09:45	0	3	158	136	297	21:45	0	2	73	60	135
10:00	0	2	133	153	288	22:00	0	3	66	76	145
10:15	0	4	135	141	280	22:15	0	1	52	55	108
10:30	0	1	141	199	341	22:30	0	1	55	54	110
10:45	0	0	155	203	358	22:45	0	1	43	56	100
11:00	0	1	147	199	347	23:00	0	0	48	39	87
11:15	0	1	152	165	318	23:15	0	0	30	26	56
11:30	0	3	159	163	325	23:30	0	1	23	32	56
11:45	0	2	158	179	339	23:45	0	0	21	41	62
TOTALS		52	3735	5102	8889	TOTALS		127	8123	7405	15655
SPLIT %		0.6%	42.0%	57.4%	36.2%	SPLIT %		0.8%	51.9%	47.3%	63.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	179	11,858	12,507	24,544

AM Peak Hour		11:45	07:30	07:15	07:15	PM Peak Hour		12:15	16:30	17:30	16:45
AM Pk Volume		15	757	1181	1911	PM Pk Volume		19	1072	871	1909
Pk Hr Factor		0.625	0.834	0.853	0.831	Pk Hr Factor		0.792	0.961	0.947	0.980
7 - 9 Volume	0	18	1266	2032	3316	4 - 6 Volume	0	21	2073	1639	3733
7 - 9 Peak Hour		07:00	07:30	07:15	07:15	4 - 6 Peak Hour		16:45	16:30	17:00	16:45
7 - 9 Pk Volume	0	10	757	1181	1911	4 - 6 Pk Volume	0	13	1072	837	1909
Pk Hr Factor	0.000	0.625	0.834	0.853	0.831	Pk Hr Factor	0.000	0.650	0.961	0.978	0.980

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Prepared by National Data & Surveying Services

VOLUME

Stater Bros Dwy @ Alondra Blvd

Day: Thursday
Date: 2/20/2020

City: Paramount
Project #: CA_20-5068-004

DAILY TOTALS	IN	OUT	Total
	835	1,107	1,942

AM Period	IN		OUT		TOTAL		PM Period	IN		OUT		TOTAL	
0:00	0		0		0		12:00	18		20		38	
0:15	1		1		2		12:15	13		29		42	
0:30	0		0		0		12:30	13		23		36	
0:45	1	2	0	1	1	3	12:45	23	67	27	99	50	166
1:00	0		1		1		13:00	12		24		36	
1:15	0		0		0		13:15	17		23		40	
1:30	0		0		0		13:30	13		29		42	
1:45	0		0	1	0	1	13:45	15	57	19	95	34	152
2:00	0		0		0		14:00	16		22		38	
2:15	0		0		0		14:15	21		22		43	
2:30	0		0		0		14:30	12		21		33	
2:45	0		0		0		14:45	12	61	16	81	28	142
3:00	0		0		0		15:00	27		19		46	
3:15	0		0		0		15:15	13		27		40	
3:30	0		0		0		15:30	14		20		34	
3:45	1	1	2	2	3	3	15:45	18	72	26	92	44	164
4:00	0		0		0		16:00	18		19		37	
4:15	0		0		0		16:15	10		22		32	
4:30	0		1		1		16:30	21		21		42	
4:45	2	2	1	2	3	4	16:45	15	64	22	84	37	148
5:00	0		0		0		17:00	11		26		37	
5:15	0		0		0		17:15	22		24		46	
5:30	0		0		0		17:30	22		19		41	
5:45	7	7	0		7	7	17:45	14	69	25	94	39	163
6:00	4		6		10		18:00	24		25		49	
6:15	4		4		8		18:15	13		29		42	
6:30	3		3		6		18:30	15		17		32	
6:45	2	13	5	18	7	31	18:45	14	66	23	94	37	160
7:00	5		6		11		19:00	15		25		40	
7:15	6		6		12		19:15	7		22		29	
7:30	7		5		12		19:30	10		14		24	
7:45	12	30	9	26	21	56	19:45	8	40	21	82	29	122
8:00	8		8		16		20:00	15		11		26	
8:15	7		9		16		20:15	14		18		32	
8:30	11		14		25		20:30	9		19		28	
8:45	7	33	8	39	15	72	20:45	12	50	14	62	26	112
9:00	11		7		18		21:00	11		10		21	
9:15	7		10		17		21:15	7		9		16	
9:30	8		10		18		21:30	3		10		13	
9:45	10	36	13	40	23	76	21:45	8	29	10	39	18	68
10:00	11		15		26		22:00	6		6		12	
10:15	13		10		23		22:15	2		7		9	
10:30	13		14		27		22:30	6		7		13	
10:45	15	52	17	56	32	108	22:45	3	17	6	26	9	43
11:00	11		13		24		23:00	0		2		2	
11:15	17		12		29		23:15	1		3		4	
11:30	17		23		40		23:30	0		0		0	
11:45	21	66	19	67	40	133	23:45	0	1	2	7	2	8
TOTALS		242		252		**494**	**TOTALS**		593		855		**1448**
SPLIT %		49.0%		51.0%		**25.4%**	**SPLIT %**		41.0%		59.0%		**74.6%**

DAILY TOTALS	IN	OUT	Total
	835	1,107	1,942

AM Peak Hour	11:15	11:30				**11:30**	**PM Peak Hour**	17:15	12:15					**17:15**
AM Pk Volume	73	91				**160**	**PM Pk Volume**	82	103					**175**
Pk Hr Factor	0.869	0.784				**0.952**	**Pk Hr Factor**	0.854	0.888					**0.893**
7 - 9 Volume	63	65	0	0		**128**	**4 - 6 Volume**	133	178	0	0			**311**
7 - 9 Peak Hour	7:45	7:45				**7:45**	**4 - 6 Peak Hour**	16:45	17:00					**17:00**
7 - 9 Pk Volume	38	40	0	0		**78**	**4 - 6 Pk Volume**	70	94	0	0			**163**
Pk Hr Factor	0.792	0.714	0.000	0.000		**0.780**	**Pk Hr Factor**	0.795	0.904	0.000	0.000			**0.886**

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Prepared by National Data & Surveying Services

VOLUME

Passage Ave & Alondra Blvd

Day: Friday
Date: 2/21/2020

City: Paramount
Project #: CA20_5067_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	218	12,941	13,046	26,205

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	21	24	45	12:00	0	1	202	201	404
00:15	0	1	17	23	41	12:15	0	1	195	203	399
00:30	0	0	20	20	40	12:30	0	4	186	222	412
00:45	0	0 1	21 79	11 78	32 158	12:45	0	3 9	176 759	187 813	366 1581
01:00	0	0	15	15	30	13:00	0	2	195	190	387
01:15	0	0	12	11	23	13:15	0	7	195	196	398
01:30	0	0	10	14	24	13:30	0	2	218	203	423
01:45	0	0	13 50	12 52	25 102	13:45	0	1 12	199 807	195 784	395 1603
02:00	0	0	12	7	19	14:00	0	5	216	193	414
02:15	0	1	13	12	26	14:15	0	2	271	227	500
02:30	0	0	11	13	24	14:30	0	2	293	228	523
02:45	0	1 2	10 46	13 45	24 93	14:45	0	6 15	283 1063	202 850	491 1928
03:00	0	0	9	6	15	15:00	0	2	257	232	491
03:15	0	0	8	13	21	15:15	0	3	251	256	510
03:30	0	0	8	14	22	15:30	0	3	268	199	470
03:45	0	2 2	12 37	19 52	33 91	15:45	0	1 9	306 1082	240 927	547 2018
04:00	0	2	8	19	29	16:00	0	2	299	256	557
04:15	0	1	14	16	31	16:15	0	4	276	224	504
04:30	0	2	20	34	56	16:30	0	3	265	224	492
04:45	0	0 5	24 66	37 106	61 177	16:45	0	6 15	282 1122	224 928	512 2065
05:00	0	0	23	31	54	17:00	0	3	326	238	567
05:15	0	2	34	42	78	17:15	0	5	290	246	541
05:30	0	1	52	67	120	17:30	0	4	298	242	544
05:45	0	2 5	41 150	95 235	138 390	17:45	0	5 17	276 1190	241 967	522 2174
06:00	0	0	45	76	121	18:00	0	3	257	238	498
06:15	0	2	52	120	174	18:15	0	8	279	209	496
06:30	0	2	58	136	196	18:30	0	2	275	202	479
06:45	0	3 7	76 231	159 491	238 729	18:45	0	10 23	245 1056	186 835	441 1914
07:00	0	4	112	181	297	19:00	0	1	220	194	415
07:15	0	0	93	227	320	19:15	0	2	182	175	359
07:30	0	5	167	307	479	19:30	0	6	178	156	340
07:45	0	1 10	205 577	303 1018	509 1605	19:45	0	1 10	186 766	157 682	344 1458
08:00	0	4	182	227	413	20:00	0	3	141	118	262
08:15	0	4	180	182	366	20:15	0	2	153	136	291
08:30	0	3	161	184	348	20:30	0	2	124	112	238
08:45	0	4 15	134 657	177 770	315 1442	20:45	0	4 11	116 534	103 469	223 1014
09:00	0	2	136	164	302	21:00	0	2	101	109	212
09:15	0	4	123	171	298	21:15	0	0	103	114	217
09:30	0	2	142	145	289	21:30	0	1	80	93	174
09:45	0	3 11	135 536	150 630	288 1177	21:45	0	1 4	63 347	111 427	175 778
10:00	0	1	167	152	320	22:00	0	1	88	103	192
10:15	0	5	152	168	325	22:15	0	3	75	93	171
10:30	0	2	150	152	304	22:30	0	4	80	63	147
10:45	0	4 12	165 634	165 637	334 1283	22:45	0	3 11	62 305	75 334	140 650
11:00	0	0	152	169	321	23:00	0	0	55	52	107
11:15	0	1	144	206	351	23:15	0	0	52	47	99
11:30	0	1	170	162	333	23:30	0	4	44	53	101
11:45	0	5 7	183 649	183 720	371 1376	23:45	0	1 5	47 198	44 196	92 399
TOTALS		77	3712	4834	**8623**	**TOTALS**		141	9229	8212	**17582**
SPLIT %		0.9%	43.0%	56.1%	**32.9%**	**SPLIT %**		0.8%	52.5%	46.7%	**67.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	218	12,941	13,046	26,205

AM Peak Hour		08:00	11:45	07:15	**07:30**	**PM Peak Hour**		18:00	16:45	17:00	**17:00**
AM Pk Volume		15	766	1064	**1767**	**PM Pk Volume**		23	1196	967	**2174**
Pk Hr Factor		0.938	0.948	0.866	**0.868**	**Pk Hr Factor**		0.575	0.917	0.983	**0.959**
7 - 9 Volume	0	25	1234	1788	**3047**	**4 - 6 Volume**	0	32	2312	1895	**4239**
7 - 9 Peak Hour		08:00	07:30	07:15	**07:30**	**4 - 6 Peak Hour**		16:45	16:45	17:00	**17:00**
7 - 9 Pk Volume	0	15	734	1064	**1767**	**4 - 6 Pk Volume**	0	18	1196	967	**2174**
Pk Hr Factor	0.000	0.938	0.895	0.866	**0.868**	**Pk Hr Factor**	0.000	0.750	0.917	0.983	**0.959**

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Prepared by National Data & Surveying Services

VOLUME

Stater Bros Dwy @ Alondra Blvd

Day: Friday
Date: 2/21/2020

City: Paramount
Project #: CA_20-5068-004

DAILY TOTALS	IN	OUT	Total
	862	1,230	2,092

AM Period	IN		OUT		TOTAL		PM Period	IN		OUT		TOTAL	
0:00	0		0		0		12:00	12		27		39	
0:15	1		0		1		12:15	14		25		39	
0:30	0		1		1		12:30	18		34		52	
0:45	0	1	1	2	1	3	12:45	12	56	22	108	34	164
1:00	0		0		0		13:00	20		21		41	
1:15	0		0		0		13:15	18		31		49	
1:30	0		0		0		13:30	8		19		27	
1:45	0		0		0		13:45	13	59	23	94	36	153
2:00	0		0		0		14:00	12		14		26	
2:15	0		0		0		14:15	18		19		37	
2:30	0		0		0		14:30	19		29		48	
2:45	0		0		0		14:45	13	62	20	82	33	144
3:00	0		0		0		15:00	19		29		48	
3:15	0		0		0		15:15	25		27		52	
3:30	0		0		0		15:30	15		30		45	
3:45	2	2	1	1	3	3	15:45	14	73	26	112	40	185
4:00	0		0		0		16:00	20		30		50	
4:15	0		1		1		16:15	15		33		48	
4:30	0		1		1		16:30	21		23		44	
4:45	0		1	3	1	3	16:45	16	72	21	107	37	179
5:00	0		1		1		17:00	15		27		42	
5:15	1		1		2		17:15	15		28		43	
5:30	0		1		1		17:30	21		25		46	
5:45	2	3	0	3	2	6	17:45	15	66	22	102	37	168
6:00	5		7		12		18:00	25		31		56	
6:15	6		3		9		18:15	19		31		50	
6:30	5		5		10		18:30	14		24		38	
6:45	6	22	9	24	15	46	18:45	15	73	33	119	48	192
7:00	6		10		16		19:00	21		20		41	
7:15	6		4		10		19:15	15		30		45	
7:30	6		8		14		19:30	15		15		30	
7:45	11	29	11	33	22	62	19:45	15	66	11	76	26	142
8:00	7		6		13		20:00	8		20		28	
8:15	9		11		20		20:15	11		15		26	
8:30	4		14		18		20:30	9		15		24	
8:45	13	33	11	42	24	75	20:45	7	35	6	56	13	91
9:00	11		8		19		21:00	8		13		21	
9:15	7		10		17		21:15	6		12		18	
9:30	9		17		26		21:30	6		12		18	
9:45	9	36	12	47	21	83	21:45	6	26	12	49	18	75
10:00	17		9		26		22:00	6		10		16	
10:15	10		18		28		22:15	5		7		12	
10:30	11		17		28		22:30	1		4		5	
10:45	12	50	18	62	30	112	22:45	1	13	2	23	3	36
11:00	25		21		46		23:00	1		1		2	
11:15	18		18		36		23:15	0		4		4	
11:30	14		24		38		23:30	0		0		0	
11:45	27	84	17	80	44	164	23:45	0	1	0	5	0	6
TOTALS	260		297		557		TOTALS	602		933		1535	
SPLIT %	46.7%		53.3%		26.6%		SPLIT %	39.2%		60.8%		73.4%	

DAILY TOTALS	IN	OUT	Total
	862	1,230	2,092

AM Peak Hour	11:00	11:45			11:45		PM Peak Hour	17:30	15:30			18:00	
AM Pk Volume	84	103			174		PM Pk Volume	80	119			192	
Pk Hr Factor	0.778	0.757			0.837		Pk Hr Factor	0.800	0.902			0.857	
7 - 9 Volume	62	75	0	0	137		4 - 6 Volume	138	209	0	0	347	
7 - 9 Peak Hour	7:30	7:45			8:00		4 - 6 Peak Hour	16:00	16:00			16:00	
7 - 9 Pk Volume	33	42	0	0	75		4 - 6 Pk Volume	72	107	0	0	179	
Pk Hr Factor	0.750	0.750	0.000	0.000	0.781		Pk Hr Factor	0.857	0.811	0.000	0.000	0.895	

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Prepared by National Data & Surveying Services

VOLUME

Passage Ave & Alondra Blvd

Day: Saturday
Date: 2/22/2020

City: Paramount
Project #: CA20_5067_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	207	10,092	10,768	21,067

AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	1	30	42	73		12:00	0	2	210	215	427	
00:15	0	0	31	25	56		12:15	0	1	234	194	429	
00:30	0	1	23	35	59		12:30	0	1	207	198	406	
00:45	0	0 2	28 112	23 125	51	239	12:45	0	3 7	159 810	199 806	361	1623
01:00	0	1	12	21	34		13:00	0	1	143	213	357	
01:15	0	0	31	21	52		13:15	0	2	181	209	392	
01:30	0	0	15	18	33		13:30	0	5	198	203	406	
01:45	0	1 2	14 72	18 78	33	152	13:45	0	3 11	203 725	203 828	409	1564
02:00	0	2	22	30	54		14:00	0	1	200	212	413	
02:15	0	0	17	14	31		14:15	0	3	203	207	413	
02:30	0	0	11	16	27		14:30	0	1	232	246	479	
02:45	0	1 3	18 68	19 79	38	150	14:45	0	5 10	200 835	276 941	481	1786
03:00	0	0	19	16	35		15:00	0	1	208	241	450	
03:15	0	3	18	11	32		15:15	0	8	203	223	434	
03:30	0	1	10	20	31		15:30	0	3	182	180	365	
03:45	0	0 4	16 63	18 65	34	132	15:45	0	8 20	198 791	175 819	381	1630
04:00	0	0	10	8	18		16:00	0	2	191	200	393	
04:15	0	1	8	9	18		16:15	0	3	169	156	328	
04:30	0	0	15	28	43		16:30	0	3	177	179	359	
04:45	0	0 1	20 53	21 66	41	120	16:45	0	5 13	163 700	172 707	340	1420
05:00	0	0	12	14	26		17:00	0	6	213	196	415	
05:15	0	2	15	19	36		17:15	0	3	168	189	360	
05:30	0	2	25	34	61		17:30	0	3	174	167	344	
05:45	0	4 8	21 73	23 90	48	171	17:45	0	0 12	158 713	198 750	356	1475
06:00	0	1	25	27	53		18:00	0	3	163	170	336	
06:15	0	0	25	47	72		18:15	0	1	157	180	338	
06:30	0	1	32	41	74		18:30	0	5	146	160	311	
06:45	0	1 3	38 120	50 165	89	288	18:45	0	5 14	143 609	159 669	307	1292
07:00	0	1	48	60	109		19:00	0	3	142	164	309	
07:15	0	2	65	71	138		19:15	0	2	125	137	264	
07:30	0	0	76	73	149		19:30	0	1	115	127	243	
07:45	0	1 4	83 272	99 303	183	579	19:45	0	1 7	111 493	128 556	240	1056
08:00	0	3	89	100	192		20:00	0	4	106	120	230	
08:15	0	5	104	98	207		20:15	0	5	107	112	224	
08:30	0	1	98	103	202		20:30	0	1	112	97	210	
08:45	0	2 11	125 416	123 424	250	851	20:45	0	1 11	81 406	96 425	178	842
09:00	0	5	113	141	259		21:00	0	3	75	95	173	
09:15	0	1	147	141	289		21:15	0	5	94	89	188	
09:30	0	2	175	145	322		21:30	0	1	53	67	121	
09:45	0	3 11	141 576	159 586	303	1173	21:45	0	1 10	66 288	83 334	150	632
10:00	0	3	171	146	320		22:00	0	1	73	87	161	
10:15	0	3	151	177	331		22:15	0	1	75	80	156	
10:30	0	5	177	187	369		22:30	0	2	77	70	149	
10:45	0	6 17	179 678	228 738	413	1433	22:45	0	3 7	56 281	69 306	128	594
11:00	0	2	199	168	369		23:00	0	0	53	57	110	
11:15	0	9	186	165	360		23:15	0	1	59	62	122	
11:30	0	3	181	169	353		23:30	0	2	47	53	102	
11:45	0	2 16	180 746	185 687	367	1449	23:45	0	0 3	33 192	49 221	82	416
TOTALS		82	3249	3406		6737	TOTALS		125	6843	7362		14330
SPLIT %		1.2%	48.2%	50.6%		32.0%	SPLIT %		0.9%	47.8%	51.4%		68.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	207	10,092	10,768	21,067

AM Peak Hour		10:30	11:45	11:45	11:45	PM Peak Hour		15:15	14:15	14:30	14:30
AM Pk Volume		22	831	792	1629	PM Pk Volume		21	843	986	1844
Pk Hr Factor		0.611	0.888	0.921	0.949	Pk Hr Factor		0.656	0.908	0.893	0.958
7 - 9 Volume	0	15	688	727	1430	4 - 6 Volume	0	25	1413	1457	2895
7 - 9 Peak Hour		08:00	08:00	08:00	08:00	4 - 6 Peak Hour		16:15	16:15	17:00	17:00
7 - 9 Pk Volume	0	11	416	424	851	4 - 6 Pk Volume	0	17	722	750	1475
Pk Hr Factor	0.000	0.550	0.832	0.862	0.851	Pk Hr Factor	0.000	0.708	0.847	0.947	0.889

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Prepared by National Data & Surveying Services

VOLUME

Stater Bros Dwy @ Alondra Blvd

Day: Saturday
Date: 2/22/2020

City: Paramount
Project #: CA_20-5068-004

DAILY TOTALS	IN	OUT	Total
	953	1,308	2,261

AM Period	IN		OUT		TOTAL		PM Period	IN		OUT		TOTAL	
0:00	0		1		1		12:00	19		29		48	
0:15	0		0		0		12:15	19		26		45	
0:30	0		0		0		12:30	17		25		42	
0:45	0		0	1	0	1	12:45	14	69	18	98	32	167
1:00	0		0		0		13:00	22		29		51	
1:15	0		0		0		13:15	20		31		51	
1:30	0		0		0		13:30	19		35		54	
1:45	0		0		0		13:45	19	80	27	122	46	202
2:00	0		0		0		14:00	21		17		38	
2:15	0		0		0		14:15	15		30		45	
2:30	0		0		0		14:30	24		28		52	
2:45	0		0		0		14:45	23	83	26	101	49	184
3:00	0		0		0		15:00	22		41		63	
3:15	0		0		0		15:15	24		26		50	
3:30	0		0		0		15:30	23		28		51	
3:45	1	1	1	1	2	2	15:45	22	91	25	120	47	211
4:00	0		0		0		16:00	15		30		45	
4:15	1		0		1		16:15	19		26		45	
4:30	0		1		1		16:30	13		23		36	
4:45	1	2	1	2	2	4	16:45	16	63	22	101	38	164
5:00	0		0		0		17:00	27		28		55	
5:15	0		0		0		17:15	22		37		59	
5:30	1		0		1		17:30	21		25		46	
5:45	2	3	2	2	4	5	17:45	34	104	29	119	63	223
6:00	2		1		3		18:00	17		36		53	
6:15	5		5		10		18:15	27		25		52	
6:30	2		5		7		18:30	15		29		44	
6:45	3	12	4	15	7	27	18:45	13	72	17	107	30	179
7:00	3		3		6		19:00	13		29		42	
7:15	5		7		12		19:15	26		20		46	
7:30	8		3		11		19:30	12		16		28	
7:45	9	25	11	24	20	49	19:45	10	61	25	90	35	151
8:00	7		10		17		20:00	7		18		25	
8:15	7		14		21		20:15	12		13		25	
8:30	8		15		23		20:30	8		23		31	
8:45	9	31	13	52	22	83	20:45	5	32	7	61	12	93
9:00	10		14		24		21:00	11		7		18	
9:15	9		18		27		21:15	7		12		19	
9:30	13		14		27		21:30	0		7		7	
9:45	16	48	18	64	34	112	21:45	4	22	6	32	10	54
10:00	16		16		32		22:00	5		5		10	
10:15	16		23		39		22:15	3		7		10	
10:30	17		20		37		22:30	1		3		4	
10:45	25	74	21	80	46	154	22:45	1	10	4	19	5	29
11:00	14		20		34		23:00	1		3		4	
11:15	17		26		43		23:15	0		4		4	
11:30	21		19		40		23:30	0		0		0	
11:45	17	69	25	90	42	159	23:45	0	1	0	7	0	8
TOTALS	265		331			596	TOTALS	688		977			1665
SPLIT %	44.5%		55.5%			26.4%	SPLIT %	41.3%		58.7%			73.6%

DAILY TOTALS	IN	OUT	Total
	953	1,308	2,261

AM Peak Hour	10:45	11:45				11:45	PM Peak Hour	17:00	17:15				17:00
AM Pk Volume	77	105				177	PM Pk Volume	104	127				223
Pk Hr Factor	0.770	0.905				0.922	Pk Hr Factor	0.765	0.858				0.885
7 - 9 Volume	56	76	0	0		132	4 - 6 Volume	167	220	0	0		387
7 - 9 Peak Hour	7:30	8:00				8:00	4 - 6 Peak Hour	17:00	17:00				17:00
7 - 9 Pk Volume	31	52	0	0		83	4 - 6 Pk Volume	104	119	0	0		223
Pk Hr Factor	0.861	0.867	0.000	0.000		0.902	Pk Hr Factor	0.765	0.804	0.000	0.000		0.885

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ATTACHMENT B

PEDESTRIAN OBSERVATION STUDY

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Prepared by National Data & Surveying Services

Peds Observation Study

Location: Alondra Blvd Bet: Hayter Ave & Alley West Of Passages Ave
City: Paramount

Date: 2/20/2020
Day: Thursday

Zone	Bound	Restriction	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM
1	Northbound	Illegal (Mid-block)	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Legal (At corner)	0	1	1	0	3	2	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	1	0	0
	Southbound	Illegal (Mid-block)	0	0	1	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Legal (At corner)	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	1
2	Northbound	Illegal (Mid-block)	0	1	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	1	2	2	3	0
		Legal (At corner)	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2	1	2	2	0	0	1	1	2	0
	Southbound	Illegal (Mid-block)	3	1	4	1	2	4	0	2	2	2	0	0	2	2	2	2	1	0	0	1	0	1	0	0
		Legal (At corner)	1	1	0	1	3	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0
3	Northbound	Illegal (Mid-block)	0	1	0	0	0	0	1	0	2	0	0	1	0	0	0	0	0	0	1	1	1	0	1	0
		Legal (At corner)	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Southbound	Illegal (Mid-block)	5	1	2	0	0	0	2	3	0	0	1	0	1	2	0	5	2	1	0	1	0	1	1	2
		Legal (At corner)	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0
4	Northbound	Illegal (Mid-block)	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
		Legal (At corner)	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	2
	Southbound	Illegal (Mid-block)	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	1	0	0
		Legal (At corner)	1	2	1	0	1	0	0	0	0	0	0	0	6	3	1	1	3	2	0	2	0	0	0	0

Prepared by National Data & Surveying Services

Peds Observation Study

Location: Alondra Blvd Bet: Hayter Ave & Alley West Of Passages Ave
City: Paramount

Date: 2/21/2020
Day: Friday

Zone	Bound	Restriction	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM
1	Northbound	Illegal (Mid-block)	1	2	1	1	0	0	0	1	0	0	0	0	1	0	0	0	1	1	2	0	3	1	0	0
		Legal (At corner)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
	Southbound	Illegal (Mid-block)	2	4	1	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	1	0	1	0	0
		Legal (At corner)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
2	Northbound	Illegal (Mid-block)	1	0	1	1	1	0	3	3	1	0	0	1	2	1	0	1	1	0	3	0	2	4	1	0
		Legal (At corner)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	1	3	1	0
	Southbound	Illegal (Mid-block)	3	2	3	0	2	0	0	3	2	0	0	0	1	0	0	0	1	0	3	1	3	2	0	0
		Legal (At corner)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	1	0	0
3	Northbound	Illegal (Mid-block)	0	0	0	0	1	0	3	0	0	0	0	0	1	0	2	0	0	1	3	0	0	0	1	0
		Legal (At corner)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Southbound	Illegal (Mid-block)	0	1	0	1	1	1	1	2	1	0	0	0	0	1	0	0	1	0	1	1	2	0	2	0
		Legal (At corner)	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4	Northbound	Illegal (Mid-block)	0	2	1	3	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0
		Legal (At corner)	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
	Southbound	Illegal (Mid-block)	1	1	1	5	0	1	0	0	0	0	1	0	2	0	2	0	1	1	0	0	0	0	0	0
		Legal (At corner)	0	0	0	0	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1

Prepared by National Data & Surveying Services

Peds Observation Study

Location: Alondra Blvd Bet: Hayter Ave & Alley West Of Passages Ave
City: Paramount

Date: 2/22/2020
Day: Saturday

Zone	Bound	Restriction	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM
1	Northbound	Illegal (Mid-block)	1	1	2	0	1	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
		Legal (At corner)	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	3	0	1	0
	Southbound	Illegal (Mid-block)	3	2	1	2	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0
		Legal (At corner)	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	2	0	0	0
2	Northbound	Illegal (Mid-block)	2	1	0	1	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	1	0	0	0	0
		Legal (At corner)	0	0	0	0	0	0	3	1	1	2	0	0	0	0	0	0	0	0	1	1	0	0	2	1
	Southbound	Illegal (Mid-block)	2	1	2	0	1	2	2	1	2	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0
		Legal (At corner)	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	1	1	0	2	0
3	Northbound	Illegal (Mid-block)	1	0	1	0	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0
		Legal (At corner)	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Southbound	Illegal (Mid-block)	0	2	1	1	1	0	2	0	1	2	0	0	1	1	0	0	1	0	1	1	0	0	0	0
		Legal (At corner)	0	0	0	0	0	0	0	0	3	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0
4	Northbound	Illegal (Mid-block)	0	2	0	0	1	1	0	0	0	0	0	0	0	1	0	2	0	1	0	0	0	0	1	0
		Legal (At corner)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
	Southbound	Illegal (Mid-block)	1	0	0	1	0	1	0	0	3	1	0	0	0	1	0	0	0	1	0	1	1	0	0	0
		Legal (At corner)	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

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ATTACHMENT C

TRAFFIC SIGNAL WARRANT ANALYSIS
THURSDAY, FEBRUARY 20, 2020

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Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 2/20/2020 (THURS)

DIST ____ CO ____ RTE ____ PM ____

CALC NS DATE 3/9/2020

CHK ____ DATE ____

Major St: Alondra Blvd — Critical Approach Speed 40 mph

Minor St: Passage Ave — Critical Approach Speed 15 mph

Speed limit or critical speed on major street traffic > 40 mph ☐ or
In built up area of isolated community of < 10,000 population ☐ } RURAL (R)

☒ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☒ NO ☐
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☐ NO ☒

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1,542	1,518	1,483	1,812	1,847	1,865	1,852	1,255	
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	99	95	81	92	84	94	94	82	

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☒ NO ☐
80% SATISFIED YES ☒ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1,542	1,518	1,483	1,812	1,847	1,865	1,852	1,255	
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	99	95	81	92	84	94	94	82	

Combination of Conditions A & B SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☒
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC	✓	
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☒ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	12 PM	1 PM	5 PM	6 PM
			Hour			
Both Approaches - Major Street		✓	1,542	1,518	1,865	1,852
Higher Approach - Minor Street	✓		99	95	94	94

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☒ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☒**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods) Not evaluated

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐ No ☐

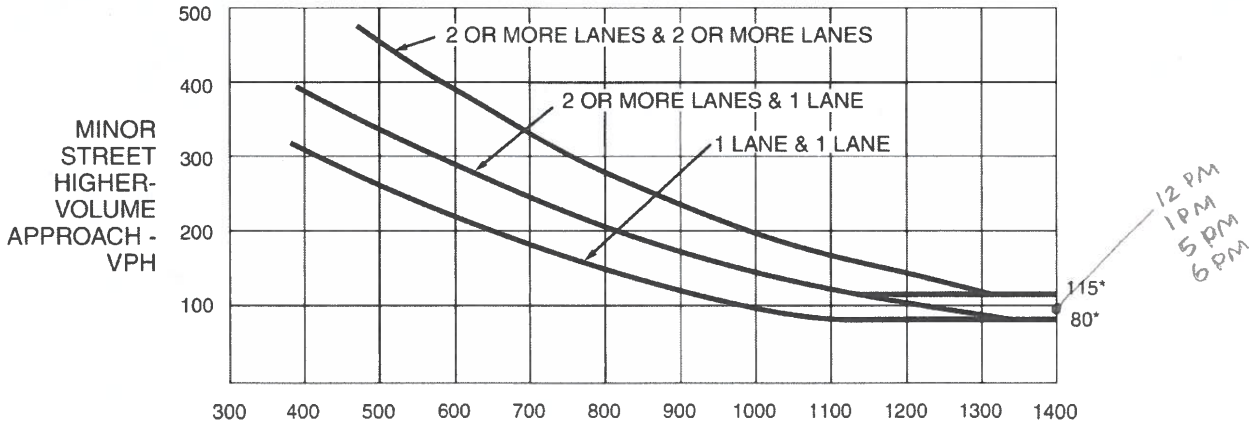
PART B **SATISFIED YES ☐ NO ☒**

APPROACH LANES	One	2 or More	12 PM
			Hour
Both Approaches - Major Street		✓	1,542
Higher Approach - Minor Street	✓		99

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

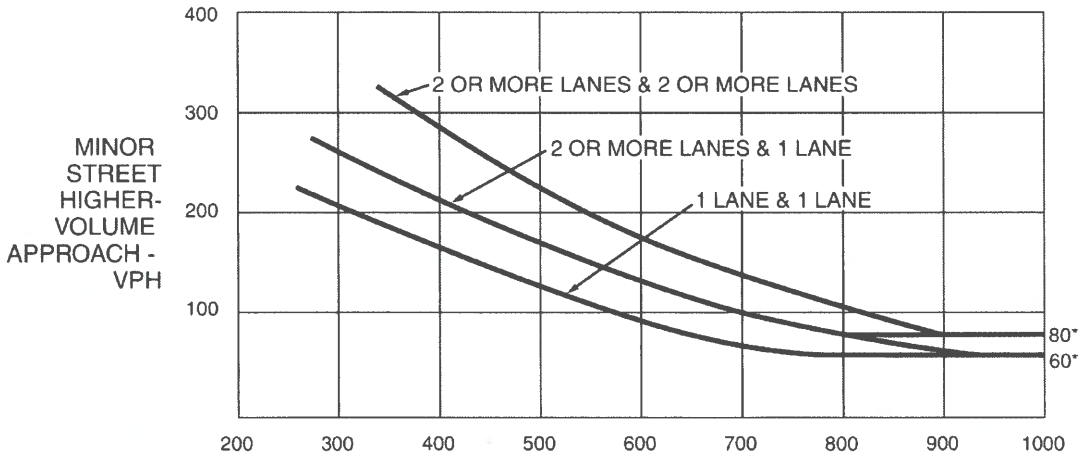
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

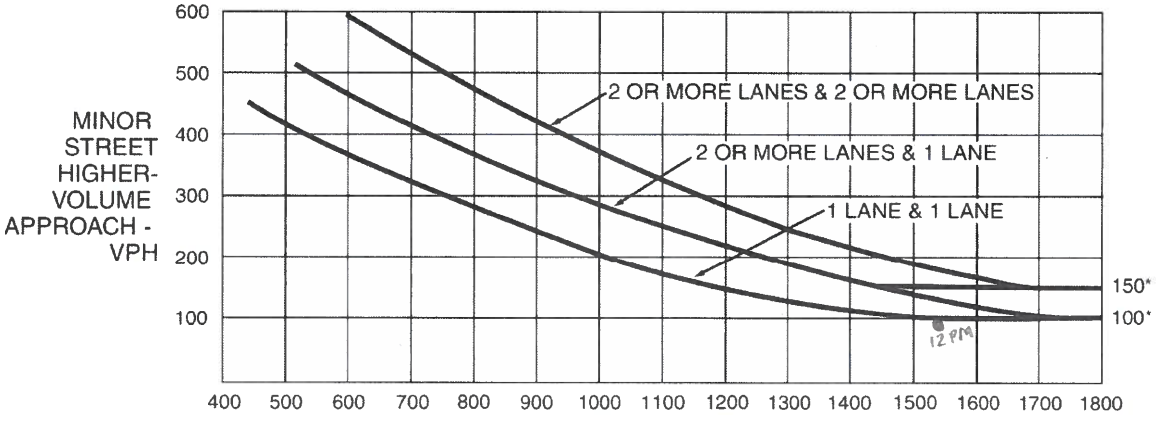
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

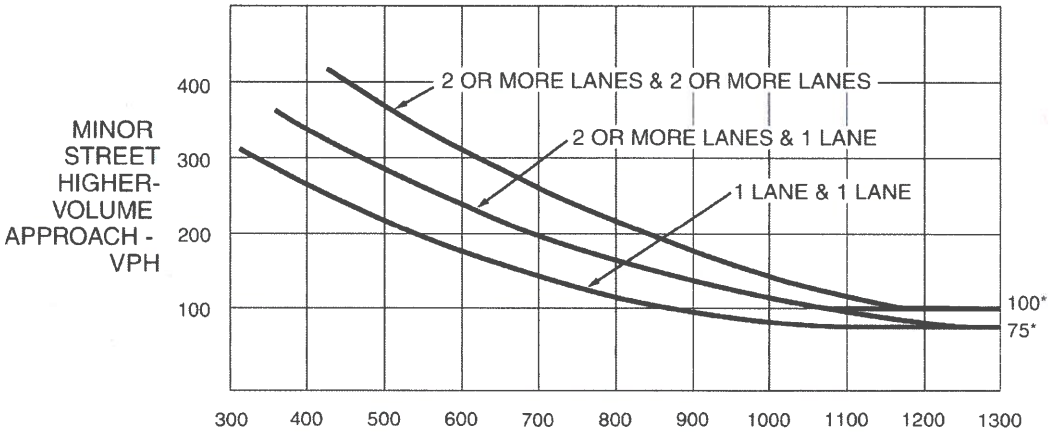
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Part 1 (Parts A or B must be satisfied)

A.

Hours - - ->	7 AM	8 AM	1 PM	2 PM
Vehicles per hour for any 4 hours	1556	1,556	1,518	1,483
Pedestrians per hour for any 4 hours	23	24	25	21

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☒

B.

Hours - - ->	1 PM			
Vehicles per hour for any 1 hour	1,518			
Pedestrians per hour for any 1 hour	25			

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☒

Part 2 **SATISFIED YES ☒ NO ☐**

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☒ No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☒ No ☐

WARRANT 5 - School Crossing Not applicable
(Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Part A
Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

Gaps vs Minutes		Hour
	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

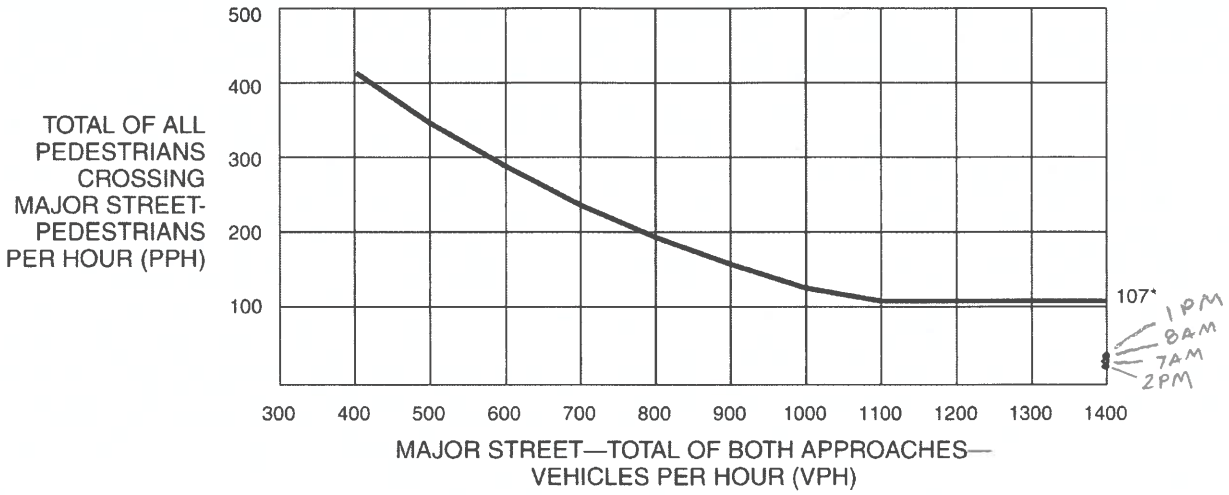
AND, Consideration has been given to less restrictive remedial measures.	Yes ☐ No ☐

Part B **SATISFIED YES ☐ NO ☐**

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐ No ☐

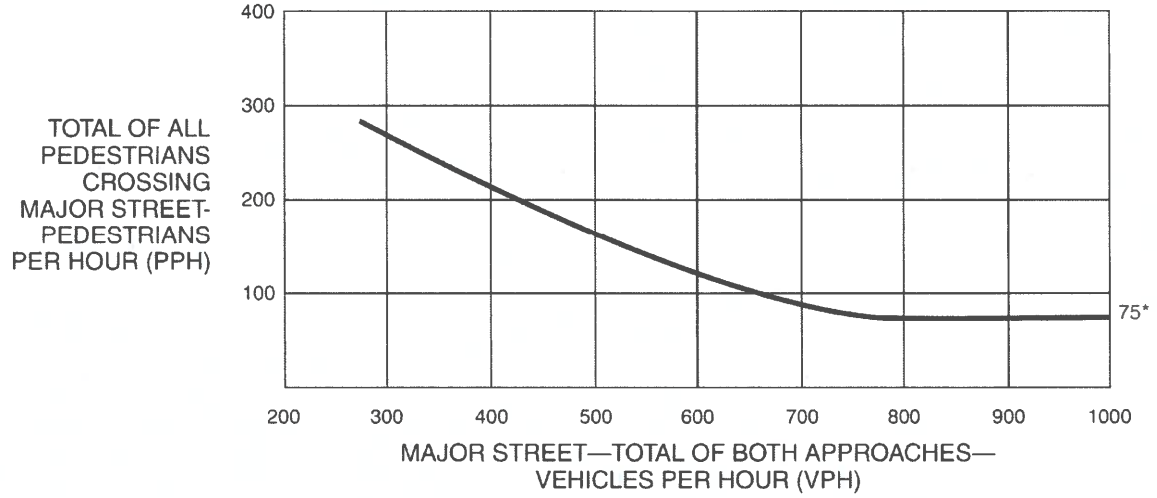
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)

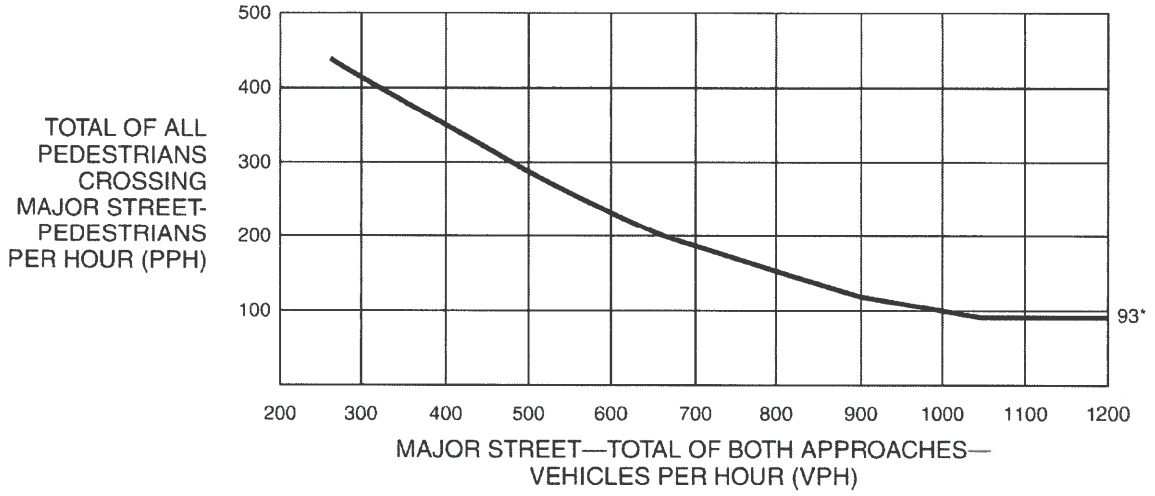


*Note: 75 pph applies as the lower threshold volume.

Figure 4C-7. Warrant 4, Pedestrian Peak Hour

*Note: 133 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System **SATISFIED YES ☐ NO ☒**
(All Parts Must Be Satisfied)

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N N/A ft, S N/A ft, E 1,740 ft, W 720 ft	Yes ☐ No ☒
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☒
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant **SATISFIED YES ☒ NO ☐**
(All Parts Must Be Satisfied)

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.			Yes ☒ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.		Yes ☒ No ☐
5 OR MORE	8 crashes (5/8/16 - 5/7/17)		
REQUIREMENTS	CONDITIONS	✓	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		Yes ☒ No ☐
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	✓	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

WARRANT 8 - Roadway Network **SATISFIED YES ☐ NO ☒**
(All Parts Must Be Satisfied)

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour 1,650 Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.	✓	Yes ☒ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun 1,686 Veh/Hr	✓	

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B	
Hwy. System Serving as Principal Network for Through Traffic	✓		
Rural or Suburban Highway Outside Of, Entering, or Traversing a City	✓		
Appears as Major Route on an Official Plan	✓		
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

WARRANT 9 - Intersection Near a Grade Crossing **SATISFIED YES ☐ NO ☐**
(Both Parts A and B Must Be Satisfied) Not applicable

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing -** During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

ATTACHMENT D

TRAFFIC SIGNAL WARRANT ANALYSIS
FRIDAY, FEBRUARY 21, 2020

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Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 2/21/2020 (Fri)
CALC NS DATE 3/9/2020
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Alondra Blvd
Minor St: Passage Ave

Critical Approach Speed 40 mph
Critical Approach Speed 15 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)
or
☒ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☒ NO ☐
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☐ NO ☒

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1,369	1,572	1,591	1,913	2,009	2,050	2,157	1,891	
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	80	108	94	82	112	107	102	119	

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☒ NO ☐
80% SATISFIED YES ☒ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1,369	1,572	1,591	1,913	2,009	2,050	2,157	1,891	
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	80	108	94	82	112	107	102	119	

Combination of Conditions A & B SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☒ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC	✓	
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☒ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	12 PM	1 PM	4 PM	6 PM
			Hour			
Both Approaches - Major Street		✓	1,572	2,009	2,050	1,891
Higher Approach - Minor Street	✓		108	112	107	119

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☒ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☒**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☒**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods) Not measured

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐ No ☐

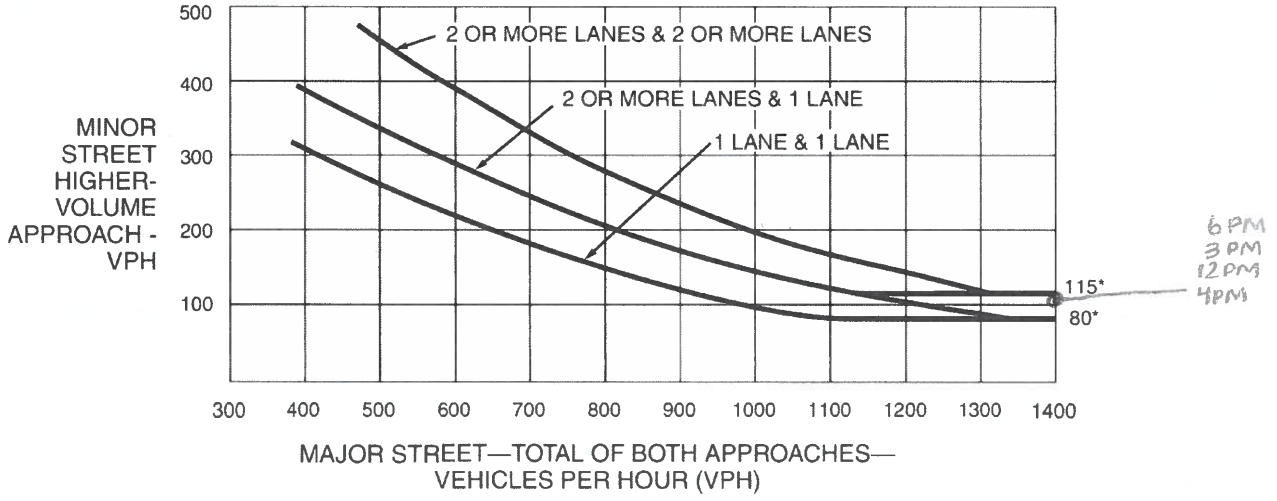
PART B **SATISFIED YES ☒ NO ☐**

APPROACH LANES	One	2 or More	6 PM
			Hour
Both Approaches - Major Street		✓	1,891
Higher Approach - Minor Street	✓		119

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☒ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

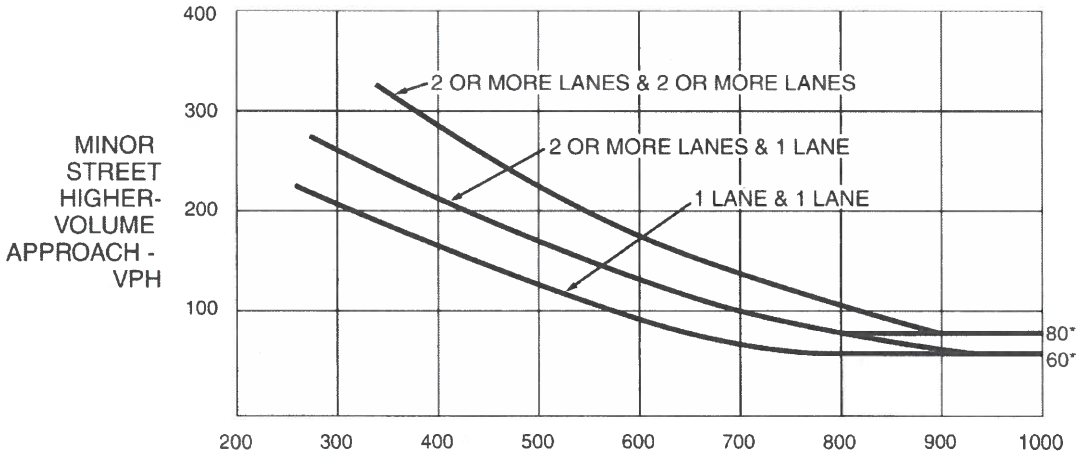
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

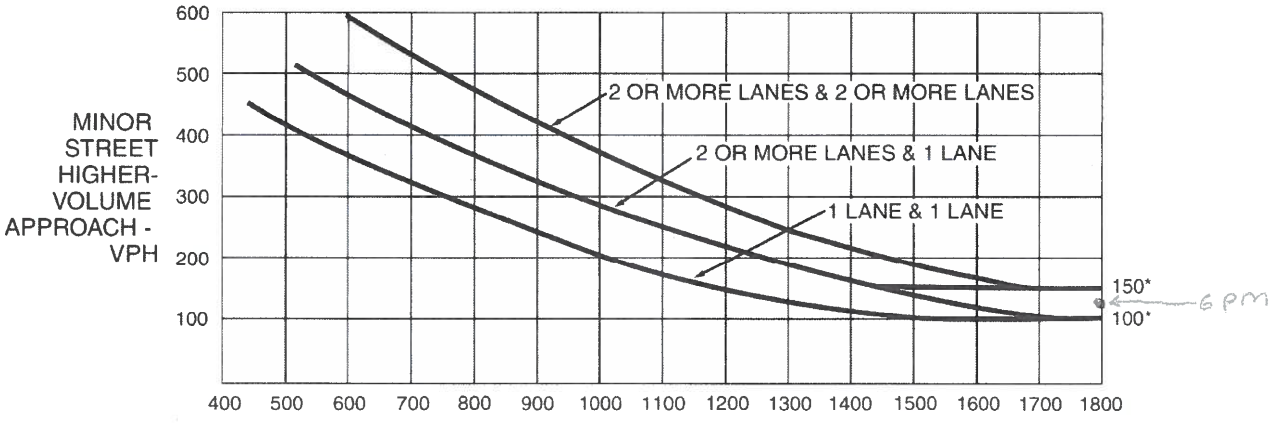
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

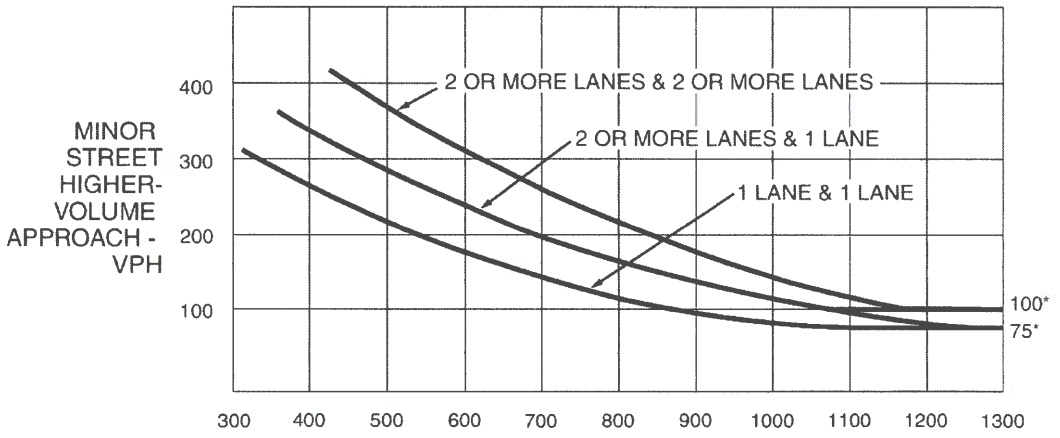
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Part 1 (Parts A or B must be satisfied)

A.

Hours - - ->	8 AM	10 AM	4 PM	5 PM
Vehicles per hour for any 4 hours	1,427	1,271	2,050	2,157
Pedestrians per hour for any 4 hours	20	21	30	28

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☒

B.

Hours - - ->	4 PM			
Vehicles per hour for any 1 hour	2,050			
Pedestrians per hour for any 1 hour	30			

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☒

Part 2 **SATISFIED YES ☒ NO ☐**

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☒ No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐ No ☐

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied) Not applicable

SATISFIED YES ☐ NO ☒

Part A
Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

Gaps vs Minutes	Hour
Minutes Children Using Crossing	
Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr	

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

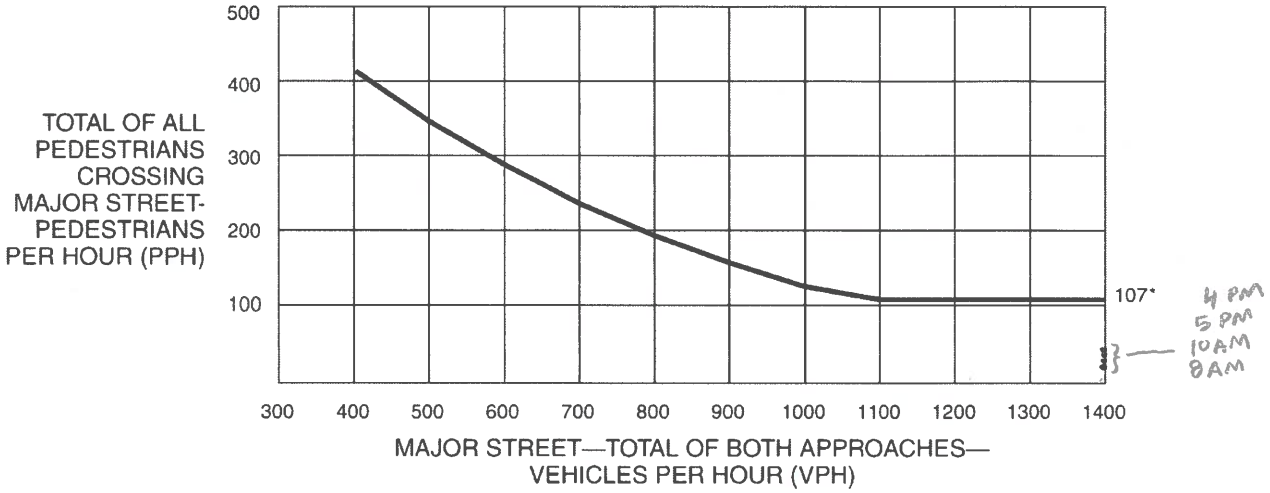
AND, Consideration has been given to less restrictive remedial measures.	Yes ☐ No ☐

Part B **SATISFIED YES ☐ NO ☐**

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐ No ☐

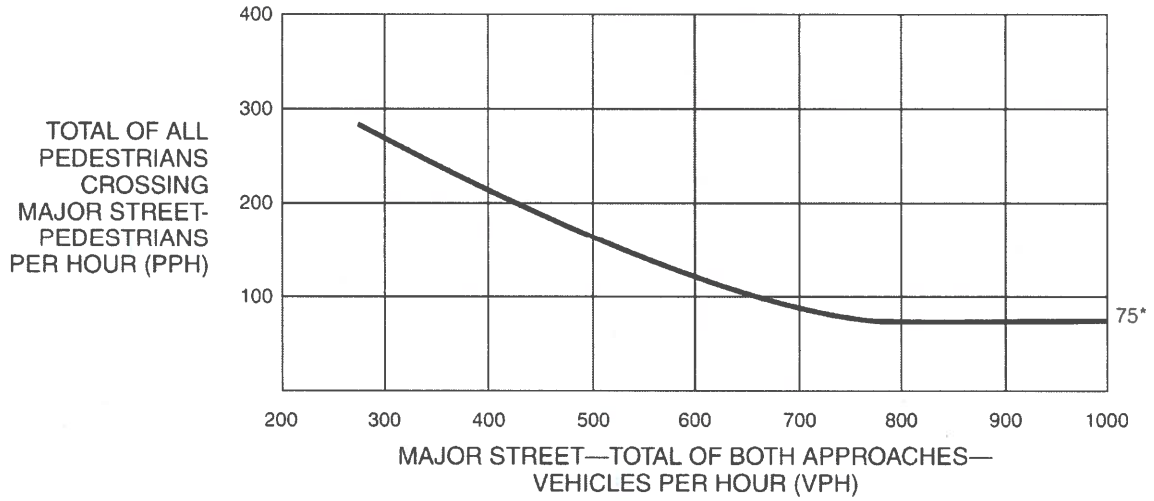
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



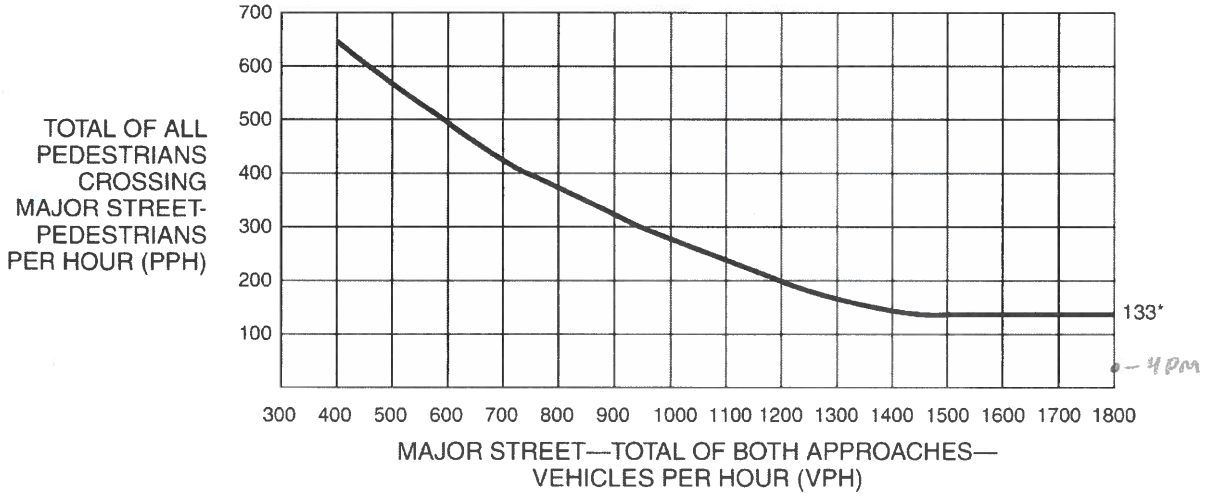
*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



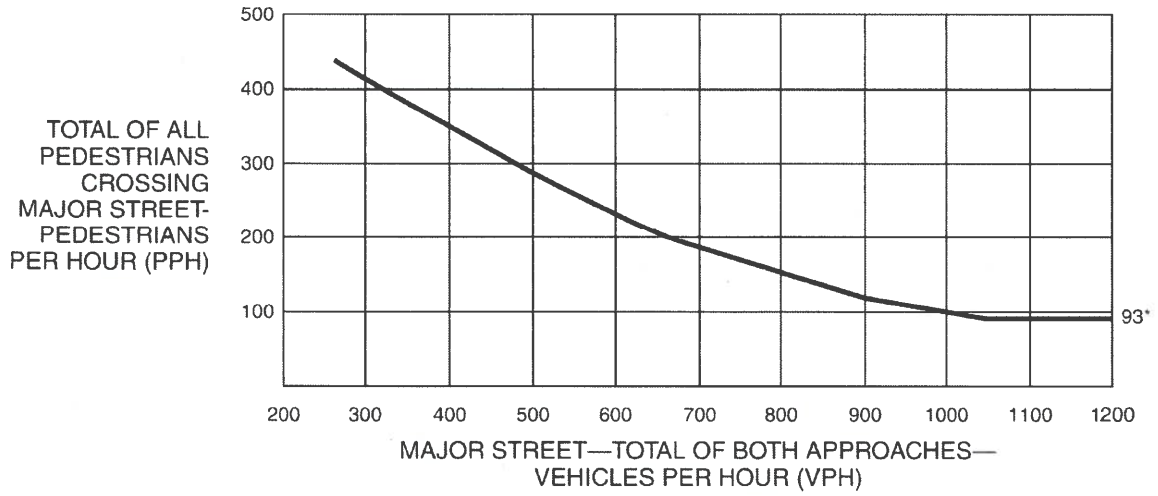
*Note: 75 pph applies as the lower threshold volume.

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



*Note: 133 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System **SATISFIED YES ☐ NO ☒**
(All Parts Must Be Satisfied)

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N N/A ft, S N/A ft, E 1,740 ft, W 720 ft	Yes ☐ No ☒
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☒
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant **SATISFIED YES ☒ NO ☐**
(All Parts Must Be Satisfied)

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.			Yes ☒ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.		Yes ☒ No ☐
5 OR MORE	8 crashes (5/8/16 - 5/7/17)		
REQUIREMENTS	CONDITIONS	✓	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		Yes ☒ No ☐
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	✓	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

WARRANT 8 - Roadway Network **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.	✓	Yes ☒ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun 1,686 Veh/Hr	✓	

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B	
Hwy. System Serving as Principal Network for Through Traffic	✓		
Rural or Suburban Highway Outside Of, Entering, or Traversing a City	✓		
Appears as Major Route on an Official Plan	✓		
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

WARRANT 9 - Intersection Near a Grade Crossing **SATISFIED YES ☐ NO ☐**
(Both Parts A and B Must Be Satisfied) Not applicable

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing -** During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

ATTACHMENT E

TRAFFIC SIGNAL WARRANT ANALYSIS
SATURDAY, FEBRUARY 22, 2020

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Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 2/22/2020 (Sat)
CALC NS DATE 3/9/2020
CHK _____ DATE _____

DIST _____ CO _____ RTE _____ PM _____

Major St: Alondra Blvd
Minor St: Passage Ave

Critical Approach Speed _____ mph
Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} RURAL (R)

☒ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☒ NO ☐
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☐ NO ☒
80% SATISFIED YES ☐ NO ☒

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1,433	1,616	1,553	1,776	1,610	1,407	1,463	1,278	
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	90	98	122	101	120	101	119	107	

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☒ NO ☐
80% SATISFIED YES ☒ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1,433	1,616	1,553	1,776	1,610	1,407	1,463	1,278	
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	90	98	122	101	120	101	119	107	

Combination of Conditions A & B SATISFIED YES ☐ NO ☒

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☒
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC	✓	
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☒ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	1 PM	3 PM	5 PM	6 PM
			Hour			
Both Approaches - Major Street		✓	1,553	1,610	1,463	1,278
Higher Approach - Minor Street	✓		122	120	119	107

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☒ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☒**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods) Not evaluated

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐ No ☐

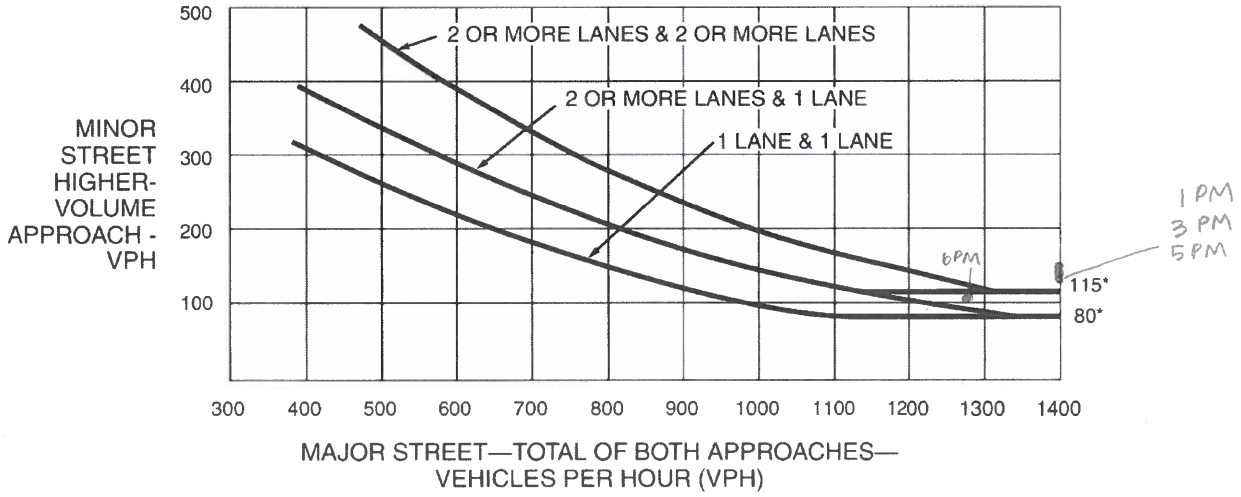
PART B **SATISFIED YES ☐ NO ☒**

APPROACH LANES	One	2 or More	3 PM
			Hour
Both Approaches - Major Street		✓	1,610
Higher Approach - Minor Street	✓		120

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

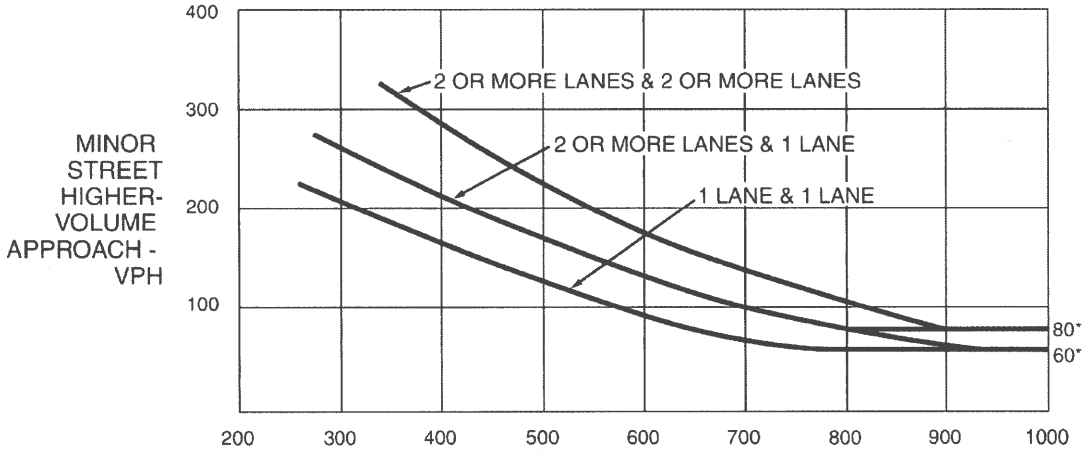
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

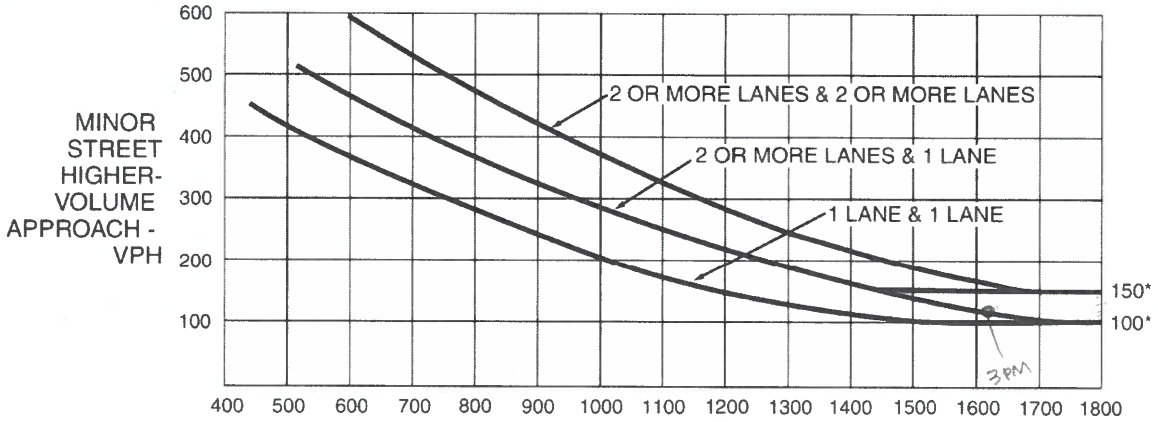
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

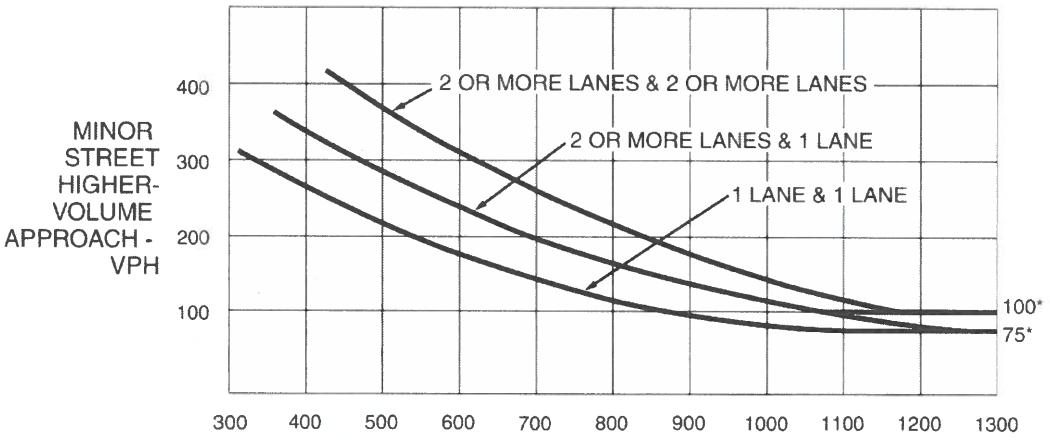
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☒

Part 1 (Parts A or B must be satisfied)

A.

Hours - - ->	7 AM	8 AM	10 AM	11 AM
Vehicles per hour for any 4 hours	575	840	1,416	1,433
Pedestrians per hour for any 4 hours	19	12	15	26

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☒

B.

Hours - - ->	11 AM			
Vehicles per hour for any 1 hour	1,433			
Pedestrians per hour for any 1 hour	26			

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☒

Part 2 **SATISFIED YES ☒ NO ☐**

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☒ No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐ No ☐

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied) Not applicable

SATISFIED YES ☐ NO ☐

Part A
Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

Gaps vs Minutes		Hour
	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

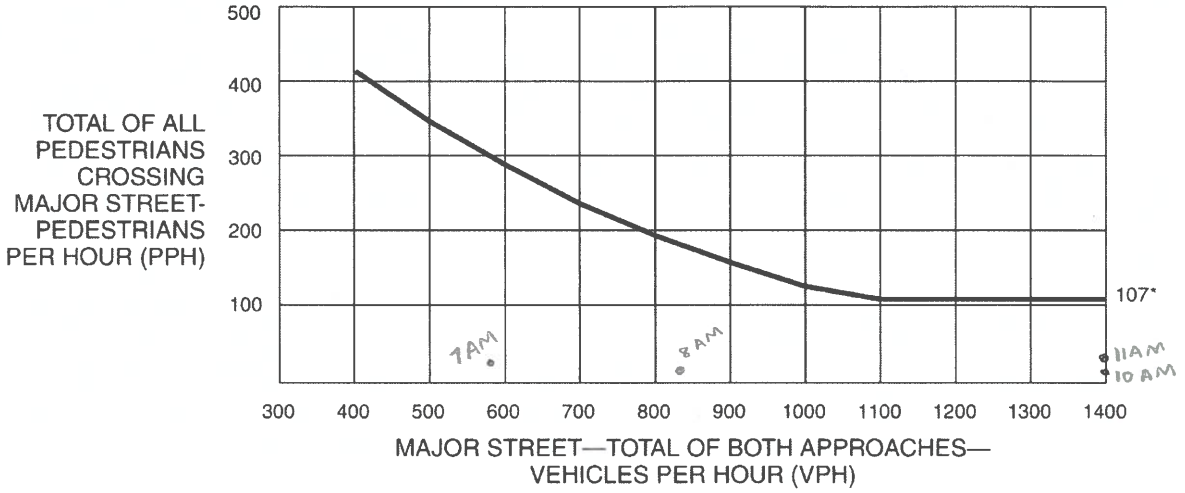
AND, Consideration has been given to less restrictive remedial measures.	Yes ☐ No ☐

Part B **SATISFIED YES ☐ NO ☐**

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐ No ☐

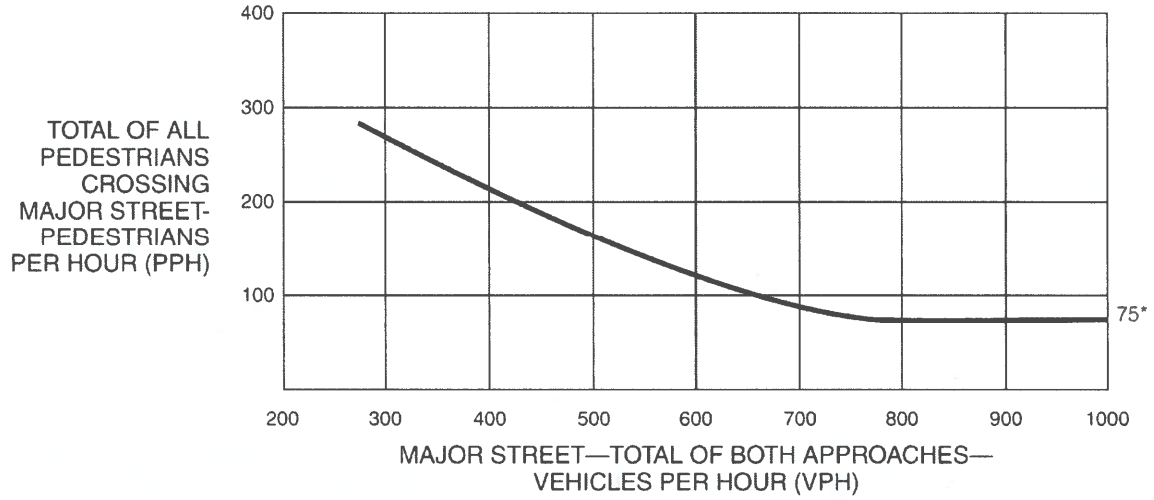
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



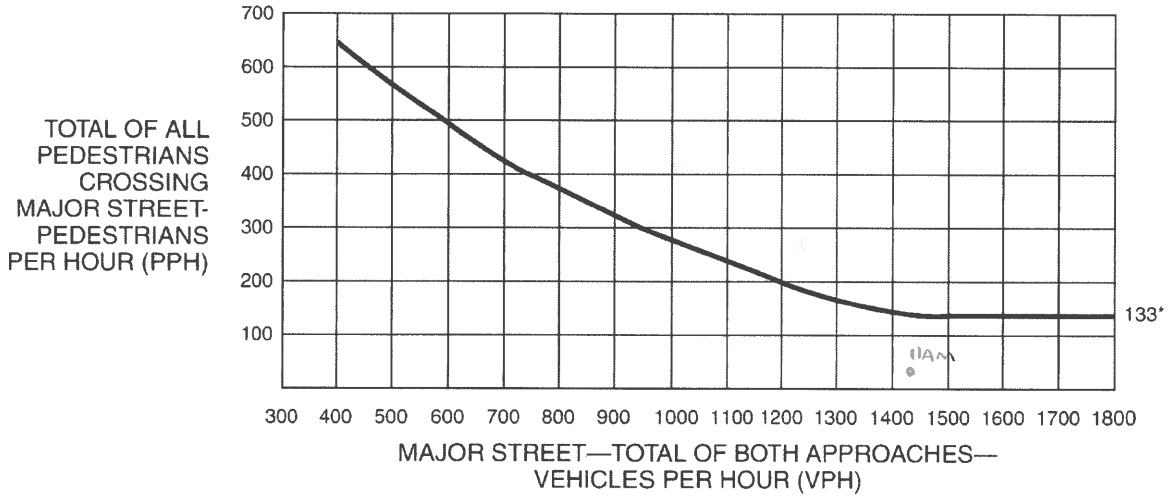
*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



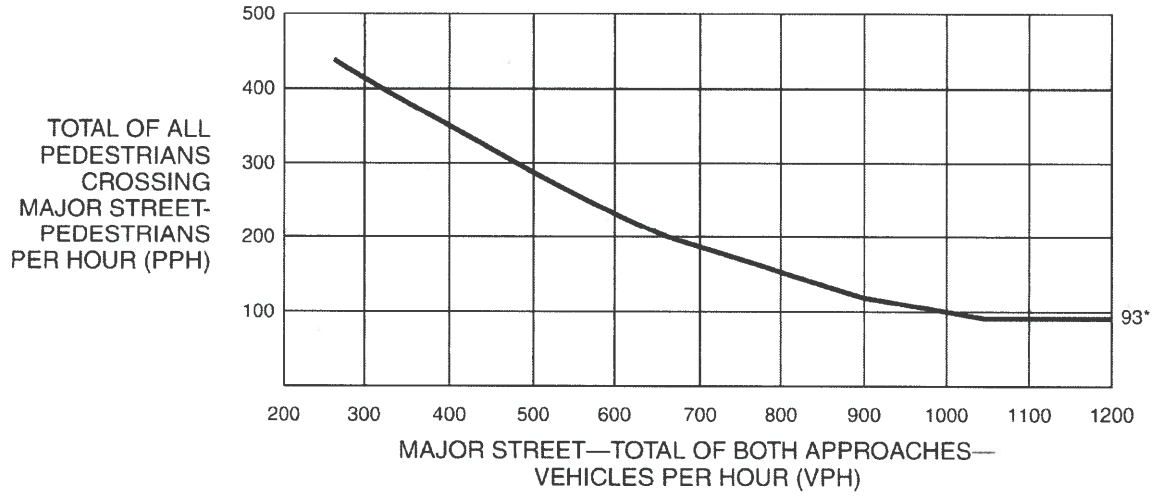
*Note: 75 pph applies as the lower threshold volume.

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



*Note: 133 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System **SATISFIED YES ☐ NO ☒**
(All Parts Must Be Satisfied)

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N N/A ft, S N/A ft, E 1,740 ft, W 720 ft	Yes ☐ No ☒
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☒
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant **SATISFIED YES ☒ NO ☐**
(All Parts Must Be Satisfied)

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.			Yes ☒ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.		Yes ☒ No ☐
5 OR MORE	8 crashes (5/8/16-5/7/17)		
REQUIREMENTS	CONDITIONS	✓	Yes ☒ No ☐
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	✓	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

WARRANT 8 - Roadway Network **SATISFIED YES ☐ NO ☒**
(All Parts Must Be Satisfied)

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☒ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun 1,686 Veh/Hr	✓	

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B	
Hwy. System Serving as Principal Network for Through Traffic	✓		
Rural or Suburban Highway Outside Of, Entering, or Traversing a City	✓		
Appears as Major Route on an Official Plan	✓		
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☒

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

WARRANT 9 - Intersection Near a Grade Crossing **SATISFIED YES ☐ NO ☐**
(Both Parts A and B Must Be Satisfied) NOT applicable

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing -** During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

July 7, 2017

Mr. William C. Pagett
City Engineer
City of Paramount
16400 Colorado Avenue
Paramount, CA 91723

Subject: Traffic Signal Warrant Analysis for the Intersection of Garfield Avenue at 70th Street in the City of Paramount

Dear Mr. Pagett:

Willdan Engineering is pleased to submit this traffic signal warrant analysis study for the intersection of Garfield Avenue and 70th Street. This analysis is based on the guidelines presented in the California Manual on Uniform Traffic Control Devices (CA-MUTCD) dated November 2014.

EXISTING CONDITIONS

Garfield Avenue and 70th Street is a 4-legged intersection. 70th Street runs east-west and Garfield Avenue runs north-south. The adjacent land use on Garfield Avenue and 70th Street is residential and industrial. The intersection is currently un-controlled. See Exhibit A.

Garfield Avenue is an 80-foot major north-south roadway with exclusive left turn lane and two through lanes on both approaches to the intersection of 70th Street. Parking is permitted on both side of the street. The posted speed limit is 45 miles per hour (MPH). There is an elementary school 0.25 miles North of the intersection.

70th Street is a 24-foot wide alley way that serves local properties. There is no posted speed limit in either approach on 70th Street.

DATA

Twenty-four (24) hour manual traffic and pedestrian counts (video surveillance) were collected on Wednesday May 3rd, 2017. Table 1 presents the summary of peak hour traffic volume and Table 2 summarizes the Pedestrian counts. Raw data is included in Exhibit B.

During the intersection peak hours in Table 1, there were no pedestrian conflicts. Table 2 displays the peak hours based on the highest pedestrian volume. The pedestrian peak hour volumes are compared with the vehicle conflicts at the crosswalk during that hour.

Table 1- Peak Hour Traffic Volume

Garfield Avenue	ADT	7:30 AM Peak Hour	4:15 PM Peak Hour
Northbound	11,718	703	852
Southbound	11,799	918	887

70th Street	ADT	7:30 AM Peak Hour	4:15 PM Peak Hour
Eastbound	616	63	46
Westbound	262	10	22

Table 2- Peak Hour Pedestrian Volume and Conflicting Vehicle Volume

Garfield Avenue	AM Peak Hour	Ped Volume	Vehicle Conflict	PM Peak Hour	Ped Volume	Vehicle Conflict
North leg	8:45 AM	1	1199	5:45 PM	1	1460
South leg	9:30 AM	2	1109	5:00 PM	1	1600

70th Street	AM Peak Hour	Ped Volume	Vehicle Conflict	PM Peak Hour	Ped Volume	Vehicle Conflict
East leg	9:30 AM	3	44	5:30 PM	5	13
West leg	7:00 AM	8	93	7:45 PM	12	66

Collision data were obtained from the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS). Collision data were analyzed for the period between January 1, 2014 to December 31, 2016, analysis indicate that there was no reported collision susceptible to correction by a traffic signal installation.

SUMMARY of TRAFFIC SIGNAL WARRANTS FINDINGS

The results of the analysis of the CA-MUTCD traffic signal warrants as they apply to the intersection of Garfield Avenue and 70th Street are summarized below. Worksheets of completed traffic signal warrant analysis are included in Exhibit D.

- Warrant 1 – Eight-Hour Vehicular Volume - **Not Satisfied**
- Warrant 2 – Four Hour Vehicular Volume Traffic - **Not Satisfied**
- Warrant 3 – Peak Hour Vehicular Volume - **Not Satisfied**
- Warrant 4 – Pedestrian Volume - **Not Satisfied**
- Warrant 5 – School Crossing - **Not Applicable**
- Warrant 6 – Coordinated Signal Systems - ***Satisfied***
- Warrant 7 – Crash Experience - **Not Satisfied**
- Warrant 8 – Roadway Network - **Not Satisfied**
- Warrant 9 – Intersection Near Grade Crossing - **Not Applicable**

DISCUSSION

We have evaluated the addition of trips generated by the new proposed Weber Metals facility located at the southeast corner of Garfield Avenue and 70th Street to determine if the project trips would influence the results of the traffic signal warrants. Based on the information provided in the project EIR conducted by Rincon Consultants the new project will add total of 173 daily trips to the intersection and would not change the result of the warrant analysis.

CONCLUSION

Based on the warrant analysis, which indicates that the intersection meet warrant 6 "Coordinated Signal Systems", our field observations, and engineering judgment, we recommend the installation of traffic signal at the intersection of Garfield Avenue and 70th Street. Warrant 6 states that a traffic signal is warranted if it would improve the traffic flow in a coordinated signal system operations by keeping the platoon of cars intact, which in this case it would.

We appreciate the opportunity to serve the City of Paramount. Should you have any questions, please contact me at (562) 368-4893.

Very truly yours,
WILLDAN ENGINEERING

Farhad Iranitalab, PE, TE
Traffic Engineer

Exhibits
A – Existing Conditions
B – 24 Hour Approach Counts
C – Traffic Signal Warrants Definitions and Analysis

EXHIBIT A

EXISTING CONDITIONS

Legend

(xx)/xx → (AM)/ PM Peak Hour Traffic Counts

(xx)/xx ↔ (AM)/ PM Peak Hour Pedestrian Counts

No Scale

Exhibit A

Existing Conditions

EXHIBIT B

24 HOUR VEHICULAR AND PEDESTRIAN COUNTS

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Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5258-001 **Day:** Wednesday

City: Paramount **Date:** 5/3/2017

AM

NS/EW Streets:	Garfield Ave			Garfield Ave			70th St			70th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
12:00 AM	2	17	0	0	24	1	0	0	1	2	0	1	48
12:15 AM	3	26	0	0	16	4	0	0	4	0	0	0	53
12:30 AM	1	25	0	0	31	0	1	0	1	1	0	0	60
12:45 AM	2	22	1	0	13	0	0	0	2	0	0	0	40
1:00 AM	1	15	0	0	13	1	0	0	2	0	0	1	33
1:15 AM	3	11	0	0	18	0	0	0	0	2	0	0	34
1:30 AM	0	13	1	0	9	0	0	0	0	1	0	0	24
1:45 AM	1	12	0	0	9	0	0	0	0	0	0	0	22
2:00 AM	0	11	0	0	14	0	0	0	0	0	0	0	25
2:15 AM	2	26	1	0	11	0	0	0	1	2	0	0	43
2:30 AM	2	17	0	0	23	0	1	0	0	0	0	0	43
2:45 AM	0	21	0	0	10	0	1	0	2	0	0	0	34
3:00 AM	3	14	0	0	12	0	0	0	0	0	0	0	29
3:15 AM	0	13	0	0	23	0	1	0	1	0	0	0	38
3:30 AM	1	23	0	0	19	0	0	0	2	0	0	0	45
3:45 AM	0	33	1	0	19	0	3	0	1	1	0	0	58
4:00 AM	1	30	0	0	22	0	1	0	0	0	0	0	54
4:15 AM	0	32	1	2	26	0	3	0	4	0	0	0	68
4:30 AM	1	79	0	0	60	1	1	0	3	0	0	0	145
4:45 AM	0	84	2	0	33	1	0	0	7	1	0	3	131
5:00 AM	5	45	3	3	67	1	3	0	1	1	0	0	129
5:15 AM	0	44	3	3	91	1	2	0	4	0	0	1	149
5:30 AM	0	94	5	3	122	0	3	0	6	1	0	1	235
5:45 AM	2	98	3	6	91	0	2	0	5	1	0	0	208
6:00 AM	2	83	5	4	125	0	2	0	5	0	0	3	229
6:15 AM	0	102	6	6	123	0	3	0	5	1	0	2	248
6:30 AM	0	131	3	3	138	0	3	0	6	1	0	1	286
6:45 AM	0	150	6	5	167	3	6	0	5	1	0	3	346
7:00 AM	2	162	4	1	162	3	4	0	3	1	0	1	343
7:15 AM	2	151	2	1	204	4	7	0	3	1	0	1	376
7:30 AM	1	162	1	4	199	4	16	0	7	2	0	1	397
7:45 AM	2	211	0	3	248	15	17	0	3	0	0	2	501
8:00 AM	1	162	2	4	228	5	2	0	5	0	0	2	411
8:15 AM	7	154	0	2	202	4	5	0	8	1	0	2	385
8:30 AM	1	129	2	4	204	5	2	0	11	4	0	1	363
8:45 AM	4	174	1	3	160	2	3	0	5	1	0	3	356
9:00 AM	2	145	3	7	143	2	4	0	5	1	0	1	313
9:15 AM	0	132	1	3	145	1	1	0	1	2	0	4	290
9:30 AM	3	126	1	3	129	1	5	0	5	3	0	2	278
9:45 AM	4	155	4	7	136	4	3	0	1	1	0	3	318
10:00 AM	1	140	6	0	129	5	2	0	6	3	0	5	297
10:15 AM	2	121	0	4	128	5	1	0	4	1	0	1	267
10:30 AM	5	122	1	1	143	5	4	0	6	4	0	4	295
10:45 AM	5	136	2	3	155	1	6	0	5	1	0	4	318

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	74	3653	71	85	4044	79	118	0	146	42	0	53	8365
APPROACH %'s :	1.95%	96.18%	1.87%	2.02%	96.10%	1.88%	44.70%	0.00%	55.30%	44.21%	0.00%	55.79%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	11	689	3	13	877	28	40	0	23	3	0	7	1694
PEAK HR FACTOR :		0.825			0.863			0.685			0.833		0.845

CONTROL : No Control

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Intersection Turning Movement

Prepared by:

National Data & Surveying Services

City: Paramount **Date:** 5/3/2017

PM

NS/EW Streets:	Garfield Ave			Garfield Ave			70th St			70th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
3:00 PM	4	176	0	6	195	9	8	0	4	3	0	4	409
3:15 PM	6	192	1	6	177	10	2	0	6	3	0	1	404
3:30 PM	4	190	1	1	224	7	4	0	5	2	0	1	439
3:45 PM	11	194	2	2	214	9	5	0	3	1	0	2	443
4:00 PM	6	186	0	0	216	10	3	0	2	4	0	0	427
4:15 PM	3	206	0	0	224	6	5	1	7	1	0	1	454
4:30 PM	8	176	0	5	217	3	5	0	6	3	0	8	431
4:45 PM	4	228	0	3	200	8	5	0	8	4	0	3	463
5:00 PM	5	220	2	1	215	5	6	0	3	1	0	1	459
5:15 PM	8	189	0	2	205	7	6	0	2	4	0	3	426
5:30 PM	9	203	1	2	186	6	3	0	4	0	0	2	416
5:45 PM	4	207	1	0	186	5	7	0	3	2	0	0	415
6:00 PM	6	162	0	1	200	11	0	0	0	2	0	0	382
6:15 PM	3	176	0	1	170	8	8	0	3	1	0	0	370
6:30 PM	2	169	1	0	138	6	5	0	4	0	0	0	325
6:45 PM	5	152	0	1	153	2	6	0	3	0	0	1	323
7:00 PM	1	153	0	0	137	0	3	0	5	0	0	0	299
7:15 PM	4	120	0	0	138	8	0	0	5	0	0	1	276
7:30 PM	6	138	0	0	111	5	4	0	5	0	0	0	269
7:45 PM	3	133	0	2	117	9	0	0	3	0	0	0	267
8:00 PM	5	122	1	0	93	4	2	0	5	0	0	0	232
8:15 PM	11	117	0	0	116	2	2	0	4	1	0	0	253
8:30 PM	3	127	0	1	103	4	4	0	5	0	0	0	247
8:45 PM	4	142	0	0	90	6	2	0	1	2	0	0	247
9:00 PM	3	126	0	0	87	7	2	0	0	4	0	0	229
9:15 PM	6	114	1	1	66	4	2	0	4	9	0	0	207
9:30 PM	4	90	0	0	78	1	3	0	4	2	0	0	182
9:45 PM	5	98	1	3	64	2	0	0	1	0	0	0	174
10:00 PM	4	82	0	0	72	2	3	0	0	0	0	0	163
10:15 PM	5	62	0	0	42	2	1	0	0	0	0	0	112
10:30 PM	4	73	0	0	52	2	1	0	0	0	0	0	132
10:45 PM	6	49	0	0	52	1	1	0	0	3	1	0	113
11:00 PM	4	70	0	0	33	2	1	0	3	0	0	0	113
11:15 PM	3	46	0	0	47	1	2	0	2	1	0	0	102
11:30 PM	1	46	0	0	19	2	1	0	2	0	0	0	71
11:45 PM	2	42	0	0	37	0	1	0	2	1	0	0	85
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	172	4976	12	38	4674	176	113	1	114	54	1	28	10359
APPROACH %'s :	3.33%	96.43%	0.23%	0.78%	95.62%	3.60%	49.56%	0.44%	50.00%	65.06%	1.20%	33.73%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	20	830	2	9	856	22	21	1	24	9	0	13	1807
PEAK HR FACTOR :		0.918			0.964			0.885			0.500		0.976

CONTROL : No Control

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Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 17-5258-001 **Day:** Wednesday

City: Paramount **Date:** 5/3/2017

NOON

NS/EW Streets:	Garfield Ave			Garfield Ave			70th St			70th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
11:00 AM	7	158	4	3	151	4	1	0	3	1	0	1	333
11:15 AM	3	145	1	4	131	5	3	0	5	5	0	5	307
11:30 AM	0	154	5	3	128	2	4	0	6	3	0	3	308
11:45 AM	2	151	1	5	157	3	3	0	3	4	0	2	331
12:00 PM	9	177	8	3	164	4	2	0	3	1	0	4	375
12:15 PM	3	165	2	6	143	1	6	0	3	3	0	1	333
12:30 PM	5	150	4	7	171	5	2	0	1	1	0	3	349
12:45 PM	1	187	1	7	128	2	4	0	4	3	0	2	339
1:00 PM	3	167	0	5	158	4	3	1	6	1	1	3	352
1:15 PM	1	174	3	2	143	3	1	0	3	3	0	1	334
1:30 PM	4	181	3	8	177	8	5	0	2	2	0	2	392
1:45 PM	3	185	3	7	160	3	4	0	5	4	0	6	380
2:00 PM	4	182	1	2	166	3	8	0	3	1	0	2	372
2:15 PM	5	152	0	1	198	12	6	0	1	1	0	1	377
2:30 PM	3	169	4	3	211	8	5	0	5	2	0	4	414
2:45 PM	4	165	1	6	173	5	5	1	7	3	0	5	375
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	57	2662	41	72	2559	72	62	2	60	38	1	45	5671
APPROACH %'s :	2.07%	96.45%	1.49%	2.66%	94.67%	2.66%	50.00%	1.61%	48.39%	45.24%	1.19%	53.57%	
PEAK HR START TIME :	145 PM												TOTAL
PEAK HR VOL :	15	688	8	13	735	26	23	0	14	8	0	13	1543
PEAK HR FACTOR :		0.931			0.872			0.841			0.525		0.932

CONTROL : No Control

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EXHIBIT C

TRAFFIC SIGNAL WARRANTS DEFINITION AND ANALYSIS

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Traffic Signal Warrants Definitions

Warrant 1 is the Eight-Hour Vehicular Volume warrant and consists of two different conditions that can be met for the warrant to be satisfied. The Minimum Vehicle Volume warrant, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason for consideration of a signal installation. The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where traffic volume on a major street is so heavy that the traffic on a minor intersection street suffers excessive delay or conflict in entering or crossing the major street.

Warrant 2 is the Four-Hour Vehicular Volume warrant and is intended to be applied where the volume of intersection traffic is the principal reason to consider installing a traffic control signal.

Warrant 3 is the Peak Hour warrant and consists of two parts. The need for a traffic control signal shall be considered if either Part A or Part B is satisfied. The Peak Hour warrant is intended for use at locations where traffic conditions are such that for a minimum of 1 hour of an average day, the minor street traffic suffers undue delay when entering or crossing the major street.

Warrant 4 is the Pedestrian Volume warrant. The Pedestrian Volume warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. There are two parts that can satisfy the warrant, part A and part B.

Warrant 5 is the School Crossing warrant. The School Crossing warrant is intended for application where school children cross the major street is the principal reason for installing a traffic signal. There are not enough pedestrians crossing the main road to satisfy this warrant, and school aged pedestrian counts were not collected.

Warrant 6 is the Coordinated Signal System warrant and is intended to maintain proper platooning of vehicles. This warrant is satisfied if the distance to adjacent signalized intersections is greater than 1,000 feet and these adjacent signals do not provide adequate platooning and a proposed traffic control signal will provide a progressive signal operation. The adjacent traffic control signals require a coordinated signal system and do not provide adequate platooning and gaps in traffic on Garfield Avenue for vehicles stopped on 70th Street. The adjacent signals on Garfield Avenue are over 1,000 feet away from the study intersection.

Warrant 7 is the Crash Experience warrant and is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signals. To satisfy this warrant, 5 or more reported collisions susceptible to correction by a traffic signal are to occur within a 12-month period.

Warrant 8 is the Roadway Network warrant and is intended to encourage concentration and organization of traffic flow on a roadway network. This warrant

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analyzes the peak hour volumes of the entire intersection and the characteristics of each roadway.

Warrant 9 is the Intersection Near a Grade Crossing warrant and is intended for use when signal Warrants 1 through 8 are not met, but the proximity of a grade crossing is the principal reason to installing a traffic control signal.

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Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

DIST _____ CO _____ RTE _____ PM _____

COUNT DATE _____
CALC _____ DATE _____
CHK _____ DATE _____

Major St: _____ Critical Approach Speed _____ mph
Minor St: _____ Critical Approach Speed _____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} RURAL (R)

☐ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☐ NO ☐
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☐ NO ☐
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)			
	U	R	U	R
APPROACH LANES	1		2 or More	
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)

Hour

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☐ NO ☐
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)			
	U	R	U	R
APPROACH LANES	1		2 or More	
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)

Hour

Combination of Conditions A & B SATISFIED YES ☐ NO ☐

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME	☐	Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC	☐	
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour			
Both Approaches - Major Street	☐	☐				
Higher Approach - Minor Street	☐	☐				

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☐**
(Part A or Part B must be satisfied)

PART A N/A **SATISFIED YES ☐ NO ☐**

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐ No ☐

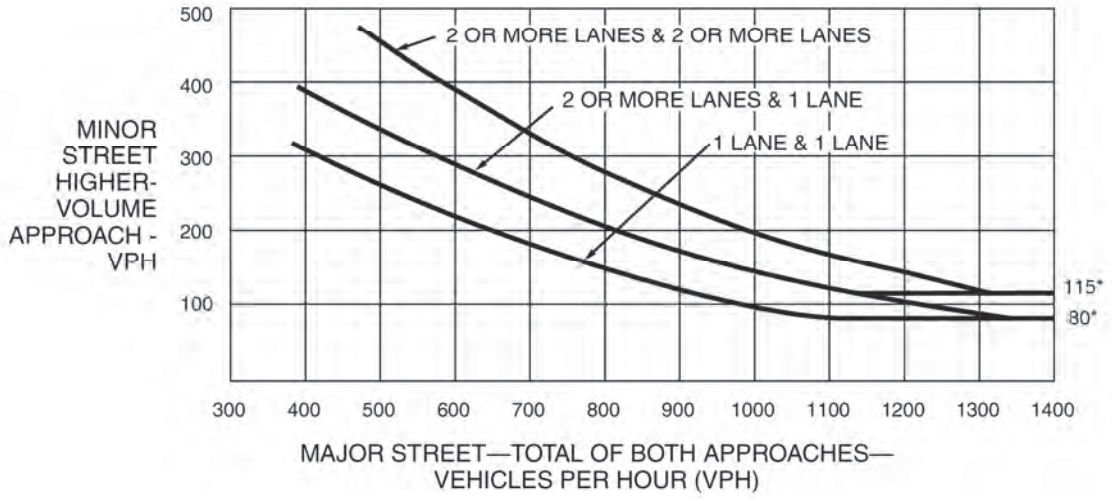
PART B **SATISFIED YES ☐ NO ☐**

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street	☐	☐	
Higher Approach - Minor Street	☐	☐	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

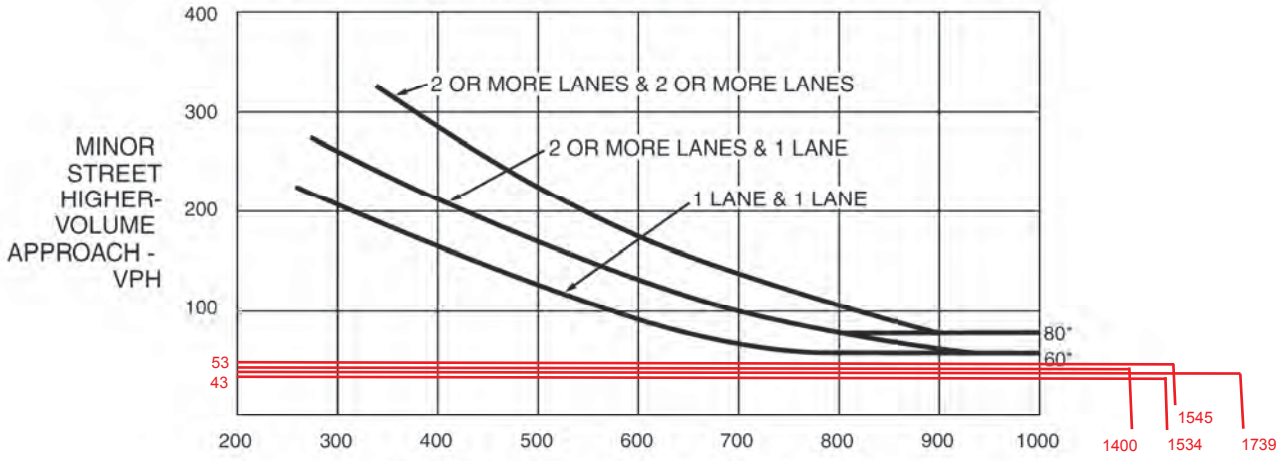
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

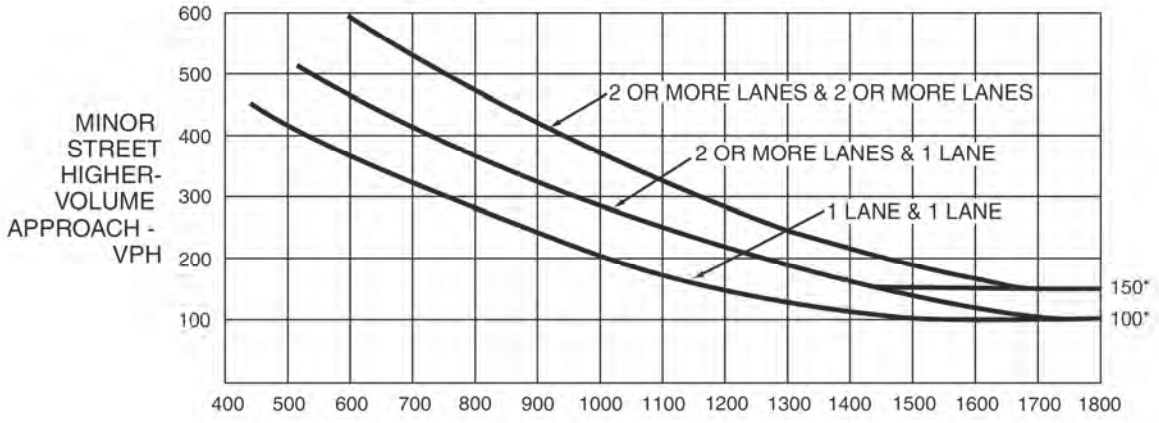
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

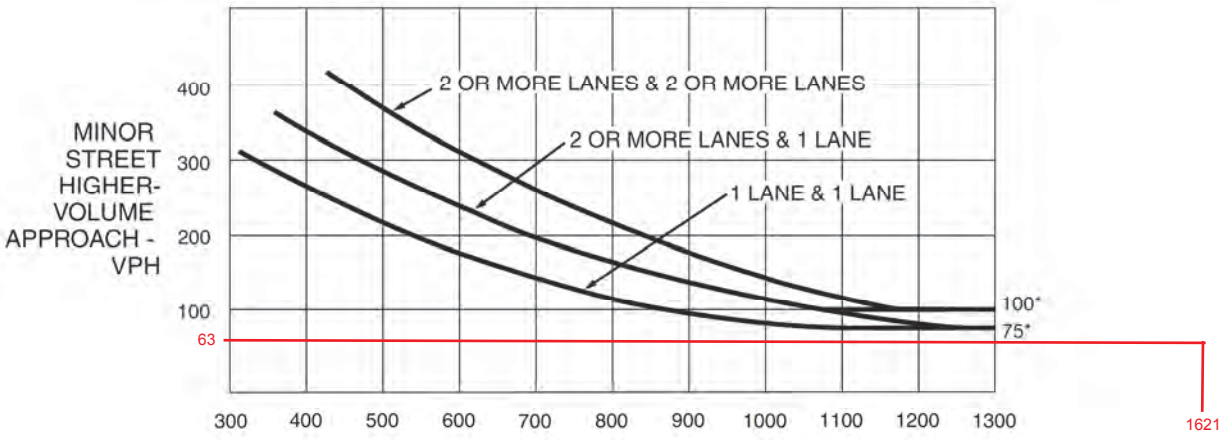
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Part 1 (Parts A or B must be satisfied)

	Hours - - ->				
A.	Vehicles per hour for any 4 hours				
	Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☐

	Hours - - ->				
B.	Vehicles per hour for any 1 hour				
	Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☐

Part 2 **SATISFIED YES ☐ NO ☐**

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐	No ☐

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

N/A

SATISFIED YES ☐ NO ☐

Part A
Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

Gaps vs Minutes	Hour
Minutes Children Using Crossing	
Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr	

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

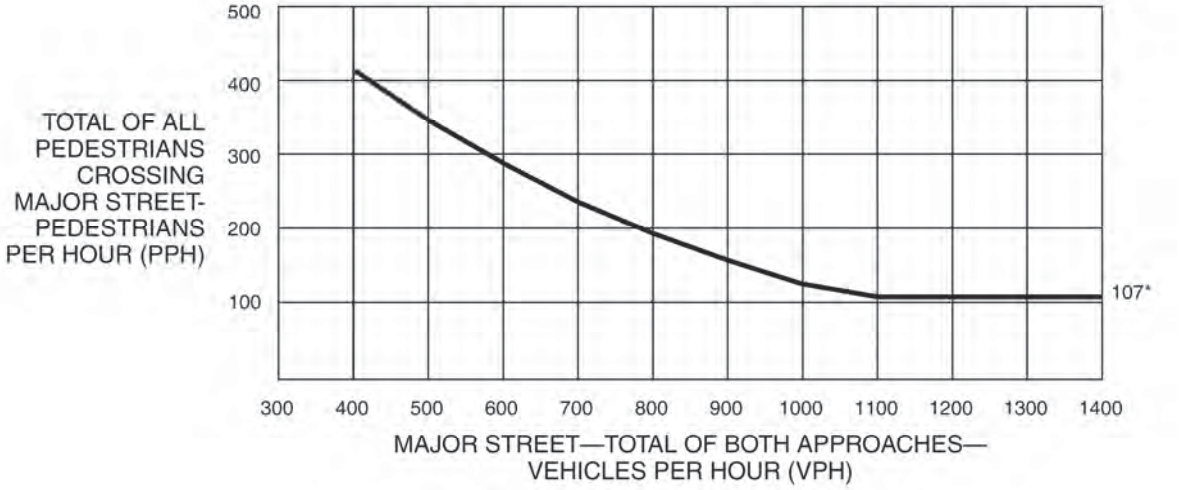
AND, Consideration has been given to less restrictive remedial measures.	Yes ☐	No ☐

Part B **SATISFIED YES ☐ NO ☐**

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐	No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐	No ☐

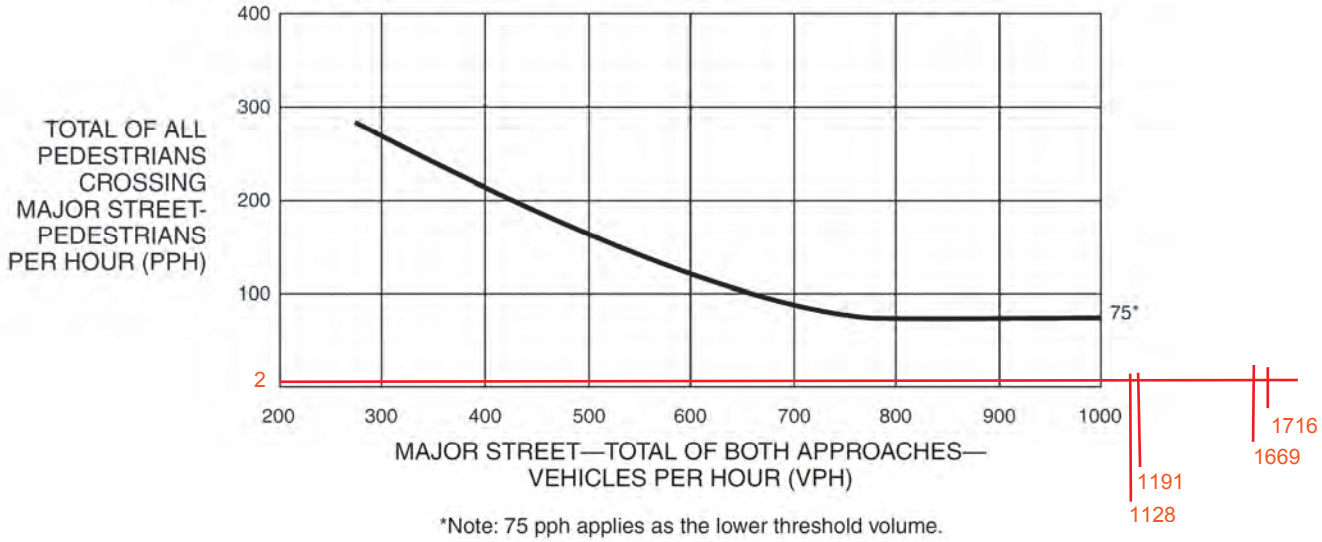
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



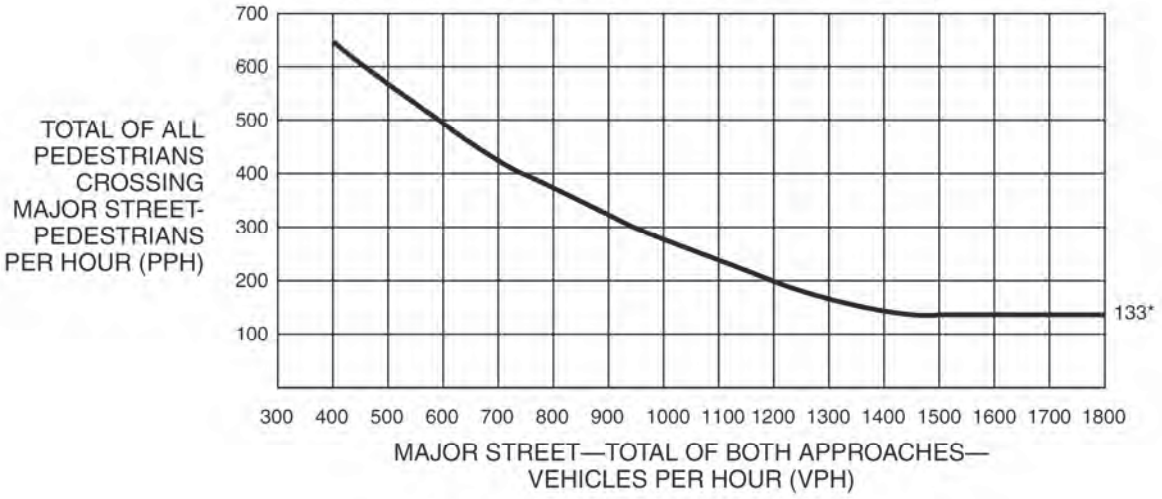
*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



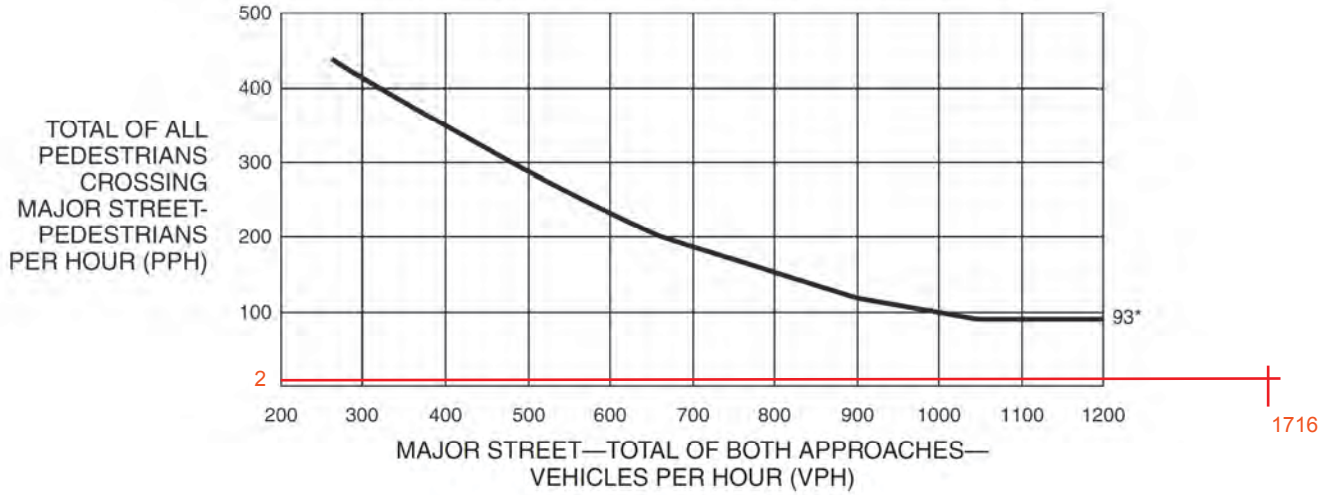
*Note: 75 pph applies as the lower threshold volume.

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



*Note: 133 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes ☐ No ☐
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☐
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.			Yes ☐ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.		Yes ☐ No ☐
5 OR MORE			
REQUIREMENTS	CONDITIONS	✓	
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	☐	Yes ☐ No ☐
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	☐	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8	☐	

WARRANT 8 - Roadway Network **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.	☐	Yes ☐ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr	☐	

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic		
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		
Appears as Major Route on an Official Plan		
Any Major Route Characteristics Met, Both Streets		Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

WARRANT 9 - Intersection Near a Grade Crossing **SATISFIED YES ☐ NO ☐**
(Both Parts A and B Must Be Satisfied)

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing -** During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

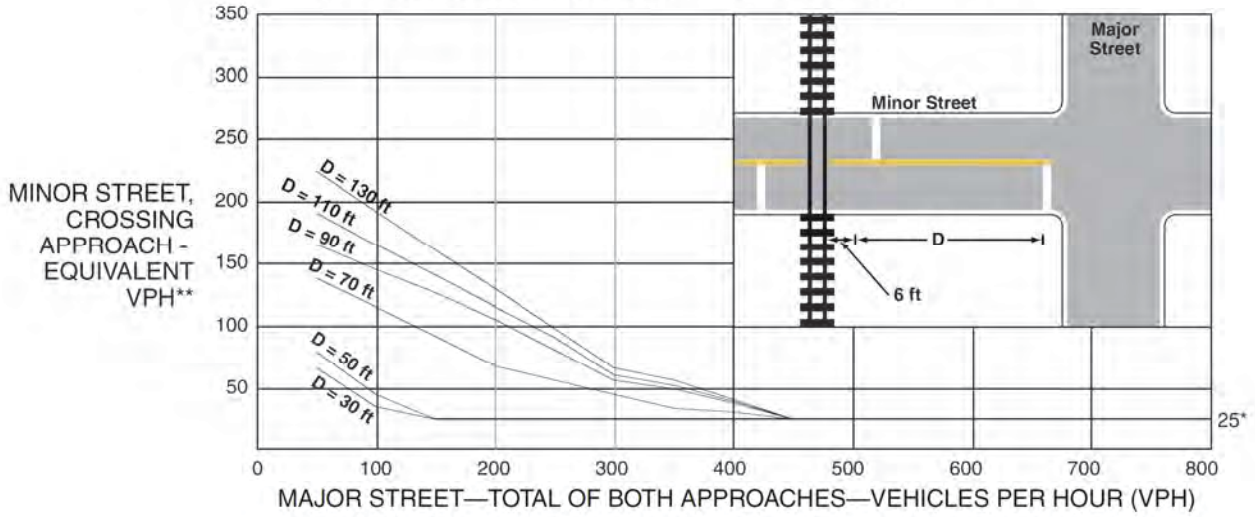
1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

Figure 4C-9. Warrant 9, Intersection Near a Grade Crossing (One Approach Lane at the Track Crossing)



* 25 vph applies as the lower threshold volume

** VPH after applying the adjustment factors in Tables 4C-2, 4C-3, and/or 4C-4, if appropriate

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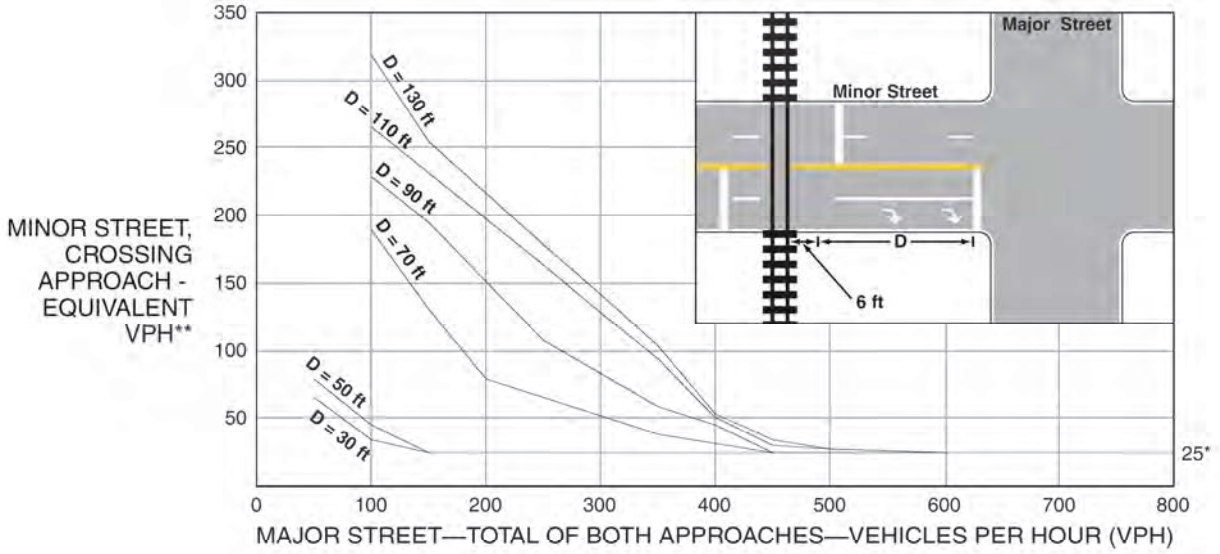
Figure 4C-10. Warrant 9, Intersection Near a Grade Crossing (Two or More Approach Lanes at the Track Crossing)



* 25 vph applies as the lower threshold volume

** VPH after applying the adjustment factors in Tables 4C-2, 4C-3, and/or 4C-4, if appropriate

MAY 19, 2020

RESOLUTION NO. 20:018

"A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT AUTHORIZING APPLICATION FOR, AND RECEIPT OF, LOCAL GOVERNMENT PLANNING SUPPORT GRANTS PROGRAM FUNDS"

MOTION IN ORDER:

READ BY TITLE ONLY AND ADOPT RESOLUTION NO. 20:018.

MOTION:	ROLL CALL VOTE:
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
[ ] APPROVED	ABSENT: _____
[ ] DENIED	ABSTAIN: _____

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CITY OF PARAMOUNT
AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By: John Carver, Planning Director
John King, AICP, Assistant Planning Director

Date: May 19, 2020

Subject: RESOLUTION NO. 20:018
LOCAL GOVERNMENT PLANNING GRANTS PROGRAM

Background

This item is a resolution authorizing application for, and receipt of, Local Government Planning Support Grants Program funds. Governor Newsom signed Assembly Bill (AB) No. 101 ("Housing development and financing") in July 2019. Amongst other actions, AB 101 established the Local Government Planning Support Grants program, more commonly known as Local Early Action Planning (LEAP) with $119 million for cities and counties. The California Department of Housing and Community Development (HCD) awards, administers, and monitors this planning grant.

LEAP Grants

In January 2020, HCD issued a notice of funding availability for LEAP grant funds. The purpose of LEAP is to assist jurisdictions in the preparation and adoption of planning documents and process improvements. These plans and processes are intended to help meet State-required housing goals and implement the Regional Housing Needs Assessment (RHNA) (6th Cycle). Eligible activities include updating general plans, community plans, or specific plans for the purpose of expediting local planning and permitting housing projects. In particular, preparing and adopting a revised housing element of a general plan is an eligible activity. One requirement for the grant application is a resolution authorizing staff to execute the program application and all related documents.

Funding Option

LEAP funding is based on jurisdiction size. Cities with populations more than 20,000 and less than 60,000 people (such as Paramount) are eligible for a maximum award of $150,000. Upon review of eligible options for allocating these grant funds, staff has determined that updating the Paramount Housing Element is the best and primary use of the funds. As a recap of State housing law, every eight years a new RHNA is established, and jurisdictions must plan for a certain number of housing units to be constructed during the upcoming eight-year cycle. The 6th Cycle, which becomes official

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in October 2020, refers to the eight years between October 2021 and October 2029. Revising a housing element is a complex and extensive process with substantial community input and public hearings, and the use of grant funds will free up City funds for other uses. The Planning Department is the lead City department for the Paramount Housing Element.

Another proposed expenditure with LEAP funds is $20,000 toward the Paramount Climate Action Plan (CAP). The CAP builds on the Paramount Communitywide Greenhouse Gas (GHG) Emissions Inventory completed in 2019. The City envisions the CAP as a key component of the City's goal to be a sustainable community with a focus on environmental justice and community engagement. In the context of housing and LEAP funds, the CAP will include goals and objectives promoting "smart growth" and transit-oriented development (TOD) principles that reduce GHG emissions, create local jobs, improve public health, and increase community resilience. The City Council allocated $10,000 in the current fiscal year for the CAP, and the $20,000 is the final amount needed to fund a complete CAP. The Public Works Department is the lead City department for the CAP.

Timeframe

The LEAP grant application is due on July 1, 2020. The required deadline to complete projects with awarded funds is December 31, 2023. For the projects noted above, the Paramount Housing Element will be completed October 2021, and the CAP will be completed approximately December 2020.

RECOMMENDED ACTION

It is recommended that the City Council read by title only and adopt Resolution No. 20:018.

CITY OF PARAMOUNT
LOS ANGELES COUNTY, CALIFORNIA

RESOLUTION NO. 20:018

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARAMOUNT AUTHORIZING APPLICATION FOR, AND RECEIPT OF, LOCAL GOVERNMENT PLANNING SUPPORT GRANTS PROGRAM FUNDS

WHEREAS, pursuant to Health and Safety Code 50515 et seq. the Department of Housing and Community Development (Department) is authorized to issue a Notice of Funding Availability (NOFA) as part of the Local Government Planning Support Grants Program (hereinafter referred to by the Department as the Local Early Action Planning Grants program or LEAP); and

WHEREAS, the City Council of the City of Paramount desires to submit a LEAP grant application package ("Application"), on the forms provided by the Department, for approval of grant funding for projects that assist in the preparation and adoption of planning documents and process improvements that accelerate housing production and facilitate compliance to implement the sixth cycle of the regional housing need assessment; and

WHEREAS, the Department has issued a NOFA and Application on January 27, 2020 in the amount of $119,040,000 for assistance to all California Jurisdictions.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PARAMOUNT ("APPLICANT") AS FOLLOWS:

SECTION 1. The above recitations are true and correct.

SECTION 2. The City Manager is hereby authorized and directed to apply for and submit to the Department the Application package;

SECTION 3. In connection with the LEAP grant, if the Application is approved by the Department, the City Manager of the City of Paramount is authorized to submit the Application, enter into, execute, and deliver on behalf of the Applicant, a State of California Agreement (Standard Agreement) for the amount of $150,000, and any and all other documents required or deemed necessary or appropriate to evidence and secure the LEAP grant, the Applicant's obligations related thereto, and all amendments thereto; and

SECTION 4. The Applicant shall be subject to the terms and conditions as specified in the NOFA, and the Standard Agreement provided by the Department after approval. The Application and any and all accompanying documents are incorporated in full as part of the Standard Agreement. Any and all activities funded, information provided, and timelines represented in the Application will be enforceable through the fully executed

Standard Agreement. Pursuant to the NOFA and in conjunction with the terms of the Standard Agreement, the Applicant hereby agrees to use the funds for eligible uses and allowable expenditures in the manner presented and specifically identified in the approved Application.

SECTION 5. This Resolution shall take effect immediately upon its adoption.

PASSED, APPROVED, and ADOPTED by the City Council of the City of Paramount this 19th day of May 2020.

Peggy Lemons, Mayor

ATTEST:

Heidi Luce, City Clerk

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MAY 19, 2020

PUBLIC HEARING

AMENDMENTS TO THE 2017-2021 CONSOLIDATED PLAN AND 2019-2020 ANNUAL ACTION PLAN FOR COMMUNITY DEVELOPMENT BLOCK GRANT FUNDING RELATED TO THE CARES ACT

A. HEAR STAFF REPORT.
B. OPEN THE PUBLIC HEARING.
C. HEAR TESTIMONY IN THE FOLLOWING ORDER:
   (1) THOSE IN FAVOR
   (2) THOSE OPPOSED
D. MOTION TO CLOSE THE PUBLIC HEARING.

MOTION:	ROLL CALL VOTE:
MOVED BY:_____	AYES: _____
SECONDED BY:_____	NOES: _____
[ ] APPROVED	ABSENT: _____
[ ] DENIED	ABSTAIN: _____

E. MOTION IN ORDER:
   APPROVE OF THE PROPOSED ACTIVITIES AND AUTHORIZE THE CITY MANAGER TO MAKE MODIFICATIONS TO THE PROGRAMS AS NEEDED TO COMPLY WITH HUD REGULATIONS AND SUBMIT THE PLAN AMENDMENTS TO HUD.

CONTINUED… PLEASE TURN PAGE

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MOTION:	ROLL CALL VOTE:
MOVED BY:_____	AYES:_____
SECONDED BY:_____	NOES: _____
[ ] APPROVED	ABSENT: _____
[ ] DENIED	ABSTAIN:_____

CITY OF PARAMOUNT
AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By: Karina Lam, Finance Director
Esther Luis, Consultant

Date: May 19, 2020

Subject: PUBLIC HEARING REGARDING AMENDMENTS TO THE 2017-2021 CONSOLIDATED PLAN AND 2019-2020 ANNUAL ACTION PLAN FOR COMMUNITY DEVELOPMENT BLOCK GRANT FUNDING RELATED TO THE CARES ACT

Summary

The United States Congress recently passed the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the President signed it into law on March 27, 2020 authorizing $2.2 trillion in a variety of stimulus measures to prevent, prepare for, and respond to the COVID-19 pandemic. Included in that legislation is $2 billion for the Community Development Block Grant (referred to as "CDBG-CV") program, of which, the City of Paramount will receive $466,928 in CDBG-CV funds.

As the United States Department of Housing and Urban Development (HUD) regulations related to CARES Act CDBG-CV funding have not yet been released, staff has been working closely with HUD to determine options for the use of the funds. Staff has identified emergency rental assistance, mortgage assistance, and small business assistance, as eligible activities under the CDBG-CV program; however, HUD is still working to release specific rules for these activities under the CARES Act and not all details are known at this time.

These activities have been incorporated into the attached amendments to the 2017-2021 Consolidated Plan and 2019-2020 Annual Action Plan in a format required for approval by HUD. In an effort to expedite the process and while staff waits for guidance from HUD on the requirements for use of the CDBG-CV funds for specific activities, staff will continue to work on developing program guidelines for each of these programs and evaluate contracting with a non-profit organization and/or consulting firm to assist with the implementation of the proposed programs.

Background

The City of Paramount will be receiving $466,928 in CDBG-CV to prevent, prepare for, and respond to the COVID-19 pandemic. This funding was authorized under the CARES

Act and is in addition to the City's annual allocations of Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME) funds from HUD.

To receive these emergency CDBG-CV funds, Council must amend the City's 2017-2021 Consolidated Plan, which was adopted on May 2, 2017. The required amendment must identify program activities that will be conducted with the new CDBG-CV funding allocations. Council must also amend the City's 2019-2020 Annual Action Plan, which was adopted on May 7, 2019. The 2019-2020 Annual Action Plan outlines how CDBG and HOME funds will be used during the current fiscal year. The required amendment must outline how the new COVID-19-related emergency funding will be used.

CDBG-CV Programs and Funding

Staff has identified emergency rental assistance, mortgage assistance, and small business assistance, as eligible activities under the CDBG-CV program. All CDBG-funded activities are required to meet one of three national objectives: 1) benefit low- and moderate- income residents; 2) aid in the prevention or elimination of slums or blight; and 3) address an urgent unforeseen emergency. Staff recommends the activities below that will benefit low- and moderate-income residents and businesses.

- **Emergency Rental Assistance Grant Program**
  The program will provide emergency rental and utility assistance grants to income-eligible tenants economically impacted during the COVID-19 pandemic through job loss, furlough or reduction in hours or pay, residing in the City of Paramount.

  Subject to regulations and requirements to be announced by HUD, including restrictions concerning duplication of benefits, monthly rental and utility assistance will be provided up to $2,000 per household for a period of up to two (2) months. Rental assistance will be through direct payment to a bona fide landlord, property management agent or company. Assistance will be limited to the actual amount(s) due or past due.

- **Emergency Mortgage Assistance Grant Program**
  The program will provide emergency mortgage and utility assistance grants to income-eligible homeowners economically impacted during the COVID-19 pandemic through job loss, furlough or reduction in hours or pay, residing in the City of Paramount.

  Subject to regulations and requirements to be announced by HUD, including restrictions concerning duplication of benefits, monthly mortgage and utility assistance will be provided up to $2,000 per household for a period of up to two (2) months. Assistance will be limited to the actual amount(s) due or past due.

- **Emergency Small Business Assistance Grant Program**
  The program will provide emergency grants to Paramount-based businesses that have been impacted by COVID-19, the Governor of California’s Executive Order,

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and/or the Los Angeles County Public Health Order "Safer at Home". With the health order requiring many businesses to be closed, or restaurants that must pivot to takeout only, many businesses are unable to pay employees, are unable to pay their commercial rent, and will not have enough cash-flow when the health order is lifted to be able to re-stock, re-supply, and re-staff their businesses.

Subject to regulations and requirements to be announced by HUD, including restrictions concerning duplication of benefits, one-time grants up to $10,000 will be provided to assist small businesses retain employees and continue to provide quality services to the City of Paramount.

- **CDBG -CV Program Administration (20% cap)**
  Funds will be utilized for administration of program activities. These funds will cover staff salaries and consultant costs that are associated with administering, monitoring, and auditing the programs for compliance with applicable regulations. HUD allows up to 20% of its CDBG-CV funds to be allocated for administration.

Programs	CDBG-CV Funds	CDBG Funds*	Total
Emergency Rental Assistance Grant Program	$ 93,386	$ 31,614	$ 125,000
Emergency Mortgage Assistance Grant Program	$ 93,386	$ 31,614	$ 125,000
Emergency Small Business Assistance Grant Program	$ 186,771	$ 58,229	$ 245,000
CDBG-CV Program Administration	$ 93,385	$ -	$ 93,385
Total	**$ 466,928**	**$ 121,457***	**$ 588,385**

* Re-allocation of 2019-2020 FY Commercial Rehabilitation Program funds in the amount of $121,457.

2017-2021 Consolidated Plan and 2019-2020 Annual Action Plan Amendments

Draft Amendments to the 2017-2021 Consolidated Plan and 2019-2020 Annual Action Plan are included with this report as Attachment 1. Due to the emergency nature of COVID-19 pandemic, certain HUD regulations have been waived or modified in order to expedite the release and expenditure of CDBG-CV funding. One such waiver includes the reduction from 30 days to five days for public review of the Annual Action Plan and Consolidated Plan amendments. In accordance with HUD guidelines, a notice was posted on the City's website on May 14, 2020 advising of the five-day public review period and the May 19, 2020 City Council public hearing. Following City Council approval of the CDBG-CV funding allocations and reallocation of the 2019-2020 Commercial Rehabilitation Program funds, staff will submit the Amendment to the 2017-2021 Consolidation Plan and 2019-2020 Annual Action Plan to HUD for approval.

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RECOMMENDED ACTION

It is recommended that the City Council conduct a public hearing, approve of the proposed activities, and authorize the City Manager to make modifications to the programs as needed to comply with HUD regulations and submit the plan amendments to HUD.

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DRAFT
AMENDMENT TO THE 2017-2021 CONSOLIDATED PLAN AND 2019-2020 ACTION PLAN

COMMUNITY DEVELOPMENT BLOCK GRANT COVID-19 ALLOCATION

City of Paramount
Finance Department
16400 Colorado Avenue
Paramount, CA 90723
paramountcity.com/community/cdbg.

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Appendices (To be inserted prior to submission to HUD)

Executive Summary

Background

Congress passed the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the President signed it on March 27, 2020 authorizing $2.2 trillion in a variety of stimulus measures to prevent, prepare for, and respond to the COVID-19 pandemic. The law includes $2 billion Community Development Block Grant (CDBG) for entitlement communities. The City of Paramount receives regular formula-based entitlement grants of CDBG and HOME funds through the United States Department of Housing and Urban Development (HUD) each year.

Sources

The City of Paramount will receive the following grant from HUD under the CARES Act:

CDBG-CV	$466,928

These funds are separate and distinct from the City's regular CDBG funds. As of May 14, 2020, HUD continues to release guidance for these programs containing modified program requirements. Subject to the CARES Act and emerging policy from HUD, the City Council is responsible for determining how CDBG-CV funds will be used to prevent, prepare and respond to the COVID-19 virus. In consultation with various City departments, this submission to the City Council requests approval to invest CARES Act funding for the CDBG-CV activities listed below.

Proposed Uses of Community Development Block Grant (CDBG-CV)

Emergency Rental Assistance Grant Program	$ 93,386
Emergency Mortgage Assistance Grant Program	$ 93,386
Emergency Small Business Grant Program	$186,771
CDBG-CV Program Administration	$ 93,385

*Reallocation of Regular Community Development Block Grant

Emergency Rental Assistance Grant Program	$ 31,614
Emergency Mortgage Assistance Grant Program	$ 31,614
Emergency Small Business Grant Program	$ 58,229

*Re-allocation of 2019-2020 FY Commercial Rehabilitation Program funds in the amount of $121,457.

AP-15 Expected Resources

The CARES Act allocations from HUD include $466,928 of CDBG-CV funds. The period of performance for these grants under the law is from March 1, 2020 to September 30, 2022.

Table 1 – Expected Resources

Program	Uses of Funds	Expected Amount Available				Narrative Description
		Allocation:	Program Income:	Prior Year Resources:	Total:	
CDBG-CV	Admin and Planning Economic Development Housing	$466,928	$0	$0	$466,928	CARES Act allocation of CDBG to address COVID-19

Matching Requirements

The Cares Act allocations of CDBG-CV funds do not require a local matching funds contribution.

Note: Information on this page will also be used to update the 2017-2021 Consolidated Plan "SP-35 Anticipated Resources" section, adding the CDBG-CV allocations shown in Table 1.

AP-20 Goals and Objectives

Goals Summary Information

Table 2 – Goals and Objectives

Goal Name	Time Period	Category	Needs Addressed	Funding	Goal Outcome Indicator
Goal 1 CDBG-CV Emergency Assistance Includes Program Admin	2019 - 2021	Affordable Housing	Urgent Need for assistance to address COVID-19	CDBG-CV: $280,157 CDBG: $63,228	Rental Assistance: 70 Households Assisted Mortgage Assistance: 70 Households Assisted
Description: Subject to the CARES Act and emerging policy from HUD, including program regulations and waivers, CDBG-CV funds will be used to provide vital public services designed to prevent, prepare for, and respond to the COVID-19 pandemic. This includes activities administered by the City of Paramount and/or its sub-recipients to address housing needs of Paramount residents.					
Goal 2 CDBG-CV Emergency Economic Opportunity	2019 - 2021	Non-Housing Community Development	Urgent Need for assistance to address COVID-19	CDBG-CV: $186,771 CDBG: $58,229	Business Assistance: 20 Businesses Assisted
Description: Subject to the CARES Act and emerging policy from HUD, including program regulations and waivers, CDBG-CV funds will be used to provide vital public services designed to prevent, prepare for, and respond to the COVID-19 pandemic. This includes activities administered by the City of Paramount and/or its sub-recipients to address business needs of Paramount businesses.					

Note: Information from this page will also be used to update the 2017-2021 Consolidated Plan "SP-45 Strategic Plan Goals" section, adding the two goals shown in Table 2.

AP-35 Projects and activities

To address the CDBG-CV goals, the City of Paramount will invest these funds for the project activities shown in the tables below.

Table 3 – CDBG-CV Project and Activities

1	**Project Name**	Emergency Rental Assistance Grant Program
	Target Area	Citywide
	Goals Supported	CDBG-CV Emergency Assistance
	Needs Addressed	Housing
	Funding	CDBG-CV: $93,386 CDBG: $31,614
	Description	Subject to the CARES Act and emerging policy from HUD, including program regulations and waivers, CDBG-CV funds will be used to provide services designed to prevent, prepare for, and respond to the COVID-19 pandemic. The program will provide emergency rental assistance grants to income-eligible tenants economically impacted during the COVID-19 pandemic through job loss, furlough or reduction in hours or pay, residing in the City of Paramount.
	Target Date	6/30/2022
	Estimate the number and type of families that will benefit	60 Households
	Location	Citywide
	Planned Activities	Emergency Rental Assistance Grant Program $125,000

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2	**Project Name**	Emergency Mortgage Assistance Grant Program
	Target Area	Citywide
	Goals Supported	CDBG-CV Emergency Assistance
	Needs Addressed	Housing
	Funding	CDBG-CV: $93,386 CDBG: $31,614
	Description	Subject to the CARES Act and emerging policy from HUD, including program regulations and waivers, CDBG-CV funds will be used to provide services designed to prevent, prepare for, and respond to the COVID-19 pandemic. The program will provide emergency mortgage assistance grants to income-eligible homeowners economically impacted during the COVID-19 pandemic through job loss, furlough or reduction in hours or pay, residing in the City of Paramount.
	Target Date	6/30/2022
	Estimate the number and type of families that will benefit	60 Households
	Location	Citywide
	Planned Activities	Emergency Mortgage Assistance Grant Program $125,000

3	**Project Name**	Emergency Small Business Grant Program
	Target Area	Citywide
	Goals Supported	Economic Opportunity
	Needs Addressed	Promote Economic Opportunity
	Funding	CDBG-CV: $186,771 CDBG: $58,229
	Description	Subject to the CARES Act and emerging policy from HUD, including program regulations and waivers, CDBG-CV funds will be used to provide services designed to prevent, prepare for, and respond to the COVID-19 pandemic. With the health order requiring many businesses to be closed, or restaurants that must pivot to takeout only, many businesses are unable to pay employees, are unable to pay their commercial rent, and will not have enough cash-flow when the health order is lifted to be able to re-stock, re-supply, and re-staff their businesses.
	Target Date	6/30/2022
	Estimate the number and type of families that will benefit	20 Businesses
	Location	Citywide
	Planned Activities	Emergency Small Business Assistance Grant Program $245,000

4	**Project Name**	CDBG-CV Program Administration
	Target Area	Citywide
	Goals Supported	All
	Needs Addressed	All
	Funding	CDBG-CV: $93,385
	Description	This project provides for the administration of the CDBG-CV program activities.
	Target Date	6/30/2022
	Estimate the number and type of families that will benefit	Not applicable
	Location	Not applicable
	Planned Activities	CDBG-CV Program Administration $93,385

AP-90 Program Specific Requirements

In the implementation of program activities under the CDBG-CV Action Plan will follow all HUD regulations and some or all of the waivers made available by HUD concerning compliance matters such as program income, forms of investment, and overall low- and moderate-income benefit (if applicable).

Community Development Block Grant Program (CDBG)

The following tables address HUD regulatory requirements at 24 CFR 92.220(l)(1) concerning program income and CDBG-CV low- and moderate-income benefit.

Table 3 – Program Income

1. The total amount of program income that will have been received before the start of the next program year and that has not yet been reprogrammed	0
2. The amount of proceeds from section 108 loan guarantees that will be used during the year to address the priority needs and specific objectives identified in the grantee's strategic plan.	0
3. The amount of surplus funds from urban renewal settlements	0
4. The amount of any grant funds returned to the line of credit for which the planned use has not been included in a prior statement or plan	0
5. The amount of income from float-funded activities	0
Total Program Income:	**0**

Table 4 – Low- and Moderate-Income Benefit

1. The amount of urgent need activities*	0
2. The estimated percentage of CDBG funds that will be used for activities that benefit persons of low- and moderate-income. Overall Benefit - A consecutive period of one, two or three years may be used to determine that a minimum overall benefit of 70% of CDBG funds is used to benefit persons of low- and moderate-income. Specify the years covered that include this Annual Action Plan.	100%

*Note: The amount for Urgent Need activities may change depending on waivers issued by HUD subsequent to this Action Plan amendment.

APPENDIX A
CITIZEN PARTICIPATION

Summary of Public Comments

The City Council held a public hearing on May 19, 2020.

Pending Comments

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APPENDIX B
SF-424s, SF-424Ds, Certifications

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MAY 19, 2020

ORAL REPORT

PARAMOUNT BUSINESS RECOVERY EFFORTS

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CITY OF PARAMOUNT
AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By: Andrew Vialpando, Assistant City Manager

Date: May 19, 2020

Subject: ORAL REPORT – PARAMOUNT BUSINESS RECOVERY EFFORTS

This oral report will provide an update on the City of Paramount's efforts to develop a plan to assist with local economic and business recovery through the duration of and following the COVID-19 pandemic. On May 6, a small committee of City staff met internally to discuss ways the City could assist in business recovery efforts. Following this meeting, input was received from business stakeholders at a Paramount Business Recovery Committee meeting on May 14. Some 16 representatives attended the Committee meeting, including representatives from the Chamber of Commerce, the SELACO Workforce Development Board, the Small Business Development Center, and local businesses including Casa Gamino, Northgate Gonzalez Markets, and Domino's Pizza.

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MAY 19, 2020

REVISED MAYOR'S APPOINTMENTS

MOTION IN ORDER:

CONFIRM THE REVISED MAYOR'S APPOINTMENTS AS VERBALLY ANNOUNCED.

MOTION:	ROLL CALL VOTE:
MOVED BY: _____	AYES: _____
SECONDED BY: _____	NOES: _____
[ ] APPROVED	ABSENT: _____
[ ] DENIED	ABSTAIN: _____

CITY OF PARAMOUNT

AGENDA REPORT

To: Honorable City Council

From: John Moreno, City Manager

By: Heidi Luce, City Clerk

Date: May 19, 2020

Subject: REVISED MAYOR'S APPOINTMENTS

At the April 21, 2020 City Council meeting, the City Council approved the Mayor's appointments as shown on the attached list of appointments. Since then, the City Council approved an agreement to join the Southeast Los Angeles County Workforce Development Board (SELACO), which requires a delegate be appointed to the Policy Board. Additionally, staff recommends that a staff alternate delegate be added to the California Joint Powers Insurance Authority and Clean Power Alliance, as has been past practice. The items requiring revision are shown in red on the attachment. It is recommended that the Mayor make these appointments.

RECOMMENDED ACTION

It is recommended that the City Council confirm the Mayor's appointments.

MAYOR'S APPOINTMENTS: May 2020

Agency	Rep. & Alt. Rep.	Meetings
California Contract Cities Association	Rep Olmos Alt: Aguayo	Board of Directors 3rd Wednesday, 6:00 – 8:00 p.m.
California Joint Powers Insurance Authority	Rep: Cuellar Stallings Alt: Aguayo Alt: Vialpando	Board of Directors - July Meeting (annual) Dinner @ 5:30 p.m., Meeting @ 7:00 p.m. (Staff: Vialpando)
Clean Power Alliance) *(Form 700 + Ethics)*	Rep: Cuellar Stallings Alt: Aguayo Alt: Figueroa	1st Thursday @ 2:00 p.m. (Staff: Figueroa)
County Sanitation Districts of L.A. County Districts 1 & 2 *(Form 700 + Ethics)*	Rep: Lemons (Mayor) Alt: Olmos	2nd Wednesday @ 1:30 p.m. (Dist. 1 & 2) 4th Wednesday @ 1:30 p.m. (Dist. 2)
Eco-Rapid Transit *(Form 700)*	Rep: Guillen Alt: Cuellar Stallings	2nd Wednesday of each month Dinner @ 6:00 p.m., Meeting @ 6:30 p.m.
Gateway Cities COG Board of Directors *(Form 700)*	Rep: Olmos Alt: Aguayo	1st Wednesday Dinner @ 5:30 p.m., Meeting @ 6:00 p.m.
Gateway Cities COG SR-91/I-605/I-405 Corridor Cities Committee	Rep: Guillen Alt: Cuellar Stallings	4th Wednesday @ 6:00 p.m. (Staff: Figueroa/Pagett)
Greater Los Angeles County Vector Control *(Form 700 + Ethics + Harass)*	Rep: Hansen 2-Yr. Term, Exp. 01/2021 (Appt. made 11/2018)	2nd Thursday @ 7:00 p.m.
League of California Cities (Los Angeles County)	Rep: Olmos Alt: Aguayo	General Membership Meeting (Jan., Mar., June, Aug., Oct.)
L.A. County City Selection Committee	Rep: Lemons (Mayor)	Meets on an as-needed basis
Paramount Unified School District Liaisons (PUSD & City Ad Hoc Committee)	Rep: Cuellar Stallings Rep: Olmos	1st Thursday @ 4:00 p.m.
Sister City Committee	Rep: Aguayo	Annually in Jan. & Aug.
Southeast Area Animal Control Authority (SEAACA) *(Form 700 + Harrass)*	Rep: Lemons Alt: Cuellar Stallings	3rd Thursday @ 2:00 p.m.
Southeast Los Angeles County Workforce Development Board (SELACO) Policy Board *(Form 700)*	Rep: TBD Alt: TBD	2nd Tuesday @ 12:00 p.m.(Bi-monthly) (Feb., April, June, Aug., Oct., Dec.) (Staff: Johnson)
Southeast Water Coalition *(Form 700 + Ethics + Harass)*	Rep: Aguayo Alt: Cuellar Stallings	1st Thursday (Bi-monthly) (Feb., April, June, Aug., Oct., Dec.) Dinner @ 6:00 p.m., Meeting @ 6:30 p.m. (Staff: Figueroa)
So. Calif. Assoc. of Governments (SCAG) General Assembly *(Form 700)*	Rep: Aguayo Alt: Cuellar Stallings	Annually in April OR May

CF 11.4

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