ORDINANCE NO. 2007-01

AN ORDINANCE OF THE CITY OF CLAREMONT, CALIFORNIA, ADOPTING THE OLD SCHOOL HOUSE/CLAREMONT INN REVITALIZATION SPECIFIC PLAN (#06-SP01) AND CORRESPONDING ZONE CHANGE (#06-Z03). APPLICANT – CLAREMONT STAR, L.P.

WHEREAS, on February 24, 2006, Claremont Star, L.P. ("Applicant") filed an application for a Specific Plan and Zone Change for the Old School House/Claremont Inn area, which encompasses approximately 21 acres situated at the northwest corner of the intersection of Foothill Boulevard and Indian Hill Boulevard; and

WHEREAS, the Specific Plan for Old School House/Claremont Inn Revitalization ("Specific Plan") proposes to serve as the long-term development plan for the Old School House/Claremont Inn area ("Specific Plan Area"), and provides for the development of commercial uses, residential uses, public improvements, on-street parking, off-street surface parking and a parking structure; and

WHEREAS, the Specific Plan area is further described as 415-555 West Foothill Boulevard and by Assessor's Parcel Numbers 8305-016-003, 8305-017-004, 8305-017-006, and 8305-017-009; and

WHEREAS, California Government Code Section 65450 et seq., authorizes the preparation of specific plans governing the development of private property; and

WHEREAS, implementation of the Specific Plan requires adoption of the proposed Zone Change (#06-Z03), which will change the existing zoning designation of the Specific Plan Area from CM Major Commercial to a new zoning category to be known as Specific Plan 9 (SP-9); and

WHEREAS, SP-9 contains three sub-areas, consisting of Residential, Hotel and Mixed Use, each of which has distinct development standards and permitted uses; and

WHEREAS, pursuant to the California Environmental Quality Act ("CEQA") (Public Res. Code §§21000 et seq.), the State CEQA Guidelines (14 CCR §§15000 et seq.), and the City of Claremont Local Guidelines for implementing CEQA ("Local Guidelines"), the City prepared an Initial Study and Draft Mitigated Negative Declaration for the proposed Specific Plan in order to analyze all potential adverse environmental impacts of Specific Plan implementation, and released it for public review on October 20, 2006; and

WHEREAS, the Mitigated Negative Declaration concludes that the Proposed Use will not have a significant effect on the environment with mitigation measures in the areas of biological resources, cultural resources, geology and soils, hazards and hazardous materials, and transportation/traffic; and

WHEREAS, on November 7, 2006, the Planning Commission held a duly noticed public hearing to consider the Mitigated Negative Declaration, Specific Plan and Zone Change, at which time all persons wishing to testify in connection with the Specific Plan were heard; and

WHEREAS, the Planning Commission fully studied the proposed Specific Plan and considered all public comments on the Specific Plan, Zone Change and Mitigated Negative Declaration; and

WHEREAS, based on the entire administrative record before the Planning Commission on the Specific Plan, including all written and oral evidence presented to the Planning Commission, the Planning Commission recommended on a 6-0 vote that the City Council take the following actions: (i) adopt the Mitigated Negative Declaration as proposed by staff, and direct staff to file a Notice of Determination; and (ii) approve Specific Plan #06-SP01 and Zone Change #06-Z03; and

WHEREAS, on December 12, 2006, the City Council held a duly noticed public hearing to consider the Mitigated Negative Declaration, Specific Plan and Zone Change, at which time all persons wishing to testify in connection with the Specific Plan were heard; and

WHEREAS, on December 12, 2006, under a separate resolution, the City Council adopted the Mitigated Negative Declaration for Specific Plan #06-SP01 and Zone Change #06-Z03 with all mitigation measures and monitoring timeframes set forth therein as proposed by staff;

WHEREAS, the City Council has determined that the Specific Plan conforms with the goals and policies of the General Plan and desires to adopt Specific Plan #06-SP01 and Zone Change #06-Z03.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLAREMONT DOES ORDAIN AS FOLLOWS:

Section A. The City Council hereby adopts the Specific Plan for Old School House/Claremont Inn Revitalization (#06-SP01) attached as Exhibit "A" hereto and finds as follows:

1. The Specific Plan systematically implements and is consistent with the General Plan in that:

   (a) The land uses proposed are consistent with the land use designations set forth in the Land Use, Community Character and Preservation Element.

(b) The Specific Plan furthers General Plan Land Use, Community Character and Preservation Element Goal 2-16 and all associated policies to "(t)ransform the Claremont Inn and Old School House property into a vibrant mixed-use development that includes a hotel, conference center, retail space, entertainment/cultural space, and higher density residences with pedestrian connections between the different uses."

(c) The Specific Plan furthers General Plan Land Use, Community Character and Preservation Element Policy 2-4.2 to utilize mixed-use development approaches to create unique and varied housing by integrating residential with hotel, retail, office and open spaces.

(d) The Specific Plan furthers General Plan Land Use, Community Character and Preservation Element Policy 2-14.5 to continue to support retention and/or adaptive reuse of existing commercial buildings by providing for the renovation of the Old School House and the conversion of a former hotel building into residential condominiums.

(e) The Specific Plan furthers General Plan Land Use, Community Character and Preservation Element Policy 2-15.1 by providing a new opportunity in the Foothill Boulevard Corridor for mixed-use development.

(f) The Specific Plan furthers General Plan Economic Development/Fiscal Element Policy 3-2.7 to "(f)acilitate creative, attractive, and beneficial redevelopment of the Old School House site, including provision of housing opportunities."

(g) The Specific Plan furthers General Plan Economic Development/Fiscal Element Goal 3-4 to "(d)evelop a stronger visitor and tourism base," and Policy 3-4.1 to "(e)xpand lodging choices in the City by attracting and retaining high-quality facilities desired by visitors to our community." The Specific Plan Area currently contains a renovated hotel, a restaurant and dinner theater, and the implementation of the Specific Plan will add more retail space, including a specialty market. The hotel renovation further helps to meet the tremendous need for lodging options for the college community.

(h) The Specific Plan furthers General Plan Open Space, Parkland, Conservation, and Air Quality Element Goal 5-14 and associated policies to "(i)ncorporate green building and other sustainable building practices into development projects" by requiring the use of energy-saving designs and devices in all renovation and new

construction projects. The Specific Plan contains policies for new residential and commercial development, as well as the renovation of the Old School House, which require the incorporation of energy-saving designs and technologies, and consideration of eco-friendly materials and LEED design principles.

(i) The Specific Plan furthers General Plan Human Services, Recreational Programs, and Community Facilities Element Policy 7-8.1 to preserve and restore historic resources where such actions will enhance appreciation and understanding of them through the renovation and re-use of the Old School House. As described in the Specific Plan, the renovation of the Old School House calls for bringing the building's exterior closer to its 1930s-era appearance.

(j) The Specific Plan furthers General Plan Housing Element Policy 8-3.2 to "(a)llow mixed-use development as a means of providing housing near commercial services" by integrating residential uses with retail, restaurants, offices, the hotel and public spaces.

(k) The Specific Plan furthers General Plan Governance Element Policy 9-4.2 to encourage public participation in discussions, meetings and policy development. During the Specific Plan planning process, the Applicant worked with neighborhood members and community stakeholders to collect input on the development vision and identify issues to address in the Specific Plan. This included two workshops, a focused neighborhood meeting, and discussions with various community organizations, all initiated by the Applicant. The commission review process included two meetings before the Planning Commission, and one meeting each before the Architectural and Traffic and Transportation Commissions. In response to the input from the public and commissions, the Applicant revised the Specific Plan, including reducing the residential density, revising the housing types proposed, and refining design goals and policies. Further, in response to neighborhood concerns and the recommendations of the Traffic and Transportation Commission, the Applicant agreed to post bonds to fund potential traffic-calming improvements on Santa Barbara Drive, and at the intersection of Foothill Boulevard and Berkeley Avenue.

2. The Specific Plan furthers the goals of the Claremont Inn and Old School House Center Planning Principles, adopted by the City Council in 2001, particularly Goal #1: "To revitalize the Claremont Inn and Old School House Center properties, taking advantage of their strategic location, to provide a mixed-use center including residential, hospitality, entertainment, art, and office uses."

3. The Specific Plan provides for the development of a comprehensively planned project that is superior to development otherwise allowed under the existing zoning classification.

Section B. The City Council hereby adopts the Zone Change (#06-Z03) from Major Commercial (CM) to Specific Plan 9 (SP-9) and finds as follows:

1. The SP-9 zoning district designation is consistent with the Mixed Use General Plan designation of the Specific Plan Area.

2. The SP-9 zoning district designation is unique to the Specific Plan Area, and such designation is necessary to precisely identify the boundaries of the land governed by the Specific Plan.

3. The proposed Zone Change will not have a significant adverse effect on the environment, as determined by the Mitigated Negative Declaration prepared for this project in accordance with the California Environmental Quality Act.

Section C. The property affected by the actions in Sections A and B above are located in the County of Los Angeles, State of California. The property consists of approximately 21 acres of land located in the central portion of the City of Claremont and generally bounded on the north by Colby Circle, on the east by Indian Hill Boulevard, on the south by Foothill Boulevard, and on the west by a north-south parcel line approximately parallel to and approximately 1,275 feet to the west of the centerline of Indian Hill Boulevard, legally described in Exhibit "B" as attached, depicted graphically on Exhibit "C," is hereby designated as the Old School House/Claremont Inn Revitalization Specific Plan (#06-SP01). The uses, types of development and development standards set forth in the Old School House/Claremont Inn Revitalization Specific Plan are the uses, types of development and development standards permitted in that property described above.

Section D. The Community Development Director shall modify the Official Zoning Map in accordance with this ordinance to indicate thereon that the real property legally described in Exhibit "B" and depicted in Exhibit "C" as attached is within the Old School House/Claremont Inn Revitalization Specific Plan.

Section E. The Mayor shall sign this Ordinance and the City Clerk shall attest and certify to the passage and adoption thereof and shall cause the same to be published in the Claremont Courier, a semi-weekly newspaper of general circulation, printed, published and circulated in the City of Claremont, and thirty (30) days hereafter, it shall take effect and be in force.

PASSED, APPROVED, AND ADOPTED THIS 9th day of January, 2007.

Mayor, City of Claremont

ATTEST:

City Clerk, City of Claremont

APPROVED AS TO FORM:

City Attorney, City of Claremont

EXHIBIT "A"

Old School House/Claremont Inn Revitalization Specific Plan

Copies of the Final Draft of the Old School House/Claremont Inn Revitalization Specific Plan, dated November 30, 2006, are available for public inspection and review at the City Clerk's Office in City Hall and Claremont Public Library.

EXHIBIT "B"

Legal Description for the Old School House/Claremont Inn Revitalization Specific Plan and Corresponding Zone Change

The complete legal description is provided on the following pages.

For publication purposes: The property comprising the Old School House/Claremont Inn Revitalization Specific Plan and Corresponding Zone Change is also described as Assessor's Parcel Numbers 8305-016-003, 8305-017-004, 8305-017-006, and 8305-017-009. Due to the length and corresponding costs of publication, the Assessor's Parcel Numbers will be published in lieu of the Legal Description. The complete legal description is available for review at the City Clerk's office.

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF LOS ANGELES, DESCRIBED AS FOLLOWS:

PARCEL 1:

THAT PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 8 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF CLAREMONT, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND FILED IN THE DISTRICT LAND OFFICE ON MARCH 13, 1876, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST LINE OF LOT 9 OF TRACT NO. 28573, IN SAID CITY, AS PER MAP RECORDED IN BOOK 741, PAGES 20 TO 22 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, WITH THE EASTERLY PROLONGATION OF THAT PORTION OF THE CENTERLINE OF COLBY CIRCLE, AS SHOWN ON SAID TRACT NO. 28573, HAVING A BEARING OF NORTH 89° 44' 50" EAST AND A LENGTH OF 203.10 FEET; THENCE SOUTH 00° 18' 48" EAST 92.02 FEET ALONG SAID EAST LINE TO THE MOST NORTHERLY CORNER OF LOT 23 OF TRACT NO. 28573; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID LOT 23 TO THE SOUTHEAST CORNER OF SAID LOT 23, SAID SOUTHEAST CORNER ALSO BEING A POINT IN THE BOUNDARY OF THE LAND DESCRIBED IN DEED TO CLAREMONT UNIFIED SCHOOL DISTRICT, RECORDED OCTOBER 6, 1955 IN BOOK 49153, PAGE 420 OF OFFICIAL RECORDS OF SAID COUNTY; THENCE SOUTH 89° 58' 35" EAST 6.99 FEET TO THE WEST LINE OF THE EAST 165 FEET OF THE WEST HALF OF SAID SOUTHWEST QUARTER; THENCE SOUTH 00° 19' 06" EAST 250 FEET ALONG SAID WEST LINE TO THE NORTH LINE OF FOOTHILL BOULEVARD, 100 FEET WIDE, AS SHOWN ON TRACT 28573; THENCE SOUTH 89° 58' 35" EAST 165 FEET ALONG SAID NORTH LINE OF FOOTHILL BOULEVARD TO THE EAST LINE OF SAID WEST HALF OF THE SOUTHEAST QUARTER; THENCE NORTH 00° 19' 06" WEST 483.15 FEET ALONG SAID LAST MENTIONED EAST LINE TO SAID EASTERLY PROLONGATION OF THE CENTERLINE OF COLBY CIRCLE; THENCE SOUTH 89° 44' 50" WEST 220.09 FEET ALONG SAID EASTERLY PROLONGATION TO THE POINT OF BEGINNING.

TOGETHER WITH THAT PORTION OF PARCEL 2, OF PARCEL MAP NO. 8421, IN THE CITY OF CLAREMONT, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 93, PAGES 78 AND 79 OF PARCEL MAPS, DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERLY TERMINUS OF THAT CERTAIN COURSE, AS SHOWN ON SAID PARCEL MAP HAVING A BEARING OF NORTH 89° 44' 50" EAST AND A LENGTH OF 169.31 FEET; THENCE ON THE EASTERLY PROLONGATION OF SAID COURSE NORTH 89° 44' 50" EAST 111.79 FEET;

THENCE PARALLEL WITH THE EASTERLY LINE OF SAID PARCEL 2 SOUTH 0° 12' 32" EAST 240.00 FEET; THENCE SOUTH 86° 39' 44" WEST 111.49 FEET TO THE WESTERLY LINE OF SAID PARCEL; THENCE ALONG SAID LINE NORTH 0° 19' 06" WEST 246.00 FEET TO THE POINT OF BEGINNING.

PARCEL 2:

A LEASEHOLD INTEREST IN AND TO THE FOLLOWING:

THAT PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 8 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF CLAREMONT, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND FILED IN THE DISTRICT LAND OFFICE ON MARCH 13, 1876, TOGETHER WITH THAT PORTION OF TRACT 28573, IN SAID CITY, AS PER MAP RECORDED IN BOOK 741 PAGES 20 THROUGH 22 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS A WHOLE AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST LINE OF LOT 9 OF TRACT NO. 28573, WITH THE EASTERLY PROLONGATION OF THAT PORTION OF THE CENTERLINE OF COLBY CIRCLE, AS SHOWN ON SAID TRACT NO. 28573, HAVING A BEARING OF NORTH 89° 44' 50" EAST AND A LENGTH OF 203.10 FEET; THENCE SOUTH 00° 18' 48" EAST 92.02 FEET ALONG SAID EAST LINE TO THE MOST NORTHERLY CORNER OF LOT 23 OF SAID TRACT NO. 28573; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID LOT 23 TO THE SOUTHEAST CORNER OF SAID LOT 23, SAID SOUTHEAST CORNER ALSO BEING A POINT IN THE BOUNDARY OF THE LAND DESCRIBED IN DEED TO CLAREMONT UNIFIED SCHOOL DISTRICT, RECORDED OCTOBER 6, 1955 IN BOOK 49153 PAGE 420 OF OFFICIAL RECORDS OF SAID COUNTY; THENCE SOUTH 89° 58' 35" EAST 6.99 FEET TO THE WEST LINE OF THE EAST 165 FEET OF THE WEST HALF OF SAID SOUTHWEST QUARTER; THENCE SOUTH 00° 19' 06" EAST 250 FEET ALONG SAID WEST LINE TO THE NORTHERLY LINE OF FOOTHILL BOULEVARD, 100 FEET WIDE, AS SHOWN ON SAID TRACT NO. 28573; THENCE NORTH 89° 58' 35" WEST 488.09 FEET AND SOUTH 89° 44' 50" WEST 0.27 FEET ALONG SAID NORTHERLY LINE OF FOOTHILL BOULEVARD TO THE WEST LINE OF LOT 10 OF SAID TRACT NO. 28573; THENCE NORTH 00° 25' 40" WEST 480.09 FEET ALONG SAID LAST MENTIONED WEST LINE AND THE NORTHERLY PROLONGATION THEREOF TO SAID CENTERLINE OF COLBY CIRCLE; THENCE NORTH 89° 44' 50" EAST 434.18 FEET ALONG SAID CENTERLINE OF COLBY CIRCLE AND THE SAID EASTERLY PROLONGATION OF THE POINT OF BEGINNING.

EXCEPT FROM A PORTION OF SAID LAND THE OWNERSHIP AND RIGHT TO PRODUCE AND OBTAIN OIL, GAS AND OTHER HYDROCARBON SUBSTANCES BELOW A DEPTH OF 500 FEET UNDER SAID LAND, WITHOUT THE RIGHT OF SURFACE ENTRY, AND THE RIGHT TO WHIPSTOCK OR SLANT DRILL UNDER SAID LAND BELOW A DEPTH OF 500 FEET, WITHOUT THE RIGHT OF

SURFACE ENTRY, AND THE RIGHT TO CONVEY, ASSIGN OR LEASE SUCH RIGHTS, PROVIDED THAT THE DRILLING, PRODUCTION, WHIPSTOCKING, OR SLANT DRILLING SHALL NOT INTERFERE WITH THE SURFACE OR FOUNDATION USE OF SAID LAND, AS RESERVED BY ROLLAND O. TOWNE, LA VERNE ROQUET AND BARBARA NADIE ROQUET, IN THE LEASE RECORDED SEPTEMBER 1, 1966 IN BOOK M2331 PAGE 601 OFFICIAL RECORDS.

PARCEL 3:

PARCELS 2 AND 3 OF PARCEL MAP NUMBER 8421, IN THE CITY OF CLAREMONT, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 93, PAGES 78 AND 79 OF PARCEL MAPS.

EXCEPT THAT PORTION OF PARCEL 2 DESCRIBED AS FOLLOWS:

BEGINNING AT THE EASTERLY TERMINUS OF THAT CERTAIN COURSE, AS SHOWN ON SAID PARCEL MAP, HAVING A BEARING OF NORTH 89° 44' 50" EAST AND A LENGTH OF 169.31 FEET; THENCE ON THE EASTERLY PROLONGATION OF SAID COURSE NORTH 89° 44' 50" EAST 111.79 FEET; THENCE PARALLEL WITH THE EASTERLY LINE OF SAID PARCEL 2 SOUTH 0° 12' 32" EAST 240.00 FEET; THENCE SOUTH 89° 39' 44" WEST 111.49 FEET TO THE WESTERLY LINE OF SAID PARCEL; THENCE ALONG SAID LINE NORTH 0° 19' 06" WEST 246.00 FEET TO THE POINT OF BEGINNING.

PARCEL 4:

A NON-EXCLUSIVE EASEMENT TO USE THOSE CERTAIN "PARCEL 1 PARKING SPACES" LOCATED ON PARCEL 1, IN THE CITY OF CLAREMONT, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON PARCEL MAP NO. 8421, FILED IN BOOK 93 PAGE 78 AND 79 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, FREE OF CHARGE UNTIL DECEMBER 31, 2021 FOR THE BENEFIT OF FOOTHILL INN, A CALIFORNIA LIMITED PARTNERSHIP, AND ALL THE TENANTS AND LICENSEES OF PARCELS 1, 2 AND 3 OF SAID LAND AND THEIR BUSINESS INVITEES, LICENSEES, EMPLOYEES, SUCCESSORS AND ASSIGNS FOR THE PASSAGE AND PARKING OF THE VEHICLES OF SUCH PERSONS AND THE PASSAGE AND ACCOMMODATION OF SUCH PERSONS, AS PEDESTRIAN, AND FOR THEIR INGRESS AND EGRESS TO AND FROM SAID "PARCEL 1 PARKING SPACES" AND THE "PARCEL 2 PARKING SPACES" LOCATED ON PARCELS 1, 2 AND 3 OF SAID LAND, AS CREATED IN THAT CERTAIN "GRANT OF EASEMENT" DATED APRIL 1, 1978 BY AND BETWEEN ALTON L. SANDORD, ELISABETH S. SANFORD, GRISWOLD'S OLD SCHOOL HOUSE, A CALIFORNIA CORPORATION AND FOOTHILL INN, A CALIFORNIA LIMITED PARTNERSHIP, RECORDED APRIL 17, 1978 AS INSTRUMENT NO. 78-403780, IN THE OFFICIAL RECORDS OF LOS ANGELES COUNTY, AS RATIFIED BY SAID FOOTHILL INN ON APRIL 21, 1978 BY A RATIFICATION OF SAID GRANT OF EASEMENT, RECORDED APRIL 24, 1978 AS INSTRUMENT NO. 78-430506 IN THE OFFICE OF THE COUNTY RECORDER'S OF LOS ANGELES COUNTY.

PARCEL 5:

A NON-EXCLUSIVE EASEMENT TO USE 124 PARKING SPACES, FREE AND CHARGE FOR A TERM OF 25 YEARS FROM JUNE 10, 1974, WITHIN THOSE CERTAIN "PARCEL 1 PARKING SPACES" LOCATED ON THAT PORTION OF LOT 1 OF TRACT NO. 2408, IN THE CITY OF CLAREMONT, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 25 PAGE 63 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST LINE OF SAID LOT 1 WITH THE NORTHERLY LINE OF FOOTHILL BOULEVARD, 100 FEET WIDE, AS SHOWN ON TRACT NO. 20237 IN SAID CITY, AS PER MAP RECORDED IN BOOK 594 PAGES 93 AND 94 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE SOUTH 89° 44' 50" WEST 198.19 FEET ALONG SAID NORTHERLY LINE TO THE INTERSECTION WITH A LINE THAT IS PARALLEL WITH AND DISTANT EASTERLY 187.00 FEET, MEASURED AT RIGHT ANGLES, FROM THE EAST LINE OF COLBY CIRCLE, 60 FEET WIDE, AS SHOWN ON SAID TRACT NO. 20237, HAVING A BEARING OF NORTH 00° 15' 10" WEST AND LENGTH OF 210 FEET; THENCE NORTH 00° 15' 10" WEST 165.00 FEET ALONG SAID PARALLEL LINE; THENCE SOUTH 89° 44' 50" WEST 54.00 FEET; THENCE NORTH 00° 15' 10" WEST 267.07 FEET TO THE INTERSECTION WITH THE SOUTHERLY LINE OF SAID COLBY CIRCLE, SAID SOUTHERLY LINE BEING A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 220 FEET, A RADIAL LINE TO SAID POINT OF INTERSECTION BEARS NORTH 23° 32' 50" WEST; THENCE EASTERLY ALONG SAID SOUTHERLY LINE AND THE EASTERLY PROLONGATION THEREOF THROUGH A CENTRAL ANGLE OF 23° 17' 40", AN ARC DISTANCE OF 89.45 FEET; THENCE TANGENT TO SAID CURVE, NORTH 89° 44' 50" EAST 163.81 FEET TO THE INTERSECTION WITH THE SAID EAST LINE OF LOT 1; THENCE SOUTH 00° 25' 40" EAST ALONG SAID LAST MENTIONED EAST LINE 450.00 FEET TO THE POINT OF BEGINNING.

PARCEL 6:

A NON-EXCLUSIVE EASEMENT TO USE THOSE CERTAIN "PARCEL 1 PARKING SPACES" LOCATED ON THAT PORTION OF LOT 1, TRACT NO. 2408, IN THE CITY OF CLAREMONT, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 25 PAGE 63 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF INTERSECTION OF THE NORTH LINE OF FOOTHILL BOULEVARD, 100 FEET WIDE, AND THE EASTERLY LINE OF COLBY CIRCLE, AS BOTH ARE SHOWN ON TRACT NO. 20237, AS PER MAP RECORDED IN BOOK 594 PAGES 93 AND 94 OF MAPS, IN SAID OFFICE OF THE COUNTY RECORDER, SAID POINT ALSO BEING THE BEGINNING AT A TANGENT CURVE, CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE AND EASTERLY

LINE OF COLBY CIRCLE THROUGH A CENTRAL ANGLE OF 90° 00' 00", AN ARC DISTANCE OF 31.42 FEET; THENCE CONTINUING ALONG THE EASTERLY LINE OF SAID COLBY CIRCLE, NORTH 00° 15' 10" WEST 210.00 FEET TO THE BEGINNING OF A TANGENT CURVE IN SAID EASTERLY LINE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 220.00 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE AND SAID EASTERLY LINE THROUGH A CENTRAL ANGLE OF 83° 36' 49", AN ARC DISTANCE OF 320.99 FEET, TO THE MOST SOUTHERLY CORNER OF THE LAND DESCRIBED IN THE DEED TO THE CITY OF CLAREMONT FOR THE DEDICATION OF COLBY CIRCLE, RECORDED DECEMBER 7, 1961 IN BOOK D1443 PAGE 796 OF OFFICIAL RECORDS, IN SAID OFFICE OF THE COUNTY RECORDER; THENCE CONTINUING ALONG SAID LAST MENTIONED CURVE AND ALONG THE SOUTHERLY LINE OF SAID COLBY CIRCLE THROUGH A CENTRAL ANGLE OF 06' 24' 11", AN ARC LENGTH OF 24.59 FEET; THENCE TANGENT TO SAID LAST MENTIONED CURVE NORTH 89° 44' 50" EAST 163.81 FEET ALONG THE SOUTHERLY LINE OF SAID COLBY CIRCLE TO THE EAST LINE OF SAID LOT 1; THENCE SOUTH 00° 25' 40" EAST 450.00 FEET ALONG SAID EAST LINE OF LOT 1 TO SAID NORTH LINE OF FOOTHILL BOULEVARD; THENCE SOUTH 89° 44' 50" WEST 365.19 FEET ALONG SAID NORTH LINE TO THE POINT OF BEGINNING, FREE OF CHARGE UNTIL DECEMBER 31, 2021, FOR THE BENEFIT OF FOOTHILL INN, A CALIFORNIA LIMITED PARTNERSHIP, AND ALL THE TENANTS AND LICENSEES OF PARCEL 2 OF SAID LAND AND THEIR BUSINESS INVITEES, LICENSEES, EMPLOYEES, SUCCESSORS AND ASSIGNS FOR THE PASSAGE AND PARKING OF THE VEHICLES OF SUCH PERSONS AND THE PASSAGE AND ACCOMMODATION OF SUCH PERSONS, AS PEDESTRIANS, AND FOR THEIR INGRESS AND EGRESS TO AND FROM SAID "PARCEL 1 PARKING SPACES" AND THE "PARCEL 2 PARKING SPACES" LOCATED ON PARCEL 2 OF SAID LAND, AS CREATED IN THAT CERTAIN GRANT OF EASEMENT" DATED DECEMBER 30, 1976 BY AND BETWEEN MENSICS COMPANY, A CALIFORNIA LIMITED PARTNERSHIP, AND FOOTHILL INN, A CALIFORNIA LIMITED PARTNERSHIP, RECORDED DECEMBER 31, 1976 AS INSTRUMENT NO. 71, IN BOOK D7376 PAGE 422 OF OFFICIAL RECORDS OF LOS ANGELES COUNTY.

PARCEL 7:

A SUBLEASEHOLD INTEREST IN AND TO THE FOLLOWING:

A PARCEL OF LAND AS DEDICATED AS THE CROSSHATCHED AREA SHOWN UPON A MAP LABELLED EXHIBIT "B" ATTACHED TO THAT CERTAIN LEASE RECORDED JULY 10, 1978 AS INSTRUMENT NO. 78-740640, OFFICIAL RECORDS SAID PARCEL BEING A PORTION OF THE FOLLOWING DESCRIBED LAND:

THAT PORTION OF LOT 1 OF TRACT NO. 2408, IN THE CITY OF CLAREMONT, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 25 PAGE 63 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF INTERSECTION OF THE NORTH LINE OF FOOTHILL BOULEVARD, 100 FEET WIDE, AND THE EASTERLY LINE OF COLBY CIRCLE, AS BOTH ARE SHOWN ON TRACT NO. 20237, AS PER MAP RECORDED IN BOOK 594 PAGES 93 AND 94 OF MAPS, IN SAID OFFICE OF THE COUNTY RECORDER, SAID POINT ALSO BEING THE BEGINNING AT A TANGENT CURVE, CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE AND EASTERLY LINE OF COLBY CIRCLE THROUGH A CENTRAL ANGLE OF 90° 00' 00", AN ARC DISTANCE OF 31.42 FEET; THENCE CONTINUING ALONG THE EASTERLY LINE OF SAID COLBY CIRCLE, NORTH 00° 15' 10" WEST 210.00 FEET TO THE BEGINNING OF A TANGENT CURVE IN SAID EASTERLY LINE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 220.00 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE AND SAID EASTERLY LINE THROUGH A CENTRAL ANGLE OF 83° 35' 49", AN ARC DISTANCE OF 320.99 FEET, TO THE MOST SOUTHERLY CORNER OF THE LAND DESCRIBED IN THE DEED TO THE CITY OF CLAREMONT FOR THE DEDICATION OF COLBY CIRCLE, RECORDED DECEMBER 7, 1961 IN BOOK D1443 PAGE 796 OF OFFICIAL RECORDS, IN SAID OFFICE OF THE COUNTY RECORDER; THENCE CONTINUING ALONG SAID LAST MENTIONED CURVE AND ALONG THE SOUTHERLY LINE OF SAID COLBY CIRCLE THROUGH A CENTRAL ANGLE OF 06° 24' 11", AN ARC LENGTH OF 24.59 FEET; THENCE TANGENT TO SAID LAST MENTIONED CURVE NORTH 89° 44' 50" EAST 163.81 FEET ALONG THE SOUTHERLY LINE OF SAID COLBY CIRCLE TO THE EAST LINE OF SAID LOT 1; THENCE SOUTH 00° 25' 40" EAST 450.00 FEET ALONG SAID EAST LINE OF LOT 1 TO SAID NORTH LINE OF FOOTHILL BOULEVARD; THENCE SOUTH 89° 44' 50" WEST 365.19 FEET ALONG SAID NORTH LINE TO THE POINT OF BEGINNING.

PARCEL 8:

PARCEL 1 OF PARCEL MAP 8421, IN THE CITY OF CLAREMONT, AS PER MAP FILED IN BOOK 93 PAGES 78 AND 79 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 9:

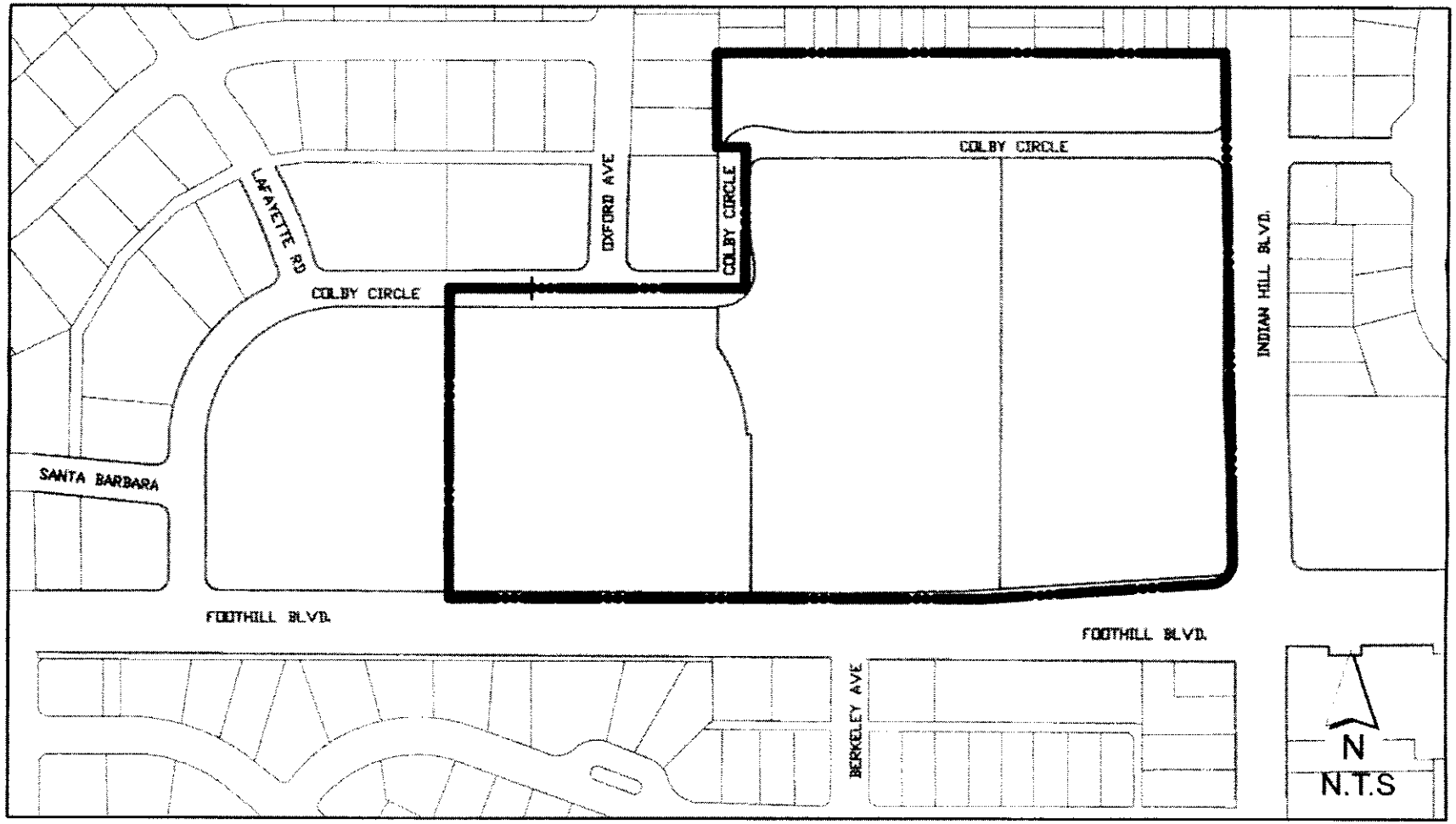
A NON-EXCLUSIVE EASEMENT AND THE RIGHT TO USE, FREE OF CHARGE, THOSE CERTAIN "PARCEL 1 PARKING SPACES" LOCATED WITHIN LAND SHOWN ON EXHIBIT "C" ATTACHED TO AND RECORDED WITH THAT CERTAIN DOCUMENT ENTITLED "GRANT OF EASEMENT" DATED APRIL 1, 1978 EXECUTED BY ALTON L. SANFORD AND ELIZABETH S. SANFORD AND GRISWOLD'S OLD SCHOOL HOUSE, A CALIFORNIA CORPORATION, RECORDED APRIL 27, 1978 AS INSTRUMENT NO. 78-403780, FOR THE BENEFIT OF FOOTHILL INN, A CALIFORNIA LIMITED PARTNERSHIP, AS OWNER OF AND AS LESSEE OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN EXHIBIT "B" ATTACHED THERETO AND THEIR TENANTS AND LICENSEES THEREOF AND THEIR BUSINESS INVITEES, LICENSEES, EMPLOYEES, SUCCESSORS AND ASSIGN, AND FOR THE PASSAGE AND PARKING OF THE VEHICLES OF SUCH PERSONS AS PEDESTRIANS AND FOR THEIR INGRESS AND EGRESS THEREOF.

EXHIBIT "C"

Old School House/Claremont Inn Revitalization
Specific Plan and Corresponding Zone Change Map

The Specific Plan/zoning map is provided on the following page.

OLD SCHOOL HOUSE/CLAREMONT INN SPECIFIC PLAN
SP-9 ZONING DISTRICT BOUNDARIES



STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF CLAREMONT)

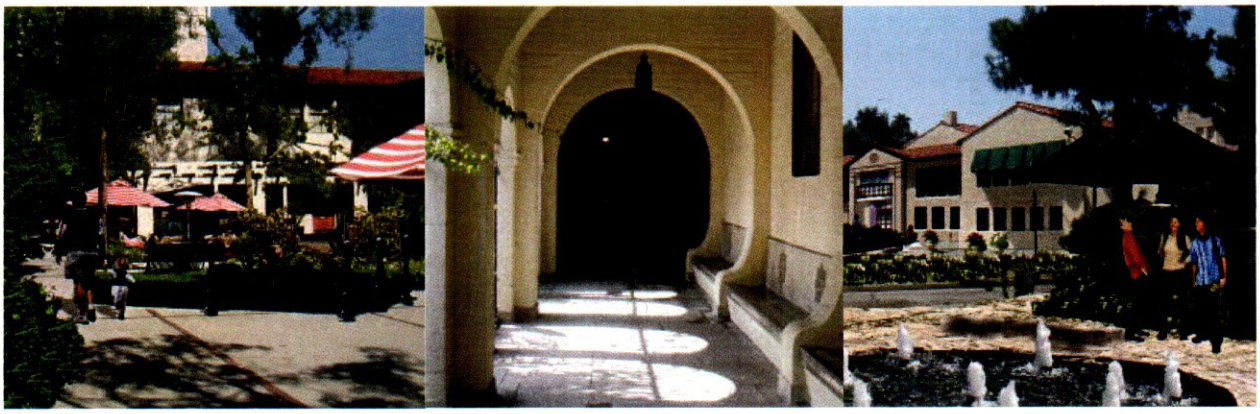
I, Lynne Pahner, City Clerk of the City of Claremont, County of Los Angeles, State of California, hereby certify that the foregoing Ordinance No. 2007-01 was introduced at a regular meeting of said council held on the 12th day of December, 2006, that it was regularly passed and adopted by said city council, signed by the mayor, and attested by the city clerk of said city, all at a regular meeting of said council held on the 9th day of January, 2007, and that the same was passed and adopted by the following vote:

AYES:	COUNCILMEMBERS:	CALAYCAY, TAYLOR, MCHENRY, BALDONADO, YAO
NOES:	COUNCILMEMBERS:	NONE
ABSTAINED:	COUNCILMEMBERS:	NONE
ABSENT:	COUNCILMEMBERS:	NONE

Lynne E. Pahner

City Clerk of the City of Claremont

Specific Plan for
Old School House/Claremont Inn
Revitalization



Final Draft

November 30, 2006

Claremont Star, L.P.

SPECIFIC PLAN FOR OLD SCHOOL HOUSE/CLAREMONT INN REVITALIZATION

Prepared by

Claremont Star, L.P.

With Assistance from

DYETT & BHATIA
Urban and Regional Planners

and

Lim Chang Rohling & Associates
Patrick Sullivan Associates
Kimley Horn
LIN Consulting

November 30, 2006

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1 Introduction

1.1 PURPOSE AND CONTENT

This Specific Plan establishes the planning principles, land use and design policies, development standards, and phasing for new development within the Old School House/Claremont Inn project area. The Specific Plan follows requirements and policies set forth in the Claremont General Plan and the California Government Code for specific plans (Section 65450 et seq.), including provisions for necessary infrastructure improvements and phasing to accommodate the development plan.

The purpose of this Specific Plan is to establish a regulatory bridge between anticipated development projects, the City's General Plan, and the 2001 City of Claremont Planning Principles for the project site (see Appendix A). The overall intent is to provide for the physical, economic, and social revitalization of the Old School House and Claremont Inn properties, in a manner that is sensitive to the surrounding neighborhoods and respectful of the project site's history. The Specific Plan establishes development standards and design policies that will govern development within the planning area. Future development within the project area must be consistent with this Specific Plan in order to obtain approvals and permits required by the City of Claremont.

1.2 LOCATION AND SETTING

The Specific Plan encompasses approximately 21 acres within the incorporated limits of the City of Claremont. The plan area is situated at the northwest corner of the intersection of Foothill Boulevard and Indian Hill Boulevard, approximately one mile north of Claremont's downtown district and one-half mile west of the Claremont Colleges (see Figure 1-1). The SR-210 and I-10 freeways extend east-west, approximately one mile to the north and two miles to the south of the project area respectively.

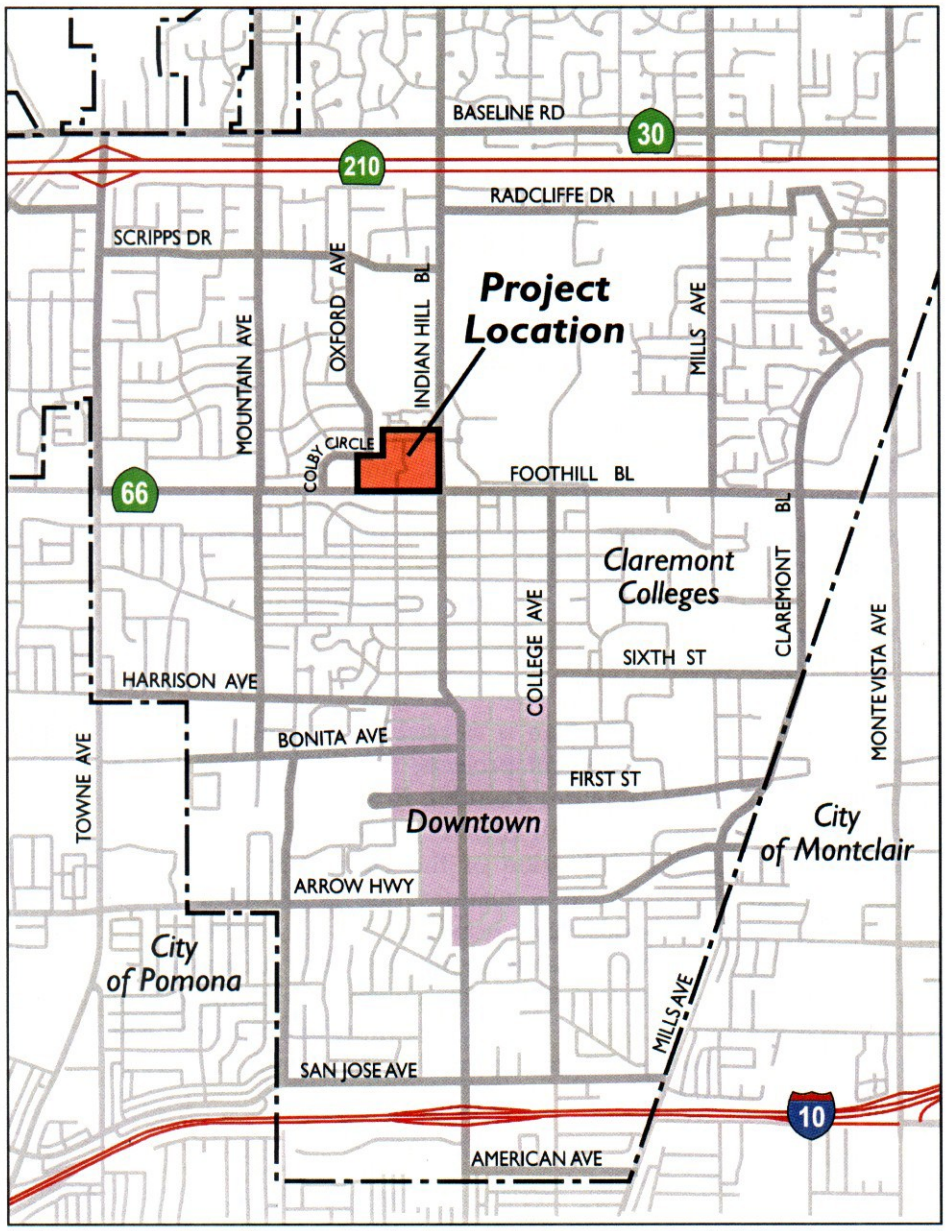


Figure 1-1
PROJECT LOCATION

A mix of related uses—with shared parking and circulation—has historically occupied the project area. Major development characteristics include:

- Old School House complex (historic home of Claremont High School), with a dinner theater, offices, retail, services, and ample plaza;
- Claremont Inn hotel;
- Commercial pad on Foothill (currently occupied by restaurant); and
- Surface parking lots on the north side of project area.

The cluster of office buildings located west of the Claremont Inn is not part of the Specific Plan area, although it is contiguous and shares parking with the Old School House and Claremont Inn. The western office property is under separate ownership and is not currently proposed for revitalization nor new development.

1.3 PLAN FORMULATION

Formulation of the Specific Plan has involved integration of a variety of considerations, from established site-specific development principles to city-wide planning parameters. Where appropriate, the Specific Plan references existing policies, guidelines, codes, and documents already in use by the City. This cross-reference will reduce the need to continually update the Specific Plan as other regulatory documents are amended over time.

CITY OF CLAREMONT PLANNING PRINCIPLES FOR PROJECT SITE

In 2001, the Claremont City Council approved a set of planning principles to direct revitalization and redevelopment of the Old School House/Claremont Inn Site. These principles provide guidance for redevelopment strategies, including direction on location, amount, type, and quality of new and/or rehabilitated development on the Old School House and Claremont Inn properties. The principles, listed in full in Appendix A, are predicated on the following goals:

- Revitalize the Old School House and Claremont Inn properties, taking advantage of strategic location, to provide a mixed-use center that includes residential, hospitality, entertainment, art, and office uses.
- Develop a unified complex with open space, landscape, and water features that will make it unique in the region that will attract both visitors and the community.
- Preserve the most architecturally significant portions of the Old School House building.

- Enhance the economic base of the City and increase tax increment to the Redevelopment Agency.
- Create an experience that complements existing, successful tenants of Buca di Beppo restaurant and the Candlelight Pavilion Dinner Theater.
- Ensure that future development is sensitive to and compatible with surrounding residential areas.
- Clarify the cross-parking easements.

DRAFT GENERAL PLAN

The Claremont General Plan sets forth a city-wide development vision and set of policies; the Specific Plan is an important implementation tool for smaller areas and significant development sites. Where standards and policies contained in the Specific Plan refine the requirements of the General Plan, the previsions of this Specific Plan take precedence.

The City of Claremont is currently updating the General Plan and has released a Preliminary Draft. In the Land Use, Community Design, and Heritage Preservation Element of the Preliminary Draft General Plan, the Old School House/Claremont Inn site is designated as Indian Hill/Foothill Mixed-Use. Policy for development under this designation indicates that:

Uses may be vertically or horizontally mixed, with emphasis on hotel and retail uses on ground floors visible from the street and residential/offices encouraged on the rear properties and on second and higher floors. Development on individual lots need not include both commercial and residential. Pedestrian connections to different uses and surrounding neighborhoods are important. Development must be consistent with Planning Principles adopted by the City for this area. A specific plan will be required for any project on this site.

Reflecting the Preliminary Draft General Plan's emphasis on building community, the project site is also designated as one of Claremont's Activity Nodes, described as "major destinations, often at compact areas, and serve as the hub of the neighborhood." Furthermore, Activity Nodes "contain elements that strengthen and communicate Claremont's community identity because they accommodate pedestrian uses and allow gathering spaces where people feel comfortable and safe." Also important to the project site are the designation of the Indian Hill/Foothill intersection as a Focal Intersection and the designation of both of these streets as Landscaped Corridors. Focal Intersections are intended for enhanced streetscape, human-scale development, and special landscaping to reinforce pedestrian comfort and beautification. The Landscaped Corridor designation denotes extensive landscaping and trees in generous parkways and medians, to serve as extensions of the city's open space system.

Objectives for individual neighborhoods and districts are established in the new General Plan. The Specific Plan area is part of the Foothill Boulevard neighborhood, which is addressed by the following goals and policies in the Preliminary Draft General Plan:

- Goal 2-16: Revitalize and enhance the Foothill Boulevard Corridor into a place that supports walking, bicycling, transit, and sustainable economic development.
- Policy 2-16.1: Provide new opportunities in the Foothill Boulevard Corridor for residential, retail, commercial, and civic uses.
- Policy 2-16.2: Make Foothill Boulevard a distinct place that lets people know when they have entered or exited the City.

Other elements of the Preliminary Draft General Plan establish important policies for ensuring a sustainable city. These elements, organized topically, include:

- ***Economic Development/Fiscal Element***: Economic development, redevelopment, and balance between revenue and provision of fundamental public services.
- ***Community Mobility Element***: Circulation, traffic congestion, parking management, walking, and biking.
- ***Open Space, Conservation, Parks, and Recreation Element:*** Protection of natural and human-made environments—those resources that distinguish and define Claremont—with focus on parks, recreation, natural resources, ground water, and air quality.
- ***Public Safety and Noise Element***: Emergency response services, natural and human-caused hazards, police and fire protection, and noise issues.
- ***Community Services and Facilities Element***: Cultural arts, educational institutions, water supply, wastewater, and storm water drainage.
- ***Housing Element***: Adequate supply of housing opportunities for persons of all needs and income levels.
- ***Governance Element***: Public participation in local government, and sustaining an inclusive and inviting governing atmosphere.

The project has been evaluated for consistency with applicable policies from both the existing General Plan and the Preliminary Draft General Plan. Appendix B provides a listing of all applicable existing and draft policies, and analysis demonstrating how the project is consistent—and helps to implement—the individual policies.

LAND USE AND DEVELOPMENT CODE

The City of Claremont's Land Use and Development Code (LUDC), Article A, Zoning, provides specific use and development regulations that apply throughout the city. The provisions of the LUDC apply to the Specific Plan area, and supplement the regulations stated in the Specific Plan. In such cases where the Specific Plan standards and LUDC standards conflict, the Specific Plan development standards apply. In the Specific Plan, the most notable customized regulations for the project area are the creation of new mixed-use, residential, and hotel zones to implement the 2001 Planning Principles. The Specific Plan design policies provide further guidance to achieve community orientation, pedestrian orientation, open spaces, high quality architecture, land use compatibility, and streetscape integration.

FOOTHILL CORRIDOR STUDY

As part of the General Plan Update, the City conducted a special study of the Foothill Boulevard corridor, a prime area for redevelopment with opportunities for residential, retail, commercial, and civic uses. Integral to this development vision are streetscape and design enhancements for walkability and increased bicycle and transit use.

The Old School House and Claremont Inn site received special attention in the study, including a set of design concepts to re-engage this site into the broader community fabric. These concepts invoke a mixed-use village integrating live, work, and entertainment components, and are defined by a pedestrian scale environment, central plaza, view corridors, and shared parking. A hypothetical development plan included in the study emphasizes pedestrian links between uses and to the surrounding street network. Multi-family residential development and a parking garage are introduced for improved site utilization, and open spaces and connections helps to create activity synergies. Preservation of the historic Old School House architecture is another important component.

The design concepts from the Foothill Corridor Study were used in the formulation of this Specific Plan, including emphasis on introduction of new mixed uses for revitalized activity, retention of the historic Old School House, emphasis on linkages and open space including a centralized plaza, and attention to streetscape relationships.

COMMUNITY INPUT

Another important factor in the formulation of the Specific Plan was input from community members and stakeholders. Two public workshops were conducted, with attendance approximating 100 people at the first workshop and 80 at the second workshop.

The first workshop, conducted in the early stages of Specific Plan preparation (March, 2005), focused on collecting input on the types of planning issues to consider in revitalization planning, as well as vision, goals, and priorities for future development. A number of major themes emerged from the public comments:

- A quality renovation of the Claremont Inn is a top priority.
- Colby Circle Drive should be left open for the purposes of neighborhood circulation and emergency access.
- There are opportunities for housing, and any housing development on the northern portion of the property should be of the highest quality.
- Development must be compatible with adjacent residential uses.
- The architecturally significant portions of the Old School House Center should be maintained, consistent with the 2001 Planning Principles, and beautification of the grounds should be emphasized.
- Re-use of the project site should maintain some of the original charm of the site's past life as "Griswold's" and embrace opportunities for new uses that relate to the colleges and City's cultural life.
- Existing tenants at the Old School House Center must be considered in the planning process.
- Economic development and increased tax revenue are important priorities.

In the second workshop (November, 2005), the preliminary site plan and development concepts were presented for feedback. The response to the concepts was highly positive. A few planning questions surfaced about ensuring adequate parking and maintaining emergency access to the existing townhomes directly north of the project site. Following the community confirmation of the project at the workshop, the project team proceeded with Specific Plan preparation.

1.4 ORGANIZATION

This Specific Plan consists of six chapters addressing different project area development components:

- ***Chapter 1, Introduction***: Explains the overall intent of the Specific Plan and describes the relationship to other City development policy and regulatory documents, in addition to overviewing standing City goals that guided project formulation.
- ***Chapter 2, Development Vision and Land Use***: Sets forth the development concept for the project site, establishes the location and type of land use, and overviews sustainable development practices integrated into the Specific Plan
- ***Chapter 3, Circulation and Parking***: Depicts internal vehicle and pedestrian circulation and shared parking plan, and addresses access improvements, street improvements, the pedestrian environment, as well as transit accessibility.
- ***Chapter 4, Land Use Regulations, Development Standards and Design Policies:*** Establishes standards for building bulk and form, and specifies policies to ensure attainment of project design goals and objectives.
- ***Chapter 5, Inclusionary Housing Plan:*** Establishes strategy for meeting the requirements of the City of Claremont's Inclusionary Housing Ordinance.
- ***Chapter 6, Infrastructure and Public Services***: Calls out needed improvements to municipal water, wastewater, and storm water systems and addresses public services availability.
- ***Chapter 7, Plan Adoption, Implementation, Phasing, and Amendment:*** Overviews necessary steps for Specific Plan implementation.

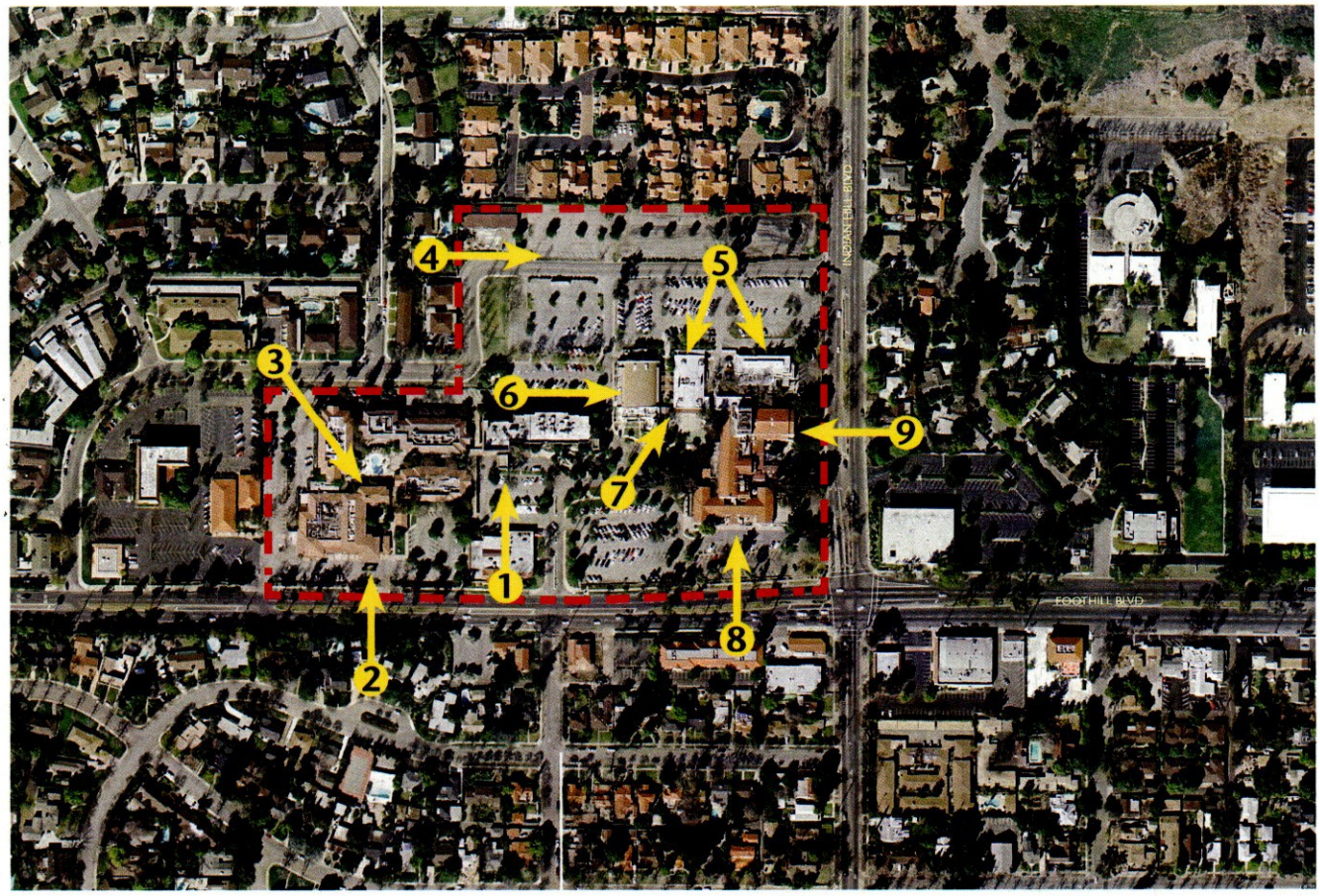
2 Development Vision and Land Use

2.1 CONTEXT

The project site has historically supported a mix of related uses that share parking and circulation. The site currently has two primary components: the Old School House and Claremont Inn. An office complex west of the Claremont Inn functionally relates to the site, but is not part of the Specific Plan area. Figure 2-1 provides an aerial view of the project site and identifies development characteristics.

OLD SCHOOL HOUSE

The Old School House originally housed Claremont High School, which opened doors in 1911 for 120 students. The original high school consisted only of the "H"-shaped building, initially built with three levels. Several additions and major remodeling projects changed the character of the original structure. A substantial addition to the north—providing classrooms, library and study hall, science labs, and auditorium—was built in 1931. Seismic concerns following the Long Beach Earthquake led to removal of the third level of the "H" building in 1933, the most significant change to the original façade. The gymnasium and building to its east were likely constructed in the 1950s. The advent of more stringent seismic safety requirements resulted in school closure in 1966.

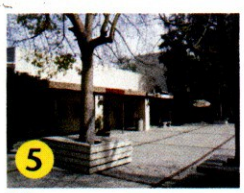


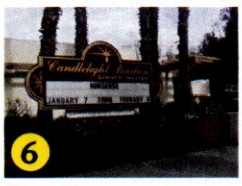

1 Existing Hotel Lobby Entrance

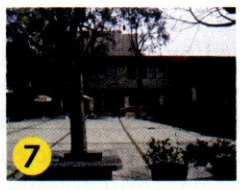

2 Original Hotel Lobby Entrance

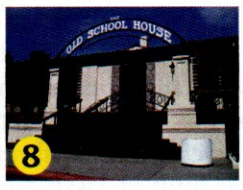

3 Hotel Courtyard


4 Back Parking Lots


5 Offices


6 Dinner Theater


7 Old School House Courtyard



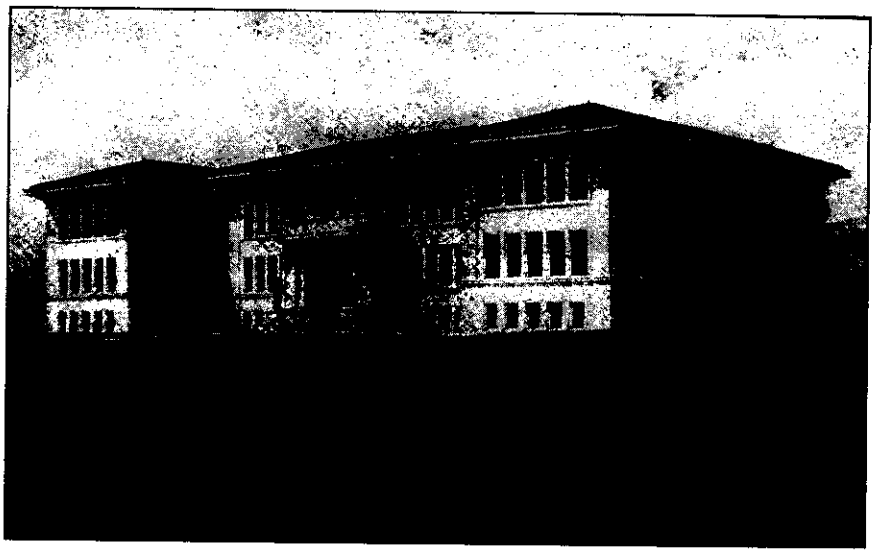
8 Southern Entrance


9 Old School House Offices

Claremont Inn/
Old School House Specific Plan

December 2, 2005

Figure 2-1
SITE CHARACTERISTICS



Claremont High School, 1912, facing northwest.

In 1970, the collection of school buildings gained new life as the very popular Griswold's Old School House, a successful center of shops, arts and crafts, and restaurants organized around a large plaza and pond. The former high school gymnasium was re-used during this time for the Candlelight Dinner Theater, and the auditorium interior was retrofitted with offices. The Griswold's Smorgasbord and Bakery, built along Foothill Boulevard, anchored this bustling gathering place. Griswold's not only attracted people from around the region, but it also became an important part of locals' lives.

Sometime between 1966 and 1975, the following additions were made to the original 1933 complex:

- Bank building on the east side of the original "H" (vacant at present);
- The structures attached to the east of the original library/study hall (currently used by a restaurant);
- Wood decks, patios, and trellises located on the west side of the 1933 addition, and wood balcony on northern side;
- The pond and plaza system on the west side; and
- Steps to the second level, on the south façade of the "H" building.

While Griswold's Smorgasbord and Bakery closed in the early 1990s, dinner theater operations successfully continued as they do today.

However the theater building is in need of renovation. Shops, services, and offices still occupy portions of the Old School House, but the combination of substantial deferred maintenance, outdated amenities and access, poor tenant relationships with the prior owner, and vacancy problems have resulted in low activity levels. The relocation

Library Courtyard, undated, facing northwest.

of the bank to the downtown Village also had a detrimental effect. While the Griswold's Smorgasbord and Bakery building has since been successfully re-used for the popular Buca di Beppo restaurant, this new eatery has resulted in little upswing for the Old School House.

The pond and plaza on the west side of the Old School House are substantially run-down and potentially hazardous. This area currently does not facilitate the types of community activity and interaction that could be accomplished in a well-designed, smaller plaza consistent with the historic development scale.

CLAREMONT INN

The Claremont Inn played a pivotal role in the success of Griswold's as well as serving lodging needs of the community. People who stayed at the hotel patronized Griswold's and the shops, and in turn people chose the Inn as a destination because of this added amenity. The original hotel, built in 1963-65, provided 194 rooms in a classic garden courtyard design. Five buildings cluster around plazas, landscaped spaces, and pool area. Two of the buildings are two-story, two are three-story, and the fifth consists of a small one-story office building. The original entry and lobby were located in the largest of the original buildings, closest to Foothill Boulevard. This building also contained a restaurant and facilities for banquets and meetings. In the 1970s, a three-story building was added to the east, resulting in a total of 280 rooms and additional office space. During this period, the entrance and lobby were relocated to the new building. The hotel was allowed to physically decline when Griswold's Smorgasbord and Bakery closed, and the need for modernization has hampered marketing and occupancy in recent years.

CIRCULATION AND PARKING

The project site is situated northwest of the Indian Hill and Foothill Boulevards intersection. Colby Circle Drive, a local street, swings east-west in the north portion. The Old School House and Claremont Inn share parking and drives, which contribute to the interplay between uses. Surface parking lots ring the front and sides of the hotel and Old School House buildings and extensive lots extend behind the buildings to the north, flanking Colby Circle Drive. The back lots are largely un-used at the present because of the current low activity levels.

Reciprocal parking agreements and easements allow for shared parking among the Claremont Inn, Old School House, and office complex located west of the Inn, as discussed in Chapter 3 and depicted in Appendix D. However, sufficient parking will be provided within the Specific Plan area to meet the needs of planned development.

SURROUNDING USES

The Foothill Boulevard corridor is largely occupied by commercial uses. Near the project site, single-level offices and retail uses dominate. In nearby blocks, parking intervenes between the street and buildings. However, commercial uses around the intersection of Foothill and Indian Hill Boulevards tend to have a stronger relationship with the street, with parking accommodated on the side or rear of lots, or in narrow front lots. The structures at the intersection corners vary in architectural design, including the more monumental modern design of the bank building on the northeast, the small "strip mall" office complex on the southeast, and the folksy stone building on the southwest.

North of the Foothill corridor are residential neighborhoods. The gated Griswold Townhomes community occurs north of the project area, and a more traditional single-family neighborhood exists across Indian Hill Boulevard to the east. Where Colby Circle Drive jogs, northwest of the project area, there is a cluster of two-story multiple-family residential developments.

2.2 OBJECTIVES

The Old School House/Claremont Inn Specific Plan is guided by six objectives:

- Revitalize and beautify this prominent site, located at one of Claremont's major crossroads;

- Continue the tradition of a dynamic synergy of activities serving locals and visitors alike;
- Integrate a mix of uses both on-site and with the existing street network, with emphasis on pedestrian orientation;
- Respect the local cultural and architectural significance of the Old School House;
- Maintain compatibility with the surrounding neighborhoods; and
- Implement the Planning Principles for the Old School House and Claremont Inn Center, approved by the City Council in 2002.

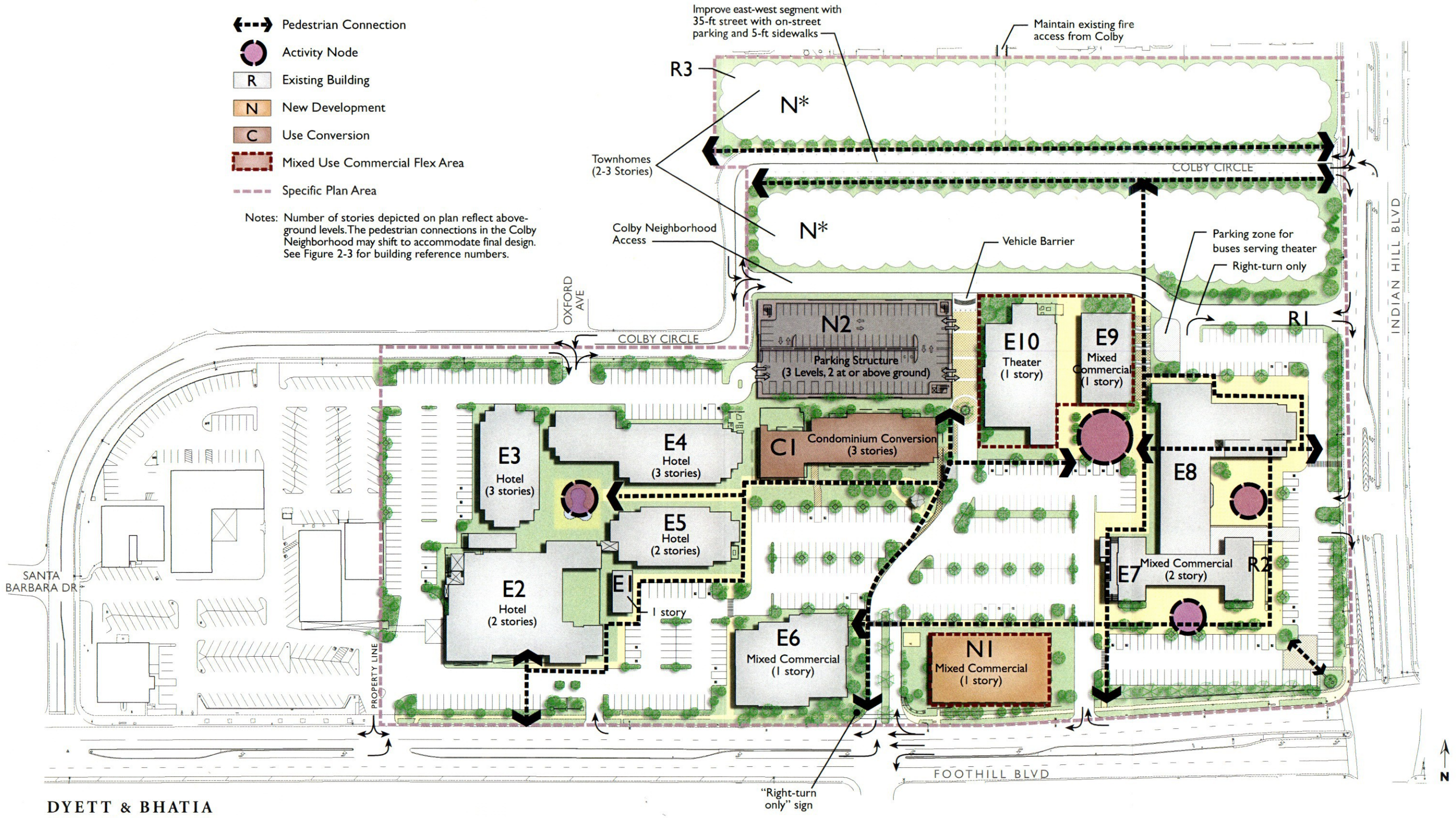
2.3 DEVELOPMENT CONCEPT

The Specific Plan establishes a development program that continues the site as a mixed-use center, and infuses new activity via residential development, strategic structural modifications, improved connections and public spaces, and new commercial opportunities. Preserving the historic and architecturally valued components of the Old School House—defined as the 1931 and 1933 structures—is an overarching development principle. The Old School House, Hotel and residential components are described below. Separate subsequent sections cover public spaces and connections, and modifications to circulation and parking, and sustainable development practices. Proposed revitalization and development activity is illustrated in Figure 2-2, Development Plan.

Figure 2-3, Building Reference Numbers, and the tables below provide an inventory of proposed changes. Table 2-1 identifies existing buildings proposed for renovation, demolition, and conversion to new use. Table 2-2 details development information on new buildings. The building numbers are cross-referenced in the map in Figure 2-3. A summary of buildout potential is located at the end of Chapter 2.

OLD SCHOOL HOUSE MIXED USE

The tradition of the Old School House as a mixed-use center serving visitors, local residents, and business and cultural interests will be continued. Consistent with community goals, the 1931 and 1933 architectural components will be maintained and enhanced. Renovations will focus on improving access and connectivity, enhancing site aesthetics, and meeting the needs of modern tenants to improve the marketability and overall vitality of the center.



DYETT & BHATIA
Urban and Regional Planners

Old School House/Claremont Inn Specific Plan
September 28, 2006

Figure 2-2
DEVELOPMENT PLAN

0 25 50 125 250
FEET

Table 2-1: Proposed Changes to Existing Buildings

Building Number	Existing			Specific Plan Development		
	Use	Building Amount[1]	Stories[2]	Use	Building Amount	Stories
Existing Development Planned for Renovation						
E1-E5	Hotel and ancillary uses	194 rooms and 12,500 sf banquet and meeting facilities	1, 2, and 3	Hotel, original lobby rededication, and ancillary uses	194 rooms, 1,000 sf lobby, and 11,500 sf restaurant, banquet, and meeting facilities	1-3
E6	Commercial	15,720 sf	1	NC	NC	NC
E7	Commercial (original OSH H-shaped building)	19,110 sf	2	NC	NC	NC
E8	Commercial (1931 OSH addition)	41,270 sf	3	NC	NC	NC
E9	Commercial (building northeast of OSH)	7,840sf	1	NC[3]	NC[3]	NC[3]
E10	Dinner theater	14,480 sf	1	NC[2]	NC[2]	NC[2]
Existing Development Planned for Removal						
R1	Commercial	8,900 sf	1	Demolition for parking	0	0
R2	Commercial (addition for prior bank)	2,600 sf	1	Demolition for parking	0	0
R3	Hostel storage building	5,700 sf	1	Demolition for Colby Neighborhood	0	0
Existing Development Planned for Use Conversion						
C1	1970s Hotel expansion and new lobby	86 rooms 41,220 sf	3	Condominiums	30 units	3

NC = no change, sf = square feet, OSH = Old School House

1. Measured in rooms for hotel development, approximate square feet for other non-residential development, and dwelling units for residential development.

2. Above-ground.

3. Subject to Mixed-Use Commercial Building Flex Area, which allows for new development of a maximum combined total of 42,000 square feet in the areas of Buildings E9, E10, and N1 (see development standards in Chapter 4 of the Specific Plan).

Table 2-2: New Development

Building Number	Existing			Specific Plan Development		
	Use	Building Amount	Stories[2]	Use	Building Amount[1]	Stories
N1	Surface parking	0	0	Commercial pad	14,000 sf[3]	1
N2	Surface parking	0	0	Parking structure	26,500 sf	1 story (2 parking levels, plus 1 level below grade)
N*	Surface parking	0	0	Townhomes	96 units	2-3

sf = square feet

1. Measured in rooms for hotel development, approximate square feet for other non-residential development, and dwelling units for residential development.

2. Above-ground.

3. Subject to Mixed-Use Commercial Building Flex Area, which allows for new development of a maximum combined total of 42,000 square feet in the areas of Buildings E9, E10, and N1 (see development standards in Chapter 4 of the Specific Plan

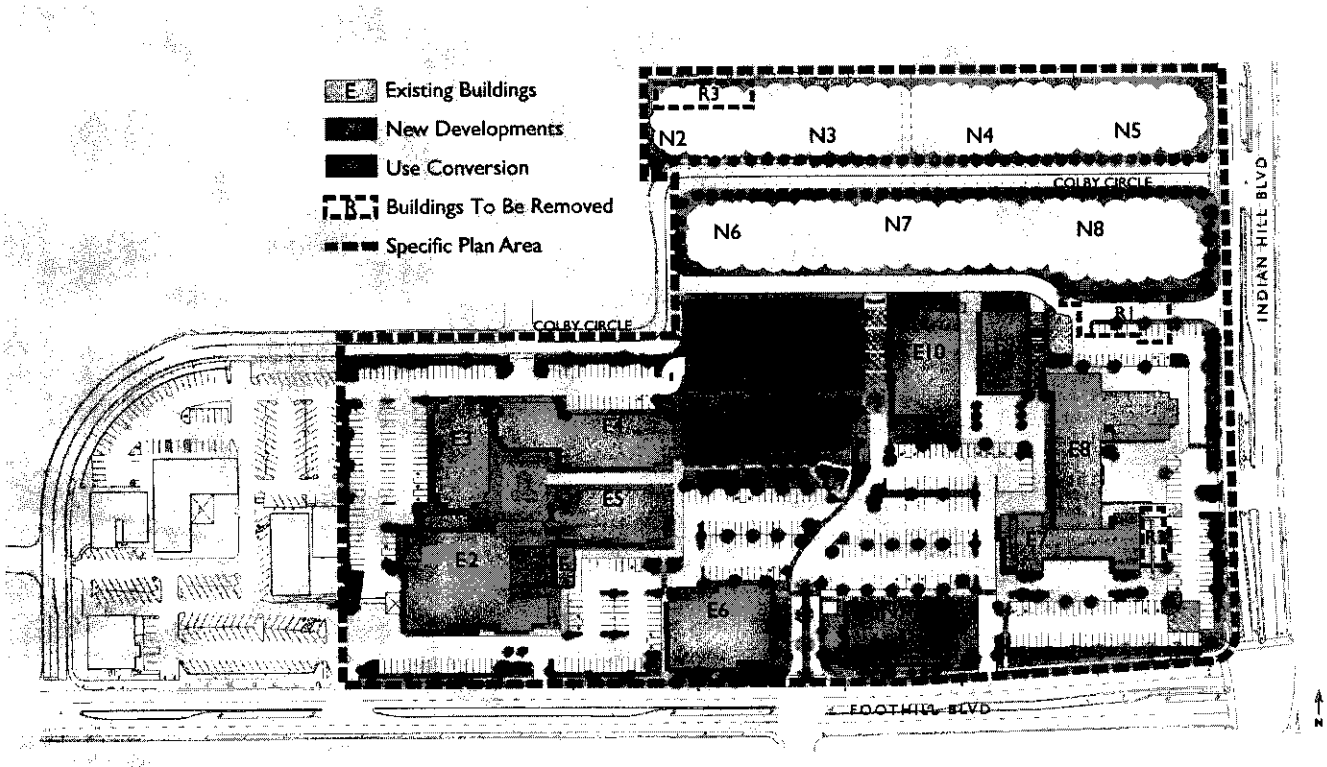


Figure 2-3
BUILDING REFERENCE NUMBERS

Planned changes include:

- Removal of:
  - Bank structure on the east side of the original "H" (presently vacant);
  - Building to the north of the old auditorium (presently vacant);
  - Structures attached to the east of the original library/study hall (presently restaurant use); and
- Wood decks, patios, and trellises located on the west side of the "H" building and 1931 addition, and the wood balcony on the north end of 1931 addition.
- Removal of steps on south side of "H" building and creation of ground-level entry and plaza.
- Installation of steel window frames consistent with original design and construction, where exterior modifications are planned.

In addition, the rundown pond and plaza area will be replaced with a new plaza designed to serve as a place for outdoor seating, socializing, leisure, and as a possible venue for small art shows, farmers' markets, and performances. Ground-floor retail, restaurants, and cafes will help to attract people to the plaza and give it life, which will increase the site's overall draw. Offices will continue to be an important anchor use. Additional plazas on the southern and eastern sides will add to the community orientation.

To provide for direct entrance to the first level on all sides—which is important for the viability of commercial establishments—the adjacent parking lot will be rebuilt at four feet below the existing southern façade. The existing parking lot water drainage contours will remain the lowest point in the topography, and the existing invert elevation will continue to serve as the storm drain system. Conceptual cross-sections showing the renovation plan and planned grade changes are provided in Figure 2-4. Figures 2-5, 2-6 and 2-7 illustrate concepts for the new westside plaza, and Foothill and Indian Hill entries.

Finally, the development plan includes construction of a new 14,000-square-foot pad to accommodate commercial use, such as retail, restaurant, or office. This single-level building will sit near Foothill Boulevard, east of Buca Di Beppo restaurant, and incorporate architecture compatible with the Spanish Renaissance style of the Old School House, including stucco exterior finish. No modifications to the theater building or the building east of the theater are currently

anticipated. However, flexibility in the use of these buildings and new construction for mixed commercial activity is incorporated into the Specific Plan, as set forth in the Mixed Use Commercial Flex Area zoning standards in Chapter 4. This flexibility is intended to allow for new, compatible developments in the event theater operations cease in the future. Up to 42,000 square feet of new commercial development would be allowed in the area subject to the Mixed Use Commercial Flex Area, which encompasses the areas of the new commercial pad near Foothill, plus the theater and adjacent building on its east.

CLAREMONT INN

The Claremont Inn is undergoing major renovations encompassing room modernization, landscape enhancements, and reconfigured restaurant and banquet/meeting facilities. The renovation includes relocating the entrance and lobby to the original location in order to re-emphasize the garden courtyard configuration. The later hotel addition will be re-used for new housing (as described in the following section). Following renovations, the hotel will include:

- 194 rooms; and
- 11,500 square feet of restaurant, banquet, and meeting space.

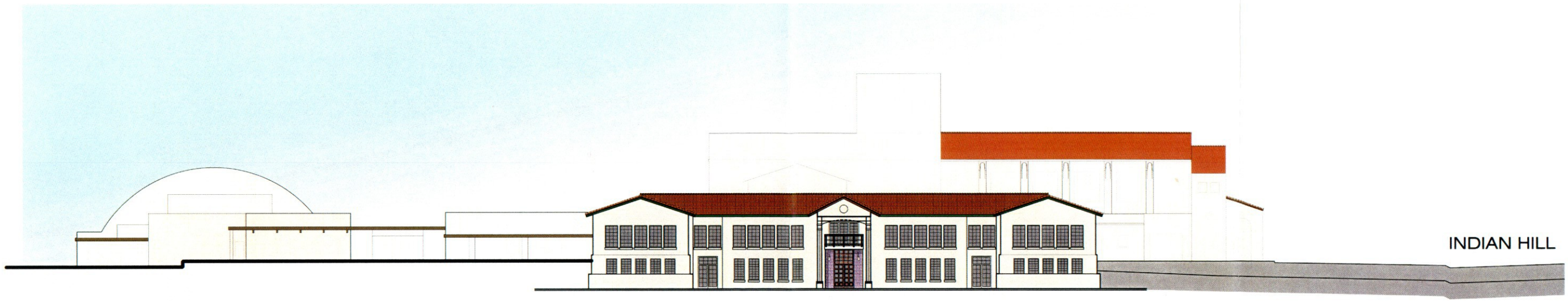
RESIDENTIAL DEVELOPMENT

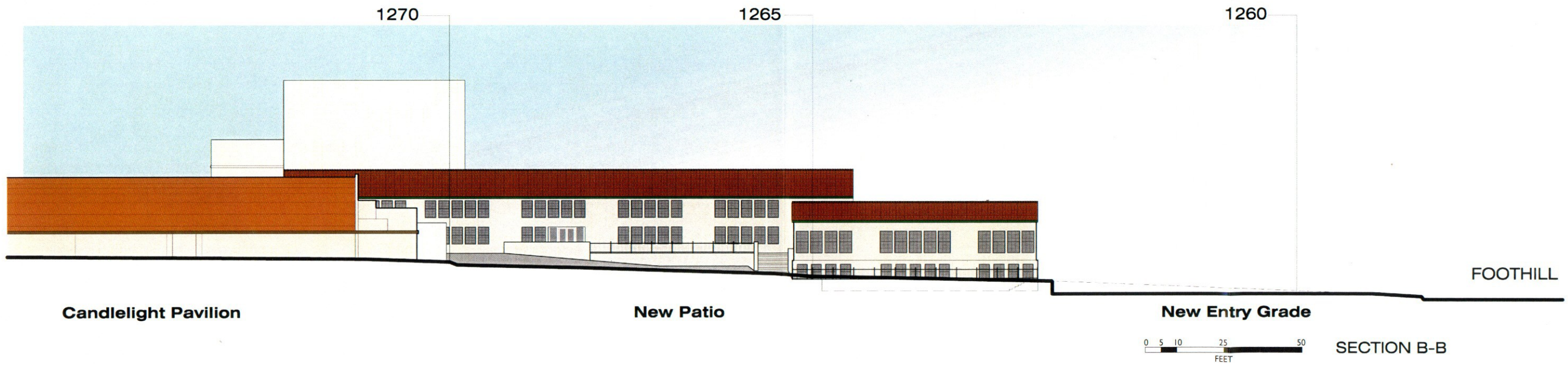
Residential development plays an important role in achieving objectives for increasing community and economic activity within the Specific Plan area, in addition to helping meet housing needs of the growing city population. Residents of the site area will enjoy having shopping, dining, and cultural amenities within walking distance, and their presence will likewise help to support the commercial ventures. The system of paths and central open spaces integrated into the commercial and residential components will rejuvenate the public realm that has historically made the Old School House and Claremont Inn attractive to visitors.

There are two residential components: the Colby Neighborhood, and conversion of the hotel addition to condominiums. Together they will yield 126 new housing units.

Colby Neighborhood

A beautiful new neighborhood integrated with green spaces is planned for the northern portion of the project site, centered around Colby Circle Drive. Open spaces and setbacks, combined with building height limits of three stories and requirements to step-down height to the north, will ensure compatibility with the surrounding neighborhoods. The intent is to create interaction between the new





Source: Patrick Sullivan Associates

Figure 2-4
OLD SCHOOL HOUSE RENOVATION CONCEPTUAL ELEVATIONS

Source: Patrick Sullivan Associates

Claremont Inn/Old School House Specific Plan

April 28, 2006

Figure 2-5
OLD SCHOOL HOUSE WESTSIDE PLAZA CONCEPT

Patrick Sullivan Associates

Claremont Inn/Old School House Specific Plan

April 28, 2006

Figure 2-6
OLD SCHOOL HOUSE RENOVATION
FOOTHILL ENTRY AND INDIAN HILL/FOOTHILL CORNER
PEDESTRIAN CONNECTION CONCEPTS

Patrick Sullivan Associates
Claremont Inn/Old School House Specific Plan
April 28, 2006

Figure 2-7
OLD SCHOOL HOUSE RENOVATION
INDIAN HILL ENTRY CONCEPT

residential activity, rather than to create some type of "gated" community. Active interface with the Colby Circle and Indian Hill streetscape is also planned.

The Colby Neighborhood includes up to 96 townhome condominium units with a mix of two- and three-bedroom units. Each unit will have its own attached garage focused on to a "motor court". Units will open onto shared green spaces and walkways.

Condominium Conversion

Conversion of the 1970s hotel addition for residential purposes is planned to yield up to 30 two- and three-bedroom units. A portion of the proposed parking structure will be secured for the use of residents of these new units. The building will remain at three stories.

OPEN SPACES AND CONNECTIONS

The Old School House/Claremont Inn site will continue to support a wide variety of uses, including offices, housing, a hotel, and various commercial uses. Achieving synergy in use and function requires integration and connection among these components. Rather than

create an entirely new plan, however, the proposed project works within the existing structure of the site. The result is a plan centered on activity nodes and a strong vehicular and pedestrian circulation system that links the various parts of the site, as illustrated in Figure 2-2.

The heart of the plan is the westside plaza at the Old School House. This public plaza forms the visual focus of the plan and will serve all components of the site. It also provides opportunities for ground-floor retail uses surrounding the plaza (e.g. cafés, news stand, dry cleaner) to serve residents, office workers, hotel visitors, and theater patrons. Other major activity nodes are located at the hotel swimming pool, and the east and south entrance of the Old School House. In addition, the residential component on the northern edge will have additional open spaces connecting to the rest of the project site.

A key feature of the plan is the circulation network, which connects the project site both internally and externally. Pedestrian linkages will connect all the activity nodes as well as lead to bus stops and surrounding streets. Safe and convenient pedestrian movement within the site will be accommodated with wide sidewalks along all major streets as well as internal pedestrian connections. Site elements such as trees, signage, lighting, paving, and public seating will further the site's visual coherence.

In terms of building scale and massing, all new development will draw from and complement the existing environment, including the Spanish Renaissance style of the Old School House. This will ensure that any new construction will be compatible with its context, including existing buildings and the surrounding residential neighborhoods. In addition, adequate setbacks, defined entries, and architectural qualities will enhance the streetscape character.

2.4 SUSTAINABLE DEVELOPMENT PRACTICIES

An important goal for future development in the Specific Plan area is to incorporate sustainable environmental practices and contribute to Claremont's environmental quality. The project offers a variety of opportunities for efficient resource use, improved stormwater percolation, and enhancement of landscaping and trees for overall beautification and climate amelioration, as noted below

- A significant component of the Specific Plan is the re-use and renovation of many of the existing structures, such as the Claremont Inn buildings and the Old School House. Apart from preserving the historic values of the site, this re-use plan avoids significant building demolition and accompanying debris

transport and deposit in a landfill. The reliance on re-using existing structures not only significantly reduces the need for new building materials but also decreases energy consumption related to transportation and construction equipment.

- The natural cooling effects of trees and other vegetation will be achieved by preserving a number of on-site trees, planting new trees, converting northern paved parking lots on the north to a neighborhood with considerable green spaces, and increasing landscaped areas within remaining surface lots.
- The redeveloped site will allow greater percolation of stromwaters due to conversion of some existing impermeable surfaces to landscaped earth materials and the use of permeable paving in the new neighborhood.
- Long-term energy consumption will be reduced as the Specific Plan is implemented. Renovated Claremont Inn and Old School House buildings will be re-fitted with energy-serving technologies such as heating and air conditioning systems, lighting, water heaters, building insulation, and tinted windows.
- Enforcement of City of Claremont light and glare regulations will ensure compatibility with the nighttime environment currently enjoyed in the area.

Design policies to be implemented through projects within the Specific Plan area are established in Chapter 4, Land Use Regulations, Development Standards and Design Policies.

2.5 DEVELOPMENT POTENTIAL AND DENSITY/INTENSITY

Accounting for existing and new activity, implementation of the Specific Plan will yield approximately 112,400 square feet of mixed commercial development; 194 hotel rooms and 11,500 square feet ancillary uses; and 126 dwelling units. The overall density of proposed residential development is approximately 6.0 dwellings per acre calculated over the entire Specific Plan area. The overall intensity of development (residential and non-residential) is reflected by a floor area ratio (FAR) of 0.5.

Table 2-3 compares the existing level of development with Specific Plan buildout (existing combined with proposed). Actual amounts of mixed commercial and residential development may vary according to the parameters of the development standards in Chapter 4.

Table 2-3: Comparison of Existing and Proposed Development

Use	*Existing*	*Specific Plan*	*Change*
Hotel			
Rooms	280	194	-86
Banquet and meeting facilities	12,500 sf	11,500 sf	-1,000 sf
Mixed Commercial[1]	115,620 sf	112,420-117,780 sf	-3,200 to +2,160
Residential	0 units	126 units	+126 units

sf = square feet; +/- = increase/decrease in development

1. Includes retail, restaurant, office, and theater.

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3 Circulation and Parking

The parking and circulation plan for the project area builds on the systems that are currently in place. Continued integration with the street network and urban fabric are important objectives in planning for parking and circulation. Maintaining a comfortable pedestrian environment and establishing better internal and external pedestrian connections are also essential objectives. Improvements and changes have been identified in order to improve internal circulation, accommodate new activity, and replace lost surface parking. This chapter addresses the street network serving the project site, access to the site, parking, pedestrian and bicycle circulation, and public transit. Street improvements, access, and parking requirements are based on a comprehensive traffic analysis, which is provided in Appendix C.

Streetscape is addressed in Chapter 4, Land Use, Development Regulations, and Design Standards.

3.1 STREET NETWORK

The project site is located immediately northwest of the Indian Hill Foothill Boulevard intersection. Extending west from Indian Hill Boulevard, Colby Circle Drive crosses the northern portion of the project site, and then jogs to the south (see Figure 2-2). Below are descriptions of these network streets serving the project site.

- ***Indian Hill Boulevard:*** Indian Hill Boulevard is a Secondary Arterial between Base Line Road and Arrow Highway. South of Arrow Highway it transitions into a Major Arterial until it has an interchange with the I-10 Freeway. North of Foothill Boulevard it is a four-lane divided roadway with a raised median and on-street parking. South of Foothill Boulevard it is a two-lane roadway with a double-yellow centerline, on-street parking, and residential driveway access. Its speed limit varies from 30 mph to 40mph through the city. Between the Village and Arrow Highway it is four-lanes with a two-way left turn lane and residential driveway access. South of Arrow Highway, it is a four-lane divided roadway with a raised landscaped median and on-street parking. Indian Hill Boulevard borders the project site on the east between Colby Circle Drive and Foothill Boulevard.
- ***Foothill Boulevard:*** Foothill Boulevard is a four-lane Major Arterial owned and operated by Caltrans. It serves as a major intercity roadway. It currently has stretches of on-street parking in both directions except near Mountain Avenue and west of Berkeley Avenue. While curb and gutter exists alongside the entire roadway, the sidewalk is intermittent in the eastbound direction along the north side. The posted speed limit is 40 mph. The entire stretch of the road in the City of Claremont includes a raised, landscaped median. The City of Claremont General Plan proposes provision of new sidewalks and re-striping to include bike lanes. Foothill Boulevard borders the project site on the south between Colby Circle and Indian Hill Boulevard.
- ***Colby Circle Drive:*** Colby Circle is a two-lane roadway with a double-yellow centerline that connects Indian Hill Boulevard and Foothill Boulevard, bordering the project site on the north and west. It is classified as a local street between Oxford Avenue and Indian Hill Boulevard and as a collector roadway between Oxford Avenue and Foothill Boulevard. Some on-street parking exists.

STREET IMPROVEMENTS

As discussed in the traffic analysis located in Appendix C, the proposed development will result in increased traffic that could potentially impact intersection operations on stretches of Foothill and Indian Hill Boulevards fronting the project site. The following street improvements—shown in Figure 2-2, Development Plan—will be implemented to avoid these impacts:

- ***Foothill Boulevard at Colby Circle:*** Re-stripe Colby Circle southbound approach to provide a new southbound left-turn lane.

- ***Indian Hill Boulevard at Colby Circle:*** Re-stripe Colby Circle eastbound approach to provide a new eastbound right-turn lane. The proposed lane geometry is shown in Figure 2-2, Development Plan. If this location meets the minimum warrants for a traffic signal post-development, a signal will be installed. A five-year bond will be established by the Colby neighborhood developer(s) to ensure funding for the signal. Intersection conditions will be reviewed by the City at the halfway point and at the conclusion of the bonding period. If the warrants are not met, the bond will be retired.
- ***Foothill Boulevard at Project Driveway/Berkeley Avenue:*** Restrict movements exiting the project driveway to right-turn only.

Traffic generated by the project could incrementally increase trip volumes at several additional intersections in Claremont, as discussed in the traffic study. The Flex Commercial option could impact several more than the proposed project. Some of these intersections are projected to operate at unsatisfactory levels regardless of the project traffic. The Claremont General Plan provides a citywide strategy for intersection improvements that will benefit operations.

As part of the project, Colby Circle will be improved to 36 feet in street width with five-foot sidewalks in the east-west segment fronting the Colby Neighborhood. This will create 40 to 45 on-street parking spaces, accounting for expected drive-way curb cuts (see Section 3.2 below).

3.2 SITE ACCESS

Because the project site has developed over time—in various phases and with different types of uses and activities—site access has historically been functional but less than optimal. Nevertheless, the various development components have traditionally functioned well together. The development concepts established in this Specific Plan call for retaining the essential historic character of the project site, including the traditional access system. Improvements to allow for improved internal circulation and more direct access are incorporated into the Development Plan (see Figure 2-2).

Key features of the access plan include:

- The main entry and drive from Foothill Boulevard across from Berkeley Avenue, extending to a parking structure entrance. This drive will provide one of two points of ingress and egress for the parking structure.

- New driveway from Foothill Boulevard, east of the new commercial pad, to provide improved access to the new commercial pad and the Old School House, and reduce traffic through the main entry.
- Improved driveway from Foothill Boulevard, west of the main entry, to serve the hotel lobby. This will also reduce trips at the main entry and put hotel guests closer to available surface parking to the west.
- Reinforcement of existing driveway on Colby Circle Drive, north of the hotel, to access surface parking and serve as a second ingress and egress point for the parking structure.
- Two Indian Hill Boulevard driveways serving the Old School House.
- Access to Colby Neighborhood townhomes from Colby Circle Drive and a new east-west private access drive, both of which will allow residents to travel west to Foothill Boulevard and east to Indian Hill Boulevard. The new east-west drive will also provide emergency fire access.

3.3 PARKING

Parking for the project site has been historically accomplished via a progressive system of shared parking. Recognizing that parking needs for the hotel, restaurant, office, retail, and theater activities peak at different times during the day and week, reciprocal parking easements were established to share parking among the Old School House, Claremont Inn, and offices to the west (not part of the Specific Plan). The shared parking system has successfully met the parking needs of various uses while reducing the amount of land devoted to parking. The existing parking easements are summarized in Appendix D.

The Specific Plan development program continues utilization of shared parking and strives to improve both land use and parking efficiencies. More specifically, the parking plan responds to the following needs:

- Replacement of parking lost from development of the Colby neighborhood;
- More efficient use of existing surface parking, and improved access to parking from all activity centers;
- Parking for new development introduced to the project site (new commercial pad and residential uses);

- Diminished parking demand caused by reduced or removed activities (reduction in hotel rooms and removal of two Old School House complex buildings lacking historic significance); and
- Meeting Specific Plan development parking needs within the project area in the event the reciprocal parking assessments expire.

PARKING DEMAND

Parking demand is calculated separately for the mixed-use/hotel component (including the Condominium Conversion) and the Colby Neighborhood. The parking facilities for these two areas are separate, and the demand analysis for the mixed-use incorporates adjustments for shared parking and variation in daily activity cycles.

Actual parking requirements will depend on final development plans, which must be consistent with the standards in Chapter 4 of this Specific Plan.

Mixed-Use Area

A parking demand analysis was conducted to identify the parking needed to serve the hotel (including banquet and meeting facilities), retail, office, theater, restaurant, and housing planned for the integrated mixed-use portion of the Specific Plan area. The analysis—in Appendix C of the Specific Plan—accounts for the varying times of peak parking demand in estimating the number of spaces that will be needed for the planned uses. The peak parking demand at 8:00 p.m. is associated with a need for 788 spaces. The peak demand could drop to 750 if the Flex Commercial option is implemented.

Colby Neighborhood

Dedicated parking for the use by residents and their visitors will be provided in the Colby Neighborhood and not subject to the shared parking arrangement. Therefore, the demand is calculated separately. Based on a required parking standard of 2.5 spaces per unit (which includes 0.5 guest spaces per unit), a total of 240 spaces will be needed for the 96 townhomes. The 2.5 space-per-unit standard includes 0.5 guest spaces per unit. Therefore, 48 of the 240 spaces will be for guests.

PARKING PLAN

Parking to meet the projected demand will be accomplished using a combination of surface parking and structured parking. A shared parking arrangement is still appropriate for the development program, due to varying peak demands among hotel, office, retail, theater, and restaurant uses. The residential uses (Colby

Neighborhood and Condominium Conversion) will require dedicated parking spaces.

The parking plan identifies a total of 723 spaces for the mixed-use area of the project (Claremont Inn, Old School House, and Condominium Conversion). Adding in the parking supply in the western office area per the existing reciprocal parking easements yields a total of 939 spaces that are available for meeting the peak demand of 788 spaces from the mixed-use area. Because the office parking demand peaks during daytime hours, ample parking will be available for any remaining needs of the mixed-use activity when it peaks in the evening hours.

Updating the reciprocal parking easements and agreements will be required to implement this parking plan to exclude the Colby Neighborhood (see Chapter 7, Plan Adoption, Phasing, and Amendments). In addition, some adjustment to the layout of spaces shown in Figure 2-2, Development Plan, may be required to accommodate trash receptacles. Flexibility in the number of spaces provided through surface and structured parking will off-set any loss of spaces shown in Figure 2-2 due to trash receptacles.

The following sections provide additional information about the parking plan.

Surface Parking

Surface parking will provide 482 of the projected demand of 788 spaces for the mixed-use portion of the Specific Plan area (excluding Colby Neighborhood).

Parking Structure

A parking structure will be constructed to accommodate the remaining parking demand for the mixed-use portion. The structure will include approximately 242 parking spaces, of which spaces for residents of the Condominium Conversion will be dedicated and secured. The actual number of spaces to be accommodated in the structure will depend on the extent of developed uses. The central location of the structure will provide convenient parking for theater, office, commercial, retail, and hotel users. One level will be subterranean, and there will be two additional levels at and above ground level, for a total of three levels.

Colby Neighborhood

Parking for the Colby Neighborhood townhome residents will be provided in enclosed individual garages directly attached to units, providing residents direct access to their homes. Guest parking will be primarily provided by the newly created on-street parking (40-45

spaces). Due to City of Claremont overnight parking restrictions, 15 percent of the 48 required guest spaces will be provided on-site in order to ensure adequate parking for overnight visitors.

Bus Parking

A number of Candlelight Pavilion Dinner Theater patrons arrive via chartered buses. Matinees are often served by three to five buses, while bus service for evening performances is lighter. Figure 2-2, Development Plan, designates a bus parking zone in the parking area located north of the Old School House building. The bus parking zone connects to the central plaza via a short promenade, giving passengers a quick yet pleasant route to the theater entrance.

Employee Parking

To ensure adequate parking for visitors, restaurant, retail, and theater employees will be required to park in the parking structure. This will be a condition of all leases.

3.4 PEDESTRIAN AND BICYCLE CIRCULATION

One of the driving objectives of the Specific Plan is to create an environment where people can walk to various activity points both within and outside of the project site. Pedestrian paths and connections, along with plazas and other open spaces, are used to help integrate the various development components in the Specific Plan area and knit the project site together with the surrounding community fabric. Not only will these paths allow people to accomplish local trips without driving, but they will also contribute towards a human-scale and dynamic sense of community. Some key pedestrian features—as shown in Figure 2-2—include:

- A grand pedestrian entry at the corner of Foothill and Indian Hill Boulevards;
- Paths from Foothill Boulevard linking to the hotel, commercial pads, Old School House complex and plazas, theater, Condominium Conversion building, and Colby Neighborhood.
- A path from Indian Hill Boulevard that extends through the historic Old School House arcade, through the building, and out to the central plaza at the center of the project site.; and
- A variety of paths connecting the Colby neighborhood to the Old School House, Indian Hill and Foothill Boulevards, and the surrounding community.

The design of paths to ensure comfortable, pleasant walking environments is addressed in Chapter 4, Land Use, Development Regulations, and Design Standards, of the Specific Plan.

The abundance of internal pedestrian paths—especially those connecting to Colby Circle Drive, Foothill Boulevard, and Indian Hill Boulevard—will make the site accessible to bicyclists. The paths will provide safe routes for cyclists to walk bikes to on site destinations. While none of the surrounding streets are currently designated as bicycle routes, cyclists can make use of the bicycle routes located near the Specific Plan area for connections to regional and local destinations. In addition Class 2 bike paths are proposed for Foothill and Indian Hill in the City of Claremont's Draft General Plan.

3.5 PUBLIC TRANSIT

The Specific Plan area has excellent transit service. Five Foothill Transit bus lines running along Foothill and/or Indian Hill Boulevards connect the site to local and regional destinations:

- Route 187 – Pasadena/Claremont
- Route 189 – Glendora/Claremont
- Route 292 – Claremont/Pomona
- Routes 480/481 – Montclair/Downtown Los Angeles
- Route 690 – Montclair/Pasadena

The Foothill/Indian Hill intersection is a major bus transfer point. The Claremont TransCenter, located in Claremont's Village and containing a Metrolink commuter rail station, can be easily reached via Route 690.

The location of the Old School House/Claremont Inn site in relation to transit is optimal. The wide mix of uses in close proximity to transit—including multi-family residential development—will create opportunities for increased transit use. Furthermore, the pedestrian orientation of the project site will make walking to transit stops pleasant, safe, and comfortable. People living within the Specific Plan area can use bus and Metrolink service for commuting and shopping purposes, and site employees and visitors will likewise have options for making trips via transit.

4 Land Use Regulations, Development Standards and Design Policies

This chapter establishes land use regulations, development standards, and design policies to ensure attainment of the development vision for the Specific Plan area, as follows:

- ***Section 4.1:*** Zoning districts, including purpose and intent of each.
- ***Section 4.2:*** Specific land use regulations for each district.
- ***Section 4.3:*** Development standards for each district.
- ***Section 4.4:*** Design policies for all development components and open spaces, and for re-use of the 1911 and 1931 historic Old School House structures.

4.1 SPECIFIC PLAN ZONING DESIGNATIONS

The Claremont Inn/Old Schoolhouse Specific Plan establishes four new zoning designations that address the special characteristics of the Plan Area. The zoning designations establish the land use and development regulations that govern the Plan area, and will prevail over the Claremont Land Use and Development Code (LUDC) in any case of conflict. On the City-wide Zoning Map, the Specific Plan area will be changed to a new zoning category, Specific Plan 9.

The specific uses and development regulations for Specific Plan 9 are established herein. The three proposed districts for the Specific Plan area are:

- Residential
- Mixed Use
- Hotel

The location of each zoning district is indicated on Figure 4-1, and Table 4-1 shows the proportion of the project site devoted to the districts. Descriptions of the purpose and intent of the districts follow.

Table 4-1: Zoning Districts Acreage

Zoning District	*Acres*
Residential	5.7
Mixed-Use	5.3
Hotel	10.0
Total	**21.0**

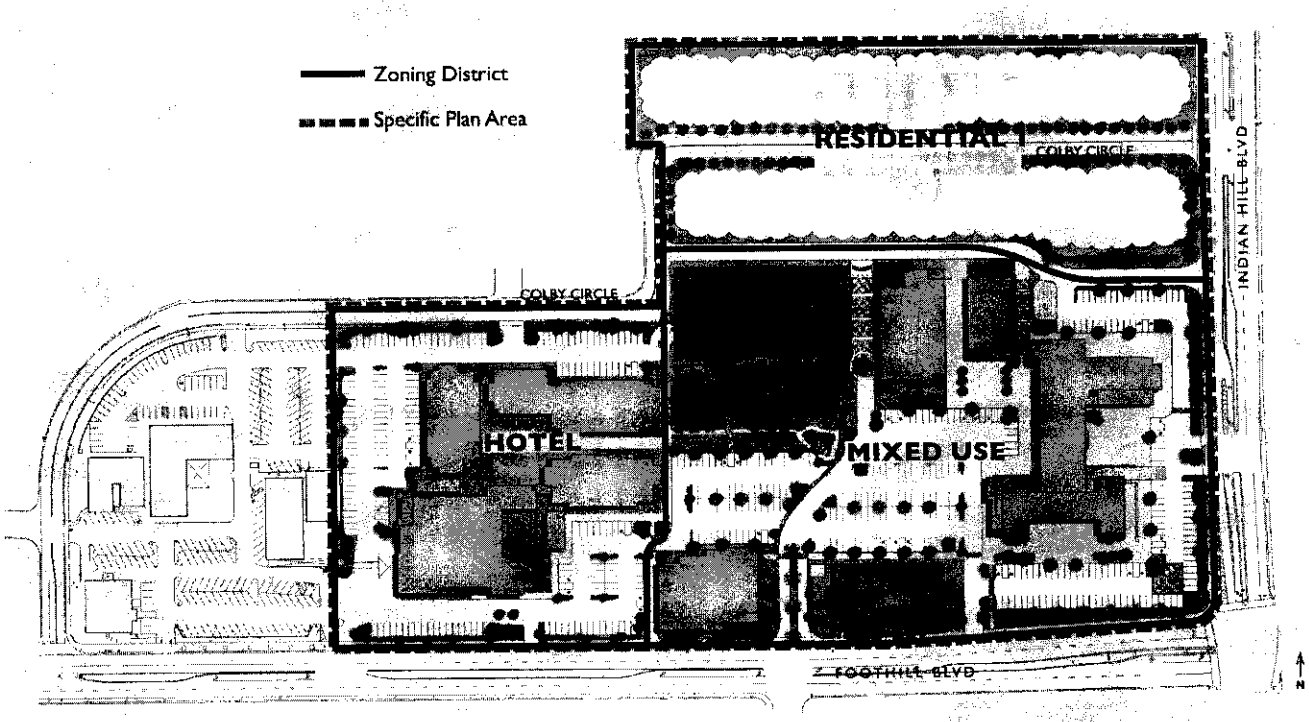

Figure 4-1
ZONING DISTRICTS

RESIDENTIAL

The area focused around Colby Circle Drive is planned for development with clustered townhome condominium units to be regulated under the Residential District. The units will generally be situated side-by-side, each with a separate entrance to the outside. Organizing the units around auto courts will allow garages and parking to be hidden and the units to be oriented towards the street. Each unit will have direct access to an attached garage. A maximum of 96 units is allowed within this district.

Building height will be varied between two and three stories. Height will be stepped back from adjacent residential development to the north and west. Each cluster of townhomes will be surrounded by landscaped open spaces.

MIXED USE

The Mixed Use District is applied to the central part of the Specific Plan area, which encompasses a number of existing buildings: the Old School House complex, an existing restaurant pad, the theater, and the prior Claremont Inn addition.

The Mixed Use designation will maintain the character and use of the site as a mixed commercial center while allowing for limited residential activity to help infuse new activity. The new residential will be accomplished by converting the Claremont Inn addition to loft-style condominium units. No other part of the Mixed Use District will be developed with residential uses under the Specific Plan development vision.

In order to ensure that the site remains vital, a range of uses is permitted in the district. Desired land uses include retail stores, cafes, restaurants, markets, and similar food sales establishments; cultural and entertainment uses; and small-scale professional offices. The varied uses on the site should complement one another, with patrons and residents frequenting multiple establishments, and with convenient pedestrian access between buildings. Plazas and courtyards integrated into the Old School House will help satisfy open space needs of loft residents.

To retain the desired mix, the following restrictions shall apply to office use:

- Office uses shall be limited to 60% of overall development in the Mixed Use district.
- Office uses in the pads fronting Foothill Boulevard are prohibited.

Parking for the Mixed Use District will be shared among uses in joint surface and structured parking areas.

HOTEL

The Hotel zoning designation is applied to the site of the Claremont Inn, which will continue to be operated as a hotel. Comprehensive modernization and renovation beginning in 2005 have resulted in a high-quality, comfortable environment for visitors and special events. Hotel is the primary intended land use, though accessory uses to the hotel—including restaurants, banquet and meeting rooms, gift shops, and personal service uses—are also permitted.

4.2 LAND USE REGULATIONS

Table 4-2 below prescribes the land use regulations for the zoning districts of the Old School House/Claremont Inn Specific Plan area. The regulations for each use and district are established by the following letter designations:

- "P" designates uses permitted as-of-right.
- "CUP" designates uses that may be permitted following review and approval of a conditional use permit, pursuant to Chapter 6, Part 3 of the LUDC.
- "SUDP" designates uses that require approval of a special use and development permit, pursuant to Chapter 6, part 3 of the LUDC.
- "< >" designates uses that are not permitted.

The regulation for each land use listed in Table 4-2 refers to its permissibility as a primary use, unless otherwise stated. Accessory uses that are incidental, customarily associated with, and subordinate to each primary permitted use are also permitted.

If a use is not listed or there is difficulty in categorizing a use as one of the uses listed in Table 4-2, the use shall be prohibited unless a Finding of Similar Use is approved by the Director of Community Development pursuant to Chapter 2, Part 7 of the LUDC.

Additional regulations that apply to particular land uses are noted in the "Additional Regulations" column of Table 4-2.

Table 4-2: Land Use Regulations

Use	*Residential*	*Mixed Use*[1]	*Hotel*	*Additional Regulations*
(1) Administrative/professional				
Architectural, design, and engineering services	<>	P	<>	
Art studios with less than 15% sales area	<>	P	<>	
Attorney/legal services	<>	P	<>	
Banks, credit unions and remote ATMs	<>	P	<>	
Brokerage firms and financial institutions	<>	P	<>	
Business management services	<>	P	<>	
Exhibit halls and galleries with 15% or less retail sales area	<>	P	<>	
General administrative offices	<>	P	<>	
Government offices	<>	P	<>	
Insurance and accounting offices	<>	P	<>	
Real estate, escrow and property management offices	<>	P	<>	
Recording/film studios	<>	CUP	<>	
(2) Animal Services				
All Animal Services use classifications	<>	<>	<>	
(3) Alcoholic Beverage Sales				
Alcoholic sales for off-site consumption with or without on-site tasting (includes wine-tasting rooms)	<>	CUP	<>	
On-site sales in connection w/restaurant	<>	CUP	CUP	
Manufacturing, wholesale and distribution including micro-brewery with no restaurant with limited tasting	<>	<>	<>	
Micro-breweries in connection w/restaurant	<>	CUP	CUP	
(4) Educational/Instructional/Day Care Uses				
Adult day care	<>	<>	<>	
Children tutorial classes	CUP	<>	<>	
Satellite college classes and adult vocational classes	CUP	<>	<>	
Elementary, junior and high schools	<>	<>		
Music, art, dance, martial arts instruction, yoga, talent/acting studio	CUP	<>	<>	
Nurseries, pre-schools and day care facilities for children	CUP	<>	<>	

Table 4-2: Land Use Regulations				
Use	*Residential*	*Mixed Use*[1]	*Hotel*	*Additional Regulations*
5) Food/Restaurants/Eating Establishments				
Bakery - primarily retail sales	<>	P	P	
Catering services as primary use - may include on-site dining facilities	<>	P	P	
Commercial test kitchen	<>	<>	<>	
Ice cream, juice, tea and candy shops	<>	P	P	
Restaurant w/drive through	<>	<>	<>	
Restaurants/coffee shops with no drive through facilities	<>	P	P	
6) General Merchandise/Retail Trade				
Antiques retail sales	<>	P	<>	
Appliance, consumer electronic, computer, and phone/telecommunication equipment retail sales	<>	CUP	<>	
Art gallery with retail sales more than 15% of floor area	<>	P	<>	
Art supplies, framing	<>	P	<>	
Beauty supplies	<>	P	<>	
Books and magazines	<>	P	<>	
Camera and photographic supplies	<>	P	<>	
Clothing/shoes stores	<>	P	<>	
Cigar/cigarette/smoke shops	<>	CUP	<>	
Consignment clothing sales	<>	P	<>	
Convenience stores	<>	<>	<>	
Discount variety, volume liquidation/seconds/cut-rate merchandise, army surplus, or thrift stores	<>	<>	<>	
Equipment sales/ rentals w/outdoor storage	<>	<>	<>	
Equipment sales/rentals with no outdoor storage	<>	<>	<>	
Floor covering	<>	<>	<>	
Florists	<>	P	<>	
Food/drug and kindred products	<>	P	<>	
Fabric stores	<>	P	<>	
Firearms, ammunition and related products - retail sales	<>	<>	<>	
Furniture, office and home furnishings	P	<>	<>	
Garden supply with outdoor display of plants	CUP	<>	<>	

Table 4-2: Land Use Regulations

Use	*Residential*	*Mixed Use*[1]	*Hotel*	*Additional Regulations*
General merchandise, specialty, gift, craft items, candles, house wares, and variety (non-discount) stores	P	<>	<>	
Hardware/home improvement stores	<>	<>	<>	
Health, herbal, botanical stores	P	<>	<>	
Hobby, toy and game	P	<>	<>	
Indoor swap meets/concession malls	<>	<>	<>	
Interior decorating, linen, and bath stores	P	<>	<>	
Jewelry sales and repair	P	<>	<>	
Leather goods and equipment	P	<>	<>	
Luggage sales	P	<>	<>	
Music, CD, tape and video sales	P	<>	<>	
Musical instruments	P	<>	<>	
Office supplies/stationery/cards	P	<>	<>	
Outdoor sale or display of merchandise, or provision of services in conjunction with primary use in a building	SUDP	<>	<>	See Chap. 2, Part 4 for restrictions and special permit requirements
Pharmacies	P	<>	<>	
Shoe stores	P	<>	<>	
Sporting goods and equipment (no gun sales)	P	<>	<>	
Travel agencies	<>	P	<>	
7) Lodging Places				
Bed and breakfast facilities	<>	<>	<>	
Hotels	<>	<>	P	In addition to the primary hotel use, accessory uses that are ancillary and subordinate to the hotel use are permitted. Such accessory uses may include, but are not limited to: restaurants; catering services; meeting halls/ conference facilities; fitness rooms and recreation facilities; beauty salons and spas; massage services; small retail shops including, gift and card

Table 4-2: Land Use Regulations				
Use	*Residential*	*Mixed Use*[1]	*Hotel*	*Additional Regulations*
				shops, snack shops, newsstands, and travel goods stores; and limousine services.
8) Manufacturing/Industrial Uses				
Micro-brewery in connection w/restaurant - See this use under 3) Alcoholic Beverage Sales				
All other Manufacturing/Industrial Uses	<>	<>	<>	
9) Medical/Health Services				
Acute care/walk-in medical services	<>	<>	<>	
Ambulance services	<>	<>	<>	
Hospitals	<>	<>	<>	
Medical/dental/counseling/psychology/ electrolysis/hearing aids/acupuncture/ homeopathy/physical therapy/sports therapy - For massage see use under 11) Personal Services	P	<>	<>	
Optometry related sales	P	<>	<>	
10) Motor Vehicles Services				
Limousine service with parking for limousine vehicles	<>	<>	<>	
All other Motor Vehicles Service uses	<>	<>	<>	
11) Personal Services				
Barbers, beauty, skin care and nail services, tanning salon	P	<>	<>	
Check cashing/deferred deposit or payday advance uses with or without ancillary services	<>	<>	<>	
Cemeteries and mausoleums	CUP	<>	<>	
Dry cleaners/laundry -non-commercial	P	<>	<>	
Fortune Telling	<>	<>	<>	
Funeral parlors	<>	<>	<>	
Locksmith and key shops	<>	<>	<>	
Massage/Acupressure as primary use	<>	CUP	<>	See also Municipal Code Chapter 5.36
Massage as ancillary use to primary permitted use	<>	P	P	See Municipal Code Chapter 5.36
Crematory	<>	<>	<>	
Pawnshops	<>	<>	<>	
Photocopying and photo developing retail	<>	P	<>	

Table 4-2: Land Use Regulations

Use	Residential	Mixed Use[1]	Hotel	Additional Regulations
Photography studios	<>	P	<>	
Printing/publishing - commercial, large volume/heavy equipment -	<>	<>	<>	
Postal services/mail box rentals	<>	P	<>	
Shoe Repair	<>	P	<>	
Tailor and alterations	<>	P	<>	
Tattoo	<>	<>	<>	See Municipal Code Chapter 9.70
12) Public Facilities/Utilities				
Government office uses - See use also under 1) Administrative/professional	<>	P	<>	
Public park	<>	<>	<>	
Public maintenance yard and other non-office uses	<>	<>	<>	
Public utility structures	<>	<>	<>	
13) Recreation/Entertainment				
Cyber cafe/billiards and pool halls/game and video arcades	<>	CUP	<>	
Golf course and driving ranges	<>	<>	<>	
Indoor - amusement/recreation/sports and health clubs/skating/batting cages/roller hockey facilities (not within a public park) - For instructional uses see 4)Educational/ Instructional/Child Care Uses	<>	SUDP	<>	
Outdoor - amusement/recreation/sport club/skating/batting cages/roller hockey facilities (not within a public park)	<>	<>	<>	
Public Assembly/auditoriums/meeting halls	CUP	<>	<>	
Theaters (live stage and movie) and concert halls	CUP	<>	<>	
14) Religious Institutions				
Churches and places of worship	CUP	<>	<>	
Monasteries and religious group quarters permitted only in conjunction with a church or place of worship	<>	<>	<>	
15) Repair Services				
All Repair Services uses	<>	<>		
16) Residential				
Assisted living facilities	<>	<>	<>	

Table 4-2: Land Use Regulations				
Use	*Residential*	*Mixed Use*[1]	*Hotel*	*Additional Regulations*
Caretaker's or watchman's quarters	<>	<>	<>	
Congregate care facilities	<>	<>	<>	
Continuing care facilities	<>	<>	<>	
Convalescent care	<>	<>	<>	
Group care 7 or more people	<>	<>	<>	
Single family development	<>	<>	<>	
Multiple family development	P	<>	<>	In the Mixed Use District, multiple-family residential development is limited to conversion of Building C-1.
Live/Work Condominium Conversion	<>	<>		
Senior housing	<>	<>	<>	
Student Housing/Dormitory/Group Quarters	<>	<>	<>	
Offices for philanthropic, charitable and service organizations	<>	P	<>	
Temporary political campaign offices and headquarters	<>	P	<>	
Social clubs/meeting halls - See also Public Assembly/auditoriums/meeting halls under 13) Recreation/Entertainment	<>	<>	<>	
18) Temporary and Special Uses				
Christmas tree and pumpkin sales (temporary outside sales)	<>	SUDP	<>	
Commercial/office use of residential structures	<>	<>	<>	
Fruit stands	<>	SUDP	<>	
Large family day care	<>	<>	<>	
Mobile recycling and reverse vending units	<>	<>	<>	
Parking lot sale	<>	<>	<>	
Temporary outdoor displays, sales, and provisions of services	<>	SUDP	<>	
Temporary parking lots	<>	<>	<>	
Temporary use of structures for carnivals, farmers markets, fairs, and festivals	<>	SUDP	<>	
Temporary use of structures, trailers and facilities related to established uses	<>	SUDP	<>	

Table 4-2: Land Use Regulations				
Use	*Residential*	*Mixed Use[1]*	*Hotel*	*Additional Regulations*
(19) Warehouse/Storage Uses				
All Warehouse/Storage uses	<>	<>	<>	
(20) Wireless Antennas				
See Chapter 5, Part 6 of Land Use and Development Code for permitted antennas				
1. In the Mixed Use district, office uses shall be 1) limited to 60% of the overall development, and 2) prohibited in the pads fronting Foothill Boulevard.				

4.3 DEVELOPMENT STANDARDS

The standards of this section apply to all land and structures in the Specific Plan area. The standards are in addition to those contained in the Claremont Land Use and Development Code (LUDC). Where these standards differ from those in the LUDC, the standards in the Specific Plan take precedence.

Table 4-3 below prescribes the development standards for each zoning district. In addition, Figure 4-3, Mixed Use Height Limit Diagram, illustrates maximum building heights in the Mixed Use District. Figure 4-4 provides a conceptual cross-section of the Colby Circle street and setbacks.

Parking requirements are addressed in Chapter 3, Circulation and Parking, of the Specific Plan.

Table 4-3: Development Standards				
Standard	*Residential*	*Mixed Use*	*Hotel*	*Additional Regulations*
Building Form and Location				
Maximum Number of Stories	3	See Figure 4-3	3	In Residential, the third story shall be setback 10 feet from the exterior edge of the first floor, and shall not exceed 35% of the building footprint.
Maximum Building Height (ft)	40	40 (see Figure 4-2)	50	See Section 416 (in Chapter 4, Part 1) of the LUDC for allowed projections above height limits.
Minimum Building Setback (ft)				
From Indian Hill Blvd. property line	20	20	N/A	In Residential, on Indian Hill and Colby Circle, cornices, eaves, and belt courses may project into the required setback areas no more than four inches for each one foot of the required setback, providing that no portion of such

Table 4-3: Development Standards

Standard	*Residential*	*Mixed Use*	*Hotel*	*Additional Regulations*
From any other street-facing property line	10	5	15	architectural feature is less than eight feet above grade and there are no vertical supports or members within the required setback area. In addition, fences and walls not exceeding 3 feet in height, bay windows, uncovered stoops, pot shelves and similar low profile features may encroach into the required setbacks. Architectural landscape features, such as lampposts and fountains may be located within street side setbacks, provided that they are no closer than at least eight feet from the front or street side property line and no more than eight feet in height. No more than a total of 40% of the street side property line on each side of block shall be subject to the encroachments described above. See Section 412 (in Chapter 4, Part 1) of the LUDC for permitted encroachments into required setbacks for Mixed Use and Hotel Districts.
From any interior lot line	10	5	5	
Minimum Distance Between Buildings (ft)	10 ft for first floor, plus an additional 10 ft. for each additional floor above the first			
Maximum Total New Building Coverage within Zoning District (sq ft)	97,000	14,000 for Foothill pad and combined total of 42,000 in Mixed-Use Commercial Building Flex Area (see Figure 4-4) 32,250 for parking structure	None	
Standards for Residential Uses and Structures				
Maximum Number of Dwelling Units	126	30	N/A	Dwelling units in Mixed Use District limited to Building C-1 (see Figure 2-3).
Minimum Floor Area per Dwelling Unit (sq ft)	900	850	N/A	

Table 4-3: Development Standards				
Standard	*Residential*	*Mixed Use*	*Hotel*	*Additional Regulations*
Outdoor Living Area				
Total Area per Unit	110	NA (See "Standards for Outdoor Living Area" section below)	N/A	
Private Area per Unit	60	40	N/A	
Common Area per Unit	50	N/A (See "Standards for Outdoor Living Area" section below)	N/A	
Additional Site and Development Standards				
Pedestrian corridor (combined landscape strip and sidewalk) - minimum average width (ft)	15			
Landscaping	See Section 413 (Section 4, Part 1), LUDC			
Signs	See Chapter 4, Part 4 of LUDC			
Accessory Structures, Fences	See Chapter 4, Part 2 of LUDC			
LUDC = Land Use Development Code, ft = feet, sq ft = square feet, NA = not applicable				

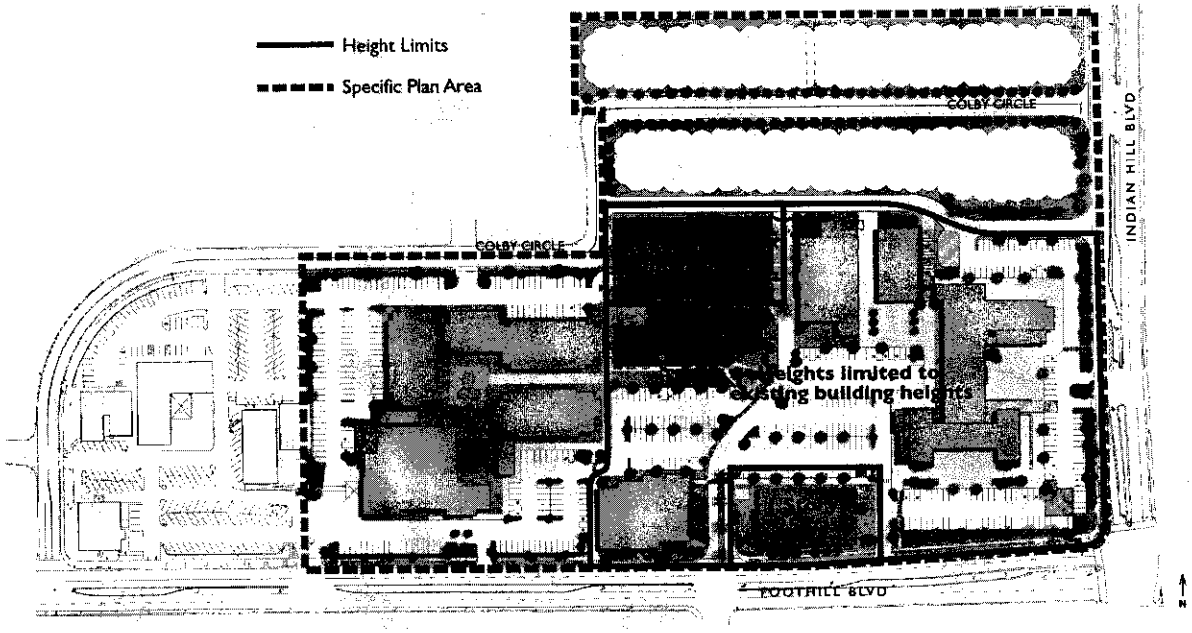

Figure 4-2

Old School House/Claremont Inn Specific Plan MAXIMUM BUILDING HEIGHTS IN MIXED USE DISTRICT

September 12, 2006

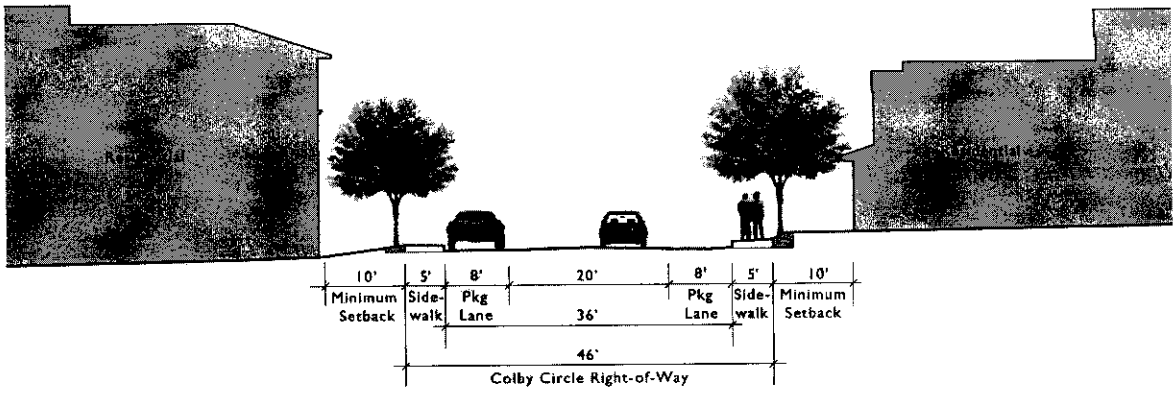

Figure 4-3

Old School House/Claremont Inn Specific Plan CONCEPTUAL COLBY CIRCLE CROSS SECTION

September 18, 2006

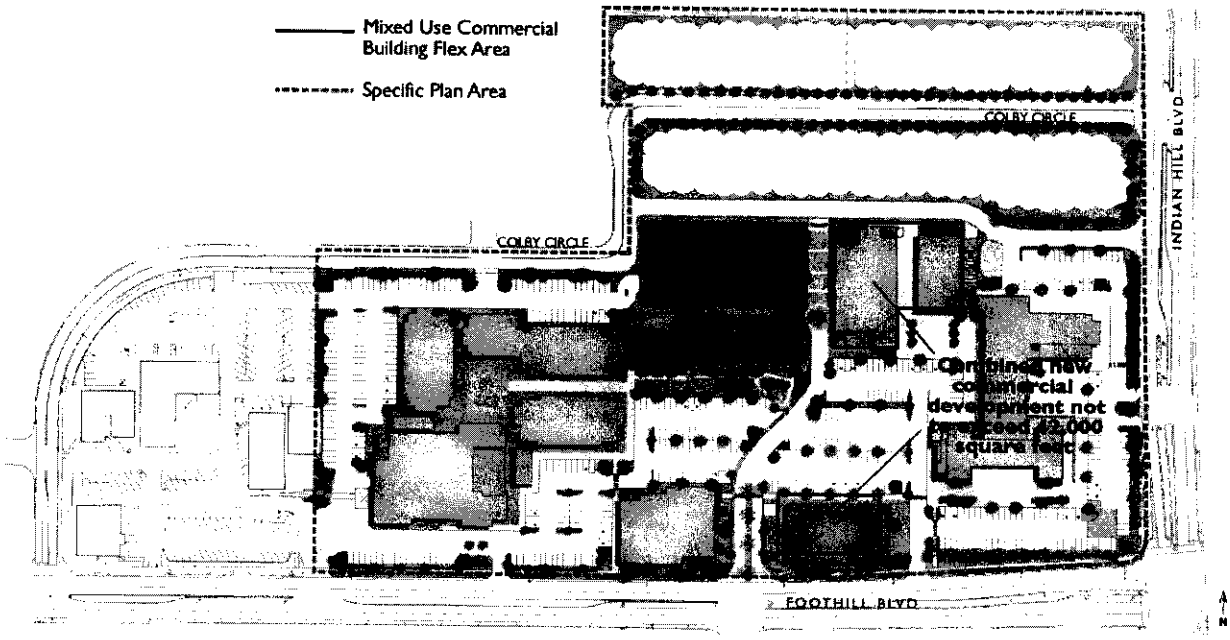

Figure 4-4
Claremont Inn/Old School House Specific Plan MIXED USE COMMERCIAL BUILDING FLEX AREA
April 28, 2006

STANDARDS FOR RESIDENTIAL OUTDOOR LIVING AREA

Usability

Outdoor living areas will consist of convenient areas for outdoor leisure or recreation for the use of residents. The surface of outdoor living areas may consist of lawn, garden, wood planking, concrete, stones or individual pavers, or other serviceable, dust-free surfacing. Slope shall not exceed 10 percent.

Standards for Private Outdoor Living Area

Qualifying Facilities and Minimum Dimensions

Private outdoor living areas may include balconies or decks with a minimum horizontal dimension in any direction of five feet and a minimum area of 40 square feet.

Location and Accessibility

Each private outdoor living area shall be accessible to only one living unit, and shall be directly adjacent to the unit served.

Standards for Common Outdoor Living Area

Qualifying Facilities and Minimum Dimensions

Common outdoor living areas may include:

- Ground-level open space, such as a terrace, courtyard, patio, first-story deck, or garden, with a minimum dimension in any horizontal direction of 15 feet.
- Ground-level open space that serves as a pedestrian connection, is at least 25 feet wide, and includes landscaping and amenities such as benches.
- Rooftop decks, patios, and gardens at least 15 feet in any horizontal dimension.
- Active recreation facilities such as pools or tennis courts.
- A publicly accessible plaza (qualifies as common outdoor living area only for units located in the Mixed Use District).

Exclusions

No portion of any required street-facing setback shall count as common outdoor living area. Outdoor living areas also exclude parking facilities, driveways, and utility or service areas.

Location and Accessibility

Common outdoor living area shall be located on the same lot as, and easily accessible to all dwelling units that it is designed to serve.

Special Standards for Mixed Use District

Location and Accessibility

In the Mixed Use District, outdoor living areas must be located within 300 feet of the units served. Outdoor living area may consist of open spaces and recreational facilities that are shared by other uses or are accessible to the public as long as residents have convenient access to the spaces or facilities.

Facilities to Be Provided

The existing 1,500 square foot patio adjacent to Building C-1 (see Figure 2-2, Development Plan) will be retained for the use of residents. In addition, residents will have access to at least one public plaza at the Old School House with a minimum area of 7,500 square feet and located within 300 feet of Building C-1.

4.4 DESIGN GOALS AND POLICIES

1. OPEN SPACES AND CONNECTIONS

Goals

G-1.1 Provide pedestrian and open space connections between all uses.

G-1.2 Continue tradition of supporting pedestrian access and connectivity to transit throughout the site.

G-1.3 Prioritize pedestrian movement and activities with wide sidewalks, public seating, clearly-defined crosswalks, pedestrian ways, adequate lighting, fountains, landscaping, and plaza areas to indicate site components and create a pedestrian-oriented public realm.

G-1.4 Foster the creation of public place through interaction between public, residential, and commercial spaces and activities.

G-1.5 Provide well-maintained and attractive plazas, pathways, gardens, and public spaces for cultural and social events.

Policies

Pedestrian Network

P-1.1 Create a pedestrian network with major linkages and internal pathways between parcels.

- Use pedestrian linkages such as alleys, walkways, corridors, and shared-use paths to connect residential and commercial areas.
- Expand network to incorporate surrounding streets and bus stops.
- Connect hotel courtyards and gardens to other uses.

P-1.2 Use textured paving to identify Pedestrian Connections within the site, as identified in Figure 2-2, Development Plan.

P-1.3 Provide bicycle facilities—such as bike racks and lockers—in all public plazas, parking garages, and major commercial areas.

P-1.4 Follow Americans with Disabilities Act Accessible Guidelines (ADAAG) for all crosswalks, ramps, sidewalks, and outdoor spaces.

P-1.5 Provide well-marked pedestrian crossings with high-visibility striping and/or paving material.

Open Space

P-1.6 Site open spaces within development for "eyes on public space": Design and align buildings to provide supervision over open space connections, pedestrian pathways, and shared service ways.

P-1.7 Provide a minimum dimension of 25 feet for open space connections. This will provide an overall Daylight Factor of 40% and above for the courtyards surrounded by two-to three-story structures, which will ensure sufficient day lighting for outdoor activity and pedestrian use.

P-1.8 Emphasize pedestrian scale within outdoor spaces by providing outdoor seating, landscaping such as clustered planting/trees, and special paving material or hardscape pattern.

P-1.9 Create terminating vistas to public activity spaces, courtyards, and Old School House.

P-1.10 Maintain and improve the public realm with significant outdoor spaces:

- Establish a pedestrian and visual gateway into the site at the northwest corner of Foothill and Indian Hill boulevards.
- Provide unique paving material, color, or pattern to distinguish plaza hardscape from sidewalk; central sculptural or water feature that relates to the character and activities of the Old School House Square; signage and special lighting; and connectivity to major pedestrian linkages.
- Utilize outdoor furnishings such as benches, tables, umbrellas, and fountains to create a comfortable environment.
- Reinforce the western Old School House courtyard as the "heart" of the Specific Plan area serving as the visual focus of all components of the site.

P-1.11 Establish the existing hotel swimming pool and courtyard as a major activity node, providing outdoor seating, lighting, lush landscaping, and decorative site elements that are consistent with the hotel character and design.

2. LANDSCAPE AND STREETSCAPE

Goals

G-2.1 Create a consistent and distinctive planting and streetscape scheme throughout the site.

G-2.2 Use landscape and site elements such as trees, signage, paving, and lighting to demarcate important gateways, pedestrian pathways, and outdoor spaces.

G-2.3 Continue existing streetscape schemes established for Indian Hill and Foothill Boulevards in any new construction of curbs and sidewalks.

Policies

Landscape

P-2.1 Use a consistent planting scheme with lush and colorful planting throughout the Specific Plan area to integrate the various uses and spaces within the site.

- Retain existing, mature trees—where feasible—for character, scale, and shade.
- Use contextually and environmentally appropriate plant types within the site, complimenting existing plant schemes along Foothill and Indian Hill boulevards, as well as surrounding development.
- Use drought tolerant and native species where possible.
- Cluster planting with similar water requirements.
- Consider rate of growth and species size to limit overgrowth.
- Consider plant materials in terms of pedestrian comfort—avoid thorns, stickers, and sharp leaves.

P-2.2 Use landscape design to highlight entries and architectural features, preserve and enhance views, provide buffers, transition areas, and screen less desirable areas (such as trash service areas, mechanical equipment, etc.) from view.

P-2.3 Emphasize boulevard/scenic corridor quality along Foothill Boulevard with attractive, site-specific ground cover and street trees with higher tree canopies to maintain visibility into the project site.

P-2.4 Maintain existing landscape ten-foot parkway between roadway and sidewalk along Foothill Boulevard.

P-2.5 Maintain existing street trees along Colby Circle to the extent possible.

P-2.6 Extend planting and streetscape scheme (including curb, gutter, and sidewalks) where drive approaches are removed along Colby Circle.

P-2.7 Use deep watering irrigation systems for trees.

P-2.8 Provide pedestrian scale along pathways, within open spaces, and between buildings through:

- Unit pavers at plazas with accent bands of stone or color-treated units,
- Mass plantings of shorter height perennials, ground covers, and shrubs,
- Multi-trunk trees in courtyards that have sculptural interest, and
- Benches, rocks, and planters for informal seating.

Streetscape

P-2.9 Provide consistent scheme of street furnishings to foster site identity and connectivity to the city.

P-2.10 Emphasize major open spaces and entry points with sculptural elements such as water features, artwork, and lighting.

P-2.11 Incorporate public art into landscape and courtyard design, providing at least two art pieces within the development (see Artwork Standards, Section 486, in Chapter 4 Part 8 of the Claremont Land Use and Development Code).

P-2.12 All trees within City street rights-of-way shall be managed in conformance with the City's Trees Policies and Guidelines Manual.

Lighting

P-2.13 Provide appropriate design and level of lighting, using pedestrian-scale lamps and theme or ambient lighting on buildings to feature special open spaces, connections, or activities.

P-2.14 Use light fixtures that are architecturally compatible to existing context and structures on the site.

P-2.15 Adequately light all building entries and pedestrian ways for safety and security.

P-2.16 Confine light from fixtures to the project site boundaries; Avoid off-site glare and spill-over of unnecessary illumination.

P-2.17 Use low-voltage lighting where possible.

P-2.18 Avoid colored or flood-lighting, as well as fixtures directed towards the sky in order to preserve the night sky.

Signage

P-2.19 Prepare a comprehensive, integrated sign program for the entire Specific Plan area. Create a unified identity for the site, using consistent typology and design for public plazas, way finding for circulation, and tenant signage (see Table 6-1 in Chapter 6 for timing).

P-2.20 Coordinate signage design with building design, materials, color, size, and placement.

P-2.21 Avoid internally-illuminated sign cabinets, but allow neon signs.

P-2.22 Install directional signage in parking area and driveways for improved vehicle circulation and safety.

3. RESIDENTIAL

Goals

G-3.1 Create visual and architectural variety through changes in housing typology, building heights, massing, and exterior design.

G-3.2 Visually and physically incorporate new housing into existing and new site functions, including the Old School House, hotel and new Condominium Conversion, and commercial development.

G-3.3 Incorporate new housing into the surrounding neighborhood with an orientation towards streets and sidewalks.

G-3.4 Enhance environmental quality and promote efficient use of resources in the new neighborhood.

Policies

Site Planning

P-3.1 Consolidate parking access and service uses to minimize alleys and driveways.

P-3.2 Screen service functions and mechanical/utility equipment from public view, locating away from main street edge and residential entries where possible.

P-3.3 Architecturally integrate utility and service areas into building and site design, using similar materials, colors, and planting to screen functions, noise, and/or odors.

P-3.4 Locate smaller equipment (such as air conditioning condensers, utility meters, and transformers) within enclosures that are well-integrated into building design.

P-3.5 Minimize visibility of parking from public view.

P-3.6 Use alternatives to solid paved driveways such as brick, cobblestone, or interlocking pavers to enhance environment, when possible. Consider using permeable paving to allow for increased stormwater percolation.

P-3.7 Use earth-toned concrete colors to minimize glare from large areas of concrete.

P-3.8 Orient buildings to maximize solar access to open spaces, pedestrian pathways, and adjacent structures.

P-3.9 Orient buildings and outdoor spaces to maximize views while preserving privacy of surrounding neighbors.

P-3.10 Provide access to common open space from all residential units.

P-3.11 Provide common and/or private outdoor space for every residential unit.

P-3.12 Design sidewalks and drives to minimize impervious surfaces to reduce runoff potential.

P-3.13 Residential buildings and entrances to same individual units should be oriented toward the sidewalk and street, and should provide a positive contribution to an attractive streetscape.

P-3.14 Gates, fencing, and/or separating residential building from sidewalks and streets strongly discouraged.

Building Massing

P-3.15 Articulate building surfaces to add visual horizontal and vertical definition:

- Articulate wall and roof planes into smaller modules to add visual richness and variety.
- Employ projections, recesses, reveals, and overhangs to provide shadow and depth to façade.
- Step-back upper stories to where appropriate reduce overall massing and scale.

P-3.16 Emphasize individual units in multi-unit buildings through changes in material, color, and/or articulation of building surface.

P-3.17 Use a variety of roof forms that are complementary to existing roof forms within the site and/or surrounding neighborhoods.

P-3.18 Maximize opportunities for passive heating and cooling.

Building Composition

P-3.19 Continue existing Spanish Renaissance design aesthetic to integrate new structures with the Old School House building and site.

P-3.20 Use architectural elements such as arches, accentuated window head trim, shutters, window awnings, planter boxes, and roof brackets to represent the Spanish Renaissance design aesthetic.

P-3.21 Arrange building openings with small, well-placed, and well-proportioned openings.

P-3.22 In general, orient windows vertically, using multiple panes and divided light glazing to break up larger or horizontal windows.

P-3.23 Relate windows within a building in terms of operating type, proportion, and trim. Unifying elements such as common sill or header lines are preferred.

P-3.24 Blend screen and service enclosure design with building design.

P-3.25 Incorporate energy-saving designs and technologies.

P-3.26 Consider the use of "green" eco-friendly materials and Leadership in Energy and Environmental Design (LEED) techniques.

Building Heights and Setbacks

P-3.27 Provide operable windows with view to streets and other publicly-oriented areas wherever possible.

P-3.28 Incorporate porches and/or balconies into the residential building design as consistent with the overall architectural style.

P-3.29 Vary building setbacks along street edge to create horizontal articulation and visual interest.

Building Materials and Color

P-3.30 Use high-quality exterior materials, including stucco and tile roofing, as well as complementary finishes integrating new architecture with existing surroundings.

P-3.31 Avoid awkward transitions of different materials—changes in siding materials should occur at inside corners of buildings.

P-3.32 Integrate use of dark-stained wood as consistency with Spanish revival architecture style.

P-3.33 Use roof materials that are darker in color, non-reflective, and energy-efficient.

P-3.34 Allow for variation in color, building articulation, materials, and architectural details that create a distinctive and dynamic sense of place—consistent with the diversity found in many of Claremont's historic neighborhoods—while maintaining aesthetic compatibility in the new neighborhood.

P-3.35 Seek ways to recycle and/or re-use demolished materials where possible.

P-3.36 Incorporate exterior lighting that complies with the City of Claremont regulations to avoid light and glare impact.

Building Entries and Stairways

P-3.37 Provide main entries to residential units along street edges.

P-3.38 Emphasize entries through the use of lighting, landscape, and articulation of building wall.

P-3.39 Architecturally integrate exterior stairways into design of the building.

Energy and Solid Waste

P-3.40 Include space for trash receptacles within the garages of individual units.

P-3.41 Supply new homes with energy efficient technologies which could include appliances, heating and air conditioning systems, water heaters, lighting, tinted windows, and insulation.

4. COMMERCIAL PADS

Goals

G-4.1 Create a contextually sensitive design.

G-4.2 Maintain visibility to the Old School House from entries into the project site.

G-4.3 At the Foothill entry, establish a gateway into the project site that complements and/or incorporates the existing Foothill commercial pad.

G-4.4 Maintain existing and planned street environment and pedestrian scale along Indian Hill Boulevard and Foothill Boulevard. (Refer to the Foothill Corridor Study for streetscape and design concepts.)

G-4.5 Reflect the historic materials and architectural style of the Old School House and nearby existing commercial buildings along Foothill Boulevard in the vicinity of the Specific Plan area.

Policies

Site Planning

P-4.1 Provide adequate vehicular access off of Foothill Boulevard and through the Old School House site from Indian Hill Boulevard.

P-4.2 Accommodate and provide for pedestrian connectivity from Foothill and Indian Hill boulevards along commercial pad and adjacent parking areas.

P-4.3 Emphasize pedestrian connections to the Old School House, hotel, and residential neighborhood with way finding, consistent use of lighting, paving design, and site furnishings.

P-4.4 Use signage and/or architectural elements to enhance streetscapes and create a gateway element at main site entries off of Indian Hill and Foothill boulevards.

P-4.5 Locate loading areas away from residential and public view, to the greatest extent possible, ensuring that loading will not front onto residential buildings or primary pedestrian pathways.

P-4.6 Screen loading areas from public view, where possible.

Building Massing

P-4.7 Articulate building surfaces to add horizontal and vertical definition:

- Articulate roof line and wall heights to lessen the mass of the building and create visual interest.
- Employ projections, recesses, reveals, and overhangs to provide shadow and depth to façade.

P-4.8 Screen rooftop mechanical equipment and locate away from public view. Architecturally integrate screening of equipment with building structure and design.

P-4.9 Design buildings to fit the scale and character of the Old School House site—corporate "chain" architecture is strongly discouraged.

P-4.10 Emphasize building corner at site entries with vertical architectural elements and similar massing to neighboring structures to create a balanced and well-defined physical gateway.

P-4.11 Enlarge pedestrian area at entry corner of new commercial pads to further emphasize the gateway.

Building Composition

P-4.12 Design with contextually appropriate architectural elements that represent the Old School House Spanish Renaissance style and are complementary to remaining structures.

P-4.13 Face streets and pedestrian ways with doors, windows, awnings, and trellises rather than blank walls.

P-4.14 Avoid locating service doors and other utilitarian features on building elevations facing streets or site entries.

P-4.15 Include pedestrian-scale signage and large transparent display windows.

P-4.16 Break up large window surfaces with mullions and structural elements to add visual interest.

P-4.17 Incorporate energy-saving designs—including appropriate solar orientation—and technologies in commercial building designs and renovations.

P-4.18 Consider the use of "green" eco-friendly materials and Leadership in Energy and Environmental Design (LEED) techniques.

Building Heights and Setbacks

P-4.19 Limit building height of commercial pads to one story, with complementary roof forms and height to existing Foothill commercial pad and/or neighboring structures.

P-4.20 Maintain consistent building setbacks along Indian Hill and Foothill boulevards, in keeping with existing streetscape and specific plans.

Building Materials and Color

P-4.21 Use varying materials between base and body of building to further break up long wall planes.

P-4.22 Design building façade to have 50 to 70 percent combined transparent window/door coverage to help distinguish the building as a more publicly-oriented space.

P-4.23 Use similar color and material palette to the Old School House historic structure, including off-white and subtle warm earth tones, stucco, and red earth-toned tile roof.

P-4.24 For retrofitting of existing commercial pad, use materials and color palette of the Old School House and adjacent new development to better integrate the building into the project site, and make original building and later additions visually cohesive.

P-4.25 Seek ways to recycle and/or re-use building materials where possible.

P-4.26 Incorporate exterior lighting that complies with City of Claremont regulations to avoid light glare impacts.

Building Entries and Program

P-4.27 Emphasize entries through the use of lighting, landscape, articulation of building wall, change in material or detailing, and architectural details such as awnings, columns, or covered walkways.

P-4.28 Relate entries to adjacent sidewalks, plazas, and open spaces, providing interior activities and views that relate to outdoor spaces.

Energy and Solid Waste

P-4.29 Conceptual building footprints, circulation, and parking plans illustrated in Figure 2-2 and addressed in other relevant portions of the Specific Plan may require modification to accommodate acceptable trash receptacle facilities, during the design phase of the development process.

P-4.30 Incorporate energy efficient technology which could include heating and air conditioning systems, lighting, hot water heaters, appliances, tinted windows and insulation.

5. RENOVATION AND IMPROVEMENTS TO EXISTING STRUCTURES

Goals

G-5.1 Integrate existing structures into adjacent new and historic developments.

Policies

Hotel

P-5.1 Maximize views to outdoor spaces.

P-5.2 Maintain courtyard and garden environment.

P-5.3 Emphasize existing open spaces with new pedestrian linkages and site treatments.

P-5.4 Renovate and improve existing buildings with contextually appropriate materials and architectural elements. See *Residential Policies: Building Materials and Color* for policies regarding exterior design.

Condominium Conversion

P-5.5 At such time the exterior is refurbished, retrofit existing structure to be contextually appropriate and consistent with new development and Old School House. See Residential Policies: Building Materials and Color, for further discussion and policies regarding materials and colors.

P-5.6 Employ projections, overhangs, architectural trim, and changes in material to provide shadow, depth, and visual interest to existing structure.

P-5.7 Highlight building entries through means described in the *Residential Policies: Building Entries and Stairways.*

P-5.8 Maintain existing open space for resident use.

P-5.9 Utilize existing open space between parking structure and building for additional residential-use open space.

P-5.10 Retrofit with energy-saving systems and technologies.

Existing Commercial Pad

P-5.11 At such time the exterior is refurbished, retrofit existing structure to be contextually appropriate and consistent with new development and Old School House. See *Commercial Pad Policies: Building Materials and Color,* for further discussion and policies regarding materials and colors.

P-5.12 Upon renovation, relate building façade to street with windows, doors, awnings, and other architectural elements.

Candlelight Pavilion

P-5.13 At such time the exterior is refurbished, retrofit existing structure to be contextually appropriate and consistent with new development and Old School House. See *Commercial Pad Policies: Building Materials and Color,* for further discussion and policies regarding materials and colors.

Energy and Solid Waste

P-5.14 Conceptual building footprints for new buildings, circulation, and parking plans illustrated in Figure 2-2, Development Plan, and addressed in other relevant portions of the Specific Plan may require modification to accommodate acceptable trash receptacle facilities, during the design phase of the development process.

P-5.15 Retrofit with energy-efficient technologies such as lighting, heating and air conditioning, appliances, water heaters, and insulation.

6. OLD SCHOOL HOUSE HISTORIC RE-USE

Goals

G-6.1 Retain and reuse original and circa-1930 portions of the Old School House central building, returning facades to original design aesthetic, while allowing modification of south entrance.

G-6.2 Maintain Spanish Renaissance style with new additions and retrofitting.

Policies

Old School House Re-Use

P-6.1 Improve Indian Hill Boulevard streetscape with landscaping and well-defined pedestrian connections.

P-6.2 Preserve existing historic exterior architecture through use of similar and historically appropriate materials and architectural elements, such as stucco and barrel roof tiles.

P-6.3 Allow removal of existing "The Old School House" sign currently located above the stairs on south facade. The sign is not part of the historic structure, and currently conflicts with the vision for re-use and renovation, involving removal of the non-historic stairs and initiation of ground-floor entry.

P-6.4 Provide direct ground-floor entrances on west and south sides of the building, re-grading parking lots or outdoor space where necessary.

P-6.5 Screen new mechanical or service equipment at ground level and rooftop. New roofline or parapet extensions should be avoided to conceal such equipment; however these may be allowed when done in an architecturally sensitive manner.

P-6.6 Allow interior spaces to be substantially reconfigured to accommodate new uses.

P-6.7 Maximize interior views to outdoor spaces.

P-6.8 Design interior spaces to support a mix of uses that integrate with neighboring uses and outdoor activities.

P-6.9 Where compatible with preservation goals, incorporate energy-saving designs and technologies.

P-6.10 Add Old School House to the Claremont Historic Register and comply with the State Historic Building Code (Section 104[F] of the UBC) for retrofitting and new construction.

P-6.11 Incorporate energy-saving designs and technologies, which could include energy efficient lighting, heating or air conditioning systems, appliances, and water heaters.

P-6.12 Consider the use of "green" eco-friendly materials and LEED techniques.

P-6.13 Seek ways to recycle and/or re-use building materials where possible.

P-6.14 Conceptual circulation, and parking plans illustrated in Figure 2-2, Development Plan, and addressed in other relevant portions of the Specific Plan may require modification to accommodate acceptable trash receptacle facilities, during the design phase of the development process.

7. PARKING AREAS

Goals

G-7.1 Provide adequate parking for daily demand and special events.

G-7.2 Design parking areas to be attractive, safe, and pedestrian friendly, with the vision of making them park –like with trees and landscaping.

G-7.3 Accommodate parking away from the street.

G-7.4 Provide visual buffer between parking areas and Foothill and Indian boulevards, maintaining planting and streetscape design compatibility with surrounding development.

Policies

Parking Lots

P-7.1 Provide landscape buffers between parking lot and streets and pedestrian linkages, using trees, shrubs of three feet or less, and dense, colorful ground cover.

P-7.2 Provide a minimum of one tree for every five parking spaces, with a total minimum landscape coverage requirement of five percent.

P-7.3 Design landscape islands with a minimum of five feet in width for protection of tree trunk and growth area.

P-7.4 Preserve existing mature trees where feasible.

Parking Structure

P-7.5 Locate parking structure in close proximity to mixed-use and residential uses to maximize shared parking opportunities and pedestrian accessibility.

P-7.6 Screen parking structure with planting or architectural elements to minimize visibility of structure and parked cars from public and residential development views. Appropriate screening elements may include metal screens, tall shrubbery, full-base trees, etc.

P-7.7 Design structure to be consistent with Commercial Pad Goals and Policies, where applicable.

All Parking Areas

P-7.8 Provide accommodation for bicycle and motorcycle parking.

P-7.9 In addition, some adjustment to the layout of spaces shown in Figure 2-2, Development Plan, may be required to accommodate trash receptacles. Flexibility in the number of spaces provided through surface and structured parking will off-set any loss of spaces shown in Figure 2-2 due to trash receptacles.

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5 Inclusionary Housing Plan

Residential development under the Old School House/Claremont Inn Revitalization Specific Plan is subject to the City of Claremont's Inclusionary Housing Ordinance. The Inclusionary Housing Regulations require an Inclusionary Housing Plan prior to development of the residential projects.

The Inclusionary Housing Plan is incorporated into the Specific Plan and follows below. The strategy for the location and unit characteristics of the inclusionary units in the Specific Plan process affects the overall project housing plan. Establishing the strategy during the Specific Plan process will avoid future Plan amendments to adjust overall project densities, product types, and distribution.

None of the affordable housing incentives offered by the City of Claremont are being requested in order to achieve essential goals for neighborhood compatibility. Therefore, this plan will result in the provision of the inclusionary units without any public financial assistance, density bonus, or parking reduction.

5.1 MARKET RATE AND INCLUSIONARY UNITS

The Specific Plan identifies development of a total of 126 housing units, of which 96 are identified for the Colby Neighborhood and the remaining 30 in the Condominium Conversion (please refer to Chapter 2 of the Specific Plan for a complete description of the residential development plan). A total of 19 of the 126 units must be considered "inclusionary units",

calculated as 15% of 126. The inclusionary units will be offered and sold to Moderate Income Households at an affordable housing cost.

5.2 UNIT CHARACTERISTICS

Table 5-1 summarizes the characteristics of the market-rate units and inclusionary units. The units will be scattered in the condominiums planned for the Colby Neighborhood (3 inclusionary units) and the Condominium Conversion (16 inclusionary units). Please refer to Figure 2-2, Development Plan, for distribution information.

Table 5-1: Housing Unit Characteristics

	Number	*Size*	*Tenure*
Market-Rate Units			
3-Bedroom Condominiums	51	1,200 – 1,800 sf	Owner
2-Bedroom Condominiums	56	900 – 1,600 sf	Owner
Inclusionary Units			
3-Bedroom Condominiums	9	1,200 – 1,400 sf	Owner
2-Bedroom Condominiums	10	900 – 1,100 sf	Owner

sf = square feet

5.3 INCLUSIONARY HOUSING INCOME LEVEL TARGETS

The inclusionary units will be targeted for Moderate Income Households. The City will verify tenant incomes to maintain the affordability of the Inclusionary Units.

5.4 PHASING

The inclusionary units will be constructed as part of the Condominium Conversion and Colby Neighborhood components, which are respectively included in Phases I and II of the Specific Plan Phasing Plan (please see Chapter 7, Plan Adoption, Implementation Phasing, and Amendment).

5.5 REQUESTED INCENTIVES

No specific incentives are being requested of the City.

6 Infrastructure and Public Services

This chapter provides information about water, sewer, and stormwater planning for project needs as well as the availability of public services.

6.1 INFRASTRUCTURE

For the Specific Plan, LIN Consulting conducted an initial study of water, sewer, and stormwater infrastructure serving the project site, and identified necessary steps to ensure adequate systems to serve project development. Their report is provided in Appendix E. The LIN Consulting study is based on a higher-density development scenario in comparison to the development allowed under this Specific Plan. The service demands estimates are therefore higher than the resultant demands of this project. As described below, more detailed analysis of demand and needed infrastructure improvements will be conducted prior to project construction.

WATER

Existing Conditions

Golden State Water Company provides water service to the Specific Plan area. As shown in Figure 6-1, existing water lines serving the project site include a ten-inch line located within Indian Hill Boulevard, and six- to 12-inch lines located within Colby Circle Drive.

Service for Project

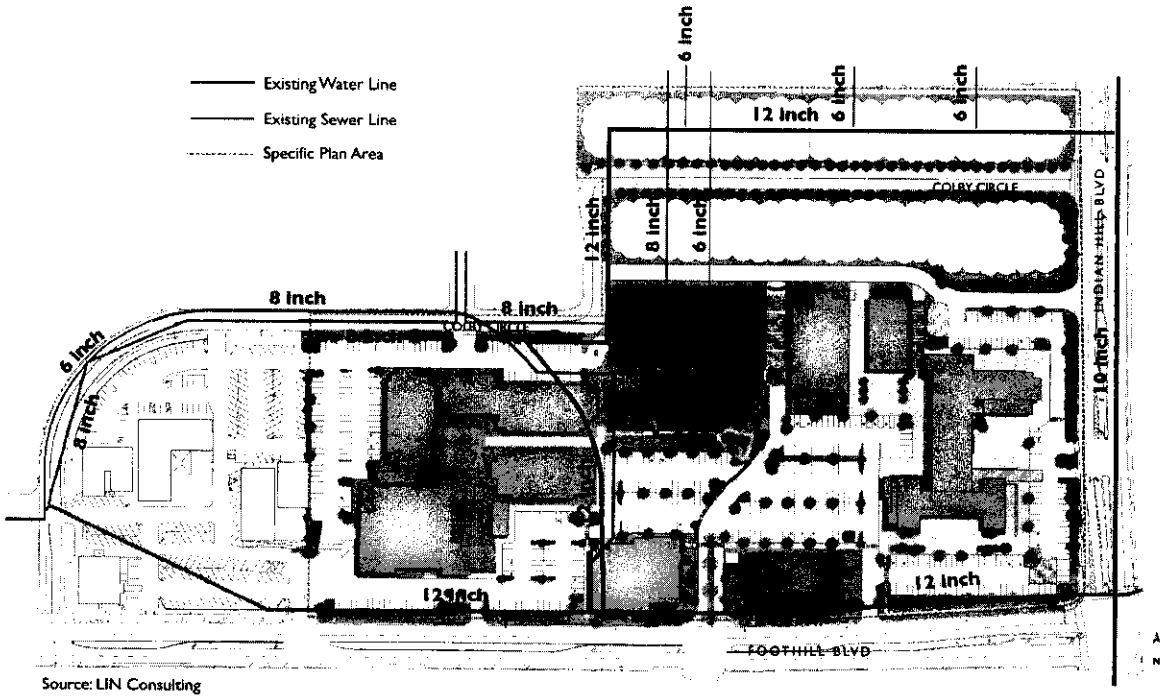
LIN Consulting conducted an initial study of water demand for the new proposed residential uses (see Table 6-1). The total increase in water demand for the proposed residential component is 5,561 water supply fixture units or 720 gallons per minute.

Golden State Water Company has indicated that a water service analysis is required, once the characteristics of specific development are finalized. Although improvements and facility relocation may be necessary, the company has indicated that they can supply water service to the Specific Plan area. Also, depending on the Fire Department's requirements and the proposed development water demands, additional facilities and/or upgrades may be needed. Any capacity or pressure deficiencies for serving buildout of the Specific Plan shall be identified prior to any construction, and necessary improvements will be implemented according to the phasing plan in Chapter 7 of the Specific Plan.

Table 6-1: Projected Water Demand for Residential Development

Fixture	*Quantities*	*Water Supply Fixture Units (EACH)*	*Water Supply Fixture Units (TOTAL)*
Water Closet	390	2.5	975.0
Dish Washer	168	1.5	252.0
Kitchen Sink	168	1.5	252.0
Shower	325	2	650.0
Mop Sink	168	1.5	252.0
Laundry Machine	168	4	672.0
Bathtub	325	4	1680.0
Lavatory	390	1	390.0
Hose Bib	260	2.5	650.0
Refrigerator	168	1	168.0
Total in Water Supply Fixture Units			5561.0
Total in Gallons Per Minute			720

Source: LIN Consulting



Source: LIN Consulting

Old School House/Claremont Inn Specific Plan
May 26, 2006

Figure 6-1
EXISTING WATER AND SEWER LINES

SEWER SERVICE

Existing Conditions

The City of Claremont's sewer system serves the Specific Plan area. Wastewater from the project site is conveyed via the 12-inch sewer line existing within a City easement along Foothill Boulevard, and six- and eight-inch lines in easements in Colby Circle Drive. A 12-inch sewer line connects connecting the manhole located at the intersection of Colby Circle Drive and Santa Barbara Drive to the existing 12-inch sewer along Foothill Boulevard (see Figure 6-1).

Service for Project

Tables 6-2 summarizes wastewater flow rates by land use and Table 6-3 shows projected changes in flows. An increase of 895 gallons of sewage flow during peak hour is estimated to result from Specific Plan development.

According to the City Sewer Master Plan, the existing lines serving the Specific Plan area have adequate capacity for anticipated development. However, confirmation of the capacity using flow metering is required prior to any development. At this time, any capacity deficiencies for serving buildout of the Specific Plan will be identified and necessary improvements will be implemented according to the phasing plan in Chapter 6 of the Specific Plan.

STORMWATER SYSTEM

Existing Conditions

The City of Claremont manages the local stormwater drainage system. Storm water from the Specific Plan area naturally flows south to Foothill Boulevard, and then is conveyed via a gutter on Foothill Boulevard to the west to the nearest storm drain catch basin near Mountain Avenue. Although a storm drain exists within Indian Hill, the project does not connect to it due to topographic considerations. No storm drain exists within Foothill Boulevard within the vicinity of the project site.

Table 6-2: Wastewater Flow Rates

Occupancy		*Average Daily Flow*	*Peak Daily Flow*	*Peak Hourly Flow*
Multi-family Residential	Studio	100 gal/du	250 gal/du	10.42 gal/du
	1 Bedroom	150 gal/du	375 gal/du	15.63 gal/du
	2 Bedroom	200 gal/du	500 gal/du	20.83 gal/du
	3 Bedroom	250 gal/du	625 gal/du	26.04 gal/du
Commercial Shops & Stores		100 gal/1000 sq ft gfa	250 gal/1000 sq ft gfa	10.42 gal/1000 sq ft gfa
Hotels		150 gal/room	375 gal/room	15.63 gal/room
Office Buildings		200 gal/1000 sq ft gfa	500 gal/1000 sq ft gfa	20.83 gal/1000 sq ft gfa
Restaurant, Cafeterias, etc.		50 gal/seat	125 gal/seat	5.21 gal/seat

du = Dwelling Unit, gal = Gallon, gfa = Gross Floor Area

Source: LIN Consulting

Table 6-3: Estimated Change in Wastewater Flow

Development	*Quantity*	*Average Daily Flow*	*Peak Daily Flow*	*Peak Hourly Flow*
Multi-family Residential	168 du	16,800 gal	45,500 gal	1,750 gal
Hotel	-86 Rooms	-12,900 gal	-32,250 gal	-1,345 gal
Source: LIN Consulting	-11,500 Sq Ft	-2,300 gal	-5,750 gal	-24 gal
Restaurant	140 Seats[1]	7,000 gal	17,500 gal	730 gal
Net Total		**8,600 gal**	**21,500 gal**	**895 gal**

1. Established based on the assumption that the seating capacity of the restaurant will be based on 10 seats per 1000 square foot of building area.

du = dwelling unit, gal = gallon

Source: LIN Consulting

Service for Project

Because the project site is primarily covered with impervious surfaces, the amount and rate of runoff generation is not anticipated to increase as development proceeds under the Specific Plan. In fact, the amount of impervious surfaces may decrease from the conversion of the back surface lots to residential development with open spaces and landscaped setbacks. New landscape planters and trees in the remaining surface lots as well as potential use of permeable paving in portions of the Colby Neighborhood will also increase the amount of stormwater that percolates instead of runs off into the municipal drainage system.

Grading plans will be required for project components involving grade modifications and subterranean structures (including Colby neighborhood, multi-level parking structure, and lowering of surface parking lot southwest of the Old School House). At this time, further study of stormwater flows can be evaluated as determined necessary by the City Engineer and any necessary improvements shall be identified and constructed according to the phasing plan in Chapter 6 of the Specific Plan.

6.2 PUBLIC SERVICES

SCHOOLS

The Claremont Unified School District serves the Specific Plan area. Currently, the District has approximately 6,700 students in its K-12 program and runs an extensive Adult School program. There are seven elementary schools, a school for orthopedicaly handicapped and health impaired students, an intermediate school, a comprehensive high school, and a continuation high school. Table 6-2 lists the existing schools and their locations. The Specific Plan area is located within the boundaries of the Condit Elementary service area. If possible and compatible with the Specific Plan development concept, natural drainage designs—such as natively vegetated swales, natural buffers, and infiltration areas—shall be integrated into stormwater improvements. The existing urbanized character of the site may preclude such natural drainage designs.

Claremont also contains the "Claremont Colleges", which comprise a system of seven colleges and universities. The Claremont Colleges provide a consortium for higher education. The campuses are contiguous, with unique and independent student bodies, faculty, governance, and curricular emphasis. The collection of colleges includes five undergraduate colleges – Pomona, Scripps, Claremont, McKenna, Harvey Mudd, and Pitzer colleges. In addition, there are two affiliated graduate-level colleges (Claremont Graduate University and Keck Graduate Institute of Applied Life Sciences). Currently the consortium has over 6,000 students and a combined faculty and staff of over 3,300 members.

Table 6-2: Existing Schools and Locations	
School Name	*Address*
Elementary Schools	
Chaparral	451 Chaparral Drive
Condit	1750 North Mountain Avenue
Danbury[1]	1745 Lynoak Drive
Mountain View	851 Santa Clara Avenue
Oakmont	120 West Green Street
Sumner	1770 Sumner Avenue
Sycamore	225 West 8th Street
Vista del Valle	550 Vista Drive
Intermediate School	
El Roble	665 North Mountain Avenue
High Schools	
Claremont High	1601 North Indian Hill Boulevard
San Antonio High[2]	170 West San Jose Avenue, Suite 200
1. School for orthopedically handicapped and health impaired students. Shares a campus with Sumner Elementary.	
2. Continuation high school.	
Source: Claremont Unified School District, www.cusd.claremont.edu.	

POLICE SERVICES

Police services are currently provided by the City of Claremont Police Department. The Department offers a full range of services including traditional police activities, support of Neighborhood and Business Watch activities, teaching DARE classes, running a Citizens Academy and Citizens Youth Academy, providing disaster preparedness information (including maintaining a Citizen Emergency Response Team (CERT)), and operating a volunteer program. The station is located at 570 West Bonita Avenue, on the corner of Bonita Avenue and Cornell Avenue. The Police Department currently maintains a staff of 40 police offers, 23 civilian staff support employees, 32 part-time employees and volunteers. The approximately 14 square miles that comprise the City of Claremont is divided into four patrol beats with the Specific Plan area located in Beat 3.

FIRE SERVICES

The City of Claremont contracts with the Los Angeles County Fire Protection District to provide fire suppression and paramedic services to Claremont citizens. The District maintains three stations in Claremont:

- Station 101 – 606 West Bonita Avenue
- Station 102 – 4370 Sumner Avenue
- Station 62 – 3710 North Mills Avenue
- Station 101 is located approximately one mile from the Specific Plan area. Current response time for a fire service call to the Specific Plan area is four minutes or less.
- The Specific Plan area is located in the Very High Severity Fire Zone, as designated by the City's Building Code. According to the Los Angeles County Fire Department, fire protection serving the area appears to be adequate for the existing development and land uses.

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7 Plan Adoption, Implementation Phasing, and Amendment

7.1 SPECIFIC PLAN ADOPTION

The Specific Plan must be adopted by City Council ordinance. Upon adoption, the Specific Plan will establish the land use and zoning for the Old School House/Claremont Inn project site area. An ordinance must be adopted to amend the zoning map to reflect the SP.9 zoning designation for the project area. In addition, the City Council must adopt a resolution amending the General Plan land use designation of the project area to Mixed Use so that the zoning and General Plan designations are consistent.

7.2 SPECIFIC PLAN ADMINISTRATION

The Claremont Community Development Department will be responsible for the administration, implementation, and enforcement of this Specific Plan. Once adopted, the Community Development Director is responsible for making the determination of whether an amendment to the Specific Plan text or maps is needed. Amendment procedures are described later in this chapter.

7.3 IMPLEMENTATION

Implementing the Old School House/Claremont Inn Specific Plan will require the following actions:

- City Certification of an environmental determination pursuant to the California Environmental Quality Act (CEQA), followed by City adoption of the Specific Plan and any amendment to the General Plan necessary to maintain consistency between the two documents;
- Implementation of the Specific Plan through the development review process; and
- Processing of conditional use permits and tract/parcel map applications initiated by property owners or other applicants.

PROJECT CONSISTENCY

All projects approved within the Specific Plan area, including rezonings, tentative subdivision maps, vesting tentative subdivision maps, public works projects, conditional use permits, or any project requiring permitting shall be consistent with the Specific Plan.

ENVIRONMENTAL REVIEW

Environmental review will be prepared in accordance with CEQA Guidelines §§ 15070-15075, and will be considered for certification during the Specific Plan adoption process. Subsequent development projects that are consistent with the Specific Plan are not subject to additional environmental review per the California Environmental Quality Act. Exceptions may include projects potentially resulting in environmental effects that were not examined in the CEQA process for the Specific Plan, or projects that are not consistent with the Specific Plan.

DESIGN REVIEW AND SUBDIVISION

The City has established processes and procedures for design review and subdivisions. Projects within the Specific Plan area shall be subject to the regulations set forth in Land Use Development Code Chapter 6, Development Application Review Procedures, and Article B, Subdivision Ordinance.

7.4 PHASING AND PUBLIC IMPROVEMENT FINANCING

PURPOSE

Development of the uses in the Specific Plan will be phased. This section establishes sequencing of development and necessary improvements and obligations.

PHASING

The phases—established in Table 7-1 and illustrated in Figure 7-1—are programmed to integrate the development component and required circulation, public, and infrastructure improvements necessary to serve the proposed development. Such improvements must be installed prior to the occupation of dwellings or structures. The details related to these improvements are subject to refinement and changes by the City of Claremont, as individual development plans are finalized.

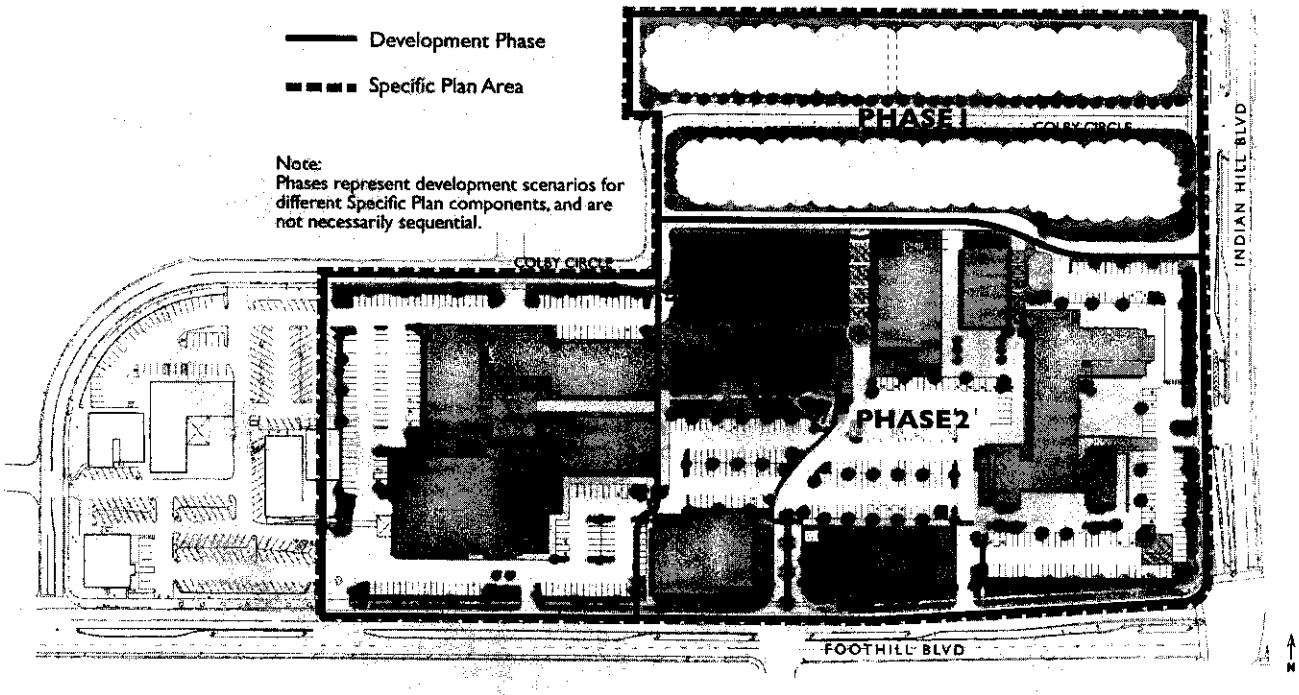

Figure 7-1
DEVELOPMENT PHASES

Old School House/Claremont Inn Specific Plan
May 26, 2006

Table 7-1: Development Phases	
Development Components	*Required Improvements and Obligations*[1]
Phase 1: Condominium Conversion, Old School House Upgrades, and Commercial Pad(s)	
Condominium Conversion Old School House Renovation – Buildings E7, E8, E9, and E10 (see Figure 2-8) Demolition of Buildings R-1 and R-2 (see Figure 2-3) Commercial Pad(s) Construction	1. All open spaces, plazas, streetscape, and pedestrian paths, and parking lot landscaping in Mixed Use and Hotel Districts. 2. Parking lot grade reduction on east and south side of Old School House, and internal circulation and access improvements in Mixed Use and Hotel Districts. 3. Drainage study and construction of improvements, based on hydrology report and capacity study. 4. Creation of maintenance district. 5. Update reciprocal parking easements to reflect Specific Plan parking plan to exclude the Colby Neighborhood. 6. At the driveway at Foothill and Berkley, restrict outbound movements to right-turn only. 7. Require restaurant, theater, and retail employee parking in parking structure 8. Finalization of combined wastewater generation estimates for Phase I and Phase II, confirmation of sewer line capacity, and identification and construction of any needed improvements. 9. Finalization of combined water usage estimates for Phase I and Phase II, confirmation of water line capacity and pressure, and identification and construction of any needed improvements. 10. Comprehensive signage program for entire Specific Plan area. 11. Trash storage and service plan for Phase I development components. 12. Construct 16 inclusionary residential units as part of the Condominium Inclusionary Housing Plan in Chapter 5 of the Specific Plan.

Table 7-1: Development Phases

Development Components	*Required Improvements and Obligations*[1]
Phase II: Colby Circle Drive Neighborhood	
Colby Neighborhood Townhomes Demolition of Building R-3 (see Figure 2-3)	1. Parking structure construction. 2. All open spaces, plazas, streetscape, and pedestrian paths in Residential Districts. 3. Drainage study and construction of improvements, based on hydrology report and capacity study. 4. Re-stripe Colby Circle southbound approach to provide a new southbound left-turn lane, at Foothill Boulevard. 5. Re-stripe Colby Circle eastbound approach to provide a new eastbound right-turn lane, at Indian Hill Boulevard. 6. Improve Colby Circle—in the east-west segment fronting the new Colby Neighborhood—with 36 foot street allowing on-street parking and five-foot sidewalks. 7. Posting of five-year bond for potential signalization of Indian Hill/Colby circle intersection. 8. Trash storage and service plan for Phase II development components. 9. Construct 3 inclusionary units as part of the Colby Neighborhood Townhomes per the Inclusionary Housing Plan in Chapter 5 of this Specific Plan. 10. Sewer and water improvements per results of studied completed for Phase I.

1. For each phase, the required improvements shall be completed prior to occupancy of the development components.

FUNDING AND MAINTENANCE OF REQUIRED IMPROVEMENTS

Funding

All required public improvements—both on- and off-site—to serve the development allowed by this Specific Plan will be paid for by the developer(s).

Maintenance

Standard public improvements will be owned, maintained, and operated by the City of Claremont. However, some improvements particular to the Old School House/Claremont Inn Specific Plan may require supplemental maintenance funding through alternative methods. Improvements that

are privately owned and benefit residents of a particular project will be maintained by a Homeowners Association. An assessment district will be required for maintenance of the parking structure and shared open spaces and paths.

City of Claremont

The City will likely be responsible for operations and maintenance for a majority of public improvements upon acceptance by the City. Public streets, water systems, sewer systems, and storm drainage facilities are examples of facilities that will most likely be maintained by the City.

Homeowners Associations

The residential developments will contain improvements that remain in private ownership and are not available for use by the general public. For conditions where this may occur in the Specific Plan area, a homeowners or business owners association may be established to administer and collect fees for the operation and maintenance of private facilities. The association will elect a board of directors to oversee and administer the association and its duties. If the association defaults on the maintenance of certain improvements, the City may assume responsibility to act in the association's capacity and charge the association for services and/or maintenance provided under their jurisdiction.

Assessment District

An assessment district shall be established for maintenance of the following components:

- Parking structure and surface parking lots (parking for Colby Neighborhood excluded);
- Landscaping along City of Claremont streets (Foothill Boulevard, Indian Hill Boulevard, and Colby Circle Drive);
- Landscaping within and around all shared parking areas (parking for Colby Neighborhood excluded); and
- Landscaping, finishes, and furnishings within and around all plazas and pedestrian paths.

Additional components can be added at the time of district formation. Open spaces associated with the Colby Neighborhood are anticipated to be maintained by a homeowners association(s).

Participation in the district by the hotel, Old School House complex owners and the homeowners association(s) will be determined on a percentage basis, according to use and reliance on the facilities managed by the district. The participation will be determined at the time of district

formation, which shall occur prior to initiation of Phase I. Involvement of the property owner immediately west of the Claremont Inn is desirable—due to shared parking arrangement—but it is not required.

TIMING OF RECOMMENDED IMPROVEMENTS

The City Community Development Department shall be responsible for dictating the specific schedule for constructing required public improvements, both on and off-site.

7.5 SPECIFIC PLAN AMENDMENT

Over time, there may be need to revise various sections of this Specific Plan, as economic conditions and/or community goals dictate. The policies presented in the Specific Plan contain some degree of flexibility, but any Specific Plan amendments must be judged by relatively fixed criteria. California Government Code § 65453 clearly states that a specific plan, "may be amended as often as deemed necessary by the legislative body." Amendments to this Plan may be initiated by a developer, an individual property owner, or by the City, in accordance with any terms and conditions imposed during the original approval or in accordance with any terms and conditions pertaining to planned development ordinances.

SPECIFIC DETAILS OF AMENDMENT

Proposals to amend the Specific Plan must be accompanied by detailed information to document the change required. This information should include revised Specific Plan text (or excerpt there from) and revised Site Plan or map amendment, depicting the Amendment requested.

PRESENTATION OF NEED FOR AMENDMENT

Since the City has invested significant amount of time in the preparation of this Specific Plan, any proposals to amend the Specific Plan must document the need for such changes. The applicant should indicate the economic, social, or technical issues that generate the need to amend the Specific Plan.

SUPPLEMENTAL ENVIRONMENTAL ANALYSIS

The applicant must provide an analysis of the amendment's impacts relative to the environmental review prepared for the Specific Plan. Depending on the nature of the amendment, supplemental environmental analysis may be necessary. The need for such additional analysis shall be determined by the City of Claremont in accordance with the California Environmental Quality Act (§ 15162).

CITY STAFF ANALYSIS

Following any submittal of a request to amend this Plan, the Community Development Director shall determine whether the amendment is significant or insignificant. If the amendment is determined to be significant, the application shall be reviewed and considered by the Planning Commission and City Council in the manner prescribed by the City ordinance. If the amendment is determined to be insignificant, the Director may approve or deny the application. Any decision of the Director may be appealed to the Planning Commission and/or City Council, provided said appeal is initiated within ten calendar days of receipt by the applicant of written notice of the Director's decision.

Examples of significant changes include:

- The introduction of a new land use designation not contemplated in this original Specific Plan, or in the Specific Plan as subsequently amended;
- Changes in the designation of land uses affecting two acres or more from that shown in this Specific Plan or in the Specific Plan as subsequently amended;
- Changes to the circulation system or community facility design which would materially affect a planning concept detailed in this Specific Plan or in the Specific Plan as subsequently amended;
- Changes or additions to the design guidelines which materially alter the stated intent of this Specific Plan, or this Specific Plan as subsequently amended; and
- Any change which could result in a significant and adverse environmental impact.

The consideration of any proposed amendment to this Plan shall include the determination of the following findings:

- Since the approval of the original Specific Plan, changes which warrant approving the proposed amendment have occurred in the community;
- The proposed amendment is consistent with the General Plan for the City of Claremont;
- The proposed amendment will result in a benefit to the area within the Specific Plan;
- The proposed amendment will not result in any immitigable impact to adjacent properties; and
- The proposed amendment will enable the delivery of services and public facilities to the population within the area of the Specific Plan.

PUBLIC HEARINGS

If the Specific Plan amendment is considered significant, both the Planning Commission and the City Council must hold public hearings on the amendment, in accordance with §65453 of the State Government Code.

7.6 SEVERABILITY CLAUSE

In the event that any regulations, condition, program, or portion of this Specific Plan is held invalid or unconstitutional by a California or Federal Court of competent jurisdiction, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such provisions shall not affect the validity of the remaining provisions thereof.

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Appendix A

Claremont Inn and Old School House Center Planning Principles

CITY OF CLAREMONT
CLAREMONT INN AND OLD SCHOOL HOUSE CENTER
PLANNING PRINCIPLES
ADOPTED BY CITY COUNCIL IN 2001

The purpose of this document is to provide guidelines for the location, amount, type, and quality of new and/or rehabilitated development on the Claremont Inn and Old School House Center properties to assist staff and the City Council in redevelopment strategies for the site.

GOALS

1. To revitalize the Claremont Inn and Old School House Center properties, taking advantage of their strategic location, to provide a mixed-use center including residential, hospitality, entertainment, art, and office uses.
2. Develop a unified complex with open space, landscape, and water features that will make it unique in the region that will attract both visitors and the community.
3. Preserve the most architecturally significant portions of the Old School House Center building.
4. Enhance the economic base of the City and increase tax increment to the Redevelopment Agency.
5. Create an experience that complements existing, successful tenants of Buca di Beppo and the Candlelight Pavilion Dinner Theater.
6. Ensure that future development is sensitive to and compatible with surrounding residential areas.
7. Clarify the cross-parking easements.

USES

1. Anchor uses on-site are Candlelight Dinner Theater, Buca di Beppo, and a hotel.
2. A new or renovated hotel should range from 80 to 280 rooms depending on the market, and offer meeting, banquet, conference, and training facilities.
3. The commercial uses that are encouraged include, but are not limited to, the following: art studios and galleries, book stores, specialty food stores, clothing stores, home furnishing stores, restaurants, and other evening activities such as a comedy, jazz, or dance club.
4. A large supermarket or pharmacy is not appropriate for this site.
5. Townhouse and condominium housing should be an integral component to the overall development.
6. Public plazas or other lively outdoor space should be included in project.

STRUCTURES

1. The existing hotel buildings are not historically or architecturally significant and may be replaced.
2. The original portions of the Old School House Center building should be retained and reused. Façades should be retained and/or brought back to their original design. Interior space can be substantially reconfigured to accommodate new uses, with special attention made to the library and auditorium spaces.
3. The structures on the Old School House Center property to the north of the main building can be demolished for a high quality, well-designed project that is consistent with the goals and principles for the overall site.
5. The relocation or removal of Colby Circle Drive within the site, provided it does not adversely affect the adjacent residential uses, may be considered. It will be evaluated with traffic studies through the environmental review process.

ECONOMIC/FINANCIAL

1. The Claremont Inn and Old School House Center should generate new tax revenues for both the City and Redevelopment Agency.
2. City fees should not be waived for development in the Claremont Inn and Old School House Center, except as specified in the City's Land Use and Development Code.
3. The Redevelopment Agency will consider assisting in the development and land acquisition process only if the proposed project:
   - Furthers the goals and planning principles for the site.
   - Is not financially feasible without assistance.

PEDESTRIAN AND BICYCLE CIRCULATION

1. Safe, effective, attractive, and inviting pedestrian connections between various parts of the project should be provided, including wide sidewalks, public seating, clearly defined crosswalks, pedestrian ways, adequate lighting, fountains, landscaping, and plaza areas.
2. Improvements should promote a sense of place and encourage longer visits.

VEHICULAR CIRCULATION AND PUBLIC TRANSIT

1. Residential neighborhoods adjacent to the Claremont Inn and Old School House Center should be protected from intrusive and unnecessary noise, lighting, and vehicular traffic.
2. Ingress and egress points should be studied. Vehicular access from the site to Berkeley Avenue, south of Foothill Boulevard should not be permitted. The Oxford/Lafayette neighborhood should be protected from additional traffic.
3. Circulation must be designed to address fire and safety access and enforcement.
4. Public transportation uses along Foothill and Indian Hill Boulevards should be considered, and amenities to encourage transit use should be provided.

PARKING

1. The Claremont Inn and Old School House Center should provide sufficient parking to accommodate all of its uses (i.e. "Park Itself"). Evening and daytime uses can share parking.
2. Parking structures are encouraged to allow for higher density land uses.
3. Parking lots and internal circulation should be rationally designed, convenient, and not the focus of attention.
4. New development should incorporate, as needed, effective parking management ideas, such as employee/merchant parking area, validation programs, shared parking agreements, and a shuttle program to the Village.
5. Creation of a parking improvement district should be explored to pay for and maintain surface parking areas.

ARCHITECTURAL STYLE/IMAGE AND NEW DEVELOPMENT

1. New development may be a mix of complementary architectural styles and compatible with existing structures that are retained.
2. Lush landscape, water features, subtle lighting, and creative signage contribute as much as architecture to the creation of a place. New landscaping should be generous; and the existing, mature trees, which provide character, scale, and shade, should be retained where feasible. Use of native, low water-using plants is encouraged.
3. Building heights should be varied between two and four stories. Building heights should be arranged on site, so as not to negatively impact the privacy of the Griswold Townhome residents to the north.
4. New buildings should be of high quality design that stresses imagination, architectural detail true to the style, innovation, and the creation of a sense of place.
5. The development shall include at least two public art pieces.
6. The General Plan identifies Foothill Boulevard as a scenic corridor, so the streetscape should be designed in an attractive manner while maintaining the visibility to the development.

PUBLIC AGENCY AND PRIVATE SECTOR ROLES AND COMMUNITY INVOLVEMENT

1. The Planning Commission is the lead reviewing body for the redevelopment of Claremont Inn and Old School House Center. The complex will require a master CUP.
2. The Architectural Commission will be involved in reviewing the design for the complex. The Traffic and Transportation Commission will be involved in reviewing traffic impacts.
3. The Redevelopment Agency will work with the private sector to attract development and, if appropriate, negotiate public private agreements relating to development.
4. Staff will solicit comments on the Planning Principles throughout the planning process from the Chamber of Commerce, property owners, neighborhood residents, and merchants on the Claremont Inn and Old School House Center properties.

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Appendix B

Existing and Draft General Plan Policy Consistency Analysis

Table B-1: Consistency Analysis: Existing General Plan and Old School House/Claremont Inn Specific Plan

Policy Number	*Existing General Plan Policies Pertinent to the Specific Plan*	*Consistency Analysis*
	Land Use Element	
1	The City shall encourage a variety of housing types to meet the personal and economic needs of the citizens of the community.	Consistent. The multi-family housing to be developed under the Specific Plan will provide for a range in unit sizes, ownership/rental options, and pricing.
10	The City shall encourage a mix of retail, office, professional, wholesale, and non-polluting industrial uses within Claremont.	Consistent. Development allowed under the Specific Plan includes a variety of uses on the project site, including hotel, residential, office, and commercial uses.
11	The City shall preserve and promote viable commercial centers.	Consistent. The Specific Plan development concept incorporates a strategy to revitalize commercial activity at the strategic crossroads location of Foothill and Indian Hill Boulevards.
12	The City shall encourage development that will broaden the local tax base, create employment, and benefit the citizens of Claremont.	Consistent. The planned intensification and revitalization of commercial and hotel uses on the site will contribute to the local tax base and increase employment opportunities.
15	The City shall encourage rehabilitation or redevelopment of designated commercial/industrial areas.	Consistent. See discussion for Land Use Element Policy 11.
16	The City shall encourage commercial land uses that relate to residential uses and that may be located adjacent to residential areas.	Consistent. The mixed-use development concept in the Specific Plan is predicated on integrating new residential development with neighborhood-oriented retail and office development. The project is designed to encourage the new residents to walk to the commercial uses. Furthermore, the presence of the residents will create a synergy that will create a unique character that makes the project site highly attractive to visitors.
	Redevelopment Element	
1	The City shall encourage the preservation, maintenance, enhancement and reuse of existing buildings whenever feasible.	Consistent. A major thrust of the Specific Plan development plan is renovation/modernization of the Claremont Inn and adaptive re-use of the Old School House. In addition, an unneeded hotel building will be renovated for re-use for new housing.

Policy Number	Existing General Plan Policies Pertinent to the Specific Plan	Consistency Analysis
2	The City shall require a high quality of design which stresses imagination and initiative and provides development which is compatible with existing neighborhoods.	Consistent. The proposed project includes the new Colby neighborhood that contain design features that draw from and complement the existing environment as well as being compatible with the surrounding residential uses in terms of scale, setbacks, and stepped-down heights. In addition, the Colby neighborhood design features building articulation, setbacks, and entries that relate to the street, to create more integration between the public realm and the housing, as well as to enhance the pedestrian environment.
4	The City shall encourage development of multiple-family residential housing within redevelopment areas to help meet the needs of a varied population.	Consistent. Implementation of the development provisions of the Specific Plan will yield up to 126 units of multi-family housing.
7	The City shall encourage redevelopment which will maintain and expand services to residents, create employment opportunities for local residents and broaden the tax base consistent with overall land use policies of the City.	Consistent. See discussion for Land Use Element Policy 12.
	Historic Preservation Element	
1	The City shall incorporate the protection of architectural, historical and archaeological resources in the immediate and long range planning process of both public and private actions throughout the City.	Consistent. The development plan calls for renovating and re-using the Old School House, which was originally built in 1911 closed in 1966, and has been since used for various commercial uses. Unfortunately, the property has been in a state of decline, and the Specific Plan sets forth a vision to renew its vitality and service to the community.
7	The City shall ensure compatibility of new development with the character of the existing neighborhoods especially where the character of the significant architectural and historic resources are affected.	Consistent. The design policies of the Specific Plan require that the Colby neighborhood housing integrate architectural elements that are sensitive to the historic character and scale of the Old School House. The policies also require that the proposed commercial pad(s) be compatible with the Old School House, and have been designed to avoid distract from or block views of the historic building.

Table B-1: Consistency Analysis: Existing General Plan and Old School House/Claremont Inn Specific Plan

Policy Number	*Existing General Plan Policies Pertinent to the Specific Plan*	*Consistency Analysis*
10	The City shall ensure that no property listed on the local register or adjacent to a property listed on the local register shall be demolished until all alternatives to saving it have been explored.	Consistent. The Old School House is currently not listed on the local register. However, it is a valuable historic resource to the community. As part of this project, it will be considered for addition to the local register. For these reasons, the Old School House will be preserved and adaptively re-used under the Specific Plan.
	Community Design Element	
6	The City shall promote the installation and maintenance of landscaping in public and private areas according to street type, surrounding architecture, general character of the district and street beautification programs.	Consistent. Policies for landscaping and streetscape in the Specific Plan implement this General Plan policy.
7	The City shall promote the use of drought-resistant plants.	Consistent. Specific Plan policies address landscaping, including use of drought tolerant and native landscaping and consideration of pedestrian comfort in species selection.

Policy Number	*Existing General Plan Policies Pertinent to the Specific Plan*	*Consistency Analysis*
11	Through its design review process, the City shall: a. Encourage excellence in architectural design. b. Ensure that new development be a positive addition to the City's environment and not detract from the nature and character of appropriate nearby established development because of architectural style, scale or location. c. Encourage all new development to respect distinctive landforms, significant plants, and plant groups in its design. d. Ensure that new development show proper consideration for solar and wind orientation. e. Preserve areas or buildings of historic and architectural significance as physical representations of Claremont' historic and cultural heritage. f. Encourage the restoration and re-use of older structures which contribute to Claremont's character and sense of historic and cultural identity.	Consistent. The development standards and design policies in the Specific Plan implement all six of these objectives.
12	Signs shall serve primarily to identify the establishment on the site and shall not compete for visual attention.	Consistent. The Specific Plan includes a requirement for preparation of a coordinated signage program that considers the site's architectural context and surrounding area.
13	A sign shall harmonize with its building, neighborhood, and other signs in the area.	Consistent. See discussion for Community Design Element Policy 13.
14	The City shall invite artistry and innovation in signs that improve the appearance of the buildings and neighborhoods in which they are placed.	Consistent. See discussions for Redevelopment Element Policy 12 and Historic Preservation Element 7.

Table B-1: Consistency Analysis – Existing General Plan and Old School House/Claremont Inn Specific Plan

Policy Number	*Existing General Plan Policies Pertinent to the Specific Plan*	*Consistency Analysis*
17	The City shall pursue a streetscape design program for commercial street frontages along Foothill and Indian Hill Boulevards.	Consistent. The Specific Plan incorporates streetscape, design, and use concepts of the Foothill Corridor Study. While no similar design program for Indian Hill exists, care is given in the Specific Plan to establish policies for a compatible and pedestrian-oriented street face on Indian Hill.
19	The City, through its review process, shall ensure that site developments show proper consideration for the visual and the functional aspects of the site and the effect on adjoining properties.	Consistent. See discussion for Redevelopment Element Policy 2.
	Social Element	
1	The City shall take advantage of an informed citizenry by encouraging participating in the active decision making processes of City government through public hearings and membership on commissions and committees. It shall ensure that members of special populations and individuals from all geographic areas are given opportunities to participate.	Consistent. During preparation of the planning process, the applicant worked with neighborhood members and community stakeholders to collect input on the development vision and identify issues to address in the Specific Plan. This included two workshops, a focused neighborhood meeting, and discussions with various community organizations.
	Seismic Safety Element	
5	The City shall require that projects to develop a major facility within the Earthquake Management Area, such as critical public buildings, critical utility structures, and high-occupancy or high-rise (over three stories or 40 feet) uses, shall submit a design analysis as well as soils, geologic, and seismic reports to the City to indicate that an undue hazard does not exist or would not result from construction on the property. These technical reports shall also address any potential or known problems relating to ground water hazards either from known cienegas or other areas that have experienced surface water flow.	Consistent. The southeast corner of the project site brushes the boundary of a liquefaction zone (per Figure 6-2 in November 2005 Draft General Plan). No new development is being proposed in this area.
8	The City shall ensure that those buildings which are determined to be extremely likely to lead to loss of life in an earthquake should be made structurally safe at the earliest possible date.	Consistent. Any needed seismic safety improvements to the Old School House will be constructed according to State Historic Building Code to avoid impacting historicity, if it is designated on the local register. Otherwise, improvements shall conform to the current Uniform Building Code.

Table B-1: Consistency Analysis: Existing General Plan and Old School House/Claremont Inn Specific Plan

Policy Number	*Existing General Plan Policies Pertinent to the Specific Plan*	*Consistency Analysis*
	Safety Element	
2	Development in areas designated as "high" or "extreme" fire hazard should be permitted only with the inclusion or provision of measures sufficient to adequately mitigate the hazard.	Consistent. The project site is located outside of the fire hazard zone depicted in November 2005 Draft General Plan Figure 6-4.
	Land Suitability Element	
6	The City shall as a general rule assure sewer availability and connection to a community sewer system as a precondition for development.	Consistent. The project is serviced by sewer lines that have adequate capacity for the anticipated development. In addition, confirmation of the capacity will be conducted using flow metering prior to project development.
7	The City shall assure that new development will not depreciate local water quality.	Consistent. The proposed project does not include development that will degrade surface or groundwater quality. Redevelopment of the surface lots into the Colby neighborhood will decrease the amount of impervious surfaces and therefore help to reduce runoff amounts and pollutant levels.
	Transportation and Circulation Element	
	City Circulation	
6	Require that developers pay a fair share to help city-wide transportation improvements needed to mitigate the cumulative impact of traffic generated by new development.	Consistent. Developer(s) implementing the Specific Plan projects will pay all fees required by the City.
	Parking	
3	To protect residential neighborhoods from the parking impacts of institutions, offices and commercial uses.	Consistent. Sufficient parking for buildout of the Specific Plan will be provided on-site.
	Scenic Routes Element	
3	When appropriate, the City shall encourage the protection of existing stands of trees and other plant material of substantial scenic value.	Consistent. Policies in the Specific Plan provide for retaining street trees and other plant material on the project site as much as possible.
6	The City shall encourage building height restrictions and setback requirements so as not to obstruct or otherwise impair an exceptional view.	Consistent. The planned commercial pad on Foothill has been limited to one story in order to avoid or impair views of the Old School House.

Table B-1: Consistency Analysis: Existing General Plan and Old School House/Claremont Inn Specific Plan

Policy Number	*Existing General Plan Policies Pertinent to the Specific Plan*	*Consistency Analysis*
9	The City shall encourage the use of drought-resistant planting wherever possible except when a fire hazard is not an overriding consideration.	Consistent. See discussion for Community Design Element 7.
10	The City shall encourage structures on public or private properties which are directly visible from the road to be well maintained and to present a neat appearance with grounds kept free of trash and other debris.	Consistent. The design and landscape policies established in the Specific Plan will ensure a well-maintained under operating conditions, and will improve the overall appearance of the existing site with upgrades to the exteriors of the existing buildings and with design elements that are considerate of the surrounding environment being included on proposed buildings.

Table B-2: Consistency Analysis: Draft General Plan and Old School House/Claremont Inn Specific Plan[1]

Policy Number	*Draft General Plan Policies Pertinent to the Specific Plan*	*Consistency Analysis*
Land Use, Community Design, and Heritage Preservation Element		
2-2.1	Provide opportunities for a variety of housing types that respond to the needs of residents including residents at various age ranges, various income ranges, and in all areas of the City as much as possible.	Consistent. The multi-family housing to be developed under the Specific Plan will provide for a range in unit sizes, ownership/rental options, and pricing.
2-2.3	Promote neighborhood identity and conservation of individual neighborhood character.	Consistent. The Specific Plan contains design policies and development standards (including set-backs, massing, and height limits) to ensure that new development is compatible with the scale and identity of the surrounding neighborhood and the Foothill and Indian Hill corridors. Within the project site, the proposed Colby neighborhood and commercial pad will reflect the Spanish Renaissance style of the Old School House.
2-2.4	Encourage proper maintenance of homes, buildings, yards, and neighborhoods.	Consistent. The emphasis of the Specific Plan is revitalization of the Claremont Inn and Old School House properties, including building renovation and renewal of the open spaces.
2-4.2	Utilize mixed-use development approaches to create unique and varied housing.	Consistent. The Specific Plan includes integration of multi-family residential with hotel, retail, office, and open spaces contained within the 21-acre project site.
2-4.6	Work with property owners and developers to promote, preserve, and revitalize viable commercial centers.	Consistent. The Specific Plan development concept incorporates a strategy to revitalize commercial activity at the strategic crossroads location of Foothill and Indian Hill Boulevards.
2-5.2	Require creative and attractive public and private open space to be incorporated into all development projects.	Consistent. The Specific Plan proposes public plazas and common open spaces in the hotel, residential, and mixed use areas. The system of linked public plazas not only helps to integrate the project components, but also will reinforce the public realm of the Old School House.

1. Analysis based on November 2006 Draft General Plan and policy additions provided by City of Claremont staff.

Table B-2: Consistency Analysis: Draft General Plan and Old School House/Claremont Inn Specific Plan

Policy Number	*Draft General Plan Policies Pertinent to the Specific Plan*	*Consistency Analysis*
2-6.1	Provide pedestrian amenities, traffic-calming features, plazas and public areas, attractive streetscapes, and active storefronts at activity nodes. Streets should be treated as highly public places where pedestrians are given priority.	Consistent. The Specific Plan will include public plazas, will provide attractive and well-maintained development along the Foothill and Indian Hill frontages, and will provide several public activity nodes throughout the site. The Specific Plan includes policies for streetscape and on-site landscaping, and a system of pedestrian paths link activity areas and open spaces.
2-8.1	Liven public spaces with art and water features, as well as comfortable seating areas and shade.	Consistent. The open spaces identified in the Specific Plan are designed to accommodate outdoor seating areas with benches, tables, umbrellas, trees, etc. A water feature is planned for the Indian Hill/Foothill pedestrian entryway.
2-8.2	Require that public and private development projects incorporate safe, attractive, and functional public spaces.	Consistent. As noted above, the Specific Plan identifies public plazas throughout the site that will be well-maintained, well-lit, and active so as to provide a safe environment.
2-12.1	Strengthen sense of neighborhood by encouraging new buildings to adhere to existing architectural styles of surrounding structures.	Consistent. New development on the project site will include architectural features that reflect the Spanish Renaissance style of the Old School House buildings. In addition, the heights and massing of the Colby neighborhood will step down to transition with the surrounding residential neighborhood. Building scales of new mixed use development is also compatible with the low-rise character of commercial development on Indian Hill and Foothill Boulevards.
2-12.4	Encourage excellence in architectural design.	Consistent. The project sponsor has hired locally and nationally renowned architects to establish a well-designed site.
2-12.5	Encourage that new development shows proper consideration for solar orientation.	A policy is included in the Specific Plan to encourage appropriate solar and wind orientation for energy conservation purposes.
2-13.1	Require that new construction and additions reflect the style and massing of buildings within the same neighborhood.	Consistent, See discussion for Policy 2-12.1.
2-13.2	Encourage the construction of sensitively designed additions, renovations, and infill developments as long as these changes are respectful to the neighborhood context.	Consistent. See discussion for Policy 2-12.1
2-14.2	Incorporate design into all aspects of public space, including items such as signs, newspaper stands, trash enclosures, and other street furniture.	Consistent. See discussion for Policy 2.8-1.

Table B-2: Consistency Analysis: Draft General Plan and Old School House/Claremont Inn Specific Plan

Policy Number	*Draft General Plan Policies Pertinent to the Specific Plan*	*Consistency Analysis*
2-14.3	Provide street furniture where possible to attract pedestrian activities.	Consistent. Implementation of the Specific Plan will result in outdoor public plazas with benches as well as pedestrian connections to link the site's various elements.
2-14.5	Encourage new developments to incorporate drought tolerant and native landscaping that are pedestrian-friendly, attractive, and consistent with the landscaped character of Claremont.	Consistent. Specific Plan policies address landscaping, including use of drought tolerant and native landscaping and consideration of pedestrian comfort in species selection.
2-14.6	Encourage all new development to respect distinctive landforms and significant plants and plant groups.	Consistent. The mature trees around the Old School House and the Colby Circle street trees are distinctive, and Specific Plan policies call for retention of these features to the extent possible.
2-14.7	Maintain design and development standards for signs that recognize the main purpose of signs is to identify the establishment on the site.	Consistent. The Specific Plan includes a requirement for preparation of a coordinate signage program that considers the site's architectural context and surrounding area.
2-14.8	Require signage to harmonize with on-site buildings, neighborhood context, and other signs in the area.	Consistent. See discussion for Policy 2-14.8.
2-14.9	Encourage artistry and innovations in signs that improve the appearance of the buildings and neighborhoods in which they are placed.	Consistent. See discussion for Policy 2-14.8.
2-14.11	Encourage that new development shows proper consideration for solar and wind orientation.	Consistent. See discussion for Policy 2-12.5.
Economic Development/Fiscal Element		
3-1.1	Encourage a variety of businesses to locate in Claremont, including retail, high technology, professional services, and restaurants/entertainment to promote the development of a diversified local economy.	Consistent. The Specific Plan will facilitate building renovation and new development that supports a mix of uses, including offices, retail, hotel, and residential that will contribute toward diversifying the local economy.
3-1.2	Work to retain the small, independent business character of the City while accommodating some national/regional chain stores.	Consistent. The building types and development concept will accommodate both national/regional chain stores as well as smaller business that meet the needs of the local community. The Old School House has a history of smaller, independent tenants, and continuation of this economic sector on-site is part of the revitalization plan.

Table B-2: Consistency Analysis: Draft General Plan and Old School House/Claremont Inn Specific Plan

Policy Number	*Draft General Plan Policies Pertinent to the Specific Plan*	*Consistency Analysis*
3-1.4	Pursue new developments and businesses that add to the City's economic base, particularly those that generate sales tax and property tax increment revenue.	Consistent. The proposed Specific Plan will include new residential development and revitalization of office and commercial spaces that will generate sales tax and property tax revenue.
3-2.9	Facilitate creative, attractive, and beneficial redevelopment of the Old School House site, including provision of housing opportunities.	Consistent. The Specific Plan directly implements this policy, including renovating the Old School House buildings to closer reflect their original appearance, upgrading office space in the building, expanding retail space on the ground floor, and modernizing the Claremont Inn. Construction of the 168 dwelling units will add on-site residents to the mix of employees and visitors and will contribute to re-staking the community-orientation of the site.
3-3.1	Broaden retail, entertainment, and restaurant business opportunities to meet specialized needs of the college community, including students, faculty, and administration.	The project site currently contains a restaurant and a dinner theater and implementation of the Specific Plan will add more retail space, including new space that could accommodate another restaurant or a small specialized market. The Claremont Inn renovation will help to meet the tremendous need for lodging options for the college community.
3-4.1	Expand lodging choices in the City by attracting and retaining high-quality facilities.	Consistent. See discussion for Policy 3.3-1.
Circulation and Mobility Element		
4.2-1	Approve new development only if, with or without mitigation, it results in transportation facility levels of service that meet the established standards of the City.	Consistent. With mitigation, the traffic generated by the Specific Plan development will meet the standards established by the City.
Open Space, Conservation, Parks and Recreation Element		
5-3.2	Encourage the use of natural drainage designs, such as natively vegetated swales, natural buffers, and infiltration areas, to retain or detain stormwater run-off and minimize volume and pollutant concentrations on all new development projects.	Consistent. Because the Specific Plan addresses revitalization of an existing developed site, there are limited opportunities for these types of drainage volume and pollutant control techniques. Nevertheless, the Specific Plan includes a provision to utilize these techniques if possible and appropriate.
5-3.3	Require that all sidewalks, roads, and driveways be designed to minimize impervious surfaces.	Consistent. The Specific Plan includes a policy addressing this requirement.
5-3.4	Require all new development to connect to public sewers.	Consistent. The existing and planned buildings on the project site will connect with the public sewers.

Table B-2: Consistency Analysis: Draft General Plan and Old School House/Claremont Inn Specific Plan

Policy Number	*Draft General Plan Policies Pertinent to the Specific Plan*	*Consistency Analysis*
5-5.4	Permit development in areas designated as "high" or "extreme" fire hazard only with the inclusion of provision or measure sufficient to adequately mitigate the hazard.	Consistent. The project site is located outside of the fire hazard zone depicted in General Plan Figure 6-4.
5-6.1	Require that open spaces be integrated with new development by providing "spaces in between", such as green spaces or landscaped plazas between buildings, to provide relief from density and confinement of the built environment.	Consistent. The Specific Plan development concept includes a system of linked public plazas in the mixed use areas of the project site, and periodic common open spaces in the Colby neighborhood.
5-7.1	Ensure the management and care of all trees located on City property or within the City's right-of-way following the City's Tree Policies and Guidelines Manual.	Consistent. The Specific Plan includes a policy referencing utilization of the Tree Policies and Guidelines Manual.
5-9.1	Encourage the use of energy-saving designs and devices in all new construction and reconstruction.	Consistent. Specific Plan polices require use of energy-saving designs and devices in all renovation and development projects. Policies for building composition for new residential and commercial pad development as well as Old School House re-use require incorporation of energy-saving designs and technologies, and consideration of "green" eco-friendly materials and LEED design principles.
5-9.3	Promote energy-efficient design features, including appropriate site orientation, use of light color roofing and building materials, and use of deciduous trees and wind break trees to reduce fuel consumption for heating and cooling.	Consistent. See discussion for Policy 5.9-1.
5-10.1	Encourage the use of green building materials and Leadership in Energy and Environmental Design (LEED) in both private and public projects.	Consistent. Specific Plan policies reflect this direction.
5-10.2	Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate.	Consistent. See discussion for Policies 5-9.1 and 5.10-1.

Table B-2: Consistency Analysis: Draft General Plan and Old School House/Claremont Inn Specific Plan

Policy Number	*Draft General Plan Policies Pertinent to the Specific Plan*	*Consistency Analysis*
5-10.3	Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment.	Consistent. See discussion for Policies 5-9.1 and 5.10-1.
5-11.1	Encourage water conservation through requirements for landscaping with drought-tolerant plants and efficient irrigation.	Consistent. See discussion for Policy 2-14.5.
5-12.3	Encourage the maximum diversion of construction and demolition materials away from landfills through recycling and reuse.	The Specific Plan contains policies for the commercial, residential, and Old School Housing components to recycle and/or re-use building materials where possible.
5-12.4	Encourage maximum recycling in all sectors of the community, including residential, commercial, industrial, institutional, and the construction industry.	Consistent. As noted above, the proposed Specific Plan will include on-site recycling for commercial and residential users of the site.
5-14.1	Implement land use patterns and policies that incorporate smart growth practices, including placement of higher densities near transit centers, allowing mixed-use development, and encouraging and accommodating pedestrian movement.	Consistent. The revitalization plan for the Old School House/Claremont Inn site will accomplish mixed uses and multi-family development along the Foothill and Indian Hill transit corridors. Foothill Transit bus lines running along Foothill and/or Indian Hill include Routes187 (Pasadena/Claremont, 20-minute service frequency), 189 (Glendora/Claremont, one-hour service frequency, 292 (Claremont/Pomona, 30-minute service frequency), 480/481 (Montclair/Downtown Los Angeles, 15 to 30-minute service frequency, and 690 (Montclair/Pasadena, 15 to 45-minute service frequency). A system of pedestrian paths is integral to the development concept to both create a pleasant walking environment and integrating the uses.
5-14.3	Support the use of fuel-efficient heating and cooling equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, and boiler units.	Consistent. See discussion for Policy 5.9-1.
5-20.1	Where appropriate, require new developments to provide access and linkages to the citywide trail system.	Consistent. Implementation of the Specific Plan will result in several pedestrian connections to paths on Foothill and Indian Hill Boulevards.

Table B-2: Consistency Analysis: Draft General Plan and Old School House/Claremont Inn Specific Plan

Policy Number	*Draft General Plan Policies Pertinent to the Specific Plan*	*Consistency Analysis*
Public Safety Element		
6-2.1	Practice proactive planning and development approaches that require developers to identify potential hazards that might affect a development and mitigate the potential hazards as needed to the satisfaction of the City.	Consistent. No potential site hazards were identified during Specific Plan preparation. Any needed seismic safety improvements to the Old School House will be constructed according to State Historic Building Code to avoid impacting historicity.
6-2.7	Require that development of major facilities and high-occupancy buildings in the hazardous zone submit design analysis, soils, geologic, and seismic reports to the City to indicate that an undue hazard does not exist or would not result from construction on the property.	Consistent. The project site is not located in a hazardous zone, and is thus not subject to these reports.
6-7.8	Ensure that all new development adheres to the regulations regarding automatic fire extinguishing systems in the Municipal Code.	Consistent. Implementing projects of the Specific Plan will be required by the City to comply with all regulations regarding automatic fire extinguishing systems as defined in the Municipal Code.
6-9.2	Continue to encourage design concepts that inhibit criminal behaviors.	Consistent. The Specific Plan will include revitalization of an underutilized commercial site, which will include the installation of more lighting features. Even more important will be the increased activity on the site, which will act to deter criminal activity.
6-12.1	Develop standards and encourage private property owners to locate, screen and/or buffer equipment in order to reduce noise impacts on surrounding areas.	Consistent. The HVAC systems for the Specific Plan will be positioned and screened in order to reduce noise impacts on the surrounding area from the operation of these systems.
Community Services and Facilities Element		
7-8.1	Identify and preserve historic and archaeological sites and their environmental setting, and restore resources where such action will respect the sites and the people who used them, and will enhance appreciation and understanding.	Consistent. The Specific Plan includes renovation and re-use of the Old School House. As described in the Specific Plan, the renovation plans call for bringing the building exterior closer to its original design.
7-14.2	Ensure that all new development or expansion of existing facilities bears the cost of providing adequate water service to meet the increased demand which it generates.	Consistent. Any necessary water service improvements are anticipated to be the responsibility of the developer(s).
7-15.2	Ensure that all new development or expansion of existing facilities bears the cost of expanding the wastewater disposal system to handle the increased loads which they are expected to handle.	Consistent. Any necessary water wastewater improvements are anticipated to be the responsibility of the developer(s).

Table B-2: Consistency Analysis: Draft General Plan and Old School House/Claremont Inn Specific Plan

Policy Number	*Draft General Plan Policies Pertinent to the Specific Plan*	*Consistency Analysis*
7-20.3	Encourage the use of solar energy systems and homes and commercial businesses as a form of renewable and sustainable energy.	Consistent. See discussion for Policy. 5-9.1.
7-23.2	Encourage the recycling of construction and demolition materials in an effort to divert these items from entering landfills.	Consistent. See discussion for Policy 5-12.3.
Housing Element		
8.2-1	Require all new development to complement and respond to the established character of the neighborhood in which it is located.	Consistent. See discussion for Policy 2.2-3.
8-3.1	Provide for sites that can facilitate and encourage the development of a variety of housing consistent with the City's identified local needs and its regional housing responsibilities.	Consistent. See discussion for Policy 2.2-1.
8.3-2	Allow mixed-use development as a means of providing housing near commercial services.	Consistent. Specific Plan development integrates residential uses with retail, restaurants, offices, the hotel, and public spaces.
8.3-3	Encourage new housing developments to be intergenerational in nature.	Consistent. The loft condominiums and stacked multi-family units will likely appeal to young adults who are single or married without children, while the clustered townhouses will appeal to older, perhaps retired individuals. In addition, see discussion for Policy 2.2-1.
8-3.4	Promote economically diverse neighborhoods by encouraging mixed-income housing developments.	Consistent. See discussion for Policy 2.2-1. In addition, the development pursuant to the Specific Plan will be required to comply with all City affordable housing ordinance and policies, including inclusionary housing requirements.
Governance Element		
9-4.2	Encourage participation and take advantage of an informed citizenry in the active decision-making process of City government.	Consistent. During preparation of the planning process, the applicant worked with neighborhood members and community stakeholders to collect input on the development vision and identify issues to address in the Specific Plan. This included two workshops, a focused neighborhood meeting, and discussions with various community organizations.

Table B-2: Consistency Analysis: Draft General Plan and Old School House/Claremont Inn Specific Plan

Policy Number	*Draft General Plan Policies Pertinent to the Specific Plan*	*Consistency Analysis*
9.5-2	Enhance communication and foster relationships between neighborhoods and City staff.	Consistent. As noted above, the proposed Specific Plan has included an extensive outreach component, including attendance and participation by City representatives.

Appendix C

Traffic Impact Analysis

Traffic Impact Analysis

Old School House/ Claremont Inn Draft Specific Plan

November 2006

Prepared for:
Claremont Star, L.P.
11747 Valley Blvd.
El Monte, CA 91732

Project No. 095502001

Kimley-Horn
and Associates, Inc.

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1.0 INTRODUCTION

This study evaluates the traffic-related impacts and parking requirements associated with the proposed Old School House/Claremont Inn Specific Plan, fulfilling CEQA requirements. In addition, this study will recommend mitigation measures to the transportation network for any deficiencies associated with the project.

Project Description

The proposed project is the preparation of a specific plan for the revitalization of the 20-acre existing Claremont Inn and Old School House site in the city of Claremont, California. The project site is located at the northwest corner of West Foothill and North Indian Hill Boulevards. The Specific Plan includes the construction of new residential units, new commercial square footage, and a parking garage, as well as the conversion of some Claremont Inn hotel rooms to condominiums, and the rehabilitation of existing structures. The proposed project includes the retention of the existing dinner theater located at the Old School House. An additional alternative, which replaces the dinner theater and a portion of the new commercial usage with a flex commercial pad, is analyzed as well. The project's access will be off of Foothill and Indian Hill Boulevards, as well as Colby Circle. **Figure 1-1** depicts the location of the project site. **Figure 1-2** shows the conceptual development plan for the proposed project.

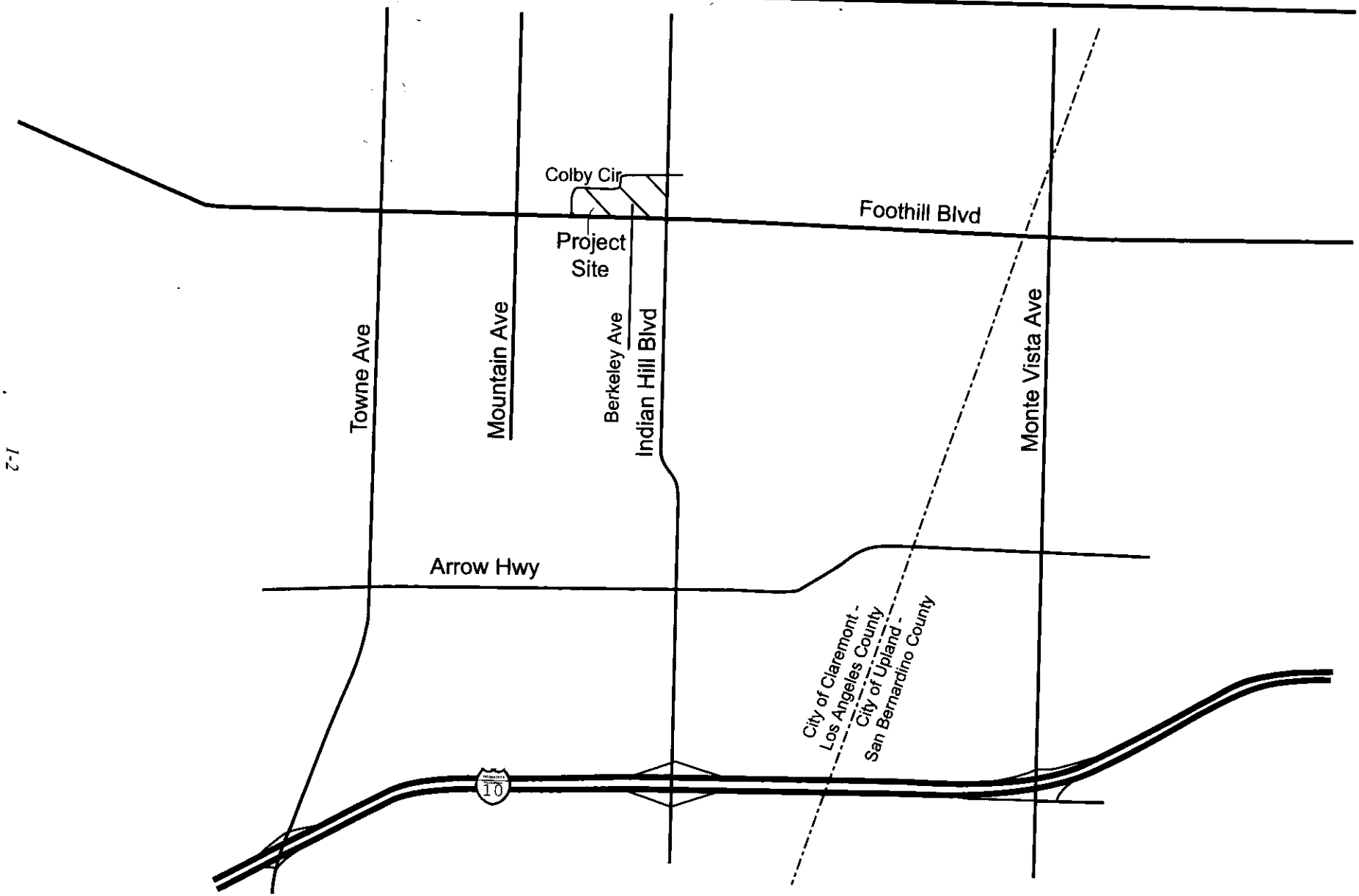

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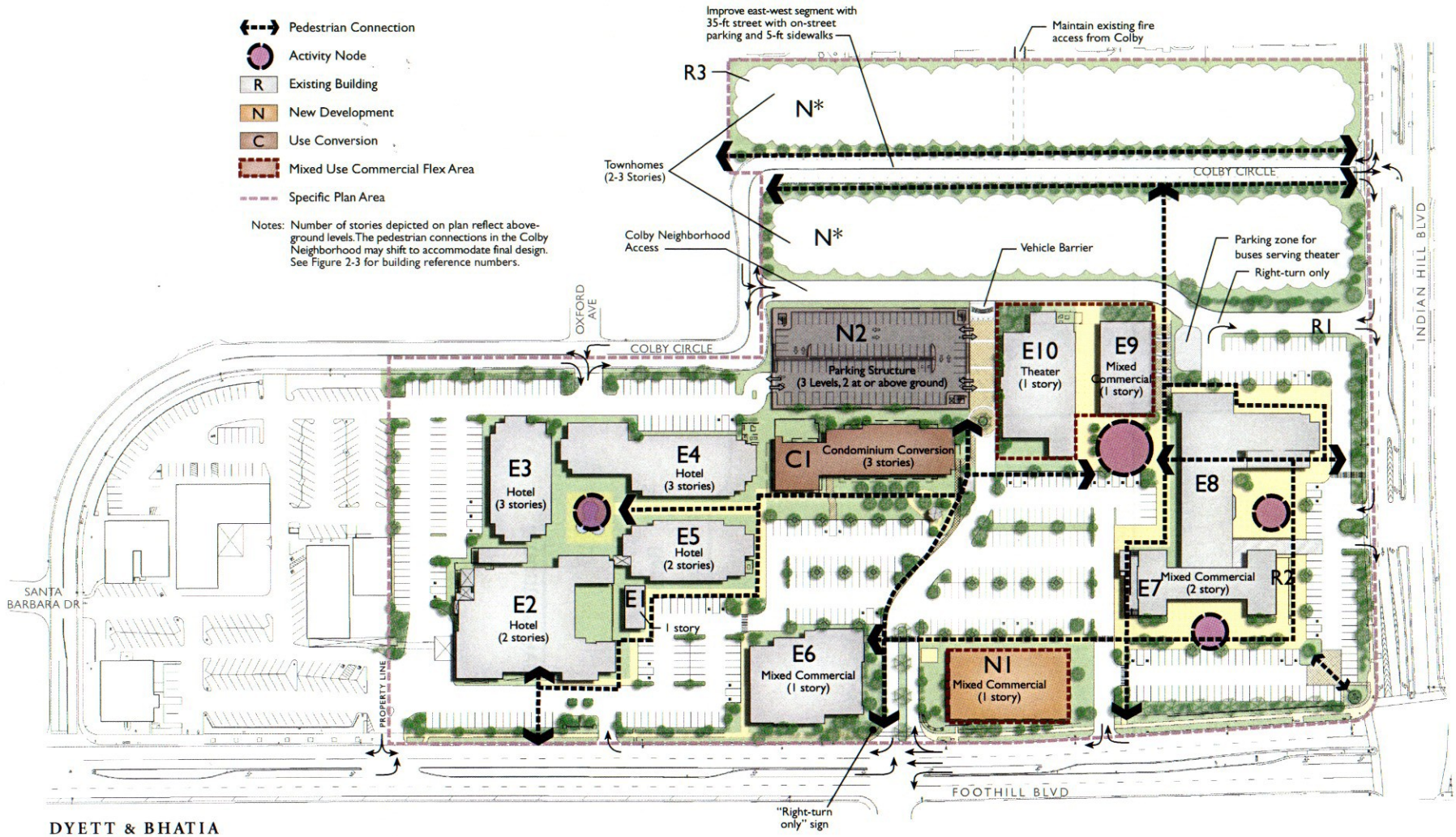
Figure 1-1
Project Site Location



DYETT & BHATIA
Urban and Regional Planners

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FIGURE 1-2
Conceptual Project Development Plan

Analysis Scenarios

A total of five scenarios were analyzed as part of the project, which are listed below:

Existing Conditions (2005)

- Existing Conditions: Represents the traffic conditions of the existing street network.

Near Term (2007)

- Near Term Conditions: Represents the traffic conditions of the near term street network and includes traffic volumes from other approved/pending projects in the study area.
- Near Term Plus Project Conditions: Represents the near term traffic conditions with the addition of the proposed project.

Build-Out (2030)

- Build-Out Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place under build-out conditions.
- Build-Out Plus Project Conditions: Represents the build-out traffic conditions with the addition of the proposed project.

2.0 TRAFFIC ANALYSIS METHODOLOGY

The following section describes the methodology used to forecast traffic volumes, determine study intersections, complete the analysis process, and determine significant impacts.

Forecast Traffic Volumes

The near term traffic volumes were obtained by adding the cumulative project traffic included in the Baseline Road Master Plan Traffic Impact Analysis Report (LLG, 2004) to existing counts at the applicable study intersections. That report included 54 cumulative projects located in Claremont, Upland, Montclair, and Rancho Cucamonga. Only two of the proposed project's study intersections were included in that report. For the remaining study intersections, those cumulative project volumes were distributed according to the proposed project distribution. All turning movements were additionally increased by 1% per year to obtain 2007 volumes.

Per direction of City staff, build-out, 2030, traffic volumes were obtained from the City of Claremont Draft 2030 General Plan Update Traffic Analysis (Meyer, Mohaddes Associates). In addition, the Draft 2030 General Plan Update included intersection improvements at many of the study intersections. These improvements were not assumed for the Buildout scenario. If the intersection operated deficiently with the project, the improvements included in the General Plan Update were suggested as mitigation measures.

Study Intersections

The study intersections that were chosen for analysis in conjunction with City staff represent primary ingress/egress to and from the project site and the surrounding community. The study intersections selected for analysis are shown in **Table 2-1**.

TABLE 2-1
STUDY INTERSECTIONS

	Intersection	Traffic Control (a)
1	Foothill Blvd @ Towne Ave	Signal
2	Foothill Blvd @ Mountain Ave	Signal
3	Foothill Blvd @ Colby Cir	TWSC
4	Foothill Blvd @ Berkeley Ave/Project Driveway	TWSC
5	Foothill Blvd @ Indian Hill Blvd	Signal
6	Foothill Blvd @ Monte Vista Ave	Signal
7	Colby Cir @ Indian Hill Blvd	TWSC
8	Arrow Hwy @ Indian Hill Blvd	Signal
9	WB I-10 Ramps @ Indian Hill Blvd	Signal
10	EB I-10 Ramps @ Indian Hill Blvd	Signal

Notes:
(a) Signal = Traffic signal, TWSC = Two-Way Stop-Control

Figure 2-1 displays the location of the study intersections.

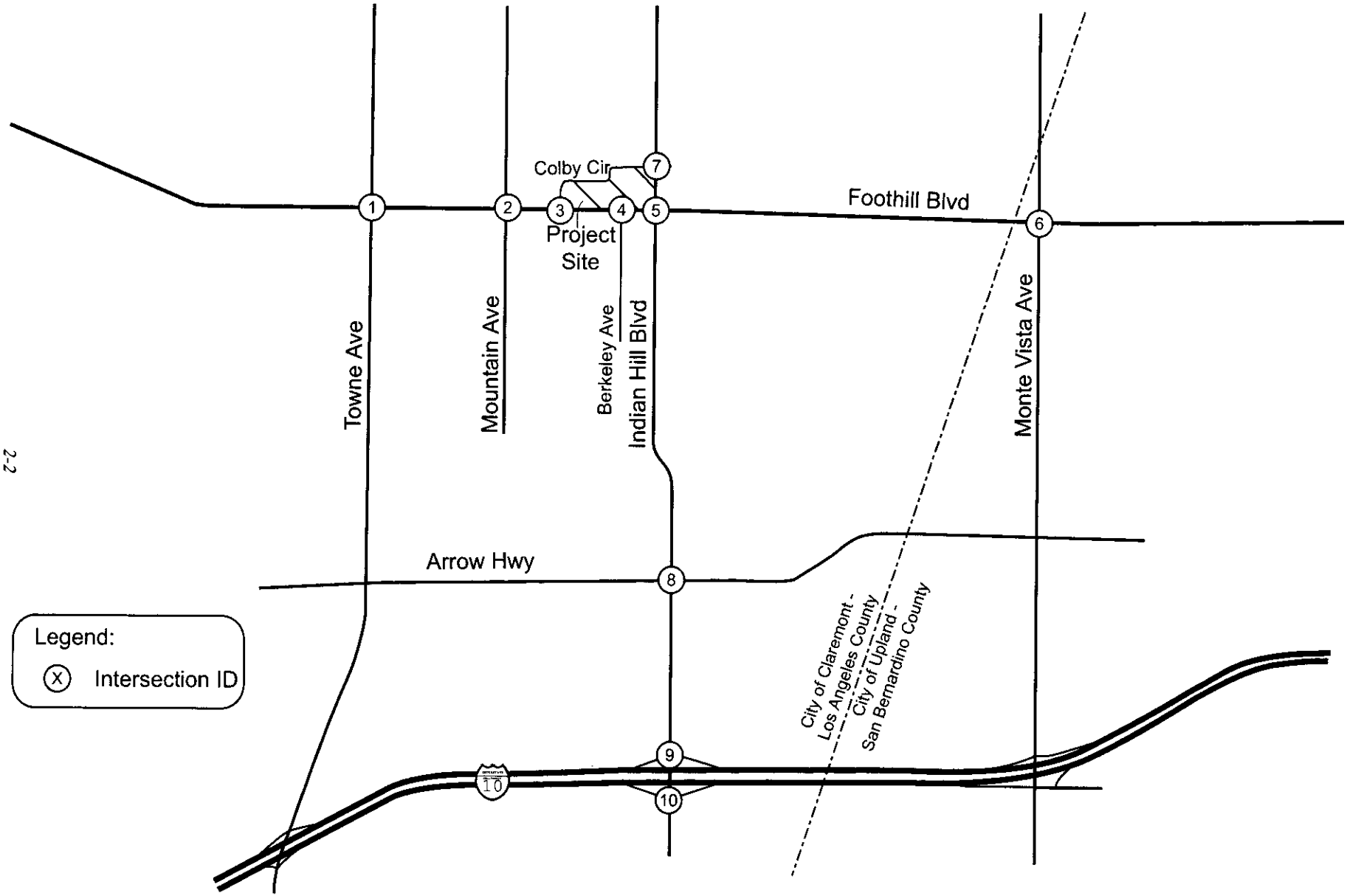

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Figure 2-1
Study Intersections

Analysis Process

The analysis process included determining the operations at the study intersections for the AM and PM peak-hours. Intersections were measured and quantified by using the Traffix traffic analysis software package. Results were compared to the City's standards to determine if the project has any significant impacts.

Analysis Software

To analyze the operations of both signalized and unsignalized intersections, Traffix 7.7 (Dowling Associates) was used for the analysis. Traffix 7.7 uses the methodologies outlined in the 2000 *Highway Capacity Manual (HCM)*.

Level of Service Descriptions

The 2000 *Highway Capacity Manual (HCM)* published by the Transportation Research Board establishes a system whereby highway facilities are rated for their ability to process traffic volumes. The terminology "level of service" is used to provide a "qualitative" evaluation based on certain "quantitative" calculations, which are related to empirical values.

The performance criteria for evaluating the City street system are based on peak-hour intersection data, as intersections typically represent the most critical locations of bottlenecks and congestion. Level of service (LOS) for intersections is defined in terms of average vehicle delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay. The criteria for the various levels of service designations are provided in **Table 2-2**.

TABLE 2-2
LEVEL OF SERVICE (LOS) DESCRIPTIONS

LOS	Description	Signalized Intersection Delay (sec/veh)	Stop Controlled Intersection Delay (seconds)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	> 10 and ≤ 20	> 10.0 and ≤ 15
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 and ≤ 35	>15 and ≤ 25
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	>35 and ≤ 55	>25 and ≤ 35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches.	>55 and ≤ 80	>35 and ≤ 50
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go-type traffic flow.	> 80	> 50

Source:
2000 Highway Capacity Manual, Transportation Research Board, National Research Council

Table 2-3 displays the minimum level of service objectives for the City of Claremont.

TABLE 2-3
CITY OF CLAREMONT
CIRCULATION SYSTEM PERFORMANCE CRITERIA

Peak Hour Intersection Level of Service	
Major Arterial	LOS E Minimum acceptable operations
Secondary Arterial	LOS D Minimum acceptable operations
Rural Secondary Arterial	LOS D Minimum acceptable operations
Collector	LOS C Minimum acceptable operations
Local Street	LOS B Minimum acceptable operations

Note: For roadway segments, these standards are applied to mid-block conditions. For intersections, the LOS standard applicable to the largest intersecting street is applied. If the intersection currently operates at a deficient level of service, the existing level of service shall be maintained.
Source: City of Claremont Draft General Plan (November 2005)

Based on the minimum acceptable operations for each roadway segment shown in **Table 2-3**, **Table 2-4** indicates the minimum acceptable LOS for each of the intersections in the study area.

TABLE 2-4
STUDY INTERSECTION MINIMUM ACCEPTABLE LOS

	Intersection	Minimum LOS Requirement
1	Foothill Blvd @ Towne Ave	E
2	Foothill Blvd @ Mountain Ave	E
3	Foothill Blvd @ Colby Cir	E
4	Foothill Blvd @ Berkeley Ave/Project Driveway	E
5	Foothill Blvd @ Indian Hill Blvd	E
6	Foothill Blvd @ Monte Vista Ave	E
7	Colby Cir @ Indian Hill Blvd	D
8	Arrow Hwy @ Indian Hill Blvd	D
9	WB I-10 Ramps @ Indian Hill Blvd	E
10	EB I-10 Ramps @ Indian Hill Blvd	E

Significance Thresholds

The Los Angeles County CMP Transportation Impact Analysis Guidelines uses the Intersection Capacity Utilization (ICU) method of determining intersection operations. It provides a significance threshold of a

V/C increase of no more than 0.02 at LOS E or F. The Highway Capacity Manual (HCM) method, used in this analysis per City of Claremont Draft General Plan (November, 2005) requirements, uses seconds of delay to determine level of service. Since the City of Claremont does not publish level of significance criteria, the thresholds of significance were selected as an adaptation of the LA County CMP Guidelines. Intersections operating deficiently, per Tables 2-3 and 2-4, where the project adds two or more seconds of delay, are determined to have a significant project impact. Intersections with a significant impact must be mitigated such that the mitigated with project scenario delay is less than or equal to the delay experienced in the baseline scenario.

3.0 EXISTING CONDITIONS

This section summarizes the existing roadway circulation network, peak-hour traffic volumes, and operations at the study intersections.

Road Network

The following provides a description of the existing street system within the vicinity of the project study area. Roadway classifications are taken from the City of Claremont's Master Plan of Roadways, located in the Claremont Draft General Plan, dated November 2005.

Indian Hill Blvd – Indian Hill Boulevard is a Secondary Arterial between Baseline Road and Arrow Highway. South of Arrow Highway it transitions into a Major Arterial and interchanges with the I-10 Freeway. North of Foothill Boulevard it is a four-lane divided roadway with a raised median and on-street parking. South of Foothill Boulevard to the Village, it is a two-lane roadway with a double-yellow centerline, on-street parking, and residential driveway access. Its speed limit varies from 30 mph to 40 mph through the city. Between the Village and Arrow Highway, it is four-lanes with a two-way left turn lane and residential driveway access. South of Arrow Highway it is a four-lane divided roadway with a raised landscaped median and on-street parking. Indian Hill Boulevard borders the project site on the east between Colby Circle and Foothill Boulevard.

Foothill Blvd – Foothill Boulevard is a four-lane Major Arterial owned and operated by Caltrans. It serves as a major intercity roadway. It currently has on-street parking in both directions except for stretches near Mountain Avenue and west of Berkeley Avenue. While curb and gutter exists alongside the entire roadway, the sidewalk is intermittent in the eastbound direction. The posted speed limit is 40 mph. The entire stretch of the road in the City of Claremont includes a raised, landscaped median. The City of Claremont Draft General Plan (November 2005) proposes provision of new sidewalks and re-striping to include bike lanes. Foothill Boulevard borders the project site on the south between Colby Circle and Indian Hill Boulevard.

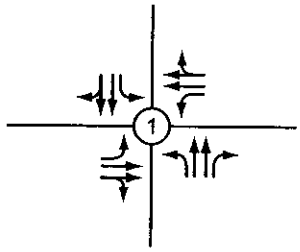
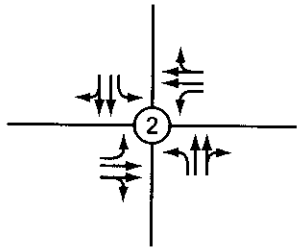
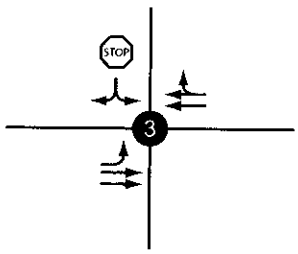
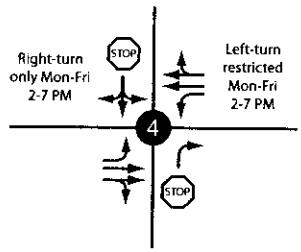
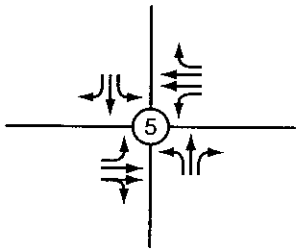
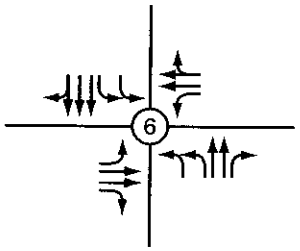
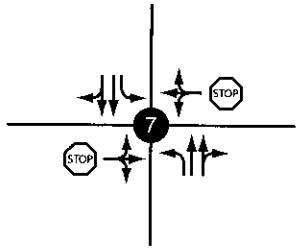
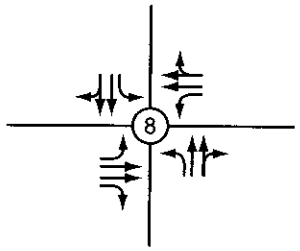
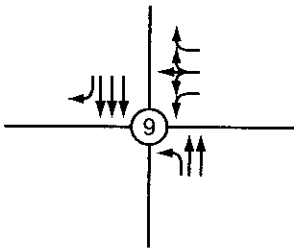
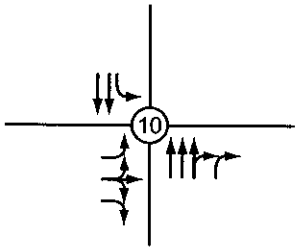
Colby Circle – Colby Circle is a two-lane roadway with a double-yellow centerline that connects Indian Hill Boulevard and Foothill Boulevard, bordering the project site on the north and west. It is classified as a Local Street between Oxford Avenue and Indian Hill Boulevard and as a Collector Roadway between Oxford Avenue and Foothill Boulevard. Some on-street parking exists.

Mountain Avenue – Mountain Avenue is a four-lane Secondary Arterial with a double-yellow centerline in the vicinity of the proposed project. It has Class II bike lanes in both directions and on-street parking north of Foothill Boulevard.

Towne Avenue – Towne Avenue is a four-lane Major Arterial that provides access to the project from SR-210. It has a two-way left turn lane north of Foothill Boulevard and a raised, landscaped median south of Foothill Boulevard where it enters the City of Pomona.

Berkeley Avenue – Berkeley Avenue is a two-lane Local Street that terminates at Foothill Boulevard aligning with a proposed project driveway. It is an undivided roadway with on-street parking and residential driveway access.

Figure 3-1 shows the existing geometrics of the study intersections within the study area, and **Figure 3-2** shows the existing number of lanes and functional classification for the roadway segments in the study area.

Foothill Blvd/ Towne Ave	Foothill Blvd/ Mountain Ave	Foothill Blvd/ Colby Cir	Foothill Blvd/Berkeley Ave/Project Dwy
			
Foothill Blvd/ Indian Hill Blvd	**Foothill Blvd/ Monte Vista Ave**	**Colby Cir/ Indian Hill Blvd**	**Arrow Hwy/ Indian Hill Blvd**
			
I-10 WB Ramps/ Indian Hill Blvd	**I-10 EB Ramps/ Indian Hill Blvd**		
			

Legend:
- Ⓧ Signalized
- ● Unsignalized

NOT TO SCALE

Figure 3-1
Existing Intersection Geometrics

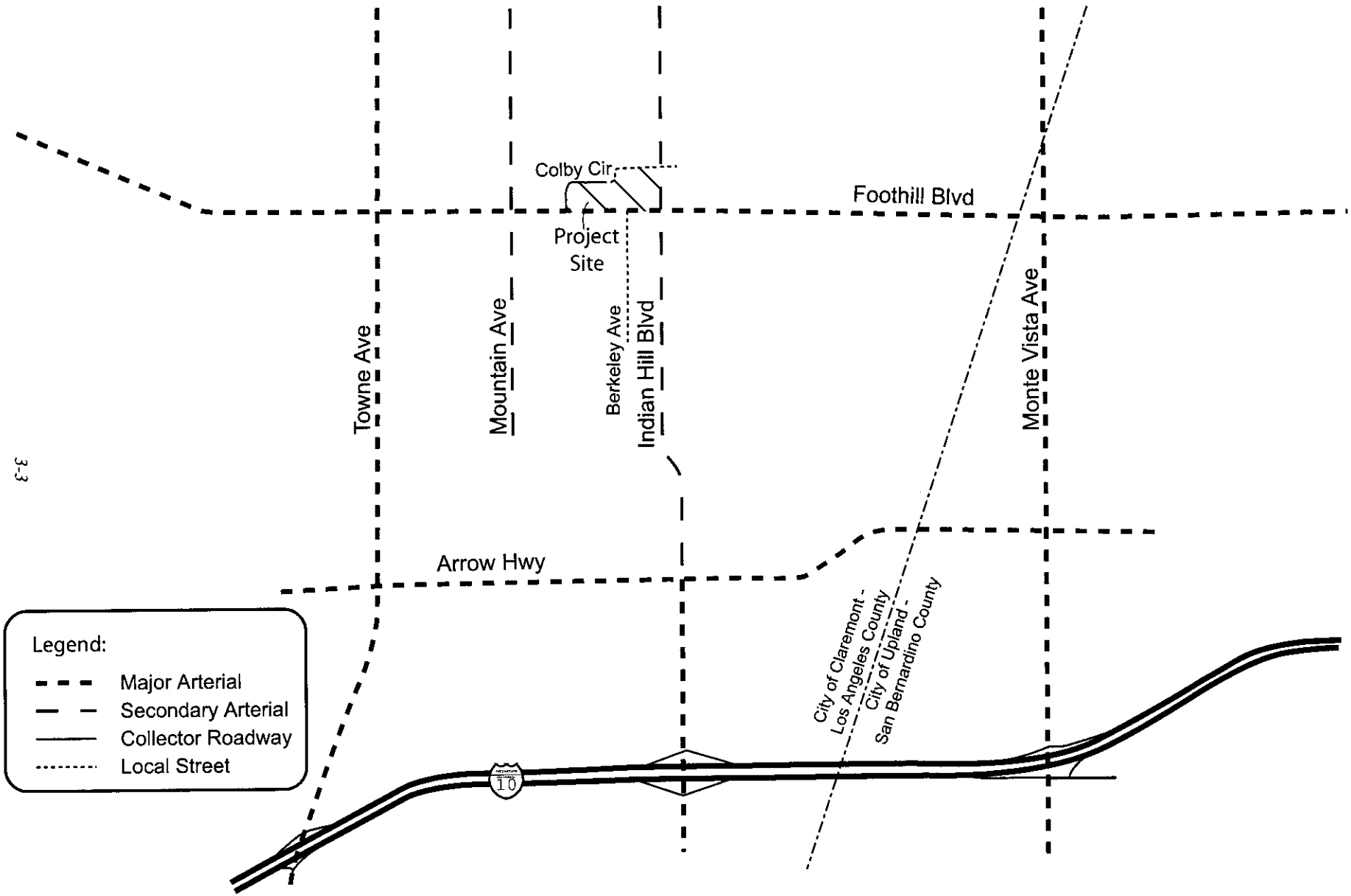


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Figure 3-2
Roadway Classification

Traffic Volumes

The peak-hour intersection turning movements at all study area intersections were collected in October and November 2005 by Field Data Services. AM peak hour turning movements were collected from 7-9 AM and PM peak hour turning movements were collected from 4-6 PM, representing the typical roadway network peak traffic periods. The existing traffic volume data is contained in **Appendix A**. **Figure 3-3** illustrates the existing peak-hour traffic volumes at the study intersections.

Traffic counts at the Foothill Boulevard @ Berkeley Avenue/Project Driveway intersection detected 5 southbound left-turns and 12 westbound left-turns in the PM peak hour. These movements are restricted and illegal. This analysis removes those volumes since they are not legal maneuvers.

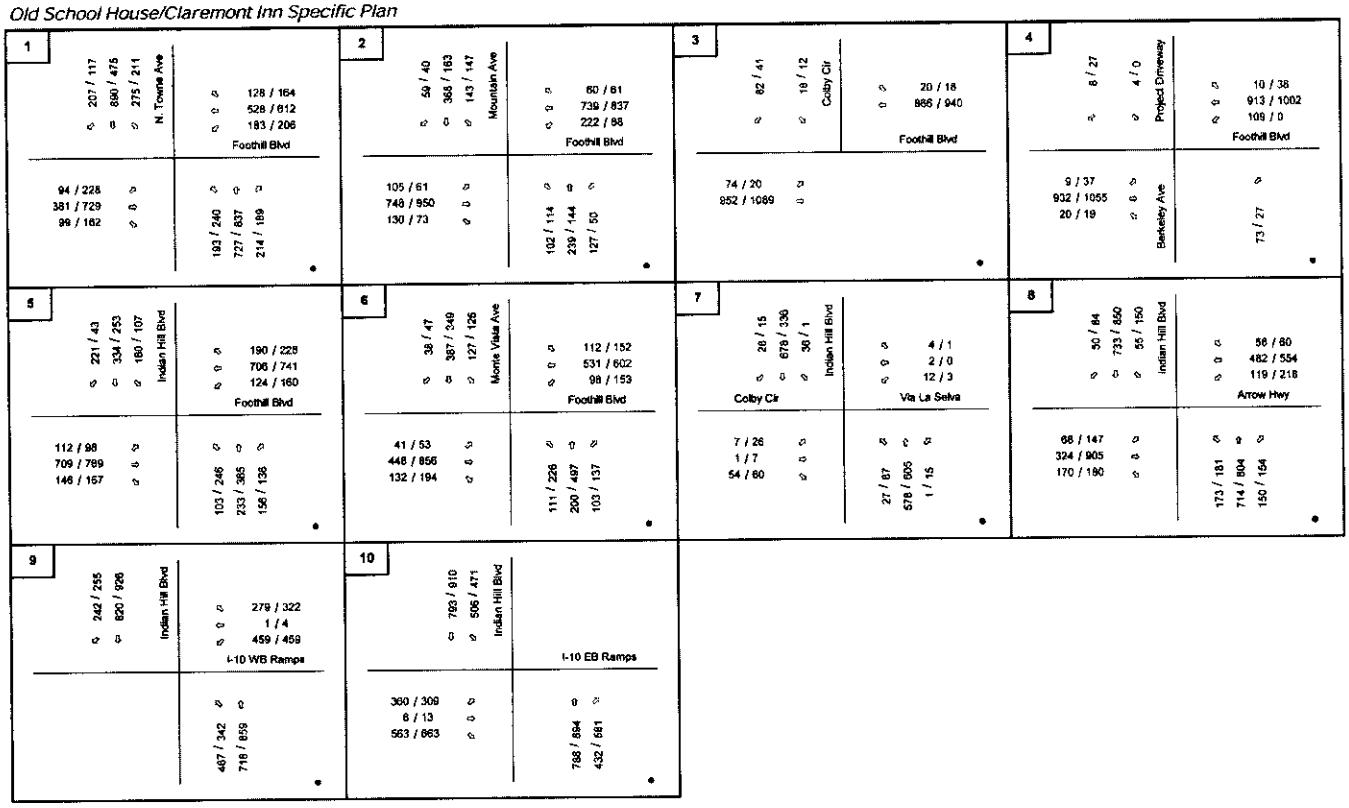
Traffic volumes from Claremont High School were included in the traffic counts. The AM peak hour counts include traffic generated by the start of the school day. While the high school's peak afternoon trip generation is prior to the start of the analyzed PM peak period, the period analyzed coincides with the peak PM period of project trip generation, and therefore is the most conservative. The analysis included in this report utilizes a peak-hour factor based on the highest 15-minute period in the peak hour. Thus, peaking due to high school traffic is fully incorporated into this analysis. Furthermore, the delay indicated in this report for the Colby Circle/Indian Hill Boulevard intersection will likely only occur during a focused, 15-minute or less period during the a.m. peak hour. At all other times in the a.m. peak period, the delay will likely be significantly less.

Intersection Analysis

Table 3-1 displays the LOS analysis results for the study intersections under Existing Conditions. As shown in the table, all intersections operate at an acceptable LOS during both peak periods except for the following intersections:

- Foothill Avenue @ Berkeley Avenue/Project Driveway (LOS F – AM Peak Hour)
- Colby Circle @ Indian Hill Boulevard (LOS F – AM Peak Hour)

Appendix B contains the LOS calculation worksheets.



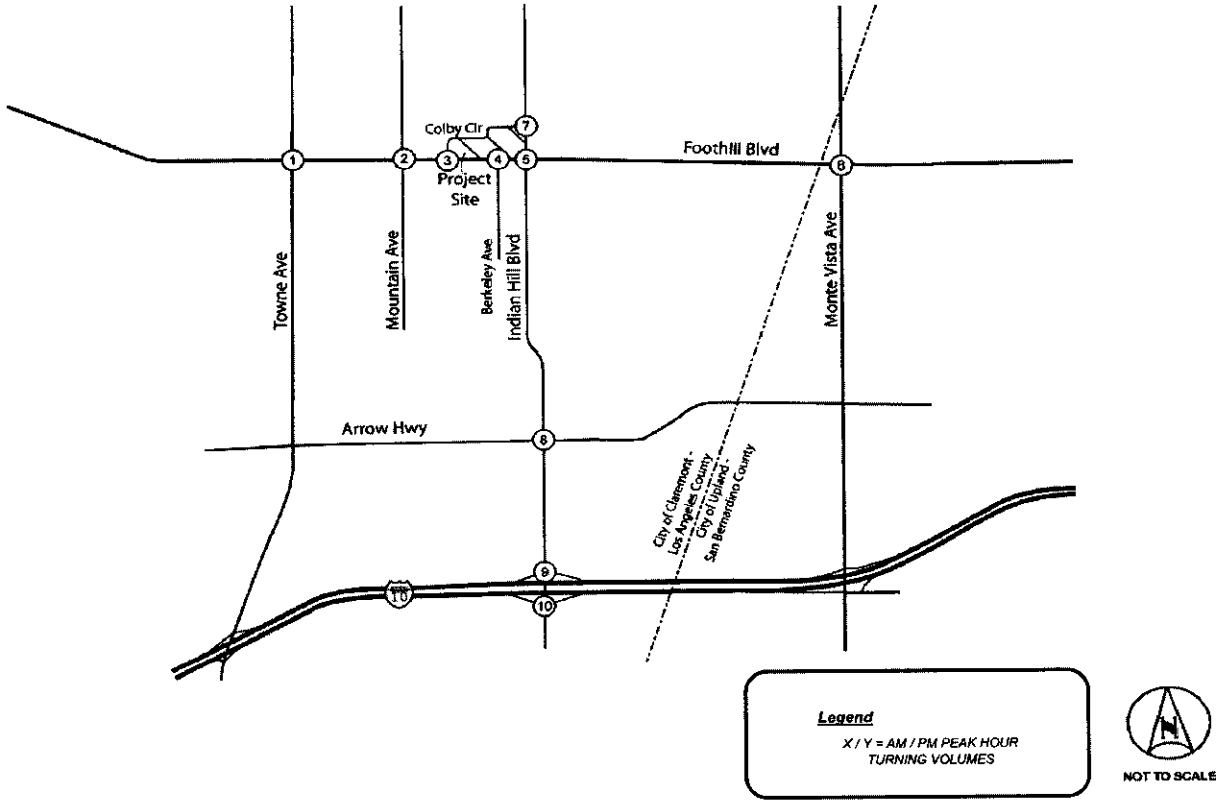


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FIGURE 3-3

Existing Peak-Hour Traffic Volumes

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TABLE 3-1

EXISTING CONDITIONS

PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	INTERSECTION	PEAK HOUR	EXISTING	
			DELAY (a)	LOS (b)
1	Foothill Blvd/Towne Ave	AM	32.0	C
		PM	35.7	D
2	Foothill Blvd/Mountain Ave	AM	29.8	C
		PM	17.3	B
3	Foothill Blvd/Colby Cir	AM	43.4	E
		PM	27.5	D
4	Foothill Blvd/Berkeley Ave/Project Dwy	AM	59.6	**F**
		PM	13.7	B
5	Foothill Blvd/Indian Hill Blvd	AM	31.8	C
		PM	30.6	C
6	Foothill Blvd/Monte Vista Ave	AM	24.8	C
		PM	26.5	C
7	Colby Cir/Indian Hill Blvd	AM	94.2	**F**
		PM	25.1	D
8	Arrow Hwy/Indian Hill Blvd	AM	27.9	C
		PM	37.6	D
9	I-10 WB Ramps/Indian Hill Blvd	AM	24.7	C
		PM	25.3	C
10	I-10 EB Ramps/Indian Hill Blvd	AM	28.5	C
		PM	41.7	D

Notes:

Bold values indicate intersections operating deficiently.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Traffix 7.7

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4.0 PROJECT TRAFFIC

The following section describes the proposed Old School House/Claremont Inn project including the estimated project trip generation, distribution, and assignment for the near term and build-out scenarios.

Trip Generation

Trip generation rates published in ITE Trip Generation, 7th Edition, were applied to the proposed Old School House/Claremont Inn project. Trip credits were taken for existing land uses. Due to less than full occupancy of retail space in the Old School House at the time existing traffic counts were taken, the theoretical trip generation for existing Old School House land uses were reduced by 35%. Since no similar trip generation category exists for the dinner theater in the ITE manual, the trip generation rate was based on the parking rate of one spot for every 3 seats. This is a conservative estimate since the theater is not used every night of the week. The land use by building assumptions for the proposed project and Alternative 1 are shown in **Table 4-1**. The building numbers referenced in the Table are shown on the development plan included in Section 1 as Figure 1-2.

Table 4-2 shows the total trip generation for the proposed project. As shown in the table, the proposed project would be estimated to generate a total of 6,662 average daily trips (ADT), including 260 (158 in, 102 out) AM peak-hour trips and 630 (392 in, 238 out) PM peak-hour trips at the project driveways. Including existing trip credits, the proposed project is forecast to generate 1,411 additional ADT, including 38 (6 in, 32 out) AM peak-hour trips and 127 (72 in, 55 out) PM peak-hour trips.

The project trip generation represents a conservative approach, since neither pass-by nor multi-use trip credits were assumed.

Trip Distribution

The project trip distribution was based on input from City staff. The following list shows the general trip distribution assumed to and from the project site:

- 35 percent to/from the north
  - 10 percent to/from Indian Hill Boulevard
  - 15 percent to/from Towne Avenue via Foothill Boulevard
  - 10 percent to/from Monte Vista Avenue via Foothill Boulevard
- 50 percent to/from the south
  - 5 percent to/from Indian Hill Boulevard
  - 10 percent to/from I-10 West via Indian Hill Boulevard
  - 15 percent to/from I-10 East via Monte Vista Avenue and Foothill Boulevard
  - 5 percent to/from Monte Vista Avenue via Foothill Boulevard
  - 5 percent to/from Downtown Claremont via Indian Hill Boulevard
  - 5 percent to/from Arrow Highway via Indian Hill Boulevard
  - 5 percent to/from Towne Avenue via Foothill Boulevard
- 10 percent to/from the east
  - 10 percent to/from Foothill Boulevard
- 5 percent to/from the west
  - 5 percent to/from Foothill Boulevard

TABLE 4-1
OLD SCHOOL HOUSE/CLAREMONT INN
LAND USE BY BUILDING

Land Use	Proposed	Alternative 1	unit
E1-E5			
Hotel Rooms	194	194	rm
Hotel Restaurant	1,410	1,410	sf
Hotel Meeting Rooms/Banquet	10,070	10,070	sf
E6			
Restaurant	15,720	15,720	sf
E7			
Retail	9,578	9,578	sf
Office	9,257	9,257	sf
E8			
Restaurant	10,000	10,000	sf
Office	31,270	31,270	sf
E9			
Retail	1,960	1,960	sf
Office	5,880	5,880	sf
E10			
Theater	300		st
Flex Commercial		29,000	sf
N1			
Restaurant	4,000	3,000	sf
Commercial	10,000	10,000	
Residential			
N*	96	96	du
C1	30	30	du
Totals			
Hotel Rooms	194	194	rm
Hotel Restaurant	1,410	1,410	sf
Hotel Meeting Rooms/Banquet	10,070	10,070	sf
Retail	21,538	21,538	sf
Restaurant	29,720	28,720	sf
Office	46,407	46,407	sf
Theater	300		st
Flex Commercial		29,000	sf
Residential	126	126	du

K:\095502000\Excel\[shared parking 8_28 land use.xls]Land Use

TABLE 4-2
TRIP GENERATION SUMMARY
PROPOSED PROJECT

Land Use	Land Use as listed in ITE	Units[1]		Trip Rate[2]	Daily Trips	AM Peak-Hour					PM Peak-Hour				
						% of ADT	In:Out Ratio[2]	In	Out	Total	% of ADT	In:Out Ratio[2]	In	Out	Total
DRIVEWAY TRIPS[3]															
Proposed															
Residential Units	Residential Condominium/Townhouse	126.0	du	5.86 / du	738	8%	0.17 : 0.83	9	46	55	9%	0.67 : 0.33	44	22	66
Hotel	Hotel	194.0	rm	8.17 / rm	1,585	7%	0.61 : 0.39	66	43	109	7%	0.53 : 0.47	61	53	114
Dinner Theater[4]	--	300.0	seat	0.67 / seat	200	*					50%	1.00 : 0.00	100	0	100
Office	General Office Building	46.4	ksf	11.01 / ksf	511	14%	0.88 : 0.12	63	9	72	14%	0.17 : 0.83	12	57	69
Retail	Specialty Retail Center	21.5	ksf	44.32 / ksf	955	*					6%	0.44 : 0.56	26	32	58
Restaurant	Quality Restaurant	29.7	ksf	89.95 / ksf	2,673	1%	0.82 : 0.18	20	4	24	8%	0.67 : 0.33	149	74	223
Proposed Total					**6,662**			**158**	**102**	**260**			**392**	**238**	**630**
Existing															
Hotel	Hotel	280.0	rm	8.17 / rm	2,288	7%	0.61 : 0.39	96	61	157	7%	0.53 : 0.47	88	77	165
Dinner Theater[4]	--	300.0	seat	0.67 / seat	200	*					50%	1.00 : 0.00	100	0	100
Office	General Office Building	46.4	ksf	11.01 / ksf	511	14%	0.88 : 0.12	63	9	72	14%	0.17 : 0.83	12	57	69
Retail	Specialty Retail Center	14.1	ksf	44.32 / ksf	627	*					6%	0.44 : 0.56	17	21	38
Restaurant	Quality Restaurant	34.6	ksf	89.95 / ksf	3,114	1%	0.82 : 0.18	23	5	28	8%	0.67 : 0.33	174	85	259
Existing Total[5]					**5,251**			**152**	**70**	**222**			**320**	**183**	**503**
NET TRIP GENERATION					**1,411**			**6**	**32**	**38**			**72**	**55**	**127**

Note:
1. du = Dwelling Unit, rm = Room; ksf = 1,000 Square Feet
2. Trip rates references from ITE Trip Generation, 7th Edition.
3. Driveway trips are the total number of trips generated by a site.
4. Dinner Theater trip generation does not exist in ITE Trip Generation, 7th Edition; used parking rate to develop trip generation rate
5. Existing total assumes 65% occupancy rate on office, retail, and restaurant land uses.

K:\095502000\Excel\[502001TG01.xls]Summary

Project traffic was distributed among project driveways based on land use location and driveway accessibility for each land use.

Figure 4-1 illustrates the project trip distribution along roadway segments in the study area. **Figure 4-2** illustrates the project trip distribution at the study intersections.

Trip Assignment

Based on the project trip distribution, AM and PM peak-hour project trips were assigned to the study intersections. **Figure 4-3** displays the project trip assignment for the proposed project.

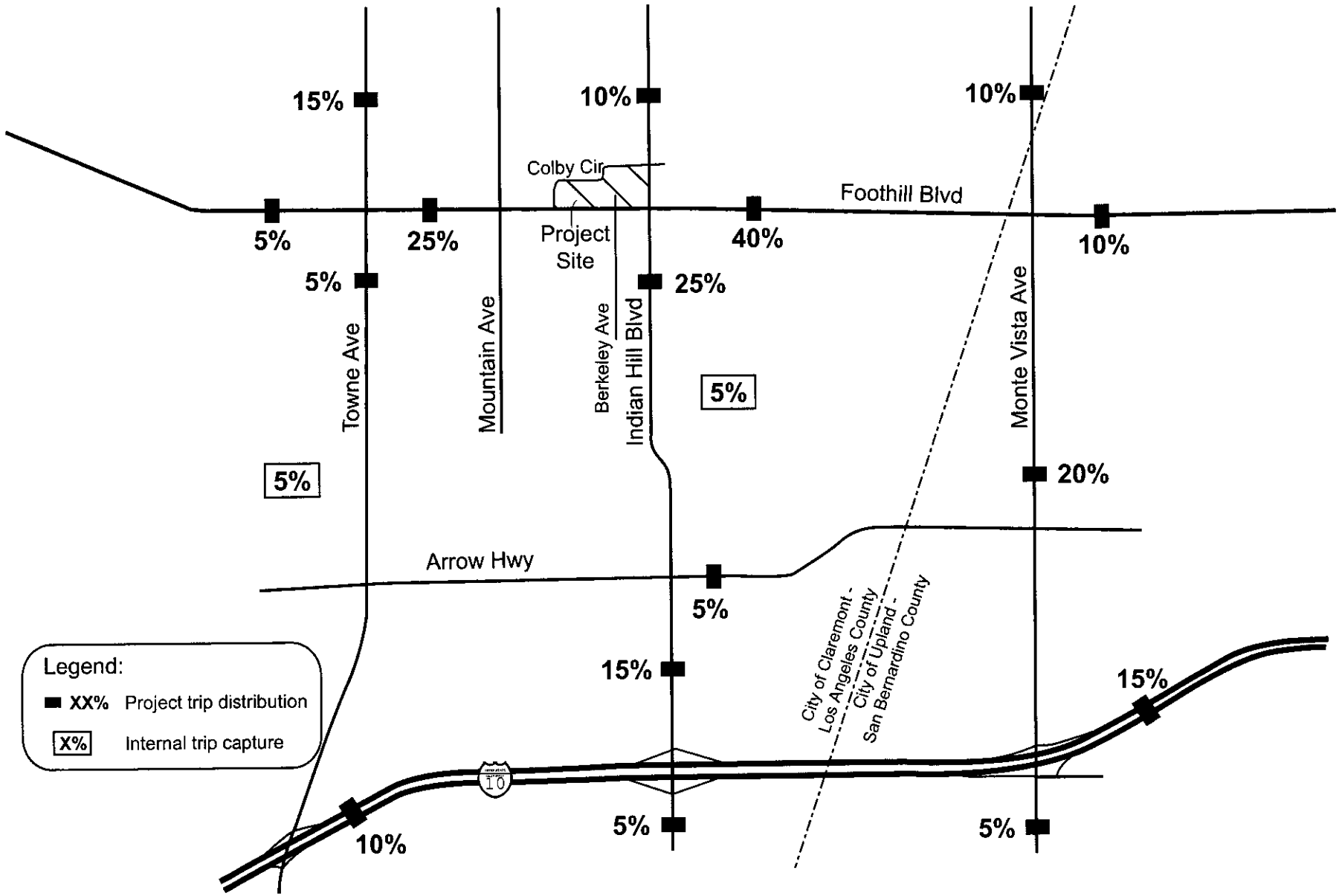

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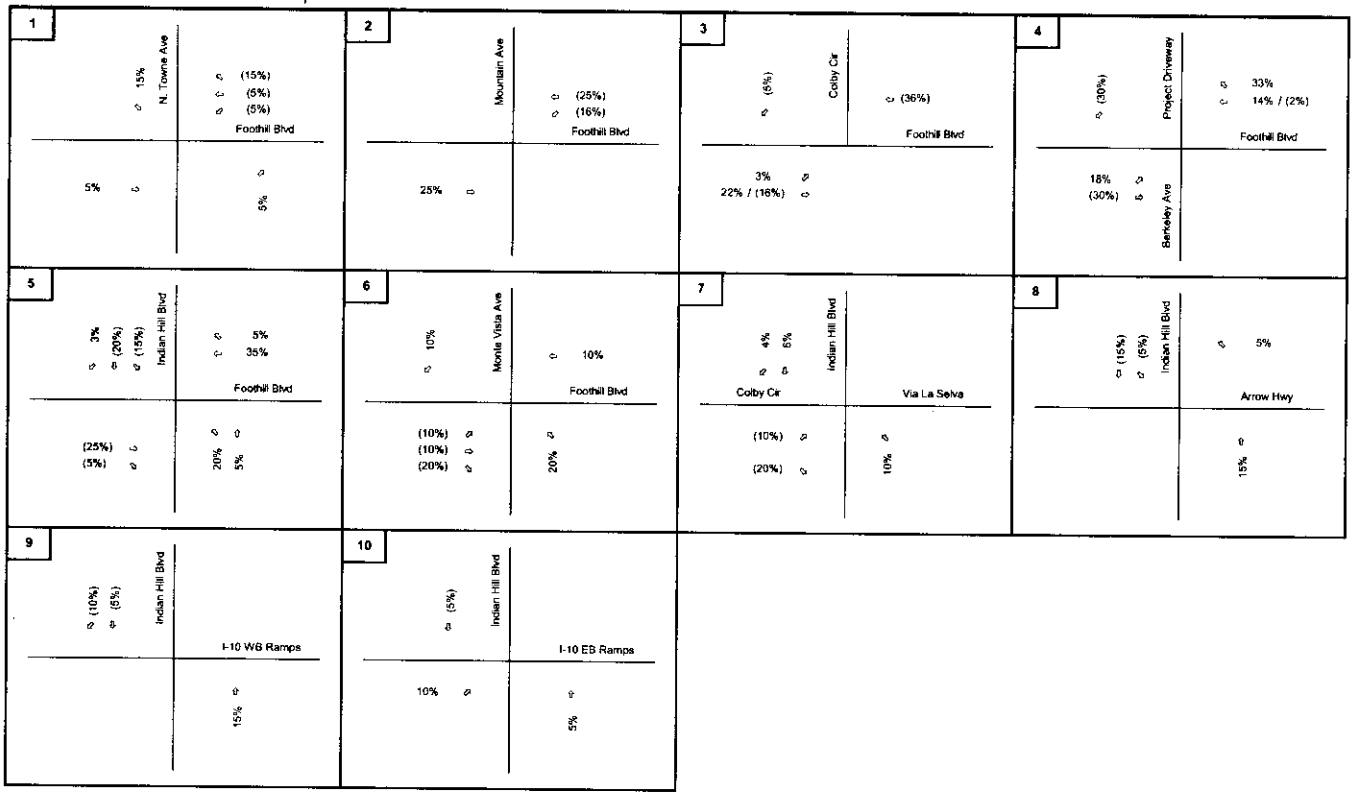
Figure 4-1
Project Traffic Distribution



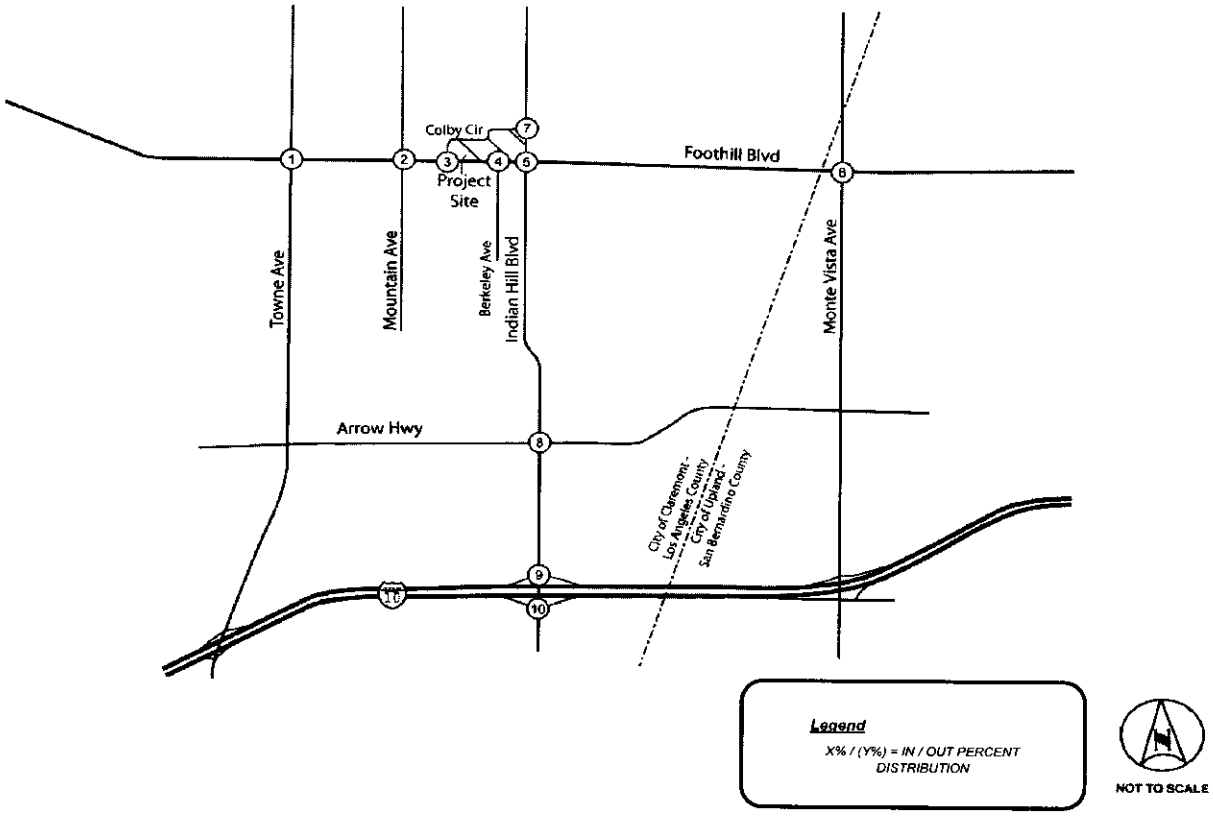


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FIGURE 4-2

Project Trip Distribution - Study Intersections

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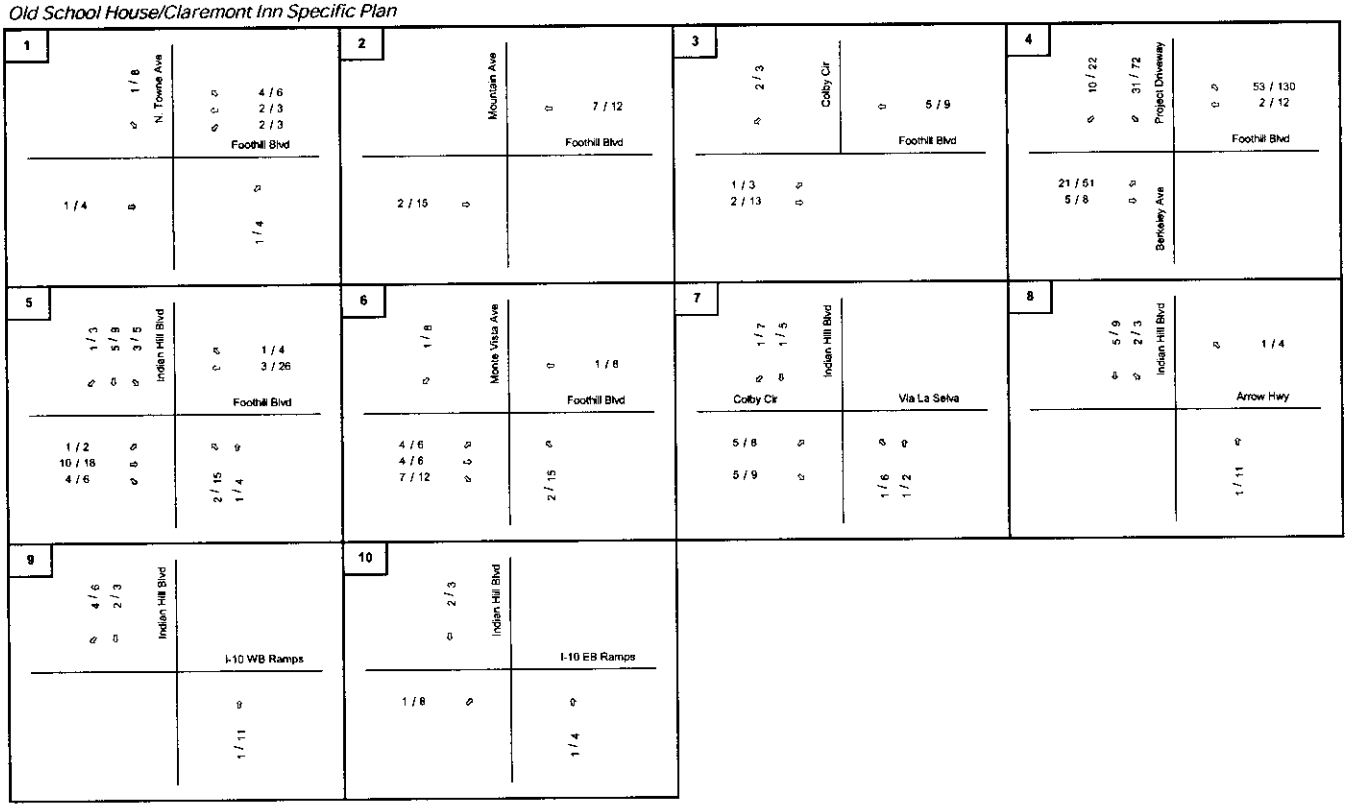

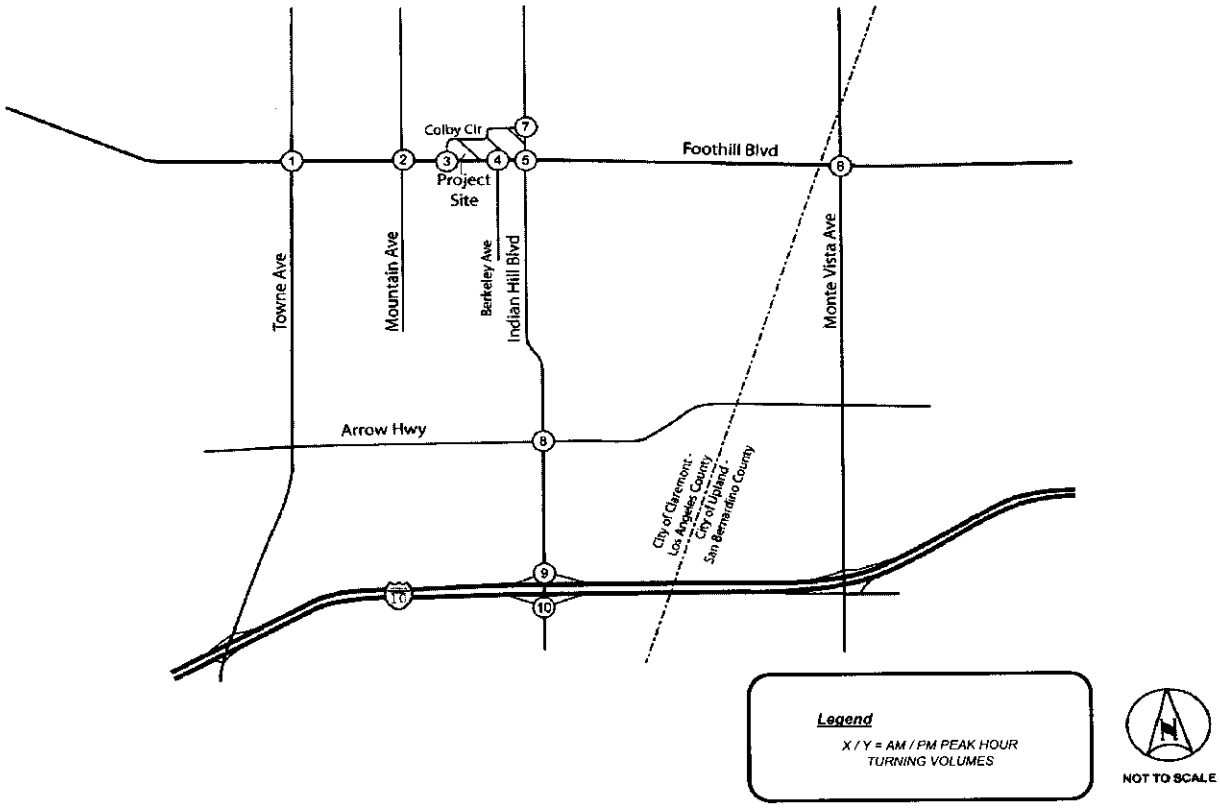

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FIGURE 4-3

Project Trip Assignment

5.0 NEAR TERM CONDITIONS

This section provides a description of the near term conditions both with and without the addition of the project traffic.

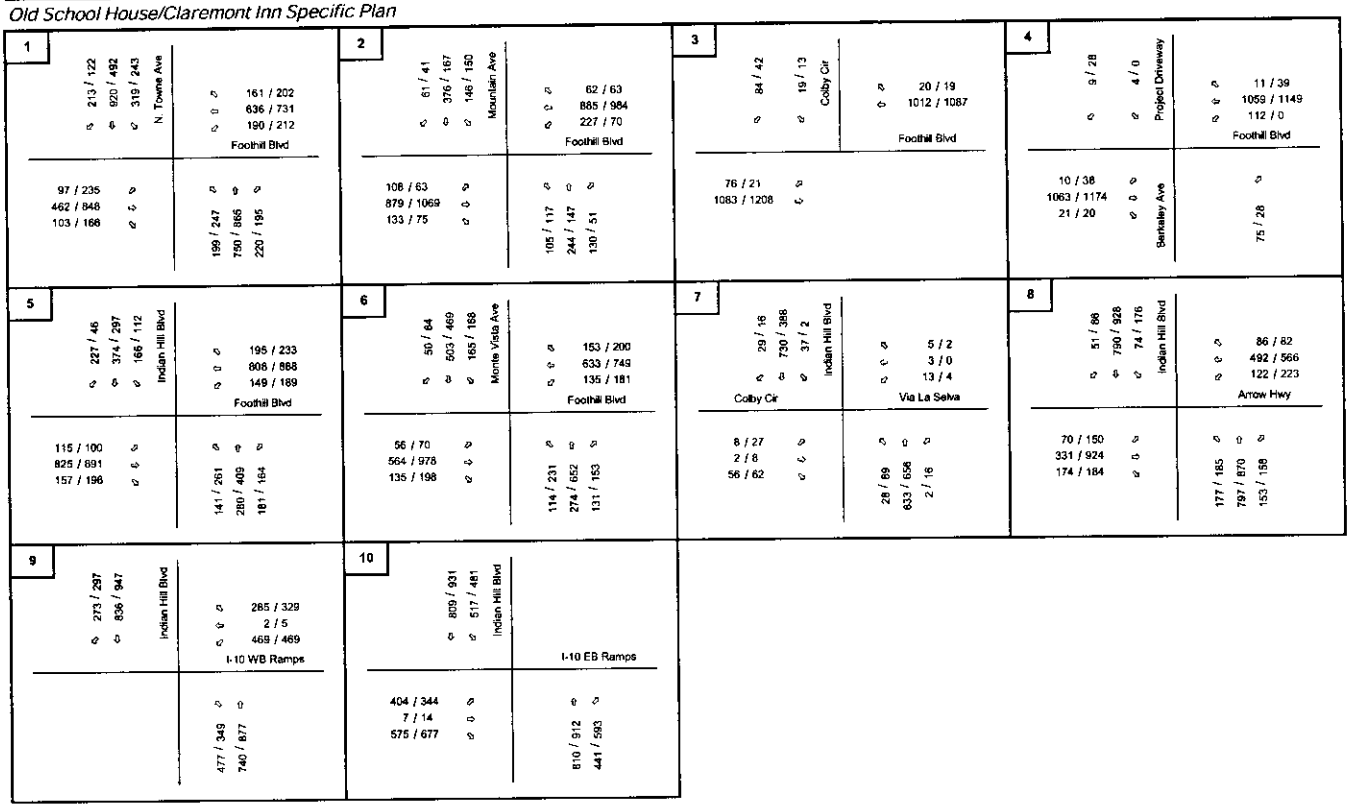
Road Network

Under the near term scenario, no major infrastructure improvement projects are expected to be completed in the vicinity of the project site. As such, the near term road network would be the same as existing conditions.

Traffic Volumes

The near term traffic volumes were obtained by adding the cumulative project traffic included in the Baseline Road Master Plan Traffic Impact Analysis Report (LLG, 2004) to existing counts at the applicable study intersections. That report included 54 cumulative projects located in Claremont, Upland, Montclair, and Rancho Cucamonga. Only two of the proposed project's study intersections were included in that report. For the remaining study intersections those cumulative project volumes were distributed according to the proposed project distribution. All turning movements were additionally increased by 1% per year to 2007, per direction of City staff.

Figures 5-1 and **5-2** show the peak-hour volumes with and without the proposed project.



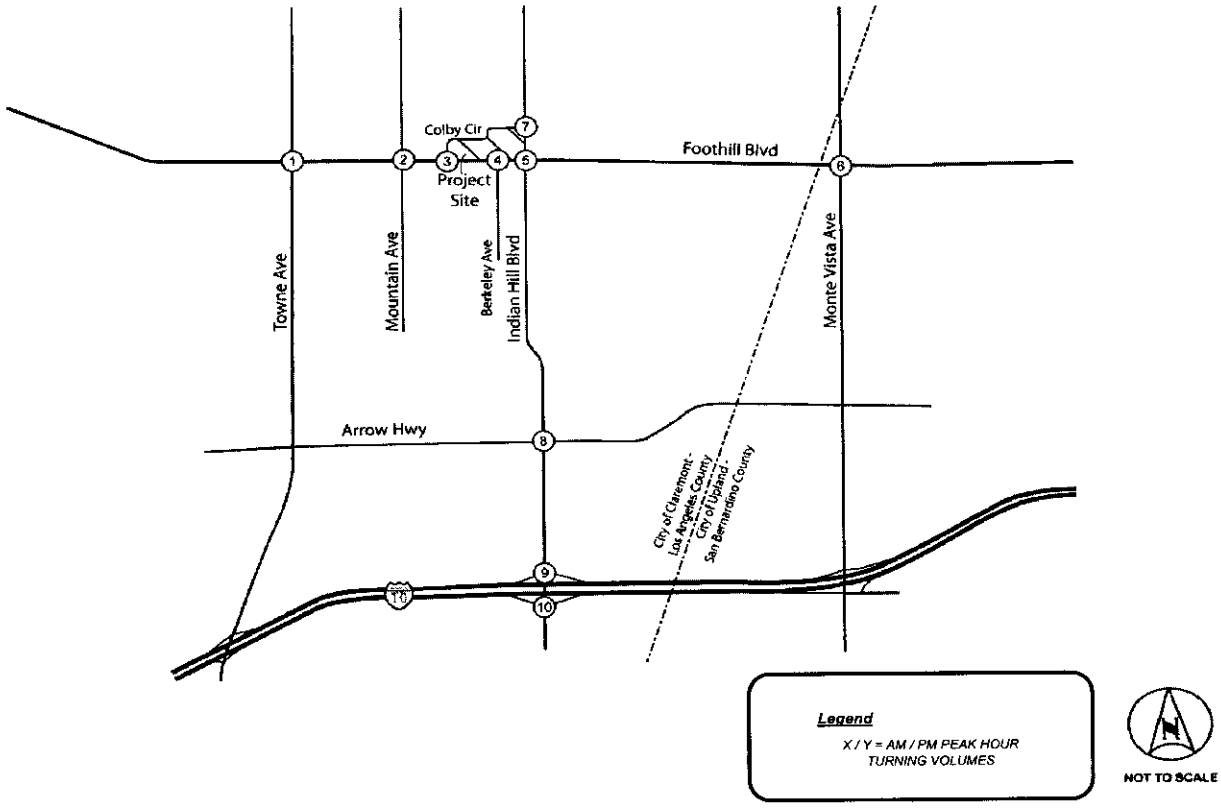


FIGURE 5-1

Near Term Baseline Peak-Hour Traffic Volumes

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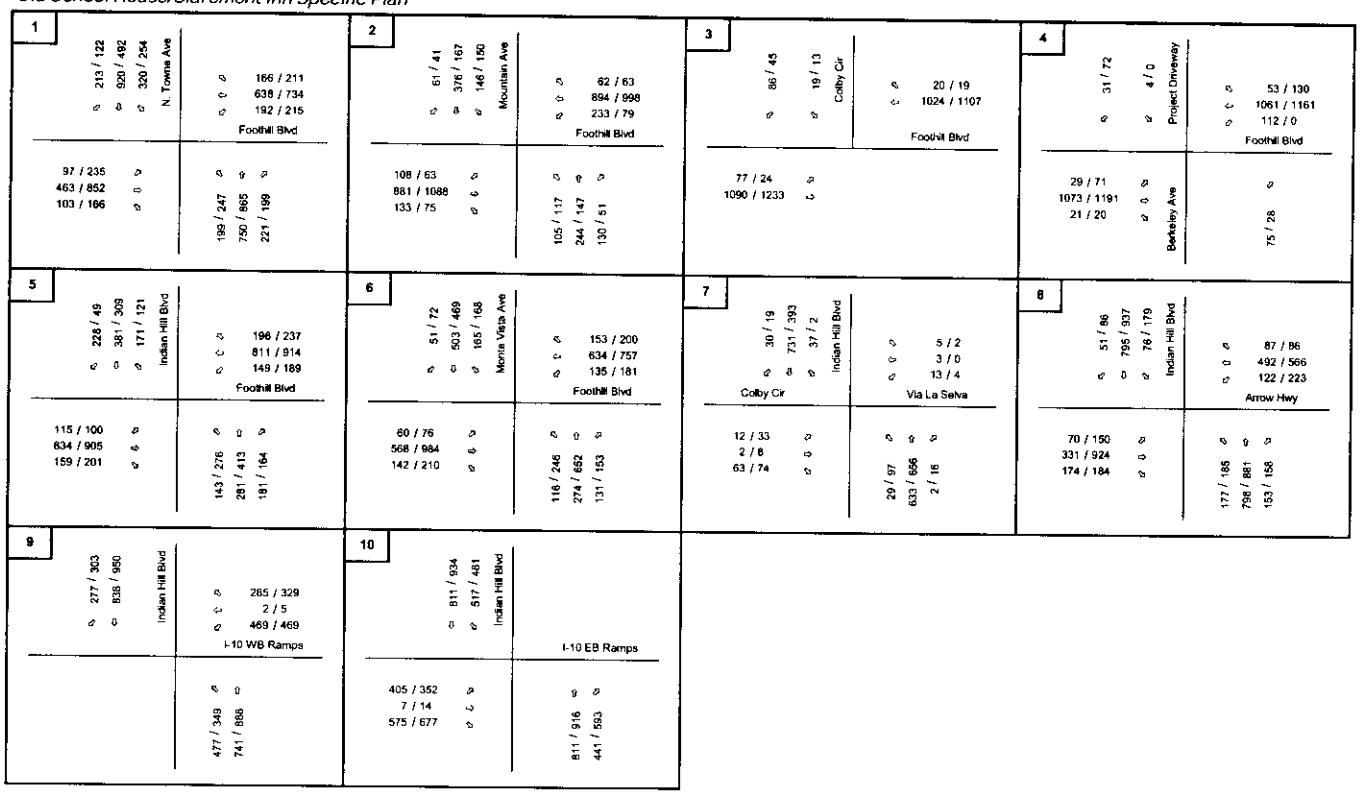

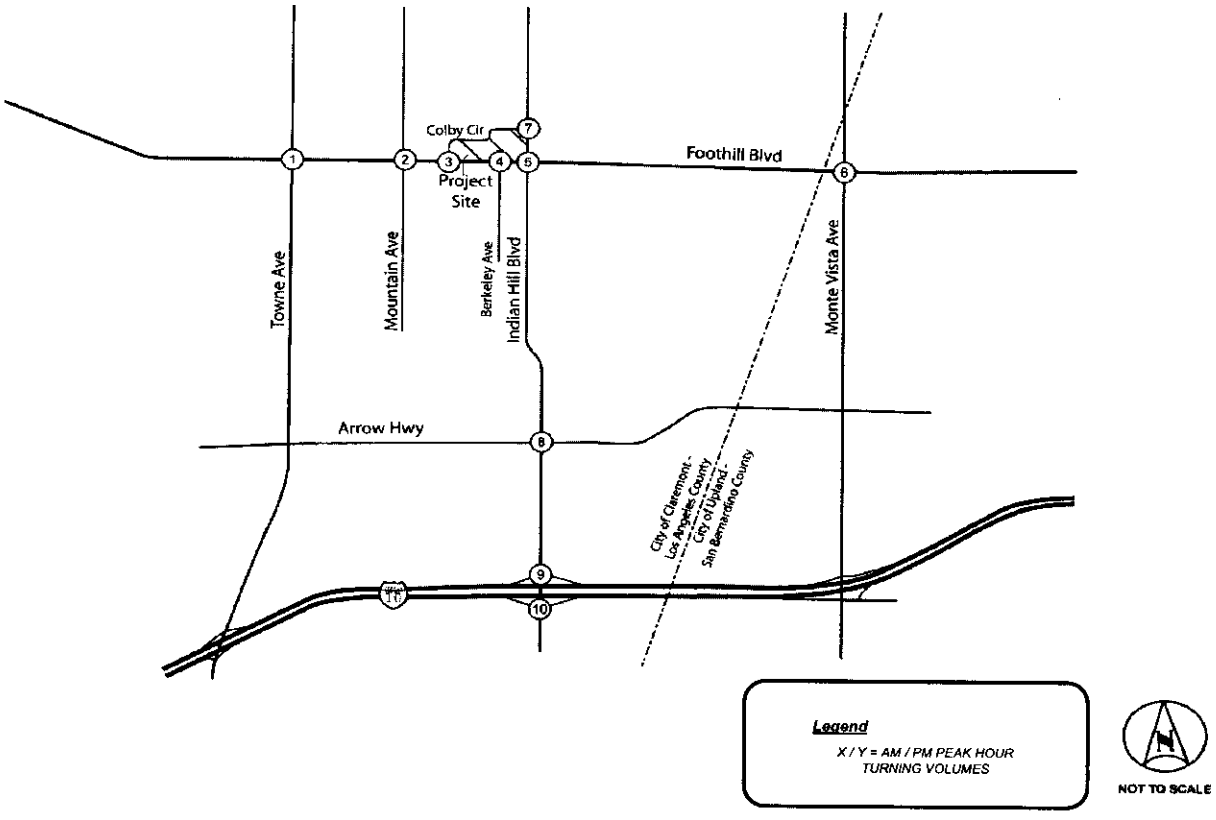

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FIGURE 5-2

Near Term Plus Project Peak-Hour Traffic Volumes

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Intersection Analysis

Table 5-1 displays the LOS analysis results for the study intersections under the near term baseline and near term plus project conditions. As shown in the table, all study intersections would operate at an acceptable LOS except for the following intersections:

- Foothill Boulevard @ Colby Circle (LOS F - AM peak hour)
- Foothill Boulevard @ Berkeley Avenue/Project Driveway (LOS F – AM peak hour)
- Colby Circle @ Indian Hill Boulevard (LOS F – AM peak hour)

These three intersections all exist at LOS F in the given time periods in both the baseline and plus project scenarios. Both Foothill Boulevard/Colby Circle and Colby Circle/Indian Hill Boulevard experience increases in critical delay of greater than two seconds and therefore have a significant impact. As the result of the significant impacts at these two intersections, mitigation measures are proposed. While the Foothill Boulevard/Berkeley Avenue/Project Driveway intersection experiences a decrease in average delay for the critical movement, the average intersection delay increases, therefore the intersection will be mitigated by the proposed project.

Appendix B contains the LOS calculation worksheets.

TABLE 5-1

NEAR TERM CONDITIONS

PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	INTERSECTION	PEAK HOUR	NEAR-TERM BASELINE		NEAR-TERM BASELINE PLUS PROJECT			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ	SIGNIFICANCE
1	Foothill Blvd/Towne Ave	AM	33.9	C	34.0	C	0.1	--
		PM	40.2	D	41.0	D	0.8	--
2	Foothill Blvd/Mountain Ave	AM	27.1	C	27.2	C	0.1	--
		PM	16.9	B	16.8	B	-0.1	--
3	Foothill Blvd/Colby Cir	AM	100.9	F	109.8	F	8.9	YES
		PM	42.0	E	45.0	E	3.0	--
4	Foothill Blvd/Berkeley Ave/Project Dwy (c)	AM	102.0	F	69.7	F	-32.3	YES
		PM	15.0	C	18.6	C	3.6	--
5	Foothill Blvd/Indian Hill Blvd	AM	38.8	D	39.6	D	0.8	--
		PM	33.7	C	34.9	C	1.2	--
6	Foothill Blvd/Monte Vista Ave	AM	26.1	C	26.2	C	0.1	--
		PM	29.0	C	29.3	C	0.3	--
7	Colby Cir/Indian Hill Blvd	AM	159.1	F	167.5	F	8.4	YES
		PM	27.7	D	29.2	D	1.5	--
8	Arrow Hwy/Indian Hill Blvd	AM	29.7	C	29.8	C	0.1	--
		PM	40.6	D	40.9	D	0.3	--
9	I-10 WB Ramps/Indian Hill Blvd	AM	26.0	C	26.0	C	0.0	--
		PM	26.0	C	25.8	C	-0.2	--
10	I-10 EB Ramps/Indian Hill Blvd	AM	35.8	D	35.8	D	0.0	--
		PM	45.8	D	46.2	D	0.4	--

Notes:

Bold values indicate intersections operating deficiently. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Traffix 7.7

(c) While the average AM southbound control delay decreases as indicated, the average intersection delay increases from 1.9 to 2.7 seconds with the project.

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Mitigation

The following mitigation is required to reduce the impacts to less than significant levels:

Foothill Boulevard @ Colby Circle

- Re-stripe Colby Circle southbound approach to provide a southbound left-turn lane. The proposed lane geometry is shown in **Appendix D**.

Foothill Boulevard @ Berkeley Avenue/Project Driveway

- Restrict southbound left-turn and through movements at all times with signage. These movements are currently restricted weekdays from 2-7 PM with signage.

Colby Circle @ Indian Hill Boulevard

- Re-stripe Colby Circle eastbound approach to provide an eastbound right-turn lane. The proposed lane geometry is shown in **Appendix D**. A signal will be constructed by the project in the near-term if this location meets the minimum warrants for a traffic signal. A five-year bond will be established to ensure the construction of the signal at Colby Circle/Indian Hill Boulevard. Intersection conditions will be reviewed at the halfway point of the five-year bond and conclusion of the bonding period. If the warrants are not met, the bond may be retired.

At the Colby Circle/Indian Hill Boulevard intersection, the westbound left-turn is the critical movement in both the AM and PM peak hours. Since only the eastbound direction is being improved, no change is seen in the mitigated intersection critical delay. The mitigation does lower the eastbound approach delay from 79 seconds to 45 seconds in the AM peak hour. In addition, the average AM peak hour delay for vehicles at the intersection is lowered from 6.3 seconds to 4.6 seconds. Therefore, while the mitigation measure does not reduce the delay on the westbound critical movement, it does improve intersection operations and reduce impact to less than significant levels.

Table 5-2 displays the LOS analysis for the mitigated intersections. **Figure 5-3** shows the mitigated intersection geometries.

Appendix C contains the mitigated LOS calculation worksheets.

TABLE 5-2

NEAR TERM CONDITIONS MITIGATED

PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	INTERSECTION	PEAK HOUR	BEFORE NEAR TERM IMPROVEMENTS		AFTER NEAR TERM IMPROVEMENTS		DESCRIPTION
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	
3	Foothill Blvd/Colby Cir	AM	109.8	**F**	42.1	E	Re-stripe to provide southbound left-turn lane
		PM	45.0	E	34.6	D	
4	Foothill Blvd/Berkeley Ave/Project Dwy	AM	69.7	**F**	15.3	C	Restrict southbound left-turn and through movements
		PM	18.6	C	18.6	C	
7	Colby Cir/Indian Hill Blvd	AM	167.5	**F**	167.5	F	Re-stripe to provide eastbound right-turn lane
		PM	29.2	D	29.2	D	

Notes:

Bold values indicate intersections operating deficiently.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Traffix 7.7

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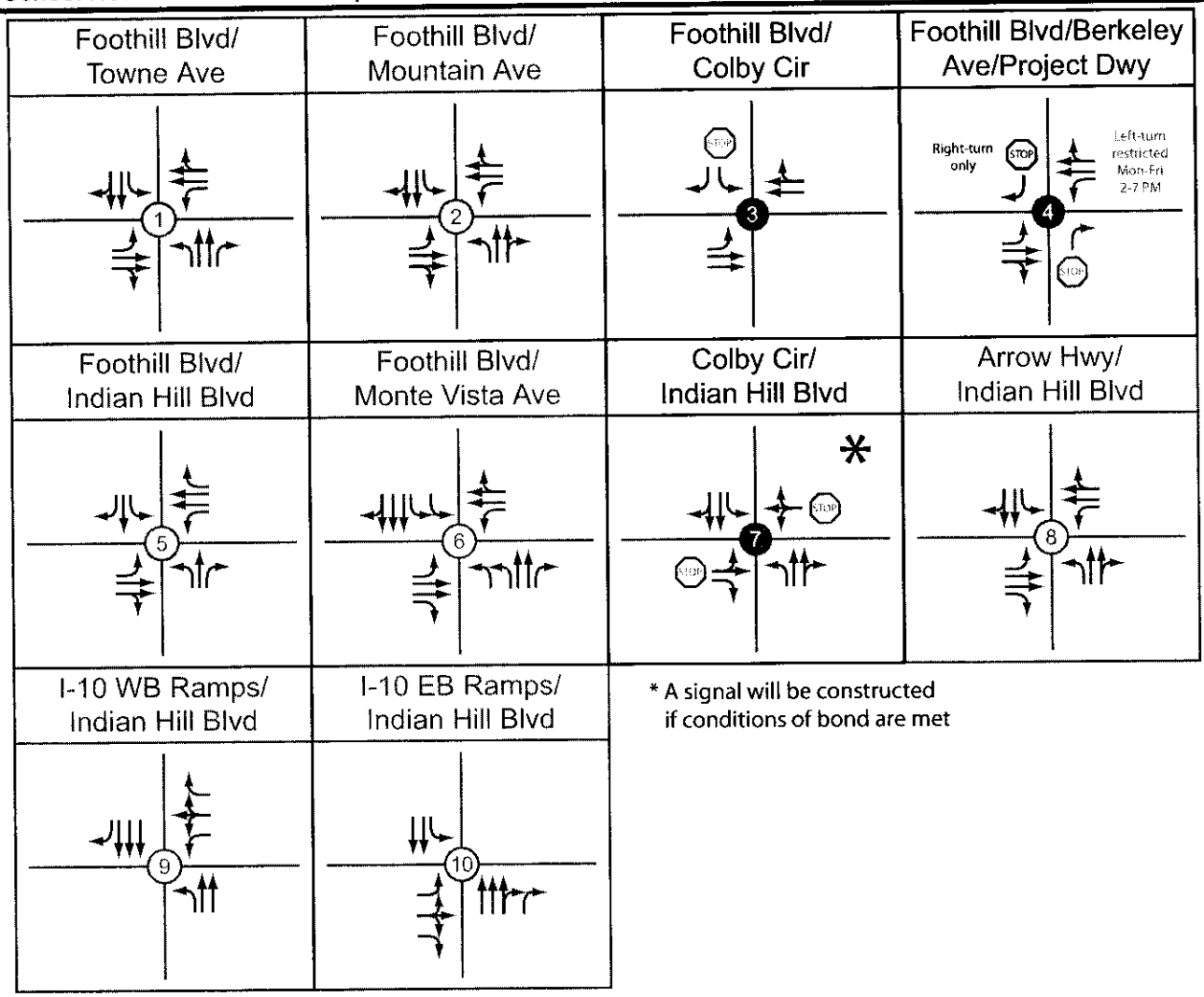

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Figure 5-3
Near Term Mitigated Intersection Geometrics

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6.0 BUILD-OUT CONDITIONS

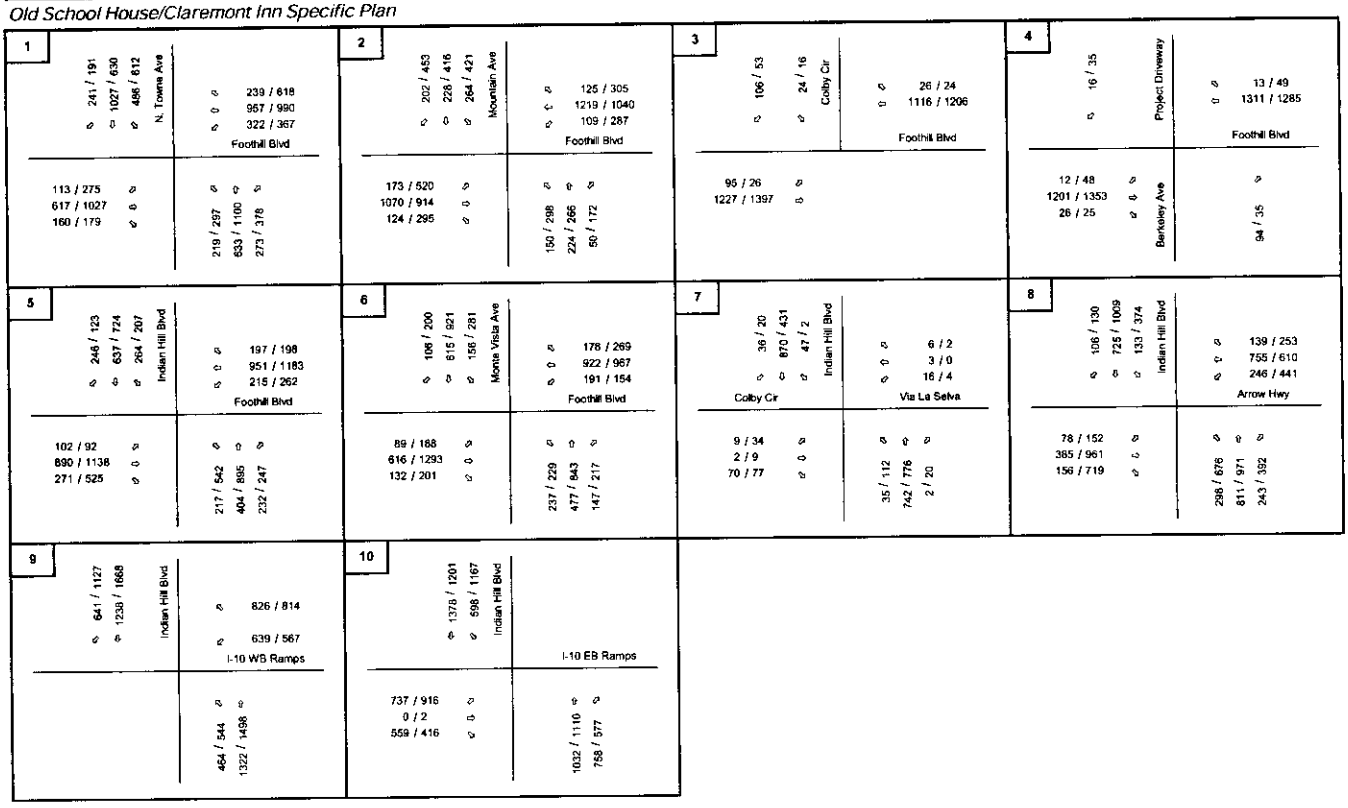
This section provides a description of the Build-Out conditions both with and without the addition of the project traffic.

Road Network

Under the build-out scenario or by the year 2030, no major infrastructure improvement projects are expected to be completed in the vicinity of the project site. This scenario assumes implementation of proposed near term mitigation measures.

Traffic Volumes

Figures 6-1 and **6-2** show the peak-hour volumes with and without the proposed project.



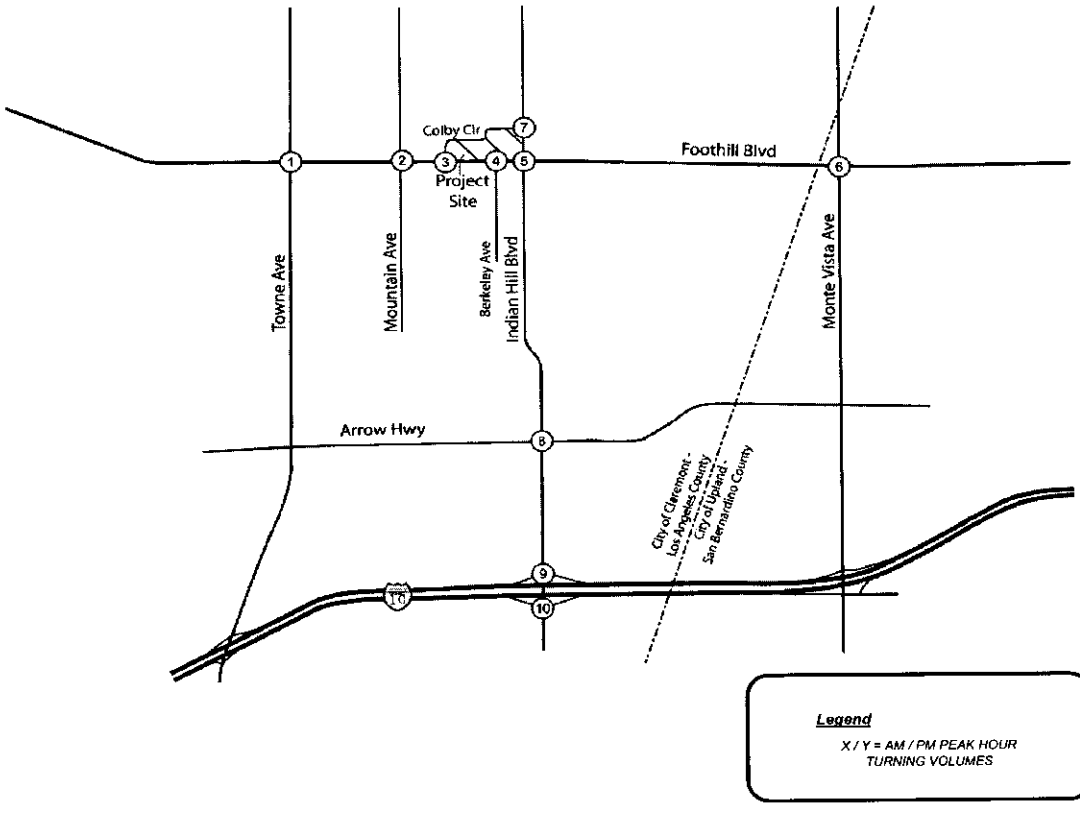


FIGURE 6-1

Build-Out Baseline Peak-Hour Traffic Volumes

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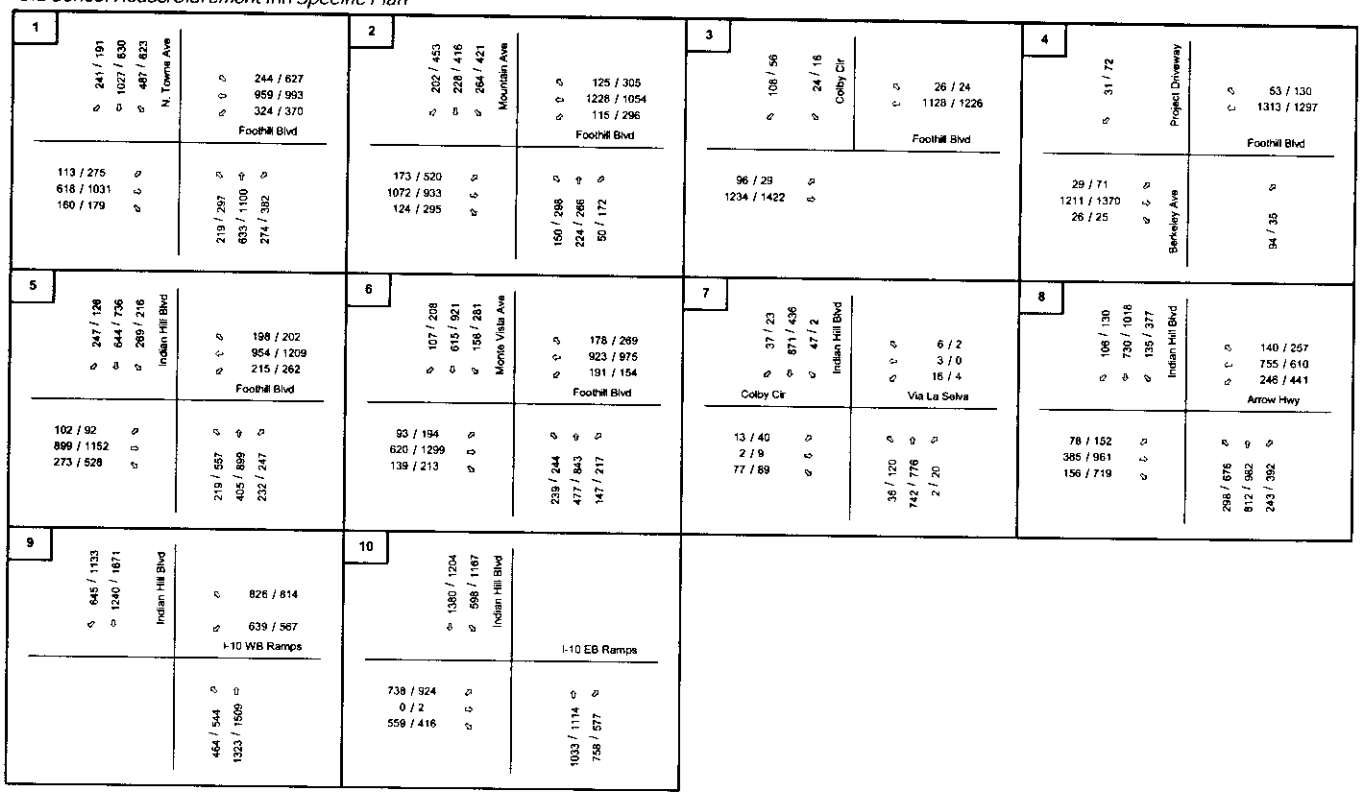

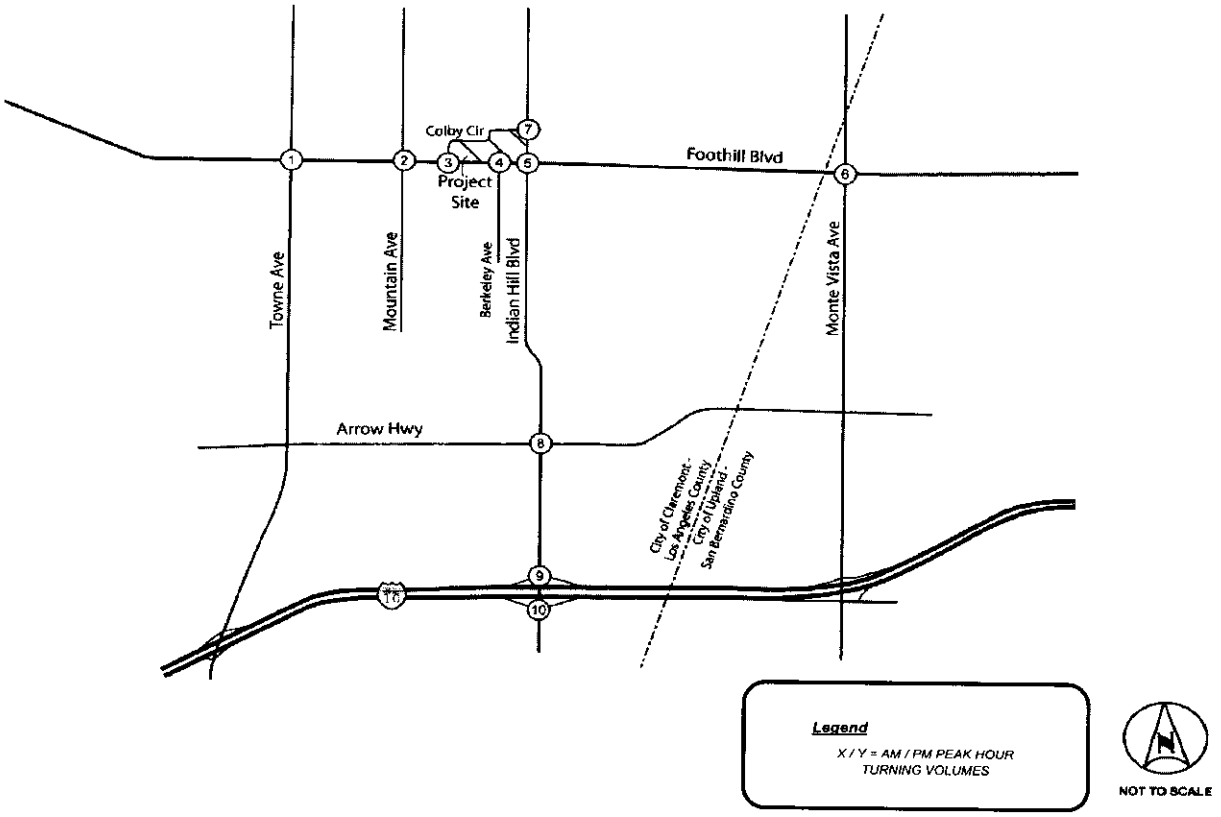

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FIGURE 6-2

Build-Out Plus Project Peak-Hour Traffic Volumes

R:\095502000\Excel\502001TA figures.xls]BOWP Figure 1-12

Intersection Analysis

Table 6-1 displays the LOS analysis results for the study intersections under the build-out baseline and build-out plus project conditions. As shown in the table, all study intersections would operate at acceptable levels of service with the addition of project traffic, except for the following intersections:

- Foothill Boulevard @ Towne Avenue (LOS F – PM peak hour)
- Foothill Boulevard @ Indian Hill Boulevard (LOS F –PM peak hour)
- Colby Circle @ Indian Hill Boulevard (LOS E – AM peak hour)
- Arrow Highway @ Indian Hill Boulevard (LOS F – PM peak hour)
- I-10 WB Ramps @ Indian Hill Boulevard (LOS F – PM peak hour)
- I-10 EB Ramps @ Indian Hill Boulevard (LOS F – PM peak hour).

All six of these intersections operate at LOS E or LOS F both with and without the project. The following two of these six intersections experience increase in delays of greater than two seconds with the addition of project traffic and therefore are significant cumulative impacts:

- Foothill Boulevard @ Towne Avenue (LOS F – PM peak hour)
- Foothill Boulevard @ Indian Hill Boulevard (LOS F – PM peak hour).

In order to improve the deficient operations at the two impacted intersections, mitigation measures will be proposed.

Appendix B contains the LOS calculation worksheets.

TABLE 6-1
BUILD-OUT CONDITIONS
PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	INTERSECTION	PEAK HOUR	2030 BASELINE		2030 BASELINE PLUS PROJECT			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ	SIGNIFICANT?
1	Foothill Blvd/Towne Ave	AM	45.0	D	45.3	D	0.3	--
		PM	133.4	F	136.7	F	3.3	YES
2	Foothill Blvd/Mountain Ave	AM	24.0	C	24.1	C	0.1	--
		PM	71.3	E	72.5	E	1.2	--
3	Foothill Blvd/Colby Cir	AM	34.8	D	35.6	E	0.8	--
		PM	33.6	D	34.8	D	1.2	--
4	Foothill Blvd/Berkeley Ave/Project Dwy	AM	15.4	C	15.5	C	0.1	--
		PM	15.1	C	16.7	C	1.6	--
5	Foothill Blvd/Indian Hill Blvd	AM	43.5	D	44.4	D	0.9	--
		PM	141.8	F	147.0	F	5.2	YES
6	Foothill Blvd/Monte Vista Ave	AM	28.2	C	28.3	C	0.1	--
		PM	33.7	C	34.0	C	0.3	--
7	Colby Cir/Indian Hill Blvd	AM	48.0	E	49.0	E	1.0	--
		PM	30.7	D	32.2	D	1.5	--
8	Arrow Hwy/Indian Hill Blvd	AM	32.9	C	32.9	C	0.0	--
		PM	162.2	F	163.6	F	1.4	--
9	I-10 WB Ramps/Indian Hill Blvd	AM	29.1	C	29.2	C	0.1	--
		PM	94.2	F	94.8	F	0.6	--
10	I-10 EB Ramps/Indian Hill Blvd	AM	32.9	C	32.9	C	0.0	--
		PM	123.5	F	124.2	F	0.7	--

Notes:
Bold values indicate intersections operating deficiently. **Bold and shaded** values indicate project significant impact.
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Traffix 7.7

K:\095502000\Excel\502001tN01.xls]Build-Out

Mitigation

The following mitigation measures are required to reduce the cumulative impact to less than significant levels:

Foothill Boulevard @ Towne Avenue

- Widen to provide westbound right-turn lane and overlap phase. This improvement is included in the City of Claremont Draft General Plan Update.

Foothill Boulevard @ Indian Hill Boulevard

- Re-stripe to provide an eastbound right-turn lane. This improvement is included in the City of Claremont Draft General Plan Update.

Table 6-2 displays the LOS analysis for the mitigated intersections. **Figure 6-3** shows the mitigated intersection geometries.

Appendix C contains the mitigated LOS calculation worksheets.

The project traffic contribution to the cumulative impacts mentioned above is shown in **Table 6-3**. The percentage increase shown in the table is calculated by dividing the total project traffic at each intersection by the increase in total traffic at that intersection from existing conditions to buildout. As shown in the table, the project contribution to the overall increase in intersection volumes is quite small.

TABLE 6-2

BUILD-OUT CONDITIONS MITIGATED

PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	INTERSECTION	PEAK HOUR	BEFORE BUILD-OUT IMPROVEMENT		AFTER BUILD-OUT IMPROVEMENT		DESCRIPTION
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	
1	Foothill Blvd/Towne Ave	AM	45.3	D	40.7	D	Add WB right-turn lane and overlap phase
		PM	136.7	**F**	94.7	**F**	
5	Foothill Blvd/Indian Hill Blvd	AM	44.4	D	38.0	D	Add EB right-turn lane
		PM	147.0	**F**	104.8	**F**	

Notes:

Bold values indicate intersections operating deficiently.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 6.0

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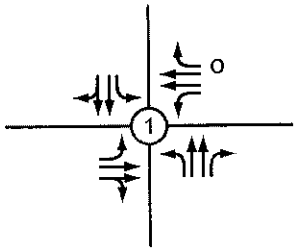
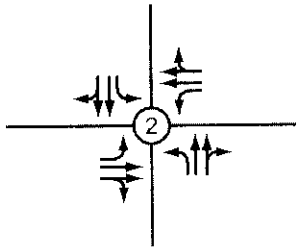
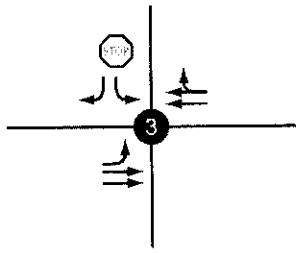
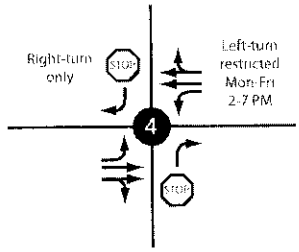
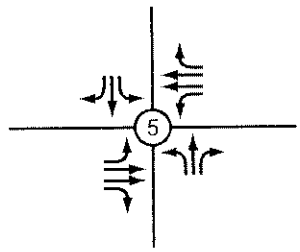
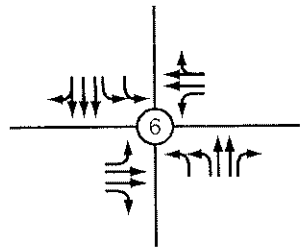
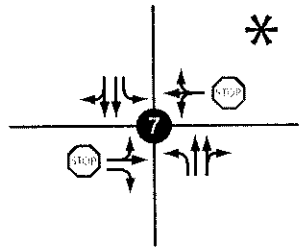
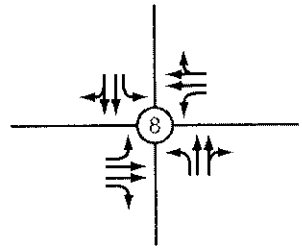
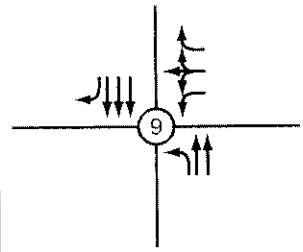
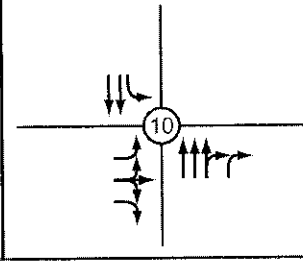
Foothill Blvd/ Towne Ave	Foothill Blvd/ Mountain Ave	Foothill Blvd/ Colby Cir	Foothill Blvd/Berkeley Ave/Project Dwy
			
Foothill Blvd/ Indian Hill Blvd	Foothill Blvd/ Monte Vista Ave	Colby Cir/ Indian Hill Blvd	Arrow Hwy/ Indian Hill Blvd
			
I-10 WB Ramps/ Indian Hill Blvd	I-10 EB Ramps/ Indian Hill Blvd		
			

* A signal will be constructed in the near term if conditions of bond are met

Legend:
- (X) Signalized
- X Unsignalized
- o Right-Turn Overlap

Note: Build-Out mitigations shown in black

NOT TO SCALE

Figure 6-3

Build-Out Mitigated Intersection Geometrics

Kimley-Horn and Associates, Inc.

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TABLE 6-3
PROPOSED PROJECT SHARE OF CUMULATIVE IMPROVEMENTS

[illegible]	[illegible]	[illegible]	[illegible] Project
Foothill Blvd & Towne Ave	Cumulative	Add WB right-turn lane	1% in AM Peak; 1% in PM Peak
Foothill Blvd & Indian Hill Blvd	Cumulative	Add EB right-turn lane	2% in AM Peak; 3% in PM Peak

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7.0 ALTERNATIVE 1 ANALYSIS

This section analyzes the impacts associated with project Alternative 1 and compares these results with those associated with the proposed project.

Project Traffic

Alternative 1 replaces the existing dinner theater and a portion of the proposed commercial space with a flex commercial land use of up to 29,000 square feet. For purposes of this study, the flex commercial is classified as supermarket. **Table 7-1** shows the total trip generation for Alternative 1 of the proposed project. As shown in the table, the proposed project would be estimated to generate a total of 9,337 ADT, including 354 (214 in, 140 out) AM peak-hour trips and 825 (442 in, 383 out) PM peak-hour trips at the project driveway. Including existing trip credits, the proposed project is forecast to generate 4,086 additional ADT, including 132 (62 in, 70 out) AM peak-hour trips and 321 (122 in, 200 out) PM peak-hour trips.

The trip distribution for Alternative 1 is assumed to be the same as for the proposed project, as shown in **Figure 4-2**.

The traffic generated by Alternative 1 was distributed according to the above mentioned distribution. **Figure 7-1** displays the project trip assignment for Alternative 1 to the proposed project.

TABLE 7-1
TRIP GENERATION SUMMARY
ALTERNATIVE 1

Land Use	Land Use as listed in ITE	Units[1]		Trip Rate[2]	Daily Trips	AM Peak-Hour					PM Peak-Hour				
						% of ADT[2]	In:Out Ratio[2]	In	Out	Total	% of ADT[2]	In:Out Ratio[2]	In	Out	Total
DRIVEWAY TRIPS[3]															
Proposed															
Residential Units	Residential Condominium/Townhouse	126.0	du	5.86 / du	738	8%	0.17 : 0.83	9	46	55	9%	0.67 : 0.33	44	22	66
Hotel	Hotel	194.0	rm	8.17 / rm	1,585	7%	0.61 : 0.39	66	43	109	7%	0.53 : 0.47	61	53	114
Commercial Flex	Supermarket	29.0	ksf	102.24 / ksf	2,965	3%	0.61 : 0.39	57	37	94	10%	0.51 : 0.49	155	148	303
Office	General Office Building	46.4	ksf	11.01 / ksf	511	14%	0.88 : 0.12	63	9	72	14%	0.17 : 0.83	12	57	69
Retail	Specialty Retail Center	21.5	ksf	44.32 / ksf	955	*					6%	0.44 : 0.56	26	32	58
Restaurant	Quality Restaurant	28.7	ksf	89.95 / ksf	2,583	1%	0.82 : 0.18	19	4	23	8%	0.67 : 0.33	144	71	215
Proposed Total					**9,337**			**214**	**140**	**354**			**442**	**383**	**825**
Existing															
Hotel	Hotel	280.0	rm	8.17 / rm	2,288	7%	0.61 : 0.39	96	61	157	7%	0.53 : 0.47	88	77	165
Dinner Theater[4]	--	300.0	seat	0.67 / seat	200	*					50%	1.00 : 0.00	100	0	100
Office	General Office Building	46.4	ksf	11.01 / ksf	511	14%	0.88 : 0.12	63	9	72	14%	0.17 : 0.83	12	57	69
Retail	Specialty Retail Center	14.1	ksf	44.32 / ksf	627	*					6%	0.44 : 0.56	17	21	38
Restaurant	Quality Restaurant	34.6	ksf	89.95 / ksf	3,114	1%	0.82 : 0.18	23	5	28	8%	0.67 : 0.33	174	85	259
Existing Total[5]					**5,251**			**152**	**70**	**222**			**320**	**183**	**503**
NET TRIP GENERATION =					**4,086**			**62**	**70**	**132**			**122**	**200**	**322**

Note:
1. du = Dwelling Unit; rm = Room; ksf = 1,000 Square Feet
2. Trip rates references from ITE Trip Generation, 7th Edition.
3. Driveway trips are the total number of trips generated by a site.
4. Dinner Theater trip generation does not exist in ITE Trip Generation, 7th Edition; used parking rate to develop trip generation rate
5. Existing total assumes 65% occupancy rate on office, retail, and restaurant land uses.

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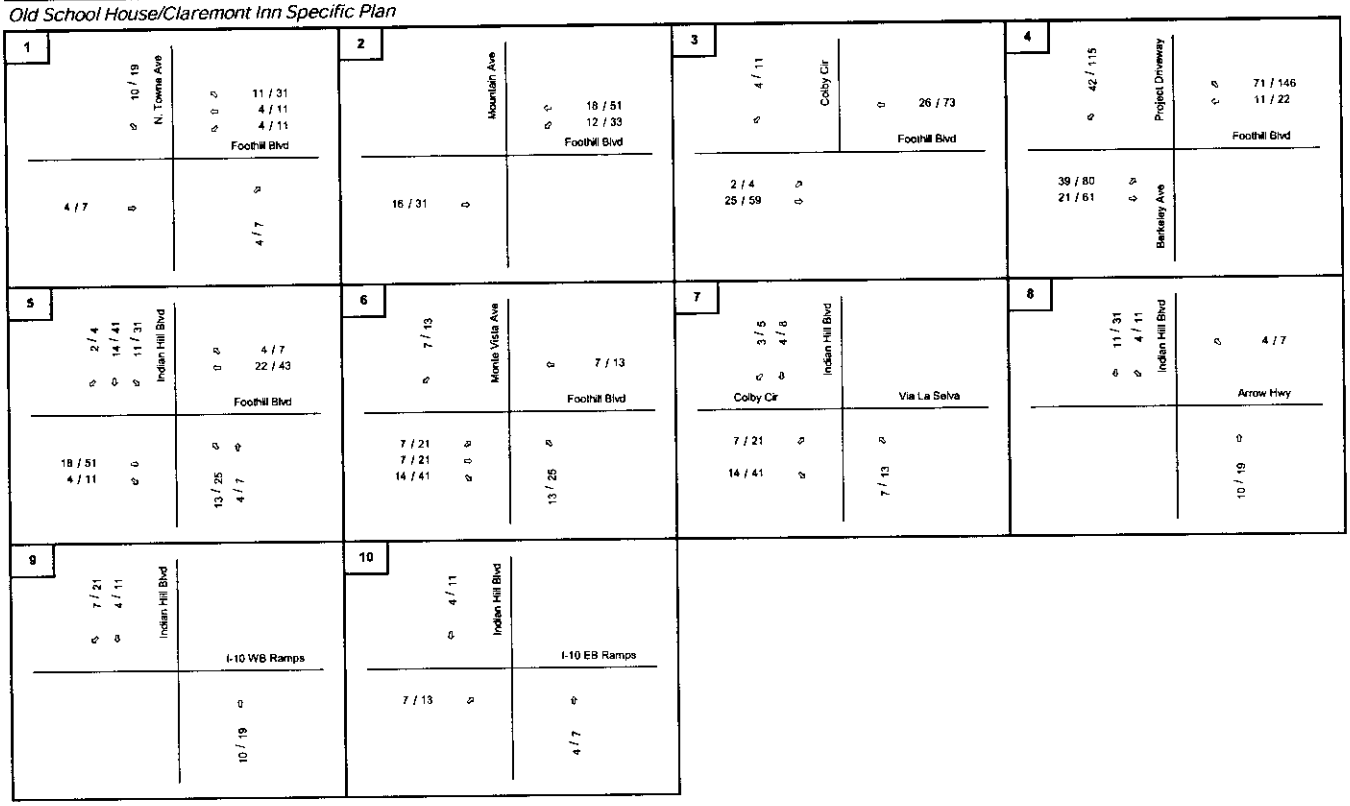

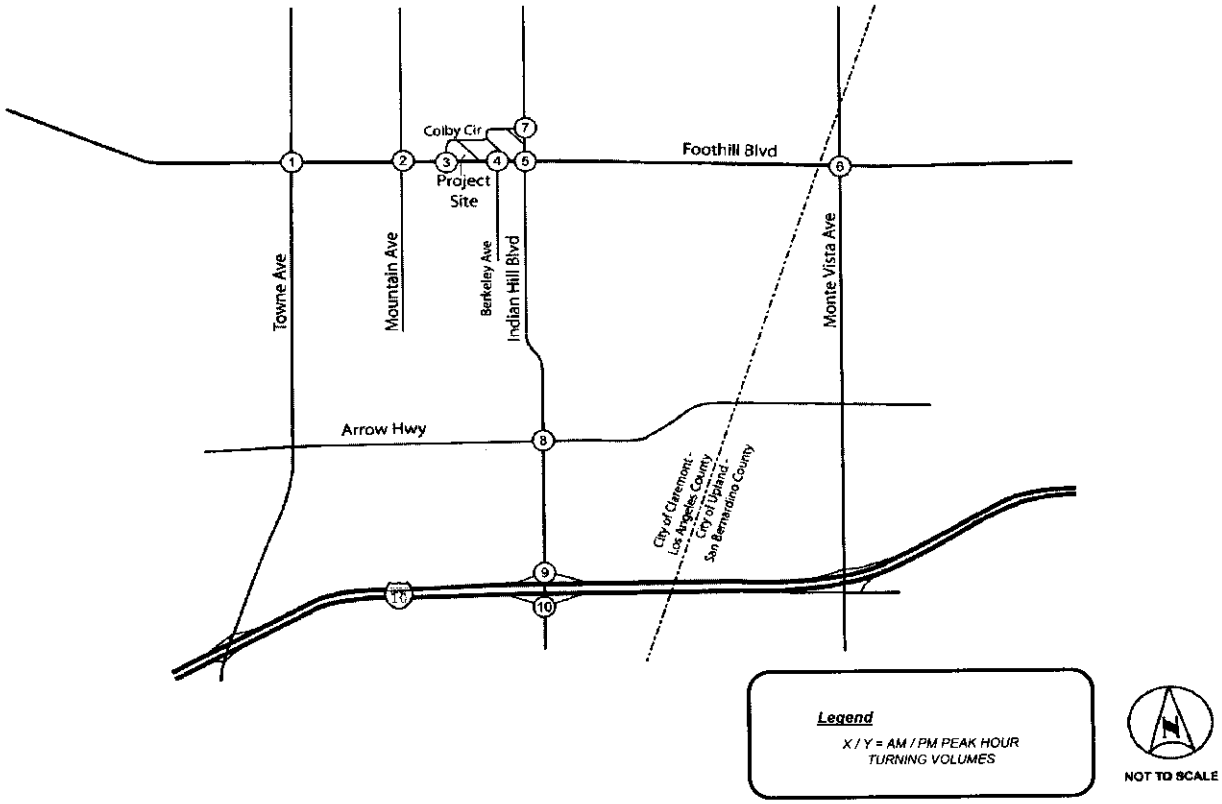

FIGURE 7-1

Alternative 1 Project Trip Assignment

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Near Term Analysis

Alternative 1 project traffic is added to near term baseline volumes, shown in **Figure 5-1**, to obtain near term plus project turning movements. These peak-hour volumes are displayed in **Figure 7-2**.

Table 7-2 displays the LOS analysis results for the study intersections under the near term baseline and near term plus project conditions. As shown in the table, all study intersections would operate at an acceptable LOS except for the following intersections:

- Foothill Boulevard @ Colby Circle (LOS F – AM and PM peak hours)
- Foothill Boulevard @ Berkeley Avenue/Project Driveway (LOS F – AM peak hour)
- Colby Circle @ Indian Hill Boulevard (LOS F – AM peak hour)

These three intersections all exist at LOS F in the given time periods in both the baseline and plus project scenarios. Both Foothill Boulevard/Colby Circle and Colby Circle/Indian Hill Boulevard experience increases in critical delay of greater than two seconds and therefore have a significant impact. As the result of the significant impacts at these two intersections, mitigation measures are proposed. While the Foothill Boulevard/Berkeley Avenue/Project Driveway intersection experiences a decrease in average delay for the critical movement, the average intersection delay increases, therefore the intersection will be mitigated by the proposed project.

Appendix E contains the LOS calculation worksheets.

The following mitigation is required to reduce the impact to less than significant levels:

Foothill Boulevard @ Colby Circle

- Re-stripe Colby Circle southbound approach to provide a southbound left-turn lane. The proposed lane geometry is shown in **Appendix D**.

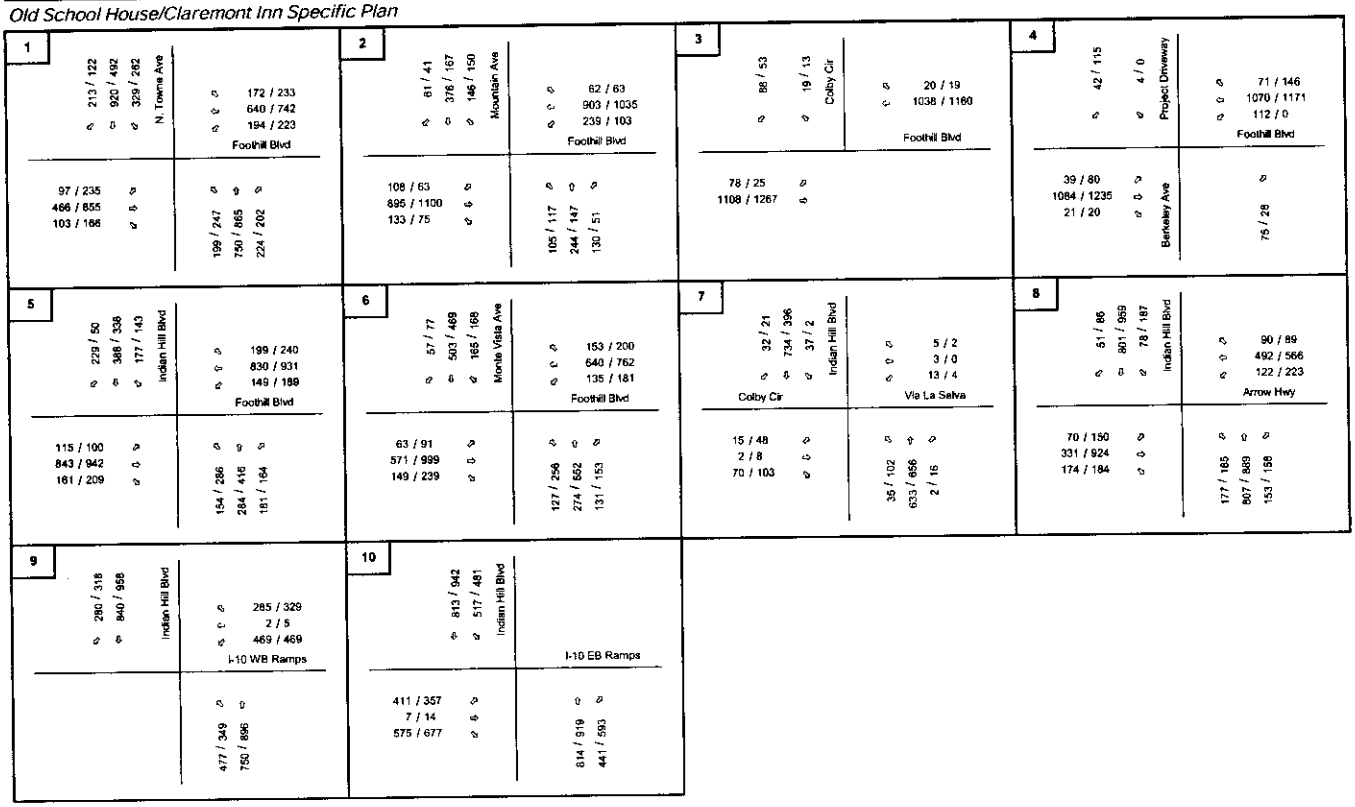
Foothill Boulevard @ Berkeley Avenue/Project Driveway

- Restrict southbound left-turn and through movements at all times with signage. These movements are currently restricted weekdays from 2-7 PM with signage.

Colby Circle @ Indian Hill Boulevard

- Re-stripe Colby Circle eastbound approach to provide an eastbound right-turn lane. The proposed lane geometry is shown in **Appendix D**. A signal will be constructed by the project in the near-term if this location meets the minimum warrants for a traffic signal. A five-year bond will be established to ensure the construction of the signal at Colby Circle/Indian Hill Boulevard. Intersection conditions will be reviewed at the halfway point of the five-year bond and conclusion of the bonding period. If the warrants are not met, the bond may be retired.

The mitigation measures proposed for Alternative 1 are the same as those for the proposed project. **Table 7-3** displays the LOS analysis for the mitigated intersections. **Appendix E** contains the mitigated LOS calculation worksheets.



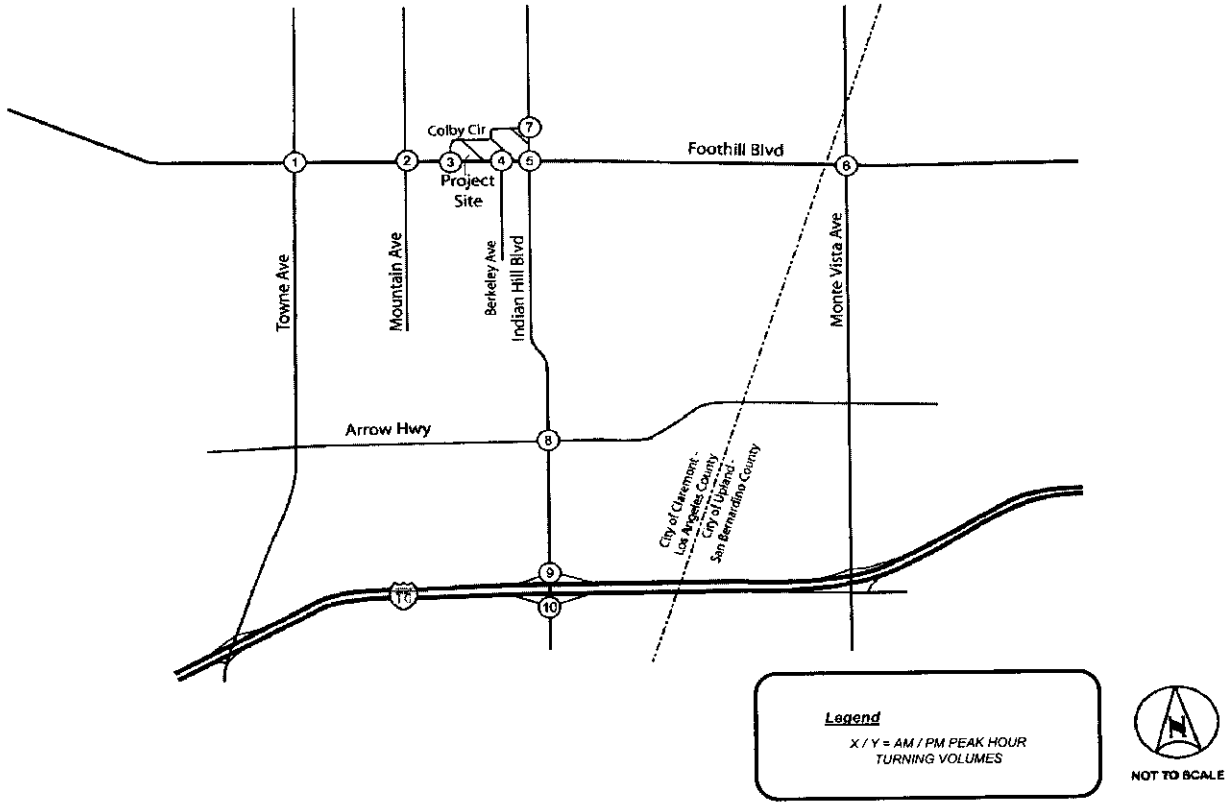


FIGURE 7-2

Near Term Plus Project Alternative 1 Peak-Hour Traffic Volumes

Kimley-Horn and Associates, Inc.

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TABLE 7-2

NEAR TERM CONDITIONS - ALTERNATIVE 1

PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	INTERSECTION	PEAK HOUR	NEAR TERM BASELINE DELAY (a)	NEAR TERM BASELINE LOS (b)	NEAR TERM BASELINE PLUS PROJECT DELAY (a)	NEAR TERM BASELINE PLUS PROJECT LOS (b)	Δ	SIGNIFICANT
1	Foothill Blvd/Towne Ave	AM	33.9	C	34.3	C	0.4	--
		PM	40.2	D	42.3	D	2.1	--
2	Foothill Blvd/Mountain Ave	AM	27.1	C	27.4	C	0.3	--
		PM	16.9	B	17.1	B	0.2	--
3	Foothill Blvd/Colby Cir	AM	100.9	F	122.3	F	21.4	YES
		PM	42.0	E	51.9	F	9.9	YES
4	Foothill Blvd/Berkeley Ave/Project Dwy (c)	AM	102.0	F	73.9	F	-28.1	YES
		PM	15.0	C	23.0	C	8.0	--
5	Foothill Blvd/Indian Hill Blvd	AM	38.8	D	41.2	D	2.4	--
		PM	33.7	C	37.3	D	3.6	--
6	Foothill Blvd/Monte Vista Ave	AM	26.1	C	26.4	C	0.3	--
		PM	29.0	C	29.6	C	0.6	--
7	Colby Cir/Indian Hill Blvd	AM	159.1	F	189.8	F	30.7	YES
		PM	27.7	D	31.1	D	3.4	--
8	Arrow Hwy/Indian Hill Blvd	AM	29.7	C	29.9	C	0.2	--
		PM	40.6	D	41.5	D	0.9	--
9	I-10 WB Ramps/Indian Hill Blvd	AM	26.0	C	26.0	C	0.0	--
		PM	26.0	C	25.7	C	-0.3	--
10	I-10 EB Ramps/Indian Hill Blvd	AM	35.8	D	36.0	D	0.2	--
		PM	45.8	D	46.5	D	0.7	--

Notes:

Bold values indicate intersections operating deficiently. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Traffix 7.7

(c) While the average AM southbound control delay decreases as indicated, the average intersection delay increases from 1.9 to 3.4 seconds with the project.

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TABLE 7-3

NEAR TERM CONDITIONS MITIGATED - ALTERNATIVE 1

PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	INTERSECTION	PEAK HOUR	BEFORE NEAR-TERM IMPROVEMENT		AFTER NEAR-TERM IMPROVEMENT		DESCRIPTION
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	
3	Foothill Blvd/Colby Cir	AM	122.8	F	44.2	E	Re-stripe to provide southbound left-turn lane
		PM	51.9	F	36.7	E	
4	Foothill Blvd/Berkeley Ave/Project Dwy	AM	73.9	F	15.8	C	Restrict southbound left-turn and through movements
		PM	23.0	C	23.0	C	
7	Colby Cir/Indian Hill Blvd	AM	189.8	F	189.8	F	Re-stripe to provide eastbound right-turn lane
		PM	31.1	D	31.1	D	

Notes:

Bold values indicate intersections operating deficiently.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Traffix 7.7

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Build-Out Analysis

Alternative 1 project traffic is added to build-out baseline volumes, shown in **Figure 6-2**, to obtain build-out plus project turning movements. These peak-hour volumes are displayed in **Figure 7-3**.

Table 7-4 displays the LOS analysis results for the study intersections under the build-out baseline and build-out plus project conditions. As shown in the table, all study intersections would operate at acceptable levels of service with the addition of project traffic, except for the following intersections:

- Foothill Boulevard @ Towne Avenue (LOS F – PM peak hour)
- Foothill Boulevard @ Indian Hill Boulevard (LOS F – PM peak hour)
- Colby Circle @ Indian Hill Boulevard (LOS F – AM peak hour)
- Arrow Highway @ Indian Hill Boulevard (LOS F – PM peak hour)
- I-10 WB Ramps @ Indian Hill Boulevard (LOS F – PM peak hour)
- I-10 EB Ramps @ Indian Hill Boulevard (LOS F – PM peak hour).

All six of these intersections operate at LOS E or LOS F both with and without the project. The following five of these six intersections experience increase in delays of greater than two seconds with the addition of project traffic and therefore are significant cumulative impacts:

- Foothill Boulevard @ Towne Avenue (LOS F – PM peak hour)
- Foothill Boulevard @ Indian Hill Boulevard (LOS F – PM peak hour)
- Colby Circle @ Indian Hill Boulevard (LOS F – AM peak hour)
- Arrow Highway @ Indian Hill Boulevard (LOS F – PM peak hour)
- I-10 WB Ramps @ Indian Hill Boulevard (LOS F – PM peak hour)

In order to improve the deficient operations at the five impacted intersections, mitigation measures will be proposed.

Appendix E contains the LOS calculation worksheets.

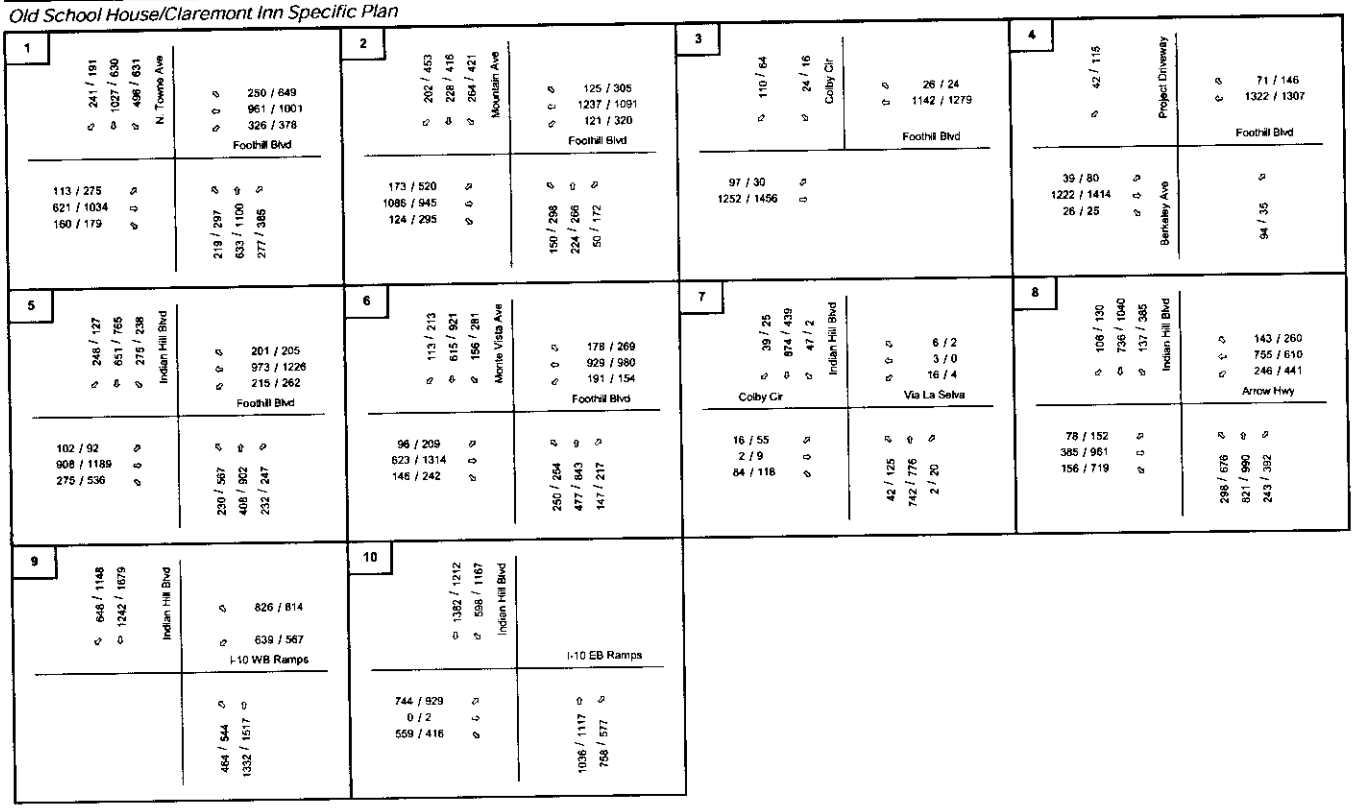
The following mitigation measures are required to reduce the cumulative impacts to less than significant levels:

Foothill Boulevard @ Towne Avenue

- Widen to provide westbound right-turn lane and overlap phase. This improvement is included in the City of Claremont Draft General Plan Update.

Foothill Boulevard @ Indian Hill Boulevard

- Re-stripe to provide an eastbound right-turn lane. This improvement is included in the City of Claremont Draft General Plan Update.



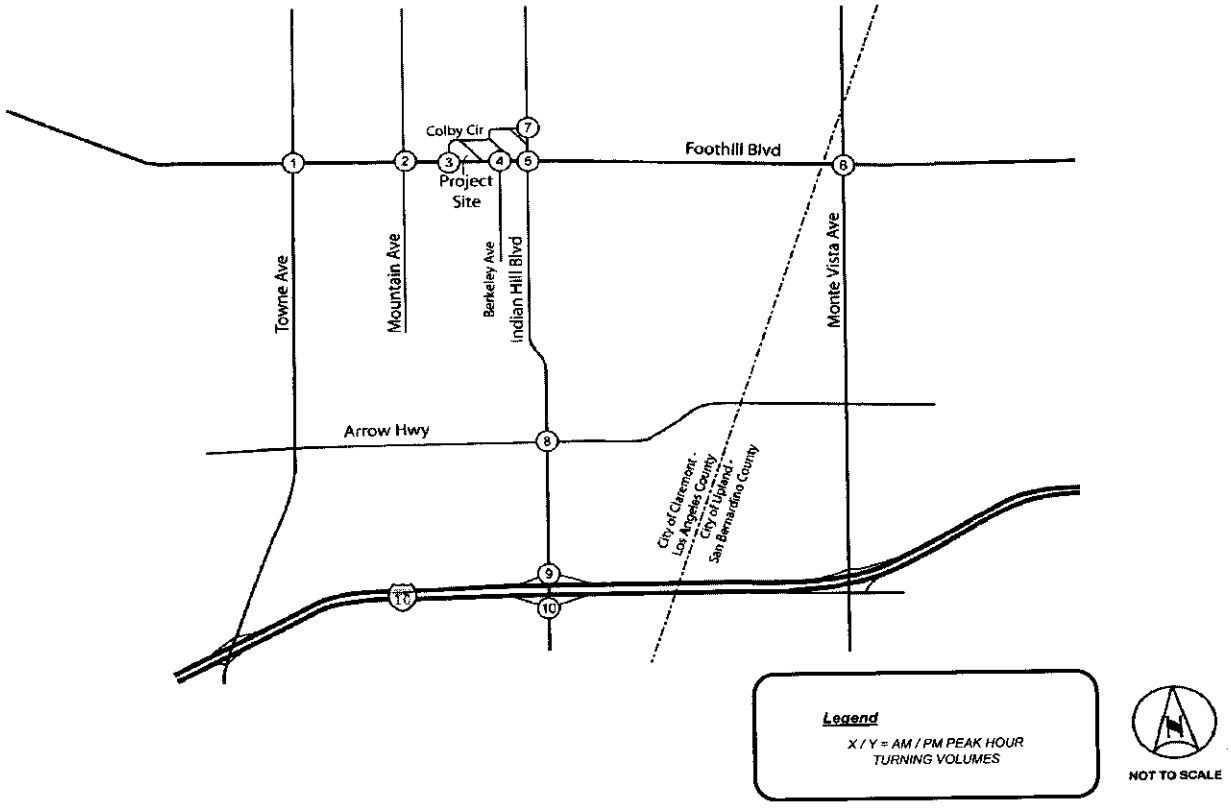


FIGURE 7-3

Build-Out Plus Project Alternative 1 Peak-Hour Traffic Volumes

Kimley-Horn and Associates, Inc.

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TABLE 7-4

BUILD-OUT CONDITIONS - ALTERNATIVE 1

PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	INTERSECTION	PEAK HOUR	2030 BASELINE		2030 BASELINE PLUS PROJECT			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ	SIGNIFICANT?
1	Foothill Blvd/Towne Ave	AM	45.0	D	45.7	D	0.7	--
		PM	133.4	F	140.9	F	7.5	YES
2	Foothill Blvd/Mountain Ave	AM	24.0	C	24.2	C	0.2	--
		PM	71.3	E	75.3	E	4.0	--
3	Foothill Blvd/Colby Cir	AM	34.8	D	36.9	E	2.1	--
		PM	33.6	D	37.0	E	3.4	--
4	Foothill Blvd/Berkeley Ave/Project Dwy	AM	15.4	C	15.6	C	0.2	--
		PM	15.1	C	19.0	C	3.9	--
5	Foothill Blvd/Indian Hill Blvd	AM	43.5	D	46.0	D	2.5	--
		PM	141.8	F	157.1	F	15.3	YES
6	Foothill Blvd/Monte Vista Ave	AM	28.2	C	28.5	C	0.3	--
		PM	33.7	C	34.5	C	0.8	--
7	Colby Cir/Indian Hill Blvd	AM	48.0	E	51.4	F	3.4	YES
		PM	30.7	D	34.1	D	3.4	--
8	Arrow Hwy/Indian Hill Blvd	AM	32.9	C	33.0	C	0.1	--
		PM	162.2	F	165.9	F	3.7	YES
9	I-10 WB Ramps/Indian Hill Blvd	AM	29.1	C	29.2	C	0.1	--
		PM	94.2	F	96.6	F	2.4	YES
10	I-10 EB Ramps/Indian Hill Blvd	AM	32.9	C	33.1	C	0.2	--
		PM	123.5	F	124.7	F	1.2	--

Notes:

Bold values indicate intersections operating deficiently. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Traffix 7.7

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Colby Circle @ Indian Hill Boulevard

- A signal will be constructed by the project in the near-term if the conditions specified in the near term mitigation section are met. The signalization of the intersection would eliminate the cumulative build-out impact.

Arrow Highway @ Indian Hill Boulevard

- Widen to provide northbound right-turn lane. This improvement is included in the City of Claremont Draft General Plan Update.

I-10 WB Ramps @ Indian Hill Boulevard

- Add second northbound left-turn lane. This improvement is included in the City of Claremont Draft General Plan Update.

Table 7-5 displays the LOS analysis for the mitigated intersections. **Figure 7-4** shows the mitigated intersection geometries.

Appendix E contains the mitigated LOS calculation worksheets.

The project traffic contribution to the cumulative impacts mentioned above is shown in **Table 7-6**. The percentage increase shown in the table is calculated by dividing the total project traffic at each intersection by the increase in total traffic at that intersection from existing conditions to buildout. As shown in the table, the project contribution to the overall increase in intersection volumes is quite small.

TABLE 7-5

BUILD-OUT CONDITIONS MITIGATED - ALTERNATIVE 1

PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	INTERSECTION	PEAK HOURS	BEFORE BUILD-OUT IMPROVEMENTS		AFTER BUILD-OUT IMPROVEMENTS		DESCRIPTION
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	
1	Foothill Blvd/Towne Ave	AM	45.7	D	41.1	D	Add WB right-turn lane and overlap phase
		PM	**140.9**	**F**	96.9	**F**	
5	Foothill Blvd/Indian Hill Blvd	AM	46.0	D	39.0	D	Add EB right-turn lane
		PM	**157.1**	**F**	**114.9**	**F**	
8	Arrow Hwy/Indian Hill Blvd	AM	33.0	C	32.3	C	Add NB right-turn lane
		PM	**165.9**	**F**	**140.4**	**F**	
9	I-10 WB Ramps/Indian Hill Blvd	AM	29.2	C	24.2	C	Add NB left-turn lane
		PM	96.6	**F**	65.7	E	

Notes:

Bold values indicate intersections operating at LOS E or F.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 6.0

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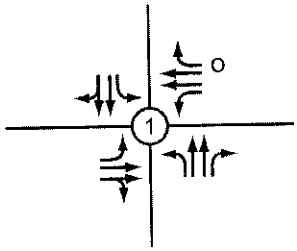
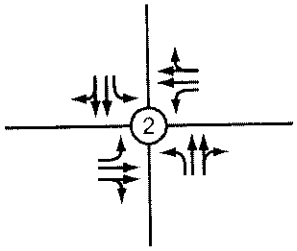
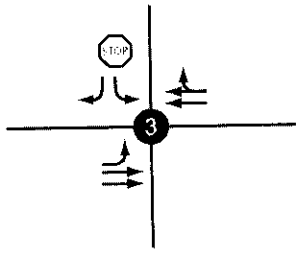
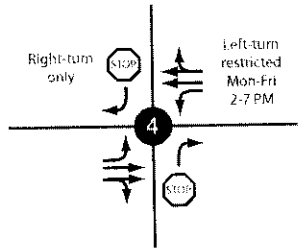
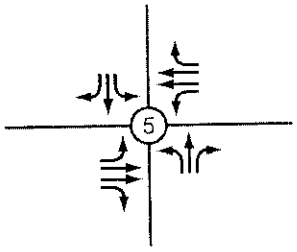
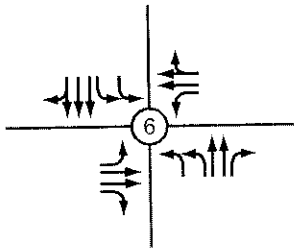
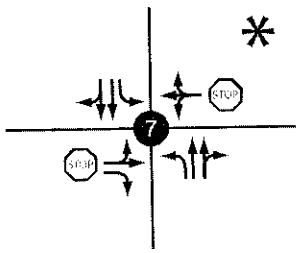
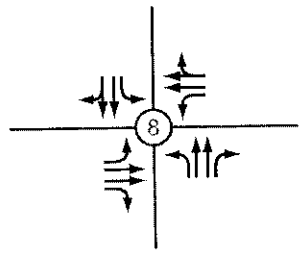
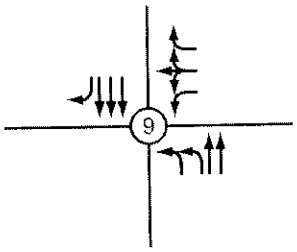
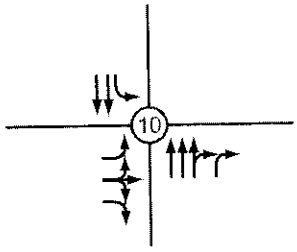
Foothill Blvd/ Towne Ave	Foothill Blvd/ Mountain Ave	Foothill Blvd/ Colby Cir	Foothill Blvd/Berkeley Ave/Project Dwy
			
Foothill Blvd/ Indian Hill Blvd	**Foothill Blvd/ Monte Vista Ave**	**Colby Cir/ Indian Hill Blvd**	**Arrow Hwy/ Indian Hill Blvd**
			
I-10 WB Ramps/ Indian Hill Blvd	**I-10 EB Ramps/ Indian Hill Blvd**		
			

* A signal will be constructed in the near term if conditions of bond are met

Legend:
- (X) Signalized
- (X) Unsignalized
- o Right-Turn Overlap

Note: Build-Out mitigations shown in black

NOT TO SCALE

Figure 7-4

Alternative 1 Build-Out Mitigated Intersection Geometrics

Kimley-Horn and Associates, Inc.

TABLE 7-6
ALTERNATIVE 1 SHARE OF CUMULATIVE IMPROVEMENTS

Intersection	Improvement Type	Description of Improvement	Alternative 1 Fair Share Percentage
Foothill Blvd & Towne Ave	Cumulative	Add WB right-turn lane	3% in AM Peak; 3% in PM Peak
Foothill Blvd & Indian Hill Blvd	Cumulative	Add EB right-turn lane	6% in AM Peak; 7% in PM Peak
Arrow Hwy & Indian Hill Blvd	Cumulative	Add NB right-turn lane	3% in AM Peak; 3% in PM Peak
I-10 WB Ramps & Indian Hill Blvd	Cumulative	Add NB left-turn lane	1% in AM Peak; 2% in PM Peak

K:\095502000\Excel\[Fair Share.xls]Fair Share Alt1

8.0 PARKING ANALYSIS

The following describes the results of a parking analysis completed for the proposed project and Alternative 1.

Due to a combination of land uses with varying times of peak parking demand, shared parking credits were factored into parking demand. Both parking requirements and the maximum allowable shared parking reductions were determined from the City of Claremont Land Use and Development Code, with the exception of the residential parking requirements, which were determined from the Old School House/Claremont Inn Specific Plan.

The townhomes on either side of Colby Circle will provide self-sufficient resident parking with direct access from either Colby Circle or the residential access lane north of the theater. Guest parking will be provided both on-site and on-street on Colby Circle. Colby Circle will be widened to allow for parking on both sides of the street. The Colby Circle townhomes will provide parking consistent with the requirements set out in the Old School House/Claremont Inn Specific Plan and are not included in any of the analysis performed in this section.

The Urban Land Institute (ULI) shared parking analysis methodology, an industry accepted approach, examines the interactions of various land uses and the respective parking demand of those uses over hourly periods throughout the day. It provides percentages of maximum daily parking demand for each hour in the day for several land uses. These percentages are shown in **Table 8-1**.

As shown in **Table 8-2**, the proposed project has a peak parking demand at 8 PM. At this time, the parking demand for each land use, as a percentage of the maximum demand for land use, is 7% for office, 87% for retail, 100% for restaurant, 100% for theater, 90% for hotel guest rooms, and 100% for the hotel restaurant and meeting rooms. No shared parking reduction is taken for the condominium conversion units, even though they will utilize the same area. Applying these percentages to city parking standards allows the shared parking demand to be calculated for the proposed land uses. With no shared parking reductions, the site would be required to provide 939 spaces. With the shared parking reductions provided by the ULI study, the site would need to provide 788 spaces to meet projected demand.

As shown in **Table 8-3**, Alternative 1 also has a peak parking demand at 8 PM. With no shared parking reductions, the site would be required to provide 912 spaces in Alternative 1. With the shared parking reductions provided by the ULI study, the site would need to provide 750 spaces to meet projected demand.

The city allows a maximum 25% reduction for shared parking. **Tables 8-4** and **8-5** show the minimum required parking using the maximum allowable City of Claremont reduction for the proposed project and Alternative 1, respectively.

As shown in **Table 8-6**, the shared parking demand is 788 units for the proposed project and 750 for Alternative 1, using the ULI approach. From the unadjusted requirements calculated using the City's Land Use Development Code, this represents a reduction of 151 spaces for the proposed project and 162 spaces for Alternative 1. Using the maximum shared parking credit allowed by the City's Land Use Development Code yields an allowed reduction of 220 spaces for the proposed project and 213 for Alternative 1.

As shown in these tables, the ULI approach indicates a higher demand than what is required using the maximum shared parking reduction allowed by the city. Therefore the project will provide a parking

TABLE 8-1
ULI - SUMMARY OF SHARED PARKING ACCUMULATION RATES

[illegible]	[illegible]	[illegible]	SIT[illegible]RANT	[illegible]TER	[illegible] GUEST ROOM	[illegible]	[illegible]
6:00 AM	3%	0%	0%	0%	100%	20%	0%
7:00 AM	20%	8%	2%	0%	85%	20%	0%
8:00 AM	63%	18%	5%	0%	65%	20%	50%
9:00 AM	93%	42%	10%	0%	55%	20%	100%
10:00 AM	100%	68%	20%	0%	45%	20%	100%
11:00 AM	100%	87%	30%	0%	35%	30%	100%
12:00 PM	90%	97%	50%	30%	30%	50%	100%
1:00 PM	90%	100%	70%	70%	30%	70%	100%
2:00 PM	97%	97%	60%	70%	35%	60%	100%
3:00 PM	93%	95%	60%	70%	35%	55%	100%
4:00 PM	77%	87%	50%	70%	45%	50%	100%
5:00 PM	47%	79%	70%	70%	60%	70%	100%
6:00 PM	23%	82%	90%	80%	70%	90%	100%
7:00 PM	7%	89%	100%	90%	75%	100%	100%
8:00 PM	7%	87%	100%	100%	90%	100%	100%
9:00 PM	3%	61%	100%	100%	95%	100%	100%
10:00 PM	3%	32%	90%	100%	100%	90%	50%
11:00 PM	0%	13%	70%	80%	100%	70%	0%
12:00 AM	0%	0%	50%	70%	100%	50%	0%

NOTES:
Percentages were taken from Shared Parking Study done by the ULI (Urban Land Institute) by Barton-Aschman Associates, Inc. Exhibit 28.

K:\095502000\Excel\[shared parking 9_11 land use.xls]ULI Rates

TABLE 8-2
SHARED PARKING DEMAND - PROPOSED PROJECT

	OFFICE	RETAIL	RESTAURANT	LIVE THEATER	HOTEL GUEST ROOM	HOTEL BANQUET/ MEETING	HOTEL RESTAURANT/ LOUNGE	TOTAL SHARED PARKING DEMAND	RESIDENTIAL (CONDOS ONLY)	TOTAL ON-SITE PARKING DEMAND
Parking Rate (a)	350	350	100	3	1	120	200		2	
Intensity (b)	46,407	21,538	29,720	300	194	10,070	1,410		30	
Parking Required	133	62	298	100	194	84	8	879	60	939
6:00 AM	4	0	0	0	194	0	2	200	60	260
7:00 AM	27	5	6	0	165	0	2	204	60	264
8:00 AM	84	11	15	0	126	42	2	280	60	340
9:00 AM	124	26	30	0	107	84	2	372	60	432
10:00 AM	133	42	60	0	87	84	2	408	60	468
11:00 AM	133	54	89	0	68	84	2	431	60	491
12:00 PM	120	60	149	30	58	84	4	505	60	565
1:00 PM	120	62	209	70	58	84	6	608	60	668
2:00 PM	129	60	179	70	68	84	5	595	60	655
3:00 PM	124	59	179	70	68	84	4	588	60	648
4:00 PM	102	54	149	70	87	84	4	551	60	611
5:00 PM	63	49	209	70	116	84	6	596	60	656
6:00 PM	31	51	268	80	136	84	7	657	60	717
7:00 PM	9	55	298	90	146	84	8	690	60	750
8:00 PM				NIL						
9:00 PM	4	38	298	100	184	84	8	716	60	776
10:00 PM	4	20	268	100	194	42	7	635	60	695
11:00 PM	0	8	209	80	194	0	6	496	60	556
12:00 AM	0	0	149	70	194	0	4	417	60	477

NOTES:

Shaded cells and bold values indicate peak shared parking demand during a weekday.

(a) Represents units of intensity for one parking spot required, except for Residential Units where it is parking spaces per unit of intensity.

(b) Intensity in gross square footage for Office, Retail, Restaurant, Restaurant/Lounge, and Banquet/Meeting uses, in number of seats for Theater use, and in number of rooms for

K:\095502000\Excel\[shared parking 9_11 land use.xls]Demand S1

TABLE 8-3
SHARED PARKING DEMAND - ALTERNATIVE 1

	OFFICE	RETAIL	RESTAURANT	FLEX COMMERCIAL	HOTEL GUEST ROOM	HOTEL BANQUET/ MEETING	HOTEL RESTAURANT/ LOUNGE	TOTAL SHARED PARKING DEMAND	RESIDENTIAL (CONDOS ONLY)	TOTAL ON-SITE PARKING DEMAND
Parking Rate (a)	350	350	100	350	1	120	200		2	
Intensity (b)	46,407	21,538	28,720	29,000	194	10,070	1,410		30	
Parking Required	133	62	288	83	194	84	8		60	
6:00 AM	4	0	0	0	194	0	2	200	60	260
7:00 AM	27	5	6	7	165	0	2	210	60	270
8:00 AM	84	11	14	15	126	42	2	294	60	354
9:00 AM	124	26	29	35	107	84	2	406	60	466
10:00 AM	133	42	58	56	87	84	2	462	60	522
11:00 AM	133	54	86	72	68	84	2	500	60	560
12:00 PM	120	60	144	81	58	84	4	551	60	611
1:00 PM	120	62	202	83	58	84	6	614	60	674
2:00 PM	129	60	173	81	68	84	5	599	60	659
3:00 PM	124	59	173	79	68	84	4	591	60	651
4:00 PM	102	54	144	72	87	84	4	548	60	608
5:00 PM	63	49	202	66	116	84	6	585	60	645
6:00 PM	31	51	259	68	136	84	7	636	60	696
7:00 PM	9	55	288	74	146	84	8	664	60	724
8:00 PM										
9:00 PM	4	38	288	51	184	84	8	657	60	717
10:00 PM	4	20	259	27	194	42	7	553	60	613
11:00 PM	0	8	202	11	194	0	6	420	60	480
12:00 AM	0	0	144	0	194	0	4	342	60	402

NOTES:
Shaded cells and bold values indicate peak shared parking demand during a weekday.
(a) Represents units of intensity for one parking spot required, except for Residential Units where it is parking spaces per unit of intensity.
(b) Intensity in gross square footage for Office, Retail, Restaurant, Flex Commercial Restaurant/Lounge, and Banquet/Meeting uses, and in number of rooms for Hotel use.

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TABLE 8-4
CITY LAND USE DEVELOPMENT CODE PARKING REQUIREMENTS - PROPOSED PROJECT

	OFFICE	RETAIL	RESTAURANT	LIVE THEATER	HOTEL			TOTAL SHARED PARKING REQUIRED	RESIDENTIAL (CONDOS & LOFTS)	PROJECT PARKING REQUIRED (e)
					GUEST ROOM	BANQUET/ MEETING	RESTAURANT/ LOUNGE			
Parking Rate (a)	*350*	*350*	*100*	*3*	*1*	*120*	*200* (d)		2	
Intensity (b)	*46,407*	*21,538*	*29,720*	*300*	*194*	*10,070*	*1,410*		30	
Unadjusted Parking Required	133	62	298	100	194	84	8	879	60	939
Mixed-Use Reduction (c)	33	16	75	25	49	21	2			
Parking Required	100	47	224	75	146	63	6	**659**	60	**719**

NOTES:
(a) Represents units of intensity for one parking spot required, except for Residential Units where it is parking spaces per unit of intensity.
(b) Intensity in gross square footage for Office, Retail, Restaurant, Restaurant/Lounge, and Banquet/Meeting uses, in number of seats for Theater use, and in number of rooms for Hotel use.
(c) 25% reduction for office, retail, restaurant, theater and hotel in Mixed-Use projects.
(d) Used 1 parking space per 200 ksf commercial rate instead of 1 parking space per 100 ksf restaurant rate since primary patrons will be hotel guests not needing additional parking.
(e) Does not include parking requirements for cluster housing or stacked flats, which take direct access from Colby Circle.

K:\095502000\Excel\[shared parking 9_11 land use.xls]Shared Parking S1

TABLE 8-5
CITY LAND USE DEVELOPMENT CODE PARKING REQUIREMENTS - ALTERNATIVE 1

					HOTEL					
						BANQUET/MEETING	RESTAURANT/LOUNGE			
Parking Rate (a)	*350*	*350*	*100*	*350*	*1*	*120*	*200* (d)		2	
Intensity (b)	*46,407*	*21,538*	*28,720*	*29,000*	*194*	*10,070*	*1,410*		*30*	
Unadjusted Parking Required	133	62	288	83	194	84	8	852	60	912
Mixed-Use Reduction (c)	33	16	72	21	49	21	2			
Parking Required	100	47	216	62	146	63	6	**639**	60	**699**

NOTES:
(a) Represents units of intensity for one parking spot required, except for Residential Units where it is parking spaces per unit of intensity.
(b) Intensity in gross square footage for Office, Retail, Restaurant, Flex Commercial Restaurant/Lounge, and Banquet/Meeting uses, and in number of rooms for Hotel use.
(c) 25% reduction for office, retail, restaurant, theater and hotel in Mixed-Use projects.
(d) Used 1 parking space per 200 ksf commercial rate instead of 1 parking space per 100 ksf restaurant rate since primary patrons will be hotel guests not needing additional parking.
(e) Does not include parking requirements for cluster housing or stacked flats, which take direct access from Colby Circle.

K:\095502000\Excel\[shared parking 9_11 land use.xls]Shared Parking S2

TABLE 8-6
PARKING GARAGE REQUIREMENTS

	ON-SITE SUPPLY EXCLUDING GARAGE	UNADJUSTED PROJECT DEMAND	ADJUSTED PROJECT DEMAND (a)	SHARED PARKING REDUCTION	MAXIMUM ALLOWED REDUCTION BY CITY CODE	NEEDED GARAGE
PROPOSED	499	939	788	151	220	**289**
ALTERNATIVE 1	499	912	750	162	213	**251**

Notes:
(a) See Tables 8-2 and 8-3.

K:\095502000\Excel\[shared parking 9_11 land use.xls]Supply - ULI

supply equal or greater than that demonstrated to be demanded by the ULI study, and use a shared reduction less than what is allowed by the City's Land Use Development Code. The development plan indicates that the site will provide 482 surface parking spaces and 242 garage parking spaces, for a total of 724 parking spaces.

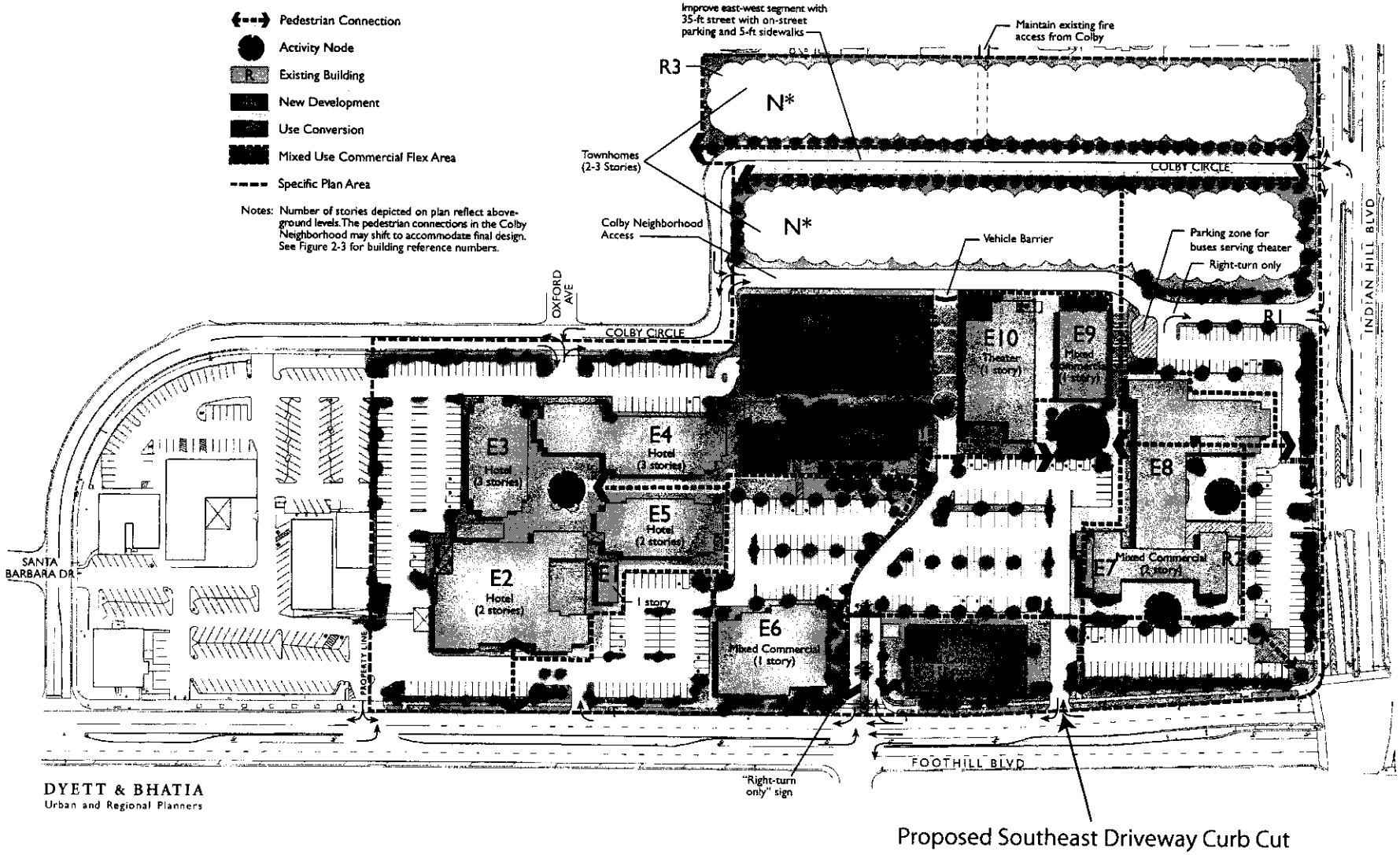
The project site has reciprocal parking agreements with the office complex located to the west of the proposed project between Foothill Boulevard and Colby Circle. The western office and the proposed project share a driveway and there is no barrier between the parking lots. The western office currently has a parking supply of 216 spaces. The difference between the projected parking demand of 788 spaces (750 for Alternative 1) and the on-site supply of 724 spaces will be satisfied through use of the western office parking. This may require updating reciprocal parking easements and agreements between the project and the western office. The western office parking will likely be utilized by hotel patrons due to its proximity to the hotel and the compatibility of the day-time office use and the night-time hotel use. Therefore enough parking is supplied for both the proposed project and Alternative 1.

9.0 OTHER ISSUES

One project access feature along Foothill Boulevard will require Caltrans approval. The location of the access point discussed is noted on **Figure 9-1**.

Southeast Driveway Curb Cut

The project is proposing a curb cut on Foothill Boulevard, approximately 305' west of its intersection with Indian Hill Boulevard. This driveway would provide right-in/right-out access to the Old School House building as well as the new mixed commercial pad. It will significantly reduce parking lot congestion and improve pedestrian safety. A sidewalk will be constructed on the east side of the driveway, providing access to the project site for pedestrians walking westbound on Foothill Boulevard. This eliminates vehicle-pedestrian conflict points and reduces pedestrian walking distance. By providing another entrance/exit, vehicular congestion in the main parking lot in front of the dinner theater is reduced and site access is improved. The driveway would serve as the main access point for westbound traffic on Foothill Boulevard to the Old School House facility, which will contain 49,180 square feet of office, 10,000 square feet of restaurant, and 10,230 square feet of retail. An analysis of intersection operations at the proposed curb cut yields a level of service B for both the build-out with project AM and PM peak hours. This assumes one entry and one exit lane at the driveway and no dedicated right-turn lane on Foothill Boulevard.



Kimley-Horn and Associates, Inc.

095502000/Figures/foothill imp.ai

FIGURE 9-1

Location of Proposed Foothill Boulevard Curb Cut

10.0 FINDINGS AND CONCLUSIONS

The following traffic study has been prepared to determine the traffic impacts from the proposed Old School House/Claremont Inn project. The following paragraphs summarize the key findings and conclusions of the analysis.

Project Summary

The Old School House/Claremont Inn Specific Plan consists of redevelopment of the existing site, including the construction of new residential units, new commercial square footage, and a parking garage, as well as the conversion of some Claremont Inn hotel rooms to condominiums. The proposed project would be estimated to generate a total of 6,662 average daily trips (ADT), including 260 (158 in, 102 out) AM peak-hour trips and 630 (392 in, 238 out) PM peak-hour trips at the project driveways. Including existing trip credits, the proposed project is forecast to generate 1,411 additional ADT, including 38 (6 in, 32 out) AM peak-hour trips and 127 (72 in, 55 out) PM peak-hour trips.

Summary of Intersection Analyses

Table 10-1 displays the peak-hour LOS at all the study intersections for the different scenarios analyzed with the proposed project. As shown in the table, the following intersections operate at a deficient level of service and experience significant impacts in either the near term or build-out scenario with the proposed project:

- Foothill Boulevard @ Towne Avenue
- Foothill Boulevard @ Colby Circle
- Foothill Boulevard @ Berkeley Avenue/Project Driveway
- Foothill Boulevard @ Indian Hill Boulevard
- Colby Circle @ Indian Hill Boulevard

TABLE 10-1

SUMMARY OF PEAK-HOUR INTERSECTION LEVEL OF SERVICE ANALYSIS

	INTERSECTION	PEAK HOUR	EXISTING		NEAR TERM BASELINE		NEAR TERM BASELINE PLUS PROJECT		2030 BASELINE		2030 BASELINE PLUS PROJECT	
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
1	Foothill Blvd/Towne Ave	AM	32.0	C	33.9	C	34.0	C	45.0	D	45.3	D
		PM	35.7	D	40.2	D	41.0	D	133.4	**F**	136.7	**F**
2	Foothill Blvd/Mountain Ave	AM	29.8	C	27.1	C	27.2	C	24.0	C	24.1	C
		PM	17.3	B	16.9	B	16.8	B	71.3	E	72.5	E
3	Foothill Blvd/Colby Cir	AM	43.4	E	100.9	**F**	109.8	**F**	34.8	D	35.6	E
		PM	27.5	D	42.0	E	45.0	E	33.6	D	34.8	D
4	Foothill Blvd/Berkeley Ave/Project Dwy	AM	59.6	**F**	102.0	**F**	69.7	**F**	15.4	C	15.5	C
		PM	13.7	B	15.0	C	18.6	C	15.1	C	16.7	C
5	Foothill Blvd/Indian Hill Blvd	AM	31.8	C	38.8	D	39.6	D	43.5	D	44.4	D
		PM	30.6	C	33.7	C	34.9	C	141.8	**F**	147.0	**F**
6	Foothill Blvd/Monte Vista Ave	AM	24.8	C	26.1	C	26.2	C	28.2	C	28.3	C
		PM	26.5	C	29.0	C	29.3	C	33.7	C	34.0	C
7	Colby Cir/Indian Hill Blvd	AM	94.2	**F**	159.1	**F**	167.5	**F**	48.0	**E**	49.0	**E**
		PM	25.1	D	27.7	D	29.2	D	30.7	D	32.2	D
8	Arrow Hwy/Indian Hill Blvd	AM	27.9	C	29.7	C	29.8	C	32.9	C	32.9	C
		PM	37.6	D	40.6	D	40.9	D	162.2	**F**	163.6	**F**
9	I-10 WB Ramps/Indian Hill Blvd	AM	24.7	C	26.0	C	26.0	C	29.1	C	29.2	C
		PM	25.3	C	26.0	C	25.8	C	94.2	**F**	94.8	**F**
10	I-10 EB Ramps/Indian Hill Blvd	AM	28.5	C	35.8	D	35.8	D	32.9	C	32.9	C
		PM	41.7	D	45.8	D	46.2	D	123.5	**F**	124.2	**F**

Notes:

Bold values indicate intersections operating deficiently. **Bold and shaded** values indicate project significant impact.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Traffix 7.7

K:\09550200\Excel\[50200IN01.xls]Summary

Summary of Recommendations

The following list summarizes the results of our analyses and mitigation recommendations:

- Under the Near Term scenario, the project would have significant direct impacts at the following intersections:
    - Foothill Boulevard @ Colby Circle (LOS F - AM peak hour)
    - Foothill Boulevard @ Berkeley Avenue/Project Driveway (LOS F – AM peak hour)
    - Colby Circle @ Indian Hill Boulevard (LOS F – AM peak hour)
- To eliminate these impacts, the following mitigation measures are proposed:
    - Foothill Boulevard @ Colby Circle – Re-stripe Colby Circle southbound approach to provide a southbound left-turn lane.
    - Foothill Boulevard @ Berkeley Avenue/Project Driveway – Restrict southbound left-turn and through movements at all times with signage. These movements are currently restricted weekdays from 2-7 PM with signage.
    - Colby Circle @ Indian Hill Boulevard – Re-stripe Colby Circle eastbound approach to provide an eastbound right-turn lane. A signal will be constructed by the project in the near-term if this location meets the minimum warrants for a traffic signal. A five-year bond will be established to ensure the construction of the signal at Colby Circle/Indian Hill Boulevard. Intersection conditions will be reviewed at the halfway point of the five-year bond and conclusion of the bonding period. If the warrants are not met, the bond may be retired.
- Under the Build-Out scenario, the project would have significant cumulative impacts at the following intersections:
    - Foothill Boulevard @ Towne Avenue (LOS F – PM peak hour)
    - Foothill Boulevard @ Indian Hill Boulevard (LOS F – PM peak hour)
- To eliminate these impacts, the following mitigation measures are proposed:
    - Foothill Boulevard @ Towne Avenue – Widen to provide westbound right-turn lane and overlap phase. This improvement is included in the City of Claremont Draft General Plan Update.
    - Foothill Boulevard @ Indian Hill Boulevard – Re-stripe to provide an eastbound right-turn lane. This improvement is included in the City of Claremont Draft General Plan Update.
- Alternative 1 to the proposed project has the same impacts and same proposed mitigation measures as the proposed project in the Near Term scenario.
- Alternative 1 to the proposed project has the same impacts and the same proposed mitigation measures as the proposed project in the Buildout scenario plus the following impacts and proposed mitigation measures:
    - Colby Circle @ Indian Hill Boulevard – A signal will be constructed in the near-term signal if warrants are met. A five-year bond will be established requiring the project to construct a signal at the Colby Circle/Indian Hill Boulevard intersection if signal warrants are met.
    - Arrow Highway @ Indian Hill Boulevard – Widen to provide northbound right-turn lane. This improvement is included in the City of Claremont Draft General Plan Update.
    - I-10 WB Ramps @ Indian Hill Boulevard – Add second northbound left-turn lane. This improvement is included in the City of Claremont Draft General Plan Update.

- The project traffic contribution to the cumulative impacts mentioned above is shown in **Table 10-2**. The percentage increase shown in the table is calculated by dividing the total project traffic at each intersection by the increase in total traffic at that intersection from existing conditions to buildout. As shown in the table, the project contribution to the overall increase in intersection volumes is quite small.

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TABLE 10-2
PROJECT SHARE OF CUMULATIVE IMPROVEMENTS

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Foothill Blvd & Towne Ave	Cumulative	Add WB right-turn lane	1% in AM Peak; 1% in PM Peak	3% in AM Peak; 3% in PM Peak
Foothill Blvd & Indian Hill Blvd	Cumulative	Add EB right-turn lane	2% in AM Peak; 3% in PM Peak	6% in AM Peak; 7% in PM Peak
Arrow Hwy & Indian Hill Blvd	Cumulative	Add NB right-turn lane	Improvement not needed	3% in AM Peak; 3% in PM Peak
I-10 WB Ramps & Indian Hill Blvd	Cumulative	Add NB left-turn lane	Improvement not needed	1% in AM Peak; 2% in PM Peak

K:\095502000\Excel\[Fair Share.xls]Fair Share

APPENDICES

APPENDIX A

- Existing Traffic Volume Data

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: N. Towne Ave. DATE: 10/26/2005 LOCATION: City of Pomona

E-W STREET: Foothill Blvd. DAY: WEDNESDAY PROJECT# 05-2412-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	35	157	43	69	191	34	19	72	27	54	132	28	861
7:15 AM	45	175	52	53	217	54	26	84	21	47	146	39	959
7:30 AM	44	187	62	67	205	42	23	97	23	43	133	32	958
7:45 AM	48	192	45	71	223	55	19	100	35	55	145	33	1021
8:00 AM	56	173	55	84	245	56	26	100	20	38	104	24	981
8:15 AM	45	102	38	72	171	31	23	98	23	45	136	35	819
8:30 AM	43	93	30	68	154	45	21	85	30	39	104	33	745
8:45 AM	31	95	29	87	170	24	35	141	18	33	124	16	803
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 347	NT 1174	NR 354	SL 571	ST 1576	SR 341	EL 192	ET 777	ER 197	WL 354	WT 1024	WR 240	TOTAL 7147

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	193	727	214	275	890	207	94	381	99	183	528	128	3919
PEAK HR. FACTOR:		0.968			0.891			0.932			0.900		0.960

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: N. Towne Ave. DATE: 10/26/2005 LOCATION: City of Pomona

E-W STREET: Foothill Blvd. DAY: WEDNESDAY PROJECT# 05-2412-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	61	143	34	48	93	26	44	118	34	54	150	28	833
4:15 PM	43	159	32	58	106	30	53	182	34	47	134	28	906
4:30 PM	71	191	39	53	122	32	61	184	39	56	139	44	1031
4:45 PM	65	216	45	62	132	26	52	167	36	39	141	31	1012
5:00 PM	65	195	52	45	105	31	62	200	54	52	178	46	1085
5:15 PM	39	235	53	51	116	28	53	178	33	59	154	43	1042
5:30 PM	60	190	29	66	103	33	67	164	43	48	144	43	990
5:45 PM	61	165	51	69	117	32	49	183	39	48	125	38	977
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 465	NT 1494	NR 335	SL 452	ST 894	SR 238	EL 441	ET 1376	ER 312	WL 403	WT 1165	WR 301	TOTAL 7876

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	240	837	189	211	475	117	228	729	162	206	612	164	4170
PEAK HR. FACTOR:		0.968			0.913			0.885			0.889		0.961

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: Foothill Blvd. DAY: TUESDAY PROJECT# 05-2439-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	11	10	13	10	17	9	10	90	10	7	123	8	318
7:15 AM	11	25	8	16	30	9	16	121	15	22	123	7	403
7:30 AM	19	76	32	29	86	17	35	198	24	58	197	9	780
7:45 AM	29	55	38	40	134	16	23	184	40	86	205	12	862
8:00 AM	27	76	35	30	111	8	28	211	47	44	147	20	784
8:15 AM	27	32	22	44	37	18	19	155	19	34	190	19	616
8:30 AM	24	13	23	25	24	5	4	160	11	19	153	11	472
8:45 AM	18	9	13	23	26	15	9	185	13	7	145	10	473
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 166	NT 296	NR 184	SL 217	ST 465	SR 97	EL 144	ET 1304	ER 179	WL 277	WT 1283	WR 96	TOTAL 4708

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	102	239	127	143	368	59	105	748	130	222	739	60	3042
PEAK HR. FACTOR:		0.848			0.750			0.859			0.842		0.882

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Mountain Ave. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: Foothill Blvd. DAY: TUESDAY PROJECT# 05-2439-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	35	31	14	35	30	17	7	198	13	16	177	14	587
4:15 PM	26	35	14	35	51	7	10	239	8	18	239	20	702
4:30 PM	26	39	13	39	37	7	15	250	22	19	193	10	670
4:45 PM	30	37	12	34	34	14	15	225	18	19	179	14	631
5:00 PM	32	33	11	39	41	12	21	236	25	12	226	17	705
5:15 PM	30	26	13	41	31	16	20	217	16	13	221	12	656
5:30 PM	41	41	8	36	43	16	20	258	24	10	184	7	688
5:45 PM	32	26	12	35	32	14	19	243	15	10	181	9	628
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 252	NT 268	NR 97	SL 294	ST 299	SR 103	EL 127	ET 1866	ER 141	WL 117	WT 1600	WR 103	TOTAL 5267

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	114	144	50	147	163	40	61	950	73	68	837	61	2708
PEAK HR. FACTOR:		0.975			0.941			0.944			0.872		0.960

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Colby Cir. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: Foothill Blvd. DAY: TUESDAY PROJECT# 05-2439-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL 0	ST 1	SR 0	EL 1	ET 2	ER	WL	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				3		3	6	102			114	2	230
7:15 AM				2		10	28	110			141	2	293
7:30 AM				4		41	49	202			242	10	548
7:45 AM				3		33	10	266			215	4	531
8:00 AM				6		3	7	277			189	4	486
8:15 AM				5		5	8	207			220	2	447
8:30 AM				2		5	7	187			153	1	355
8:45 AM				2		3	7	209			256	3	480
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 27	ST 0	SR 103	EL 122	ET 1560	ER 0	WL 0	WT 1530	WR 63	TOTAL 3405

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	0	0	18	0	82	74	952	0	0	866	20	2012
PEAK HR. FACTOR:		0.000			0.556			0.903			0.879		0.918

CONTROL: 1-Way Stop S

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Colby Cir. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: Foothill Blvd. DAY: TUESDAY PROJECT# 05-2439-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				0	1	0	1	2			2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				2		6	4	243			228	7	490
4:15 PM				4		14	4	277			241	6	546
4:30 PM				2		7	7	281			224	4	525
4:45 PM				4		7	3	256			205	6	481
5:00 PM				2		13	6	275			270	2	568
5:15 PM				2		5	2	246			212	4	471
5:30 PM				4		18	3	299			187	3	514
5:45 PM				2		18	8	285			197	3	513
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 22	ST 0	SR 88	EL 37	ET 2162	ER 0	WL 0	WT 1764	WR 63	TOTAL 4136

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	0	0	0	12	0	41	20	1089	0	0	940	18	2120
PEAK HR. FACTOR:		0.000			0.736			0.963			0.881		0.933

CONTROL: 1-Way Stop S

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Berkeley Ave./Project Dwy. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: Foothill Blvd. DAY: TUESDAY PROJECT# 05-2439-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		0	9	0		2	2	102	1	4	116	3	239
7:15 AM		2	11	0		8	0	110	2	16	139	6	294
7:30 AM		0	20	0		3	1	198	7	38	254	6	527
7:45 AM		0	20	1		1	4	261	3	53	216	2	561
8:00 AM		0	18	0		2	3	263	9	12	192	1	500
8:15 AM		0	15	3		2	1	210	1	6	251	1	490
8:30 AM		0	11	1		0	4	179	5	10	154	3	367
8:45 AM		0	6	0		0	0	209	2	11	157	0	385
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 0	NT 2	NR 110	SL 5	ST 0	SR 18	EL 15	ET 1532	ER 30	WL 150	WT 1479	WR 22	TOTAL 3363

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	0	73	4	0	8	9	932	20	109	913	10	2078
PEAK HR. FACTOR:		0.913			0.600			0.874			0.866		0.926

CONTROL: 2- Way Stop N & S

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Berkeley Ave./Project Dwy. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: Foothill Blvd. DAY: TUESDAY PROJECT# 05-2439-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	0	16	1	0	1	6	236	3	6	252	3	524
4:15 PM	0	0	13	2	0	5	4	270	7	5	260	7	573
4:30 PM	0	0	5	0	0	7	7	275	2	1	238	7	542
4:45 PM	1	0	5	1	0	6	14	251	5	4	220	8	515
5:00 PM	0	1	4	2	0	9	12	259	5	2	284	16	594
5:15 PM	0	0	11	0	0	5	8	235	5	5	225	11	505
5:30 PM	0	0	13	0	1	15	13	285	7	2	189	21	546
5:45 PM	1	0	7	0	0	22	12	270	5	2	194	17	530
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 2	NT 1	NR 74	SL 6	ST 1	SR 70	EL 76	ET 2081	ER 39	WL 27	WT 1862	WR 90	TOTAL 4329

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	1	1	27	5	0	27	37	1055	19	12	1002	38	2224
PEAK HR. FACTOR:		0.558			0.727			0.978			0.871		0.936

CONTROL: 2- Way Stop N & S

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Indian Hills Blvd. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: Foothill Blvd. DAY: TUESDAY PROJECT# 05-2439-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	2	0	1	2	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	13	21	11	11	50	13	14	86	16	19	114	24	392
7:15 AM	27	81	14	25	102	29	16	73	23	23	87	36	536
7:30 AM	21	91	25	73	124	113	59	114	22	31	164	136	973
7:45 AM	21	60	40	36	79	76	29	209	41	36	204	21	852
8:00 AM	28	46	49	22	69	16	13	222	30	25	163	16	699
8:15 AM	33	36	42	29	62	16	11	164	53	32	175	17	670
8:30 AM	27	47	34	24	63	16	10	142	26	33	123	16	561
8:45 AM	24	43	27	34	66	16	10	182	38	31	118	30	619
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 194	NT 425	NR 242	SL 254	ST 615	SR 295	EL 162	ET 1192	ER 249	WL 230	WT 1148	WR 296	TOTAL 5302

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	103	233	156	160	334	221	112	709	146	124	706	190	3194
PEAK HR. FACTOR:		0.898			0.577			0.866			0.770		0.821

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Indian Hills Blvd. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: Foothill Blvd. DAY: TUESDAY PROJECT# 05-2439-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	2	0	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	44	59	53	18	39	27	20	182	44	32	131	33	682
4:15 PM	64	63	36	31	74	28	24	212	39	35	146	30	782
4:30 PM	39	67	31	23	68	19	20	225	60	40	163	38	793
4:45 PM	48	94	42	27	48	16	16	178	56	31	161	44	761
5:00 PM	58	97	32	31	57	27	14	190	59	49	198	41	853
5:15 PM	53	81	33	20	81	13	28	147	43	39	183	42	763
5:30 PM	72	89	39	33	63	2	30	217	32	37	170	53	837
5:45 PM	63	98	32	23	52	1	26	215	33	35	190	92	860
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 441	NT 648	NR 298	SL 206	ST 482	SR 133	EL 178	ET 1566	ER 366	WL 298	WT 1342	WR 373	TOTAL 6331

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	246	365	136	107	253	43	98	769	167	160	741	228	3313
PEAK HR. FACTOR:		0.934			0.876			0.927			0.890		0.963

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Monte Vista Ave. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: Foothill Blvd. DAY: TUESDAY PROJECT# 05-2439-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 1	SL 2	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	17	33	9	19	73	7	4	48	18	23	96	12	359
7:15 AM	39	34	11	31	84	12	5	65	17	21	112	23	454
7:30 AM	30	62	20	37	122	4	2	87	38	22	142	29	595
7:45 AM	32	49	31	34	102	12	10	127	36	32	135	30	630
8:00 AM	26	45	28	25	85	12	11	128	31	24	124	29	568
8:15 AM	23	44	24	31	78	10	18	106	27	20	130	24	535
8:30 AM	32	59	20	38	83	14	7	110	27	19	105	26	540
8:45 AM	35	45	26	33	106	1	9	97	25	15	114	40	546
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 234	NT 371	NR 169	SL 248	ST 733	SR 72	EL 66	ET 768	ER 219	WL 176	WT 958	WR 213	TOTAL 4227

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	111	200	103	127	387	38	41	448	132	98	531	112	2328
PEAK HR. FACTOR:		0.924			0.847			0.897			0.940		0.924

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Monte Vista Ave. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: Foothill Blvd. DAY: TUESDAY PROJECT# 05-2439-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	1	2	2	1	1	2	1	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	45	128	32	32	94	12	21	156	44	32	157	34	787
4:15 PM	37	106	36	35	81	12	19	191	35	33	152	26	763
4:30 PM	62	106	40	41	89	13	10	203	50	28	165	47	854
4:45 PM	44	110	36	29	87	15	9	207	53	30	152	38	810
5:00 PM	61	130	45	44	91	15	14	168	42	48	131	48	837
5:15 PM	50	120	30	25	100	13	22	223	48	44	158	41	874
5:30 PM	53	126	34	27	89	11	7	219	51	31	118	26	792
5:45 PM	62	121	28	29	69	8	10	246	53	30	195	37	888
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 414	NT 947	NR 281	SL 262	ST 700	SR 99	EL 112	ET 1613	ER 376	WL 276	WT 1228	WR 297	TOTAL 6605

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	226	497	137	125	349	47	53	856	194	153	602	152	3391
PEAK HR. FACTOR:		0.911			0.868			0.892			0.865		0.955

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Indian Hills. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: Colby Cir. DAY: TUESDAY PROJECT# 05-2439-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	8	119	0	8	116	2	2	0	8	2	0	1	266
7:15 AM	10	124	0	11	123	7	0	0	11	3	0	2	291
7:30 AM	5	233	0	10	258	11	3	0	24	5	1	0	550
7:45 AM	4	102	0	7	181	8	2	1	11	2	1	1	320
8:00 AM	7	68	3	1	93	9	2	0	7	2	1	1	194
8:15 AM	9	46	1	0	88	8	3	0	10	3	0	0	168
8:30 AM	5	56	0	0	86	8	7	0	11	1	0	0	174
8:45 AM	6	54	0	2	107	9	2	0	11	3	0	0	194
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 54	NT 802	NR 4	SL 39	ST 1052	SR 62	EL 21	ET 1	ER 93	WL 21	WT 3	WR 5	TOTAL 2157

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	27	578	0	36	678	28	7	1	54	12	2	4	1427
PEAK HR. FACTOR:		0.636			0.665			0.574			0.750		0.649

CONTROL: 2-Way Stop E/W

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Indian Hills. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: Colby Cir. DAY: TUESDAY PROJECT# 05-2439-007

	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	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	9	87	1	0	124	9	4	0	9	2	0		245
4:15 PM	19	94	0	0	121	8	4	0	11	2	1		260
4:30 PM	8	109	2	1	94	8	10	2	7	2	0		243
4:45 PM	8	144	2	0	90	2	7	0	5	2	0		260
5:00 PM	8	119	3	0	84	4	7	4	17	2	0		248
5:15 PM	20	165	3	0	85	4	3	0	14	0	0		294
5:30 PM	32	157	5	1	84	4	9	1	15	0	0		308
5:45 PM	27	164	4	0	83	3	7	2	14	1	0		305
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 131	NT 1039	NR 20	SL 2	ST 765	SR 42	EL 51	ET 9	ER 92	WL 11	WT 1	WR 0	TOTAL 2163

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	87	605	15	1	336	15	26	7	60	3	0	0	1155
PEAK HR. FACTOR:		0.906			0.989			0.830			0.375		0.938

CONTROL: 2-Way Stop E/W

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Indian Hills. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: Arrow Hwy. DAY: TUESDAY PROJECT# 05-2439-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	1	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	21	77	16	8	101	8	9	39	25	25	87	8	424
7:15 AM	38	186	22	11	150	11	19	55	29	22	88	16	647
7:30 AM	43	185	29	12	205	14	9	75	35	26	113	12	758
7:45 AM	54	193	53	16	208	16	20	110	56	32	172	17	947
8:00 AM	38	150	46	16	170	9	20	84	50	39	109	13	744
8:15 AM	33	139	25	9	163	10	12	69	55	31	82	10	638
8:30 AM	17	167	33	8	150	17	14	76	41	28	81	11	643
8:45 AM	36	162	33	9	158	19	14	91	42	42	83	12	701
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 280	NT 1259	NR 257	SL 89	ST 1305	SR 104	EL 117	ET 599	ER 333	WL 245	WT 815	WR 99	TOTAL 5502

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	173	714	150	55	733	50	68	324	170	119	482	58	3096
PEAK HR. FACTOR:		0.864			0.873			0.755			0.745		0.817

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Indian Hills. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: Arrow Hwy. DAY: TUESDAY PROJECT# 05-2439-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	1	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	35	172	40	37	159	13	38	163	52	58	135	19	921
4:15 PM	34	184	26	37	200	21	34	162	44	40	134	13	929
4:30 PM	31	162	28	33	184	19	39	214	44	60	113	23	950
4:45 PM	46	222	40	32	224	19	39	195	62	50	129	13	1071
5:00 PM	58	175	31	41	225	18	44	233	49	58	167	20	1119
5:15 PM	36	210	43	36	231	30	34	245	45	55	112	13	1090
5:30 PM	41	197	40	41	170	17	30	232	24	55	146	14	1007
5:45 PM	62	216	30	37	166	19	13	184	32	42	123	19	943
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 343	NT 1538	NR 278	SL 294	ST 1559	SR 156	EL 271	ET 1628	ER 352	WL 418	WT 1059	WR 134	TOTAL 8030

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	181	804	154	150	850	84	147	905	180	218	554	60	4287
PEAK HR. FACTOR:		0.925			0.912			0.945			0.849		0.958

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Indian Hills Blvd. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: I-10 WB Ramps DAY: TUESDAY PROJECT# 05-2439-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2			3	1				1.3	.3	1.3	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	106	104			140	50				74	1	48	523
7:15 AM	120	164			158	63				77	0	60	642
7:30 AM	124	176			208	66				124	0	84	782
7:45 AM	96	191			213	42				120	0	66	728
8:00 AM	127	187			241	71				138	1	69	834
8:15 AM	82	144			191	52				91	1	71	632
8:30 AM	131	189			197	64				111	0	54	746
8:45 AM	134	157			215	44				85	0	60	695
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 920	NT 1312	NR 0	SL 0	ST 1563	SR 452	EL 0	ET 0	ER 0	WL 820	WT 3	WR 512	TOTAL 5582

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	467	718	0	0	820	242	0	0	0	459	1	279	2986
PEAK HR. FACTOR:		0.943			0.851			0.000			0.888		0.895

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Indian Hills Blvd. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: I-10 WB Ramps DAY: TUESDAY PROJECT# 05-2439-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2			3	1				1.3	.3	1.3	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	75	184			194	62				111	0	82	708
4:15 PM	86	220			212	72				106	0	70	766
4:30 PM	90	197			204	57				120	2	62	732
4:45 PM	91	227			226	48				126	0	90	808
5:00 PM	78	205			259	86				128	2	61	819
5:15 PM	83	223			234	63				105	2	93	803
5:30 PM	90	204			207	58				100	0	78	737
5:45 PM	89	236			182	47				97	1	86	738
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 682	NT 1696	NR 0	SL 0	ST 1718	SR 493	EL 0	ET 0	ER 0	WL 893	WT 7	WR 622	TOTAL 6111

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	342	859	0	0	926	255	0	0	0	459	4	322	3167
PEAK HR. FACTOR:		0.944			0.856			0.000			0.909		0.967

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Indian Hills Blvd. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: I-10 EB Ramps DAY: TUESDAY PROJECT# 05-2439-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		2.5	1.5	1	2		1.3	.3	1.3				
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		171	68	91	123		38	0	59				550
7:15 AM		215	86	104	131		69	2	109				716
7:30 AM		230	80	116	213		69	0	96				804
7:45 AM		206	82	125	208		82	3	156				862
8:00 AM		213	102	156	223		101	0	151				946
8:15 AM		155	86	108	173		71	0	117				710
8:30 AM		214	162	117	189		106	3	139				930
8:45 AM		195	89	99	201		96	0	113				793
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	0	1599	755	916	1461	0	632	8	940	0	0	0	6311

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	788	432	506	793	0	360	6	563	0	0	0	3448
PEAK HR. FACTOR:		0.811			0.857			0.922			0.000		0.911

CONTROL: SIGNALIZED

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Indian Hills Blvd. DATE: 11/08/2005 LOCATION: City of Claremont

E-W STREET: I-10 EB Ramps DAY: TUESDAY PROJECT# 05-2439-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		2.5	1.5	1	2		1.3	.3	1.3				
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		191	99	102	203		68	4	132				799
4:15 PM		214	120	90	228		92	0	141				885
4:30 PM		223	138	80	244		64	1	153				903
4:45 PM		213	119	120	232		105	5	211				1005
5:00 PM		221	148	132	251		62	1	167				982
5:15 PM		232	141	114	223		75	5	128				918
5:30 PM		228	173	105	204		67	2	157				936
5:45 PM		253	149	97	181		74	6	101				861
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 1775	NR 1087	SL 840	ST 1766	SR 0	EL 607	ET 24	ER 1190	WL 0	WT 0	WR 0	TOTAL 7289

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	894	581	471	910	0	309	13	663	0	0	0	3841
PEAK HR. FACTOR:		0.920			0.901			0.767			0.000		0.955

CONTROL: SIGNALIZED

APPENDIX B

- Intersection Level of Service Worksheets

Claremont Inn/Old School House TIA
EXISTING CONDITIONS
AM PEAK HOUR

Scenario Report

Scenario:	Ex-AM
Command:	Ex-AM
Volume:	EX-AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Ex-AM

Claremont Inn/Old School House TIA
EXISTING CONDITIONS
AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Foothill Blvd/Towne Ave	C	32.0	0.699	C	32.0	0.699	+ 0.000 D/V
# 2 Foothill Blvd/Mountain Ave	C	29.8	0.648	C	29.8	0.648	+ 0.000 D/V
# 3 Foothill Blvd/Colby Cir	E	43.4	0.000	E	43.4	0.000	+ 0.000 D/V
# 4 Foothill Blvd/Berkeley Ave/Pro	F	59.6	0.000	F	59.6	0.000	+ 0.000 D/V
# 5 Foothill Blvd/Indian Hill Blvd	C	31.8	0.739	C	31.8	0.739	+ 0.000 D/V
# 6 Foothill Blvd/Monte Vista Ave	C	24.8	0.341	C	24.8	0.341	+ 0.000 D/V
# 7 Colby Cir/Indian Hill Blvd	F	94.2	0.000	F	94.2	0.000	+ 0.000 D/V
# 8 Arrow Hwy/Indian Hill Blvd	C	27.9	0.604	C	27.9	0.604	+ 0.000 D/V
# 9 I-10 WB Ramps/Indian Hill Blvd	C	24.7	0.624	C	24.7	0.624	+ 0.000 D/V
# 10 I-10 EB Ramps/Indian Hill Blvd	C	28.5	0.815	C	28.5	0.815	+ 0.000 D/V

Claremont Inn/Old School House TIA
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.699
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	32.0
Optimal Cycle:	35	Level Of Service:	C

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	193	727	214	275	890	207	94	381	99	183	528	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	727	214	275	890	207	94	381	99	183	528	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.89	0.89	0.89	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	199	751	221	309	999	232	101	409	106	203	587	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	751	221	309	999	232	101	409	106	203	587	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	199	751	221	309	999	232	101	409	106	203	587	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	1.59	0.41	1.00	1.61	0.39
Final Sat.:	1900	3610	1900	1900	3083	717	1900	3016	784	1900	3059	741
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.12	0.00	0.32	0.32	0.05	0.14	0.14	0.11	0.19	0.19
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.34	0.34	0.27	0.46	0.46	0.08	0.19	0.19	0.15	0.27	0.27
Volume/Cap:	0.70	0.60	0.34	0.60	0.70	0.70	0.71	0.70	0.70	0.70	0.71	0.71
Delay/Veh:	47.9	28.0	24.6	34.0	22.6	22.6	60.1	40.6	40.6	47.5	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	28.0	24.6	34.0	22.6	22.6	60.1	40.6	40.6	47.5	35.1	35.1
HCM2kAvg:	7	10	5	9	16	16	5	9	9	7	11	11

Claremont Inn/Old School House TIA
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Foothill Blvd/Mountain Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.648
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	29.8
Optimal Cycle:	31	Level Of Service:	C

Street Name:	Mountain Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	102	239	127	143	368	59	105	748	130	222	739	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	239	127	143	368	59	105	748	130	222	739	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.75	0.75	0.75	0.86	0.86	0.86	0.84	0.84	0.84
PHF Volume:	120	282	150	191	491	79	122	871	151	264	878	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	282	150	191	491	79	122	871	151	264	878	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	282	150	191	491	79	122	871	151	264	878	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.31	0.69	1.00	1.72	0.28	1.00	1.70	0.30	1.00	1.85	0.15
Final Sat.:	1900	2481	1319	1900	3275	525	1900	3237	563	1900	3515	285
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.00	0.15	0.15	0.00	0.27	0.27	0.00	0.25	0.25
Crit Moves:		****		****				****			****	
Green/Cycle:	0.10	0.18	0.18	0.15	0.23	0.23	0.13	0.42	0.42	0.21	0.50	0.50
Volume/Cap:	0.65	0.65	0.65	0.65	0.65	0.65	0.50	0.65	0.65	0.65	0.50	0.50
Delay/Veh:	51.0	40.6	40.6	44.7	36.3	36.3	42.1	24.3	24.3	39.5	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	40.6	40.6	44.7	36.3	36.3	42.1	24.3	24.3	39.5	16.8	16.8
HCM2kAvg:	5	7	7	7	9	9	4	13	13	8	10	10

Claremont Inn/Old School House TIA
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #3 Foothill Blvd/Colby Cir

****

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: E[43.4]

****

Street Name:	Colby Cir						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	18	0	82	74	952	0	0	866	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	18	0	82	74	952	0	0	866	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.56	0.56	0.56	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	32	0	147	82	1054	0	0	968	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	32	0	147	82	1054	0	0	968	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1670	xxxx	495	990	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	89	xxxx	526	706	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	81	xxxx	526	706	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.40	xxxx	0.28	0.12	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	264	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	4.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	43.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			43.4			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

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Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

****

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: F[59.6]

****

Street Name:	Berkeley Ave/Project Dwy						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 1	0 0	1!	0 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	0	0	73	4	0	8	9	932	20	109	913	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	73	4	0	8	9	932	20	109	913	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.60	0.60	0.60	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	80	7	0	13	10	1066	23	126	1054	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	80	7	0	13	10	1066	23	126	1054	12
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	545	1866	xxxx	533	1066	xxxx	xxxxx	1089	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	488	46	xxxx	497	661	xxxx	xxxxx	648	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	488	32	xxxx	497	661	xxxx	xxxxx	648	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.16	0.21	xxxx	0.03	0.02	xxxx	xxxx	0.19	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.6	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.7	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	13.8	xxxxx	xxxx	xxxxx	10.5	xxxx	xxxxx	11.9	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	85	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	59.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	13.8			59.6			xxxxxx			xxxxxx		
ApproachLOS:	B			F			*			*		

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.739
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	31.8
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	103	233	156	160	334	221	112	709	146	124	706	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	233	156	160	334	221	112	709	146	124	706	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.58	0.58	0.58	0.87	0.87	0.87	0.77	0.77	0.77
PHF Volume:	115	259	174	277	579	383	129	819	169	161	917	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	259	174	277	579	383	129	819	169	161	917	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	259	174	277	579	383	129	819	169	161	917	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.66	0.34	1.00	2.00	1.00
Final Sat.:	1900	1900	1900	1900	1900	1900	1900	3151	649	1900	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.09	0.15	0.30	0.20	0.07	0.26	0.26	0.08	0.25	0.13
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.24	0.24	0.26	0.41	0.41	0.10	0.35	0.35	0.11	0.37	0.37
Volume/Cap:	0.74	0.57	0.38	0.57	0.74	0.49	0.69	0.74	0.74	0.74	0.69	0.35
Delay/Veh:	61.9	35.3	32.4	34.1	28.6	22.1	54.1	30.6	30.6	55.4	28.4	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	35.3	32.4	34.1	28.6	22.1	54.1	30.6	30.6	55.4	28.4	23.3
HCM2kAvg:	5	8	5	8	16	9	5	15	15	6	13	6

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Foothill Blvd/Monte Vista Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.341
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	24.8
Optimal Cycle:	17	Level Of Service:	C

Street Name:	Monte Vista Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	111	200	103	127	387	38	41	448	132	98	531	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	200	103	127	387	38	41	448	132	98	531	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.85	0.85	0.85	0.90	0.90	0.90	0.94	0.94	0.94
PHF Volume:	120	216	111	150	457	45	46	499	147	104	565	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	216	111	150	457	45	46	499	147	104	565	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	216	111	150	457	45	46	499	147	104	565	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.95	1.00	0.97	0.96	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.74	0.26	1.00	2.00	1.00	1.00	1.65	0.35
Final Sat.:	3686	3610	1900	3686	5017	493	1900	3610	1900	1900	3138	662
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.04	0.09	0.09	0.02	0.14	0.08	0.05	0.18	0.18
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.22	0.22	0.15	0.27	0.27	0.07	0.43	0.43	0.17	0.53	0.53
Volume/Cap:	0.34	0.28	0.27	0.28	0.34	0.34	0.34	0.32	0.18	0.32	0.34	0.34
Delay/Veh:	42.9	32.9	33.0	38.3	29.7	29.7	45.8	19.1	17.8	37.1	13.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	32.9	33.0	38.3	29.7	29.7	45.8	19.1	17.8	37.1	13.7	13.7
HCM2kAvg:	2	3	3	2	4	4	2	5	3	3	6	6

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: F[94.2]

Street Name:	Indian Hill Blvd									Colby Cir/Via la Salle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	27	578		1		36	678		28		7		1		54	12		2		4
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	27	578		1		36	678		28		7		1		54	12		2		4
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.64	0.64		0.64		0.67	0.67		0.67		0.67		0.67		0.67	0.75		0.75		0.75
PHF Volume:	42	909		2		54	1020		42		11		2		81	16		3		5
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
Final Vol.:	42	909		2		54	1020		42		11		2		81	16		3		5
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx			7.5	6.5		6.9		7.5	6.5		6.9	
FollowUpTim:	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx			3.5	4.0		3.3		3.5	4.0		3.3	
Capacity Module:																				
Cnflict Vol:	1062	xxxx	xxxxx			910	xxxx	xxxxx			1690	2144		531		1613	2164		455	
Potent Cap.:	664	xxxx	xxxxx			757	xxxx	xxxxx			62	49		498		71	48		558	
Move Cap.:	664	xxxx	xxxxx			757	xxxx	xxxxx			53	43		498		52	42		558	
Volume/Cap:	0.06	xxxx	xxxx			0.07	xxxx	xxxx			0.20	0.04		0.16		0.31	0.06		0.01	
Level Of Service Module:																				
Queue:	0.2	xxxx	xxxxx			0.2	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Stopped Del:	10.8	xxxx	xxxxx			10.1	xxxx	xxxxx			xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
LOS by Move:	B	*		*		B	*		*		*	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	234	xxxxx		xxxx		63	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	1.8	xxxxx		xxxxx		1.4	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	30.2	xxxxx		xxxxx		94.2	xxxxx		
Shared LOS:	*	*		*		*	*		*		*	D		*		*	F		*	
ApproachDel:	xxxxxx					xxxxxx						30.2					94.2			
ApproachLOS:	*					*						D					F			

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Arrow Hwy/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.604
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 27.9
Optimal Cycle: 28 Level Of Service: C

Street Name:	Indian Hill Blvd									Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0		0		0	0		0		0	0		0		0	0		0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	173	714		150		55	733		50		68	324		170		119	482		58	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	173	714		150		55	733		50		68	324		170		119	482		58	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.86	0.86		0.86		0.87	0.87		0.87		0.76	0.76		0.76		0.75	0.75		0.75	
PHF Volume:	200	826		174		63	840		57		90	429		225		160	647		78	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	200	826		174		63	840		57		90	429		225		160	647		78	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Final Vol.:	200	826		174		63	840		57		90	429		225		160	647		78	
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	0.95		1.00		1.00	1.00		1.00	
Lanes:	1.00	1.65		0.35		1.00	1.87		0.13		1.00	2.00		1.00		1.00	1.79		0.21	
Final Sat.:	1900	3140		660		1900	3557		243		1900	3610		1900		1900	3392		408	
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.26		0.26		0.03	0.24		0.24		0.05	0.12		0.12		0.08	0.19		0.19	
Crit Moves:	****						****				****						****			
Green/Cycle:	0.17	0.50		0.50		0.06	0.39		0.39		0.08	0.23		0.23		0.16	0.32		0.32	
Volume/Cap:	0.60	0.52		0.52		0.52	0.60		0.60		0.60	0.51		0.51		0.51	0.60		0.60	
Delay/Veh:	41.2	17.1		17.1		49.6	25.0		25.0		51.4	34.1		34.6		39.7	29.8		29.8	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	41.2	17.1		17.1		49.6	25.0		25.0		51.4	34.1		34.6		39.7	29.8		29.8	
HCM2kAvg:	7	10		10		3	11		11		4	6		6		5	10		10	

Claremont Inn/Old School House TIA
EXISTING CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-10 WB Ramps/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 29 Level Of Service: C

Street Name:	Indian Hill Blvd						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	3	0	1	0	0	1! 0	1
Volume Module:													
Base Vol:	467	718	0	0	820	242	0	0	0	459	1	279
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	718	0	0	820	242	0	0	0	459	1	279
User Adj:	0.94	0.94	0.94	0.85	0.85	0.85	1.00	1.00	1.00	0.89	0.89	0.89
PHF Adj:	0.94	0.94	0.94	0.85	0.85	0.85	1.00	1.00	1.00	0.89	0.89	0.89
PHF Volume:	467	718	0	0	820	242	0	0	0	459	1	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	718	0	0	820	242	0	0	0	459	1	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	467	718	0	0	820	242	0	0	0	459	1	279
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.62	0.01	1.37
Final Sat.:	1900	3610	0	0	5187	1900	0	0	0	3079	5	2616
Capacity Analysis Module:												
Vol/Sat:	0.25	0.20	0.00	0.00	0.16	0.13	0.00	0.00	0.00	0.15	0.19	0.11
Crit Moves:	****				****						****	
Green/Cycle:	0.39	0.65	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.31	0.31	0.31
Volume/Cap:	0.62	0.31	0.00	0.00	0.62	0.50	0.00	0.00	0.00	0.48	0.62	0.34
Delay/Veh:	26.0	7.8	0.0	0.0	34.0	32.8	0.0	0.0	0.0	28.0	30.4	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	7.8	0.0	0.0	34.0	32.8	0.0	0.0	0.0	28.0	30.4	26.6
HCM2kAvg:	12	5	0	0	8	7	0	0	0	7	10	5

Claremont Inn/Old School House TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-10 EB Ramps/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: 53 Level Of Service: C

Street Name:	Indian Hill Blvd						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	1	1	0	2	0	0	1	0	1! 0	1	0	0	0	0	0
Volume Module:																			
Base Vol:	0	788	432	506	793	0	360	6	563	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	788	432	506	793	0	360	6	563	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.86	0.86	0.86	0.92	0.92	0.92	1.00	1.00	1.00
PHF Volume:	0	972	533	590	925	0	390	7	611	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	972	533	590	925	0	390	7	611	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	972	533	590	925	0	390	7	611	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.63	1.37	1.00	2.00	0.00	1.39	0.01	1.60	0.00	0.00	0.00
Final Sat.:	0	4747	2603	1900	3610	0	2632	24	3044	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.31	0.26	0.00	0.15	0.27	0.20	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.25	0.25	0.38	0.63	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.81	0.81	0.81	0.41	0.00	0.45	0.81	0.61	0.00	0.00	0.00
Delay/Veh:	0.0	38.2	38.2	34.9	9.2	0.0	26.7	35.1	29.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.2	38.2	34.9	9.2	0.0	26.7	35.1	29.0	0.0	0.0	0.0
HCM2kAvg:	0	13	14	18	7	0	7	16	10	0	0	0

CLAREMONT INN/OLD SCHOOL HOUSE TIA
EXISTING CONDITIONS
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Scenario Report

Scenario:	Ex-PM
Command:	Ex-PM
Volume:	EX-PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Ex-PM

CLAREMONT INN/OLD SCHOOL HOUSE TIA
EXISTING CONDITIONS
PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Foothill Blvd/Towne Ave	D	35.7	0.815	D	35.7	0.815	+ 0.000 D/V
# 2 Foothill Blvd/Mountain Ave	B	17.3	0.511	B	17.3	0.511	+ 0.000 D/V
# 3 Foothill Blvd/Colby Cir	D	27.5	0.000	D	27.5	0.000	+ 0.000 D/V
# 4 Foothill Blvd/Berkeley Ave/Pro	B	13.7	0.000	B	13.7	0.000	+ 0.000 D/V
# 5 Foothill Blvd/Indian Hill Blvd	C	30.6	0.714	C	30.6	0.714	+ 0.000 D/V
# 6 Foothill Blvd/Monte Vista Ave	C	26.5	0.579	C	26.5	0.579	+ 0.000 D/V
# 7 Colby Cir/Indian Hill Blvd	D	25.1	0.000	D	25.1	0.000	+ 0.000 D/V
# 8 Arrow Hwy/Indian Hill Blvd	D	37.6	0.837	D	37.6	0.837	+ 0.000 D/V
# 9 I-10 WB Ramps/Indian Hill Blvd	C	25.3	0.696	C	25.3	0.696	+ 0.000 D/V
# 10 I-10 EB Ramps/Indian Hill Blvd	D	41.7	1.000	D	41.7	1.000	+ 0.000 D/V

CLAREMONT INN/OLD SCHOOL HOUSE TIA
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: 53 Level Of Service: D

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																		
Base Vol:	240	837	189	211	475	117	228	729	162	206	612	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	837	189	211	475	117	228	729	162	206	612	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	248	865	195	231	520	128	258	824	183	232	688	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	865	195	231	520	128	258	824	183	232	688	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	248	865	195	231	520	128	258	824	183	232	688	184
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	1.64	0.36	1.00	1.58	0.42
Final Sat.:	1805	3610	1615	1805	2810	692	1805	2874	639	1805	2756	739
Capacity Analysis Module:																		
Vol/Sat:	0.14	0.24	0.12	0.13	0.19	0.19	0.14	0.29	0.29	0.13	0.25	0.25
Crit Moves:		****		****				****		****		
Green/Cycle:	0.46	0.29	0.29	0.42	0.26	0.26	0.19	0.35	0.35	0.16	0.32	0.32
Volume/Cap:	0.59	0.82	0.41	0.64	0.72	0.72	0.77	0.82	0.82	0.82	0.77	0.77
Delay/Veh:	21.2	37.8	28.9	25.9	36.4	36.4	49.3	33.8	33.8	57.1	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	37.8	28.9	25.9	36.4	36.4	49.3	33.8	33.8	57.1	33.8	33.8
HCM2kAvg:	7	15	5	7	10	10	10	16	16	10	14	14

CLAREMONT INN/OLD SCHOOL HOUSE TIA
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Foothill Blvd/Mountain Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.511
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 23 Level Of Service: B

Street Name:	Mountain Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																		
Base Vol:	114	144	50	147	163	40	61	950	73	68	837	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	144	50	147	163	40	61	950	73	68	837	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.94	0.94	0.94	0.94	0.94	0.94	0.87	0.87	0.87
PHF Volume:	117	148	51	156	173	43	65	1006	77	78	960	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	148	51	156	173	43	65	1006	77	78	960	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	117	148	51	156	173	43	65	1006	77	78	960	70
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.48	0.52	1.00	1.61	0.39	1.00	1.86	0.14	1.00	1.86	0.14
Final Sat.:	1805	2575	894	1805	2812	690	1805	3316	255	1805	3331	243
Capacity Analysis Module:																		
Vol/Sat:	0.06	0.06	0.06	0.09	0.06	0.06	0.04	0.30	0.30	0.04	0.29	0.29
Crit Moves:		****		****				****			****	
Green/Cycle:	0.26	0.11	0.11	0.29	0.14	0.14	0.67	0.59	0.59	0.69	0.60	0.60
Volume/Cap:	0.32	0.51	0.51	0.41	0.45	0.45	0.17	0.51	0.51	0.22	0.48	0.48
Delay/Veh:	30.1	42.9	42.9	28.3	40.3	40.3	7.2	12.1	12.1	7.5	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	42.9	42.9	28.3	40.3	40.3	7.2	12.1	12.1	7.5	11.2	11.2
HCM2kAvg:	3	4	4	4	4	4	1	10	10	1	9	9

CLAREMONT INN/OLD SCHOOL HOUSE TIA
EXISTING CONDITIONS
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Foothill Blvd/Colby Cir

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: D[27.5]

Street Name:	Colby Cir									Foothill Blvd								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R		
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled					
Rights:	Include				Include				Include				Include					
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	2	0 0	0	0	1	1 0		
Volume Module:																		
Base Vol:	0	0	0	12	0	41	20	1089	0	0	940	18						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	0	0	0	12	0	41	20	1089	0	0	940	18						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	0.74	0.74	0.74	0.96	0.96	0.96	0.87	0.87	0.87						
PHF Volume:	0	0	0	16	0	56	21	1131	0	0	1080	21						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Final Vol.:	0	0	0	16	0	56	21	1131	0	0	1080	21						
Critical Gap Module:																		
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	xxxx	xxxx	xxxxx	1698	xxxx	551	1101	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	xxxxx	85	xxxx	484	642	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	xxxxx	83	xxxx	484	642	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	xxxx	0.20	xxxx	0.12	0.03	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																		
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*						
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT								
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	231	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	27.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*						
ApproachDel:	xxxxxx			27.5			xxxxxx			xxxxxx								
ApproachLOS:	*			D			*			*								

CLAREMONT INN/OLD SCHOOL HOUSE TIA
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PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[13.7]

Street Name:	Berkeley Ave/Project Dwy									Foothill Blvd								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R		
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled					
Rights:	Include				Include				Include				Include					
Lanes:	0	0	0	0 1	0	0	0	0 1	1	0	1	1 0	1	0	1	1 0		
Volume Module:																		
Base Vol:	0	0	27	0	0	27	37	1055	19	0	1002	38						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	0	0	27	0	0	27	37	1055	19	0	1002	38						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	0.56	0.56	0.56	0.73	0.73	0.73	0.98	0.98	0.98	0.87	0.87	0.87						
PHF Volume:	0	0	48	0	0	37	38	1079	19	0	1150	44						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Final Vol.:	0	0	48	0	0	37	38	1079	19	0	1150	44						
Critical Gap Module:																		
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																		
Cnflict Vol:	xxxx	xxxx	549	xxxx	xxxx	597	1194	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx	485	xxxx	xxxx	451	592	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx	485	xxxx	xxxx	451	592	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx	0.10	xxxx	xxxx	0.08	0.06	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																		
Queue:	xxxxx	xxxx	0.3	xxxxx	xxxx	0.3	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Stopped Del:	xxxxx	xxxx	13.2	xxxxx	xxxx	13.7	11.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	*	*	B	*	*	B	B	*	*	*	*	*						
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT								
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*						
ApproachDel:	13.2			13.7			xxxxxx			xxxxxx								
ApproachLOS:	B			B			*			*								

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.714
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 30.6
Optimal Cycle: 37 Level Of Service: C

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	246	365	136	107	253	43	98	769	167	160	741	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	365	136	107	253	43	98	769	167	160	741	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.88	0.88	0.88	0.93	0.93	0.93	0.89	0.89	0.89
PHF Volume:	263	391	146	122	289	49	106	830	180	180	833	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	391	146	122	289	49	106	830	180	180	833	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	263	391	146	122	289	49	106	830	180	180	833	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	2886	627	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.09	0.07	0.15	0.03	0.06	0.29	0.29	0.10	0.23	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.20	0.31	0.31	0.10	0.21	0.21	0.11	0.40	0.40	0.14	0.43	0.43
Volume/Cap:	0.71	0.65	0.29	0.65	0.71	0.14	0.53	0.71	0.71	0.71	0.53	0.37
Delay/Veh:	43.5	32.2	26.2	51.2	42.4	32.1	44.9	26.8	26.8	50.4	21.3	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	32.2	26.2	51.2	42.4	32.1	44.9	26.8	26.8	50.4	21.3	19.5
HCM2kAvg:	9	11	3	5	10	1	4	14	14	7	10	5

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Foothill Blvd/Monte Vista Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.579
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: 26 Level Of Service: C

Street Name:	Monte Vista Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	226	497	137	125	349	47	53	856	194	153	602	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	497	137	125	349	47	53	856	194	153	602	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.87	0.87	0.87	0.89	0.89	0.89	0.87	0.87	0.87
PHF Volume:	248	546	150	144	402	54	59	960	217	177	696	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	546	150	144	402	54	59	960	217	177	696	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	248	546	150	144	402	54	59	960	217	177	696	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.89	0.89	0.95	0.95	0.85	0.95	0.92	0.92
Lanes:	2.00	2.00	1.00	2.00	2.64	0.36	1.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	3502	3610	1615	3502	4489	605	1805	3610	1615	1805	2796	706
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.09	0.04	0.09	0.09	0.03	0.27	0.13	0.10	0.25	0.25
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.26	0.26	0.07	0.19	0.19	0.07	0.46	0.46	0.17	0.55	0.55
Volume/Cap:	0.48	0.58	0.36	0.58	0.48	0.48	0.45	0.58	0.29	0.58	0.45	0.45
Delay/Veh:	39.9	33.1	30.6	48.4	36.8	36.8	46.8	20.5	17.1	41.0	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	33.1	30.6	48.4	36.8	36.8	46.8	20.5	17.1	41.0	13.4	13.4
HCM2kAvg:	4	8	4	3	5	5	2	11	4	6	8	8

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: D[25.1]

Street Name:	Indian Hill Blvd						Colby Cir/Via la Salle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	87	605	15	1	336	15	26	7	60	3	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	605	15	1	336	15	26	7	60	3	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.99	0.99	0.99	0.83	0.83	0.83	0.38	0.38	0.38
PHF Volume:	96	668	17	1	340	15	31	8	72	8	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	96	668	17	1	340	15	31	8	72	8	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	355	xxxx	xxxxx	684	xxxx	xxxxx	875	1226	177	1044	xxxx	342
Potent Cap.:	1215	xxxx	xxxxx	918	xxxx	xxxxx	247	180	841	186	xxxx	660
Move Cap.:	1215	xxxx	xxxxx	918	xxxx	xxxxx	231	166	841	153	xxxx	660
Volume/Cap:	0.08	xxxx	xxxx	0.00	xxxx	xxxx	0.14	0.05	0.09	0.05	xxxx	0.00
Level Of Service Module:												
Queue:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.2	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	411	xxxxx	xxxx	190	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	0.2	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.0	xxxxx	xxxxx	25.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			17.0			25.1		
ApproachLOS:	*			*			C			D		

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Arrow Hwy/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.837
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 37.6
Optimal Cycle: 59 Level Of Service: D

Street Name:	Indian Hill Blvd						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	181	804	154	150	850	84	147	905	180	218	554	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	804	154	150	850	84	147	905	180	218	554	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.91	0.91	0.91	0.95	0.95	0.95	0.85	0.85	0.85
PHF Volume:	196	869	166	164	932	92	156	958	190	257	653	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	869	166	164	932	92	156	958	190	257	653	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	196	869	166	164	932	92	156	958	190	257	653	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.94	0.94
Lanes:	1.00	1.68	0.32	1.00	1.82	0.18	1.00	2.00	1.00	1.00	1.80	0.20
Final Sat.:	1805	2957	566	1805	3243	320	1805	3610	1615	1805	3208	347
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.29	0.09	0.29	0.29	0.09	0.27	0.12	0.14	0.20	0.20
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.36	0.36	0.11	0.34	0.34	0.14	0.32	0.32	0.17	0.34	0.34
Volume/Cap:	0.84	0.81	0.81	0.81	0.84	0.84	0.59	0.84	0.37	0.84	0.59	0.59
Delay/Veh:	64.9	33.1	33.1	65.1	35.5	35.5	43.7	37.3	26.9	58.0	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	33.1	33.1	65.1	35.5	35.5	43.7	37.3	26.9	58.0	28.0	28.0
HCM2kAvg:	9	17	17	7	17	17	6	16	5	11	10	10

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-10 WB Ramps/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: 35 Level Of Service: C

Street Name:	Indian Hill Blvd									I-10 WB Ramps		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2 0 0	0	0	3 0 1	0	0	0 0 0	1	0	1! 0 1
Volume Module:												
Base Vol:	342	859	0	0	926	255	0	0	0	459	4	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	859	0	0	926	255	0	0	0	459	4	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.86	0.86	0.86	1.00	1.00	1.00	0.91	0.91	0.91
PHF Volume:	362	910	0	0	1082	298	0	0	0	505	4	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	910	0	0	1082	298	0	0	0	505	4	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	362	910	0	0	1082	298	0	0	0	505	4	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.88	0.88	0.88
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.58	0.01	1.41
Final Sat.:	1805	3610	0	0	5187	1615	0	0	0	2650	17	2359
Capacity Analysis Module:												
Vol/Sat:	0.20	0.25	0.00	0.00	0.21	0.18	0.00	0.00	0.00	0.19	0.26	0.15
Crit Moves:	****				****						****	
Green/Cycle:	0.29	0.59	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.37	0.37	0.37
Volume/Cap:	0.70	0.43	0.00	0.00	0.70	0.62	0.00	0.00	0.00	0.51	0.70	0.40
Delay/Veh:	35.8	11.5	0.0	0.0	32.4	32.5	0.0	0.0	0.0	24.6	28.4	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	11.5	0.0	0.0	32.4	32.5	0.0	0.0	0.0	24.6	28.4	23.3
HCM2kAvg:	12	8	0	0	11	9	0	0	0	8	13	6

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Intersection #10 I-10 EB Ramps/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.000
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 41.7
Optimal Cycle: 180 Level Of Service: D

Street Name:	Indian Hill Blvd									I-10 EB Ramps		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2 1 1	1	0	2 0 0	1	0	1! 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	0	894	581	471	910	0	309	13	663	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	894	581	471	910	0	309	13	663	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.90	0.90	0.90	0.77	0.77	0.77	1.00	1.00	1.00
PHF Volume:	0	972	632	523	1010	0	403	17	864	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	972	632	523	1010	0	403	17	864	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	972	632	523	1010	0	403	17	864	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.95	0.95	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Lanes:	0.00	2.42	1.58	1.00	2.00	0.00	1.31	0.03	1.66	0.00	0.00	0.00
Final Sat.:	0	3944	2563	1805	3610	0	2011	40	2556	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.29	0.28	0.00	0.20	0.42	0.34	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.25	0.25	0.29	0.54	0.00	0.42	0.42	0.42	0.00	0.00	0.00
Volume/Cap:	0.00	1.00	1.00	1.00	0.52	0.00	0.47	1.00	0.80	0.00	0.00	0.00
Delay/Veh:	0.0	60.1	60.1	74.8	15.2	0.0	20.9	53.8	28.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	60.1	60.1	74.8	15.2	0.0	20.9	53.8	28.0	0.0	0.0	0.0
HCM2kAvg:	0	18	18	24	10	0	8	30	17	0	0	0

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
AM PEAK HOUR

Scenario Report

Scenario:	NT-AM
Command:	NT-AM
Volume:	NT-AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Ex-AM

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Foothill Blvd/Towne Ave	C	33.9	0.820	C	33.9	0.820	+ 0.000 D/V
# 2 Foothill Blvd/Mountain Ave	C	27.1	0.749	C	27.1	0.749	+ 0.000 D/V
# 3 Foothill Blvd/Colby Cir	F	100.9	0.000	F	100.9	0.000	+ 0.000 D/V
# 4 Foothill Blvd/Berkeley Ave/Pro	F	102.0	0.000	F	102.0	0.000	+ 0.000 D/V
# 5 Foothill Blvd/Indian Hill Blvd	D	38.8	0.893	D	38.8	0.893	+ 0.000 D/V
# 6 Foothill Blvd/Monte Vista Ave	C	26.1	0.454	C	26.1	0.454	+ 0.000 D/V
# 7 Colby Cir/Indian Hill Blvd	F	159.1	0.000	F	159.1	0.000	+ 0.000 D/V
# 8 Arrow Hwy/Indian Hill Blvd	C	29.7	0.681	C	29.7	0.681	+ 0.000 D/V
# 9 I-10 WB Ramps/Indian Hill Blvd	C	26.0	0.685	C	26.0	0.685	+ 0.000 D/V
# 10 I-10 EB Ramps/Indian Hill Blvd	D	35.8	0.948	D	35.8	0.948	+ 0.000 D/V

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.820
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 33.9
Optimal Cycle: 54 Level Of Service: C

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	199	750	220	319	920	213	97	462	103	190	636	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	750	220	319	920	213	97	462	103	190	636	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.89	0.89	0.89	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	206	775	227	358	1033	239	104	496	111	211	707	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	775	227	358	1033	239	104	496	111	211	707	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	206	775	227	358	1033	239	104	496	111	211	707	179
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	1.64	0.36	1.00	1.60	0.40
Final Sat.:	1805	3610	1615	1805	2849	660	1805	2872	640	1805	2794	707
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.21	0.14	0.20	0.36	0.36	0.06	0.17	0.17	0.12	0.25	0.25
Crit Moves:	****				****		****				****	
Green/Cycle:	0.44	0.30	0.30	0.59	0.44	0.44	0.07	0.23	0.23	0.15	0.31	0.31
Volume/Cap:	0.63	0.71	0.47	0.62	0.82	0.82	0.82	0.76	0.76	0.76	0.82	0.82
Delay/Veh:	23.9	33.2	29.1	21.4	28.0	28.0	78.5	40.7	40.7	52.6	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	33.2	29.1	21.4	28.0	28.0	78.5	40.7	40.7	52.6	37.1	37.1
HCM2kAvg:	6	12	6	8	19	19	5	11	11	8	15	15

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Foothill Blvd/Mountain Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.749
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 41 Level Of Service: C

Street Name:	Mountain Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	105	244	130	146	376	61	108	879	133	227	885	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	244	130	146	376	61	108	879	133	227	885	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.75	0.75	0.75	0.86	0.86	0.86	0.84	0.84	0.84
PHF Volume:	124	288	153	195	501	81	126	1023	155	270	1051	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	288	153	195	501	81	126	1023	155	270	1051	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	124	288	153	195	501	81	126	1023	155	270	1051	74
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.93	0.93	0.95	0.93	0.93	0.95	0.94	0.94
Lanes:	1.00	1.30	0.70	1.00	1.72	0.28	1.00	1.74	0.26	1.00	1.87	0.13
Final Sat.:	1805	2233	1190	1805	3041	493	1805	3073	465	1805	3340	234
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.13	0.13	0.11	0.16	0.16	0.07	0.33	0.33	0.15	0.31	0.31
Crit Moves:		****		****				****			****	
Green/Cycle:	0.26	0.17	0.17	0.33	0.22	0.22	0.56	0.44	0.44	0.65	0.53	0.53
Volume/Cap:	0.51	0.75	0.75	0.58	0.74	0.74	0.35	0.75	0.75	0.62	0.60	0.60
Delay/Veh:	31.3	44.7	44.7	28.9	39.8	39.8	12.2	25.2	25.2	25.1	16.8	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	44.7	44.7	28.9	39.8	39.8	12.2	25.2	25.2	25.1	16.8	16.8
HCM2kAvg:	4	8	8	6	10	10	3	16	16	6	12	12

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Foothill Blvd/Colby Cir

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: F[100.9]

Street Name:	Colby Cir						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0	0 1!	0 0	1	0 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	19	0	84	76	1083	0	0	1012	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	0	84	76	1083	0	0	1012	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.56	0.56	0.56	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	34	0	151	84	1199	0	0	1131	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	34	0	151	84	1199	0	0	1131	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1910	xxxx	577	1153	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	61	xxxx	465	613	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	55	xxxx	465	613	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.62	xxxx	0.32	0.14	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	196	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	7.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	101	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			100.9			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: F[102.0]

Street Name:	Berkeley Ave/Project Dwy						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 1	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	75	4	0	9	10	1063	21	112	1059	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	75	4	0	9	10	1063	21	112	1059	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.60	0.60	0.60	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	82	7	0	15	11	1216	24	129	1223	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	82	7	0	15	11	1216	24	129	1223	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	620	2119	xxxx	618	1236	xxxx	xxxxx	1240	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	436	29	xxxx	437	571	xxxx	xxxxx	568	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	436	19	xxxx	437	571	xxxx	xxxxx	568	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.19	0.34	xxxx	0.03	0.02	xxxx	xxxx	0.23	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.7	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.9	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	15.2	xxxxx	xxxx	xxxxx	11.4	xxxx	xxxxx	13.2	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	57	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	102	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	15.2			102.0			xxxxxx			xxxxxx		
ApproachLOS:	C			F			*			*		

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.893
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 38.8
Optimal Cycle: 81 Level Of Service: D

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	141	280	181	166	374	227	115	825	157	149	808	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	280	181	166	374	227	115	825	157	149	808	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.58	0.58	0.58	0.87	0.87	0.87	0.77	0.77	0.77
PHF Volume:	157	312	202	288	648	393	133	953	181	194	1049	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	312	202	288	648	393	133	953	181	194	1049	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	157	312	202	288	648	393	133	953	181	194	1049	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	2960	563	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.12	0.16	0.34	0.24	0.07	0.32	0.32	0.11	0.29	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.24	0.24	0.24	0.38	0.38	0.10	0.36	0.36	0.12	0.38	0.38
Volume/Cap:	0.89	0.67	0.51	0.67	0.89	0.64	0.76	0.89	0.89	0.89	0.76	0.41
Delay/Veh:	83.7	38.2	33.9	38.9	42.4	27.5	61.3	38.5	38.5	77.1	29.3	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.7	38.2	33.9	38.9	42.4	27.5	61.3	38.5	38.5	77.1	29.3	23.0
HCM2kAvg:	8	10	6	10	22	11	6	20	20	9	15	6

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Foothill Blvd/Monte Vista Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 21 Level Of Service: C

Street Name:	Monte Vista Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	114	274	131	165	503	50	56	564	135	135	633	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	274	131	165	503	50	56	564	135	135	633	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.85	0.85	0.85	0.90	0.90	0.90	0.94	0.94	0.94
PHF Volume:	123	297	142	195	594	59	62	629	151	144	673	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	297	142	195	594	59	62	629	151	144	673	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	123	297	142	195	594	59	62	629	151	144	673	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.90	0.90	0.95	0.95	0.85	0.95	0.92	0.92
Lanes:	2.00	2.00	1.00	2.00	2.73	0.27	1.00	2.00	1.00	1.00	1.61	0.39
Final Sat.:	3502	3610	1615	3502	4657	463	1805	3610	1615	1805	2823	682
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.09	0.06	0.13	0.13	0.03	0.17	0.09	0.08	0.24	0.24
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.22	0.22	0.14	0.28	0.28	0.08	0.41	0.41	0.19	0.53	0.53
Volume/Cap:	0.45	0.37	0.40	0.40	0.45	0.45	0.45	0.42	0.23	0.42	0.45	0.45
Delay/Veh:	45.3	33.5	34.1	39.8	29.9	29.9	46.6	21.1	19.2	36.6	15.0	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	33.5	34.1	39.8	29.9	29.9	46.6	21.1	19.2	36.6	15.0	15.0
HCM2kAvg:	2	4	4	3	6	6	3	7	3	4	8	8

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: F[159.1]

Street Name:	Indian Hill Blvd									Colby Cir/Via la Salle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	28	633	2	37	730	29	8	2	56	13	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	633	2	37	730	29	8	2	56	13	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.64	0.67	0.67	0.67	0.67	0.67	0.67	0.75	0.75	0.75
PHF Volume:	44	995	3	56	1098	44	12	3	84	17	4	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	44	995	3	56	1098	44	12	3	84	17	4	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1141	xxxx	xxxxx	998	xxxx	xxxxx	1819	2317	571	1747	2338	499
Potent Cap.:	620	xxxx	xxxxx	701	xxxx	xxxxx	50	38	469	56	37	522
Move Cap.:	620	xxxx	xxxxx	701	xxxx	xxxxx	39	33	469	38	32	522
Volume/Cap:	0.07	xxxx	xxxx	0.08	xxxx	xxxx	0.31	0.09	0.18	0.45	0.13	0.01
Level Of Service Module:												
Queue:	0.2	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	11.3	xxxx	xxxxx	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	172	xxxxx	xxxx	47	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.1	xxxxx	xxxxx	2.3	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	51.1	xxxxx	xxxxx	159	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			51.1			159.1		
ApproachLOS:	*			*			F			F		

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Arrow Hwy/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 29.7
Optimal Cycle: 34 Level Of Service: C

Street Name:	Indian Hill Blvd						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	177	797	153	74	790	51	70	331	174	122	492	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	797	153	74	790	51	70	331	174	122	492	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.87	0.87	0.87	0.76	0.76	0.76	0.75	0.75	0.75
PHF Volume:	205	922	177	85	905	58	93	438	230	164	660	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	922	177	85	905	58	93	438	230	164	660	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	205	922	177	85	905	58	93	438	230	164	660	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	1.68	0.32	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	1805	2956	567	1805	3361	217	1805	3610	1615	1805	3005	525
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.31	0.05	0.27	0.27	0.05	0.12	0.14	0.09	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.49	0.49	0.07	0.40	0.40	0.08	0.24	0.24	0.15	0.32	0.32
Volume/Cap:	0.68	0.64	0.64	0.64	0.68	0.68	0.68	0.50	0.59	0.59	0.68	0.68
Delay/Veh:	45.4	19.8	19.8	55.0	26.4	26.4	58.2	33.0	35.7	42.5	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	19.8	19.8	55.0	26.4	26.4	58.2	33.0	35.7	42.5	31.1	31.1
HCM2kAvg:	7	13	13	4	13	13	4	6	7	6	11	11

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-10 WB Ramps/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.685
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	26.0
Optimal Cycle:	34	Level Of Service:	C

Street Name:	Indian Hill Blvd						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	3	0	1	0	0	0	0	0	1	0	1!	0	1
Volume Module:												
Base Vol:	477	740	0	0	836	273	0	0	0	469	2	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	740	0	0	836	273	0	0	0	469	2	285
User Adj:	0.94	0.94	0.94	0.85	0.85	0.85	1.00	1.00	1.00	0.89	0.89	0.89
PHF Adj:	0.94	0.94	0.94	0.85	0.85	0.85	1.00	1.00	1.00	0.89	0.89	0.89
PHF Volume:	477	740	0	0	836	273	0	0	0	469	2	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	740	0	0	836	273	0	0	0	469	2	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	477	740	0	0	836	273	0	0	0	469	2	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.89	0.89	0.89
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.62	0.01	1.37
Final Sat.:	1805	3610	0	0	5187	1615	0	0	0	2735	9	2325
Capacity Analysis Module:												
Vol/Sat:	0.26	0.20	0.00	0.00	0.16	0.17	0.00	0.00	0.00	0.17	0.22	0.12
Crit Moves:	****					****					****	
Green/Cycle:	0.39	0.63	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.68	0.32	0.00	0.00	0.65	0.68	0.00	0.00	0.00	0.52	0.68	0.37
Delay/Veh:	28.5	8.6	0.0	0.0	35.0	39.0	0.0	0.0	0.0	27.6	31.0	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	8.6	0.0	0.0	35.0	39.0	0.0	0.0	0.0	27.6	31.0	25.9
HCM2kAvg:	14	5	0	0	9	9	0	0	0	8	12	5

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-10 EB Ramps/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.948
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	35.8
Optimal Cycle:	129	Level Of Service:	D

Street Name:	Indian Hill Blvd						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	1	1	0	2	0	0	1	0	1!	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	0	810	441	517	809	0	404	7	575	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	810	441	517	809	0	404	7	575	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.86	0.86	0.86	0.92	0.92	0.92	1.00	1.00	1.00
PHF Volume:	0	999	544	603	944	0	438	8	624	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	999	544	603	944	0	438	8	624	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	999	544	603	944	0	438	8	624	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.95	0.95	1.00	0.83	0.83	0.83	1.00	1.00	1.00
Lanes:	0.00	2.59	1.41	1.00	2.00	0.00	1.41	0.01	1.58	0.00	0.00	0.00
Final Sat.:	0	4241	2309	1805	3610	0	2228	22	2501	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.33	0.26	0.00	0.20	0.34	0.25	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.25	0.25	0.35	0.60	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.95	0.95	0.95	0.43	0.00	0.55	0.95	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	49.1	49.1	54.9	10.9	0.0	25.9	47.0	28.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	49.1	49.1	54.9	10.9	0.0	25.9	47.0	28.8	0.0	0.0	0.0
HCM2kAvg:	0	16	16	24	8	0	9	23	12	0	0	0

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	NT-PM
Command:	NT-PM
Volume:	NT-PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Ex-PM

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Foothill Blvd/Towne Ave	D	40.2	0.888	D	40.2	0.888	+ 0.000 D/V
# 2 Foothill Blvd/Mountain Ave	B	16.9	0.553	B	16.9	0.553	+ 0.000 D/V
# 3 Foothill Blvd/Colby Cir	E	42.0	0.000	E	42.0	0.000	+ 0.000 D/V
# 4 Foothill Blvd/Berkeley Ave/Pro	C	15.0	0.000	C	15.0	0.000	+ 0.000 D/V
# 5 Foothill Blvd/Indian Hill Blvd	C	33.7	0.818	C	33.7	0.818	+ 0.000 D/V
# 6 Foothill Blvd/Monte Vista Ave	C	29.0	0.701	C	29.0	0.701	+ 0.000 D/V
# 7 Colby Cir/Indian Hill Blvd	D	27.7	0.000	D	27.7	0.000	+ 0.000 D/V
# 8 Arrow Hwy/Indian Hill Blvd	D	40.6	0.873	D	40.6	0.873	+ 0.000 D/V
# 9 I-10 WB Ramps/Indian Hill Blvd	C	26.0	0.712	C	26.0	0.712	+ 0.000 D/V
# 10 I-10 EB Ramps/Indian Hill Blvd	D	45.8	1.031	D	45.8	1.031	+ 0.000 D/V

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.888
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	40.2
Optimal Cycle:	79	Level Of Service:	D

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	247	865	195	243	492	122	235	848	166	212	731	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	865	195	243	492	122	235	848	166	212	731	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	255	894	201	266	539	134	266	958	188	238	822	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	894	201	266	539	134	266	958	188	238	822	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	255	894	201	266	539	134	266	958	188	238	822	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	1.67	0.33	1.00	1.57	0.43
Final Sat.:	1805	3610	1615	1805	2806	696	1805	2944	576	1805	2735	756
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.12	0.15	0.19	0.19	0.15	0.33	0.33	0.13	0.30	0.30
Crit Moves:		****		****				****		****		
Green/Cycle:	0.45	0.28	0.28	0.42	0.26	0.26	0.17	0.37	0.37	0.15	0.35	0.35
Volume/Cap:	0.61	0.89	0.45	0.71	0.75	0.75	0.87	0.89	0.89	0.89	0.87	0.87
Delay/Veh:	22.3	44.3	30.4	28.5	37.8	37.8	62.8	37.6	37.6	69.8	37.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	44.3	30.4	28.5	37.8	37.8	62.8	37.6	37.6	69.8	37.6	37.6
HCM2kAvg:	7	17	5	9	11	11	11	20	20	11	18	18

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Foothill Blvd/Mountain Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.553
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	16.9
Optimal Cycle:	24	Level Of Service:	B

Street Name:	Mountain Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	117	147	51	150	167	41	63	1069	75	70	984	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	147	51	150	167	41	63	1069	75	70	984	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.94	0.94	0.94	0.94	0.94	0.94	0.87	0.87	0.87
PHF Volume:	120	151	52	159	177	44	67	1132	79	80	1128	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	151	52	159	177	44	67	1132	79	80	1128	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	151	52	159	177	44	67	1132	79	80	1128	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.48	0.52	1.00	1.61	0.39	1.00	1.87	0.13	1.00	1.88	0.12
Final Sat.:	1805	2576	894	1805	2811	690	1805	3340	234	1805	3362	215
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.09	0.06	0.06	0.04	0.34	0.34	0.04	0.34	0.34
Crit Moves:		****		****				****		****		
Green/Cycle:	0.25	0.11	0.11	0.28	0.13	0.13	0.68	0.61	0.61	0.70	0.62	0.62
Volume/Cap:	0.35	0.54	0.54	0.43	0.48	0.48	0.21	0.56	0.56	0.25	0.54	0.54
Delay/Veh:	31.0	43.8	43.8	29.3	41.0	41.0	7.7	11.9	11.9	8.0	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	43.8	43.8	29.3	41.0	41.0	7.7	11.9	11.9	8.0	11.1	11.1
HCM2kAvg:	3	4	4	5	4	4	1	11	11	1	11	11

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Foothill Blvd/Colby Cir

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: E[42.0]

Street Name:	Colby Cir						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	13	0	42	21	1208	0	0	1087	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	13	0	42	21	1208	0	0	1087	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.74	0.74	0.74	0.96	0.96	0.96	0.87	0.87	0.87
PHF Volume:	0	0	0	18	0	57	22	1254	0	0	1249	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	18	0	57	22	1254	0	0	1249	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1931	xxxx	636	1271	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	59	xxxx	426	553	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	58	xxxx	426	553	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.31	xxxx	0.13	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	170	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	42.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			42.0			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[15.0]

Street Name:	Berkeley Ave/Project Dwy						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 1	0 0	0	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	0	0	28	0	0	28	38	1174	20	0	1149	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	28	0	0	28	38	1174	20	0	1149	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.73	0.73	0.73	0.98	0.98	0.98	0.87	0.87	0.87
PHF Volume:	0	0	50	0	0	39	39	1200	20	0	1319	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	50	0	0	39	39	1200	20	0	1319	45
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	610	xxxx	xxxx	682	1364	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	442	xxxx	xxxx	397	510	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	442	xxxx	xxxx	397	510	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.11	xxxx	xxxx	0.10	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.4	xxxxx	xxxx	0.3	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	14.2	xxxxx	xxxx	15.0	12.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	C	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.2			15.0			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.818
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 33.7
Optimal Cycle: 54 Level Of Service: C

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	261	409	164	112	297	46	100	891	198	189	888	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	409	164	112	297	46	100	891	198	189	888	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.88	0.88	0.88	0.93	0.93	0.93	0.89	0.89	0.89
PHF Volume:	279	438	176	128	339	53	108	961	214	212	998	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	438	176	128	339	53	108	961	214	212	998	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	279	438	176	128	339	53	108	961	214	212	998	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	2874	639	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.11	0.07	0.18	0.03	0.06	0.33	0.33	0.12	0.28	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.19	0.31	0.31	0.10	0.22	0.22	0.10	0.41	0.41	0.14	0.45	0.45
Volume/Cap:	0.82	0.74	0.35	0.74	0.82	0.15	0.61	0.82	0.82	0.82	0.61	0.36
Delay/Veh:	53.2	35.7	27.0	59.6	49.3	31.8	49.2	30.1	30.1	59.6	21.2	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	35.7	27.0	59.6	49.3	31.8	49.2	30.1	30.1	59.6	21.2	18.1
HCM2kAvg:	11	13	4	6	12	1	4	18	18	9	12	5

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Foothill Blvd/Monte Vista Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.701
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 29.0
Optimal Cycle: 35 Level Of Service: C

Street Name:	Monte Vista Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0	1	2	0	2	1	0	1	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	231	652	153	168	469	64	70	978	198	181	749	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	652	153	168	469	64	70	978	198	181	749	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.87	0.87	0.87	0.89	0.89	0.89	0.87	0.87	0.87
PHF Volume:	254	716	168	194	540	74	78	1096	222	209	866	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	716	168	194	540	74	78	1096	222	209	866	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	254	716	168	194	540	74	78	1096	222	209	866	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.89	0.89	0.95	0.95	0.85	0.95	0.92	0.92
Lanes:	2.00	2.00	1.00	2.00	2.64	0.36	1.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	3502	3610	1615	3502	4482	612	1805	3610	1615	1805	2758	736
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.10	0.06	0.12	0.12	0.04	0.30	0.14	0.12	0.31	0.31
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.28	0.28	0.08	0.23	0.23	0.07	0.43	0.43	0.17	0.53	0.53
Volume/Cap:	0.53	0.70	0.37	0.70	0.53	0.53	0.60	0.70	0.32	0.70	0.60	0.60
Delay/Veh:	41.5	34.3	29.2	52.7	34.6	34.6	52.3	24.5	18.9	46.7	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	34.3	29.2	52.7	34.6	34.6	52.3	24.5	18.9	46.7	16.9	16.9
HCM2kAvg:	5	11	4	5	6	6	3	15	5	8	12	12

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: D[27.7]

Street Name:	Indian Hill Blvd						Colby Cir/Via la Salle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	89	656	16	2	388	16	27	8	62	4	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	656	16	2	388	16	27	8	62	4	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.99	0.99	0.99	0.83	0.83	0.83	0.38	0.38	0.38
PHF Volume:	98	724	18	2	392	16	33	10	75	11	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	98	724	18	2	392	16	33	10	75	11	0	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	408	xxxx	xxxxx	742	xxxx	xxxxx	963	1343	204	1134	xxxx	371
Potent Cap.:	1161	xxxx	xxxxx	874	xxxx	xxxxx	213	153	809	160	xxxx	632
Move Cap.:	1161	xxxx	xxxxx	874	xxxx	xxxxx	197	140	809	128	xxxx	632
Volume/Cap:	0.08	xxxx	xxxx	0.00	xxxx	xxxx	0.16	0.07	0.09	0.08	xxxx	0.01
Level Of Service Module:												
Queue:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.4	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	358	xxxxx	xxxx	175	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	0.3	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.8	xxxxx	xxxxx	27.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			19.8			27.7		
ApproachLOS:	*			*			C			D		

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Arrow Hwy/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.873
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: 72 Level Of Service: D

Street Name:	Indian Hill Blvd						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	185	870	158	176	928	86	150	924	184	223	566	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	870	158	176	928	86	150	924	184	223	566	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.91	0.91	0.91	0.95	0.95	0.95	0.85	0.85	0.85
PHF Volume:	200	941	171	193	1018	94	159	978	195	263	667	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	941	171	193	1018	94	159	978	195	263	667	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	200	941	171	193	1018	94	159	978	195	263	667	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	1.69	0.31	1.00	1.83	0.17	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1805	2985	542	1805	3261	302	1805	3610	1615	1805	3093	448
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.32	0.11	0.31	0.31	0.09	0.27	0.12	0.15	0.22	0.22
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.36	0.36	0.12	0.36	0.36	0.14	0.31	0.31	0.17	0.34	0.34
Volume/Cap:	0.88	0.87	0.87	0.87	0.88	0.88	0.64	0.87	0.39	0.87	0.64	0.64
Delay/Veh:	72.0	36.8	36.8	72.6	37.1	37.1	46.1	40.4	27.6	64.0	29.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.0	36.8	36.8	72.6	37.1	37.1	46.1	40.4	27.6	64.0	29.0	29.0
HCM2kAvg:	9	19	19	9	19	19	6	17	5	11	11	11

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-10 WB Ramps/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.712
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	26.0
Optimal Cycle:	37	Level Of Service:	C

Street Name:	Indian Hill Blvd									I-10 WB Ramps		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	3	0	1	0	0	0	0	0	1	0	1!	0	1
Volume Module:												
Base Vol:	349	877	0	0	947	297	0	0	0	469	5	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	349	877	0	0	947	297	0	0	0	469	5	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.86	0.86	0.86	1.00	1.00	1.00	0.91	0.91	0.91
PHF Volume:	370	929	0	0	1106	347	0	0	0	516	6	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	929	0	0	1106	347	0	0	0	516	6	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	370	929	0	0	1106	347	0	0	0	516	6	362
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.88	0.88	0.88
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.58	0.01	1.41
Final Sat.:	1805	3610	0	0	5187	1615	0	0	0	2648	21	2357
Capacity Analysis Module:												
Vol/Sat:	0.20	0.26	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.19	0.27	0.15
Crit Moves:	****				****						****	
Green/Cycle:	0.29	0.59	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.37	0.37	0.37
Volume/Cap:	0.71	0.44	0.00	0.00	0.71	0.72	0.00	0.00	0.00	0.52	0.71	0.41
Delay/Veh:	36.5	11.6	0.0	0.0	32.8	36.4	0.0	0.0	0.0	24.7	28.7	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	11.6	0.0	0.0	32.8	36.4	0.0	0.0	0.0	24.7	28.7	23.4
HCM2kAvg:	12	8	0	0	11	11	0	0	0	9	13	6

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-10 EB Ramps/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.031
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	45.8
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Indian Hill Blvd									I-10 EB Ramps		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	1	1	0	2	0	0	1	0	1!	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	0	912	593	481	931	0	344	14	677	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	912	593	481	931	0	344	14	677	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.90	0.90	0.90	0.77	0.77	0.77	1.00	1.00	1.00
PHF Volume:	0	991	645	534	1033	0	449	18	883	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	991	645	534	1033	0	449	18	883	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	991	645	534	1033	0	449	18	883	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.95	0.95	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Lanes:	0.00	2.42	1.58	1.00	2.00	0.00	1.33	0.03	1.64	0.00	0.00	0.00
Final Sat.:	0	3944	2564	1805	3610	0	2053	41	2544	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.30	0.29	0.00	0.22	0.44	0.35	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.24	0.24	0.29	0.53	0.00	0.43	0.43	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	1.03	1.03	1.03	0.54	0.00	0.51	1.03	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	68.6	68.6	83.4	15.7	0.0	21.0	61.6	28.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	68.6	68.6	83.4	15.7	0.0	21.0	61.6	28.0	0.0	0.0	0.0
HCM2kAvg:	0	19	19	25	11	0	9	32	18	0	0	0

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
AM PEAK HOUR

Scenario Report

Scenario:	NTWP-AM
Command:	NTWP-AM
Volume:	NTWP-AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Ex-AM

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Foothill Blvd/Towne Ave	C	34.0	0.822	C	34.0	0.822	+ 0.000 D/V
# 2 Foothill Blvd/Mountain Ave	C	27.2	0.754	C	27.2	0.754	+ 0.000 D/V
# 3 Foothill Blvd/Colby Cir	F	109.8	0.000	F	109.8	0.000	+ 0.000 D/V
# 4 Foothill Blvd/Berkeley Ave/Pro	F	69.7	0.000	F	69.7	0.000	+ 0.000 D/V
# 5 Foothill Blvd/Indian Hill Blvd	D	39.6	0.905	D	39.6	0.905	+ 0.000 D/V
# 6 Foothill Blvd/Monte Vista Ave	C	26.2	0.458	C	26.2	0.458	+ 0.000 D/V
# 7 Colby Cir/Indian Hill Blvd	F	167.5	0.000	F	167.5	0.000	+ 0.000 D/V
# 8 Arrow Hwy/Indian Hill Blvd	C	29.8	0.683	C	29.8	0.683	+ 0.000 D/V
# 9 I-10 WB Ramps/Indian Hill Blvd	C	26.0	0.688	C	26.0	0.688	+ 0.000 D/V
# 10 I-10 EB Ramps/Indian Hill Blvd	D	35.8	0.948	D	35.8	0.948	+ 0.000 D/V

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.822
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	34.0
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	199	750	221	320	920	213	97	463	103	192	638	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	750	221	320	920	213	97	463	103	192	638	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.89	0.89	0.89	0.93	0.93	0.93	0.90	0.90	0.90
PHF Volume:	206	775	228	359	1033	239	104	497	111	213	709	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	775	228	359	1033	239	104	497	111	213	709	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	206	775	228	359	1033	239	104	497	111	213	709	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	1.64	0.36	1.00	1.59	0.41
Final Sat.:	1805	3610	1615	1805	2849	660	1805	2873	639	1805	2776	722
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.14	0.20	0.36	0.36	0.06	0.17	0.17	0.12	0.26	0.26
Crit Moves:	****				****		****				****	
Green/Cycle:	0.44	0.30	0.30	0.59	0.44	0.44	0.07	0.23	0.23	0.15	0.31	0.31
Volume/Cap:	0.63	0.71	0.47	0.62	0.82	0.82	0.82	0.76	0.76	0.76	0.82	0.82
Delay/Veh:	24.1	33.4	29.2	21.5	28.2	28.2	79.1	40.7	40.7	52.4	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	33.4	29.2	21.5	28.2	28.2	79.1	40.7	40.7	52.4	37.1	37.1
HCM2kAvg:	6	12	6	8	19	19	6	11	11	8	15	15

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Foothill Blvd/Mountain Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.754
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	27.2
Optimal Cycle:	42	Level Of Service:	C

Street Name:	Mountain Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	105	244	130	146	376	61	108	881	133	233	894	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	244	130	146	376	61	108	881	133	233	894	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.75	0.75	0.75	0.86	0.86	0.86	0.84	0.84	0.84
PHF Volume:	124	288	153	195	501	81	126	1026	155	277	1062	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	288	153	195	501	81	126	1026	155	277	1062	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	124	288	153	195	501	81	126	1026	155	277	1062	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.93	0.93	0.95	0.93	0.93	0.95	0.94	0.94
Lanes:	1.00	1.30	0.70	1.00	1.72	0.28	1.00	1.74	0.26	1.00	1.87	0.13
Final Sat.:	1805	2233	1190	1805	3041	493	1805	3074	464	1805	3342	232
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.11	0.16	0.16	0.07	0.33	0.33	0.15	0.32	0.32
Crit Moves:		****		****				****			****	
Green/Cycle:	0.26	0.17	0.17	0.32	0.22	0.22	0.56	0.44	0.44	0.66	0.53	0.53
Volume/Cap:	0.51	0.75	0.75	0.58	0.74	0.74	0.35	0.75	0.75	0.62	0.60	0.60
Delay/Veh:	31.5	45.0	45.0	29.1	40.1	40.1	12.3	25.4	25.4	25.4	16.7	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	45.0	45.0	29.1	40.1	40.1	12.3	25.4	25.4	25.4	16.7	16.7
HCM2kAvg:	4	8	8	6	10	10	3	16	16	6	12	12

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Foothill Blvd/Colby Cir

Average Delay (sec/veh): 8.2 Worst Case Level Of Service: F[109.8]

Street Name:	Colby Cir						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	19	0	86	77	1090	0	0	1024	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	0	86	77	1090	0	0	1024	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.56	0.56	0.56	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	34	0	155	85	1207	0	0	1144	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	34	0	155	85	1207	0	0	1144	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1929	xxxx	583	1166	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	60	xxxx	461	606	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	53	xxxx	461	606	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.64	xxxx	0.34	0.14	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	193	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	8.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	110	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			109.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: F[69.7]

Street Name:	Berkeley Ave/Project Dwy						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 1	0 0	1!	0 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	0	0	75	4	0	31	29	1073	21	112	1061	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	75	4	0	31	29	1073	21	112	1061	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.60	0.60	0.60	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	0	0	82	7	0	52	33	1228	24	129	1225	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	82	7	0	52	33	1228	24	129	1225	61
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	7.5	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	626	2195	xxxx	643	1286	xxxx	xxxxx	1252	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	432	26	xxxx	421	546	xxxx	xxxxx	563	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	432	16	xxxx	421	546	xxxx	xxxxx	563	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.19	0.41	xxxx	0.12	0.06	xxxx	xxxx	0.23	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.7	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	0.9	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	15.3	xxxxx	xxxx	xxxxx	12.0	xxxx	xxxxx	13.3	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	110	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	69.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	15.3			69.7			xxxxxx			xxxxxx		
ApproachLOS:	C			F			*			*		

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.905
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	39.6
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	143	281	181	171	381	228	115	834	159	149	811	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	281	181	171	381	228	115	834	159	149	811	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.58	0.58	0.58	0.87	0.87	0.87	0.77	0.77	0.77
PHF Volume:	159	313	202	296	660	395	133	963	184	194	1053	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	313	202	296	660	395	133	963	184	194	1053	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	159	313	202	296	660	395	133	963	184	194	1053	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	2959	564	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.12	0.16	0.35	0.24	0.07	0.33	0.33	0.11	0.29	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.24	0.24	0.24	0.38	0.38	0.10	0.36	0.36	0.12	0.38	0.38
Volume/Cap:	0.90	0.68	0.52	0.68	0.90	0.64	0.76	0.90	0.90	0.90	0.76	0.41
Delay/Veh:	86.3	38.7	34.1	38.9	43.8	27.3	62.1	39.7	39.7	80.0	29.6	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.3	38.7	34.1	38.9	43.8	27.3	62.1	39.7	39.7	80.0	29.6	23.1
HCM2kAvg:	8	10	6	10	23	11	6	21	21	9	16	6

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Foothill Blvd/Monte Vista Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.458
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	26.2
Optimal Cycle:	21	Level Of Service:	C

Street Name:	Monte Vista Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	116	274	131	165	503	51	60	568	142	135	634	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	274	131	165	503	51	60	568	142	135	634	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.85	0.85	0.85	0.90	0.90	0.90	0.94	0.94	0.94
PHF Volume:	126	297	142	195	594	60	67	633	158	144	674	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	297	142	195	594	60	67	633	158	144	674	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	126	297	142	195	594	60	67	633	158	144	674	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.90	0.90	0.95	0.95	0.85	0.95	0.92	0.92
Lanes:	2.00	2.00	1.00	2.00	2.72	0.28	1.00	2.00	1.00	1.00	1.61	0.39
Final Sat.:	3502	3610	1615	3502	4644	471	1805	3610	1615	1805	2824	681
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.09	0.06	0.13	0.13	0.04	0.18	0.10	0.08	0.24	0.24
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.22	0.22	0.14	0.28	0.28	0.08	0.41	0.41	0.19	0.52	0.52
Volume/Cap:	0.46	0.38	0.40	0.40	0.46	0.46	0.46	0.42	0.24	0.42	0.46	0.46
Delay/Veh:	45.3	33.5	34.2	39.8	30.0	30.0	46.1	21.0	19.2	36.7	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	33.5	34.2	39.8	30.0	30.0	46.1	21.0	19.2	36.7	15.2	15.2
HCM2kAvg:	3	4	4	3	6	6	3	7	3	4	8	8

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: F[167.5]

Street Name:	Indian Hill Blvd						Colby Cir/Via la Salle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	29	633	2	37	731	30	12	2	63	13	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	633	2	37	731	30	12	2	63	13	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.64	0.64	0.64	0.67	0.67	0.67	0.67	0.67	0.67	0.75	0.75	0.75
PHF Volume:	46	995	3	56	1099	45	18	3	95	17	4	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	46	995	3	56	1099	45	18	3	95	17	4	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1144	xxxx	xxxxx	998	xxxx	xxxxx	1824	2323	572	1750	2344	499
Potent Cap.:	618	xxxx	xxxxx	701	xxxx	xxxxx	49	38	468	56	37	522
Move Cap.:	618	xxxx	xxxxx	701	xxxx	xxxxx	39	32	468	37	31	522
Volume/Cap:	0.07	xxxx	xxxx	0.08	xxxx	xxxx	0.46	0.09	0.20	0.47	0.13	0.01
Level Of Service Module:												
Queue:	0.2	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	11.3	xxxx	xxxxx	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	153	xxxxx	xxxx	46	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.7	xxxxx	xxxxx	2.3	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	79.2	xxxxx	xxxxx	168	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			79.2			167.5		
ApproachLOS:	*			*			F			F		

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Arrow Hwy/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 34 Level Of Service: C

Street Name:	Indian Hill Blvd						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	177	798	153	76	795	51	70	331	174	122	492	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	798	153	76	795	51	70	331	174	122	492	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.87	0.87	0.87	0.76	0.76	0.76	0.75	0.75	0.75
PHF Volume:	205	924	177	87	911	58	93	438	230	164	660	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	924	177	87	911	58	93	438	230	164	660	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	205	924	177	87	911	58	93	438	230	164	660	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	1.68	0.32	1.00	1.88	0.12	1.00	2.00	1.00	1.00	1.70	0.30
Final Sat.:	1805	2957	567	1805	3362	216	1805	3610	1615	1805	3000	531
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.31	0.05	0.27	0.27	0.05	0.12	0.14	0.09	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.49	0.49	0.08	0.40	0.40	0.08	0.24	0.24	0.15	0.32	0.32
Volume/Cap:	0.68	0.64	0.64	0.64	0.68	0.68	0.68	0.50	0.59	0.59	0.68	0.68
Delay/Veh:	45.6	19.9	19.9	54.9	26.4	26.4	58.5	33.1	35.7	42.6	31.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	19.9	19.9	54.9	26.4	26.4	58.5	33.1	35.7	42.6	31.2	31.2
HCM2kAvg:	8	13	13	4	13	13	4	6	7	6	11	11

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-10 WB Ramps/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.688
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	26.0
Optimal Cycle:	34	Level Of Service:	C

Street Name:	Indian Hill Blvd						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	3	0	1	0	0	0	0	0	1	0	1!	0	1
Volume Module:												
Base Vol:	477	741	0	0	838	277	0	0	0	469	2	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	741	0	0	838	277	0	0	0	469	2	285
User Adj:	0.94	0.94	0.94	0.85	0.85	0.85	1.00	1.00	1.00	0.89	0.89	0.89
PHF Adj:	0.94	0.94	0.94	0.85	0.85	0.85	1.00	1.00	1.00	0.89	0.89	0.89
PHF Volume:	477	741	0	0	838	277	0	0	0	469	2	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	741	0	0	838	277	0	0	0	469	2	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	477	741	0	0	838	277	0	0	0	469	2	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.89	0.89	0.89
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.62	0.01	1.37
Final Sat.:	1805	3610	0	0	5187	1615	0	0	0	2735	9	2325
Capacity Analysis Module:												
Vol/Sat:	0.26	0.21	0.00	0.00	0.16	0.17	0.00	0.00	0.00	0.17	0.22	0.12
Crit Moves:	****					****					****	
Green/Cycle:	0.38	0.63	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.33	0.33	0.33
Volume/Cap:	0.69	0.32	0.00	0.00	0.65	0.69	0.00	0.00	0.00	0.53	0.69	0.38
Delay/Veh:	28.7	8.5	0.0	0.0	34.8	38.9	0.0	0.0	0.0	27.8	31.1	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	8.5	0.0	0.0	34.8	38.9	0.0	0.0	0.0	27.8	31.1	26.0
HCM2kAvg:	14	5	0	0	9	9	0	0	0	8	12	5

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-10 EB Ramps/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.948
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	35.8
Optimal Cycle:	129	Level Of Service:	D

Street Name:	Indian Hill Blvd						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	1	1	0	2	0	0	1	0	1!	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	0	811	441	517	811	0	405	7	575	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	811	441	517	811	0	405	7	575	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.86	0.86	0.86	0.92	0.92	0.92	1.00	1.00	1.00
PHF Volume:	0	1000	544	603	946	0	439	8	624	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1000	544	603	946	0	439	8	624	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1000	544	603	946	0	439	8	624	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.95	0.95	1.00	0.83	0.83	0.83	1.00	1.00	1.00
Lanes:	0.00	2.59	1.41	1.00	2.00	0.00	1.41	0.01	1.58	0.00	0.00	0.00
Final Sat.:	0	4242	2307	1805	3610	0	2229	22	2500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.33	0.26	0.00	0.20	0.34	0.25	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.25	0.25	0.35	0.60	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.95	0.95	0.95	0.44	0.00	0.55	0.95	0.70	0.00	0.00	0.00
Delay/Veh:	0.0	49.1	49.1	55.1	10.9	0.0	25.9	47.1	28.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	49.1	49.1	55.1	10.9	0.0	25.9	47.1	28.8	0.0	0.0	0.0
HCM2kAvg:	0	16	16	24	8	0	9	23	12	0	0	0

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	NTWP-PM
Command:	NTWP-PM
Volume:	NTWP-PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Ex-PM

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Foothill Blvd/Towne Ave	D	41.0	0.898	D	41.0	0.898	+ 0.000 D/V
# 2 Foothill Blvd/Mountain Ave	B	16.8	0.564	B	16.8	0.564	+ 0.000 D/V
# 3 Foothill Blvd/Colby Cir	E	45.0	0.000	E	45.0	0.000	+ 0.000 D/V
# 4 Foothill Blvd/Berkeley Ave/Pro	C	18.6	0.000	C	18.6	0.000	+ 0.000 D/V
# 5 Foothill Blvd/Indian Hill Blvd	C	34.9	0.840	C	34.9	0.840	+ 0.000 D/V
# 6 Foothill Blvd/Monte Vista Ave	C	29.3	0.703	C	29.3	0.703	+ 0.000 D/V
# 7 Colby Cir/Indian Hill Blvd	D	29.2	0.000	D	29.2	0.000	+ 0.000 D/V
# 8 Arrow Hwy/Indian Hill Blvd	D	40.9	0.879	D	40.9	0.879	+ 0.000 D/V
# 9 I-10 WB Ramps/Indian Hill Blvd	C	25.8	0.718	C	25.8	0.718	+ 0.000 D/V
# 10 I-10 EB Ramps/Indian Hill Blvd	D	46.2	1.034	D	46.2	1.034	+ 0.000 D/V

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.898
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	41.0
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	247	865	199	254	492	122	235	852	166	215	734	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	865	199	254	492	122	235	852	166	215	734	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	255	894	206	278	539	134	266	963	188	242	826	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	894	206	278	539	134	266	963	188	242	826	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	255	894	206	278	539	134	266	963	188	242	826	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	1.67	0.33	1.00	1.55	0.45
Final Sat.:	1805	3610	1615	1805	2806	696	1805	2949	575	1805	2711	779
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.13	0.15	0.19	0.19	0.15	0.33	0.33	0.13	0.30	0.30
Crit Moves:		****		****				****		****		
Green/Cycle:	0.46	0.28	0.28	0.43	0.26	0.26	0.17	0.36	0.36	0.15	0.35	0.35
Volume/Cap:	0.61	0.90	0.46	0.72	0.75	0.75	0.88	0.90	0.90	0.90	0.88	0.88
Delay/Veh:	22.1	45.7	30.8	28.7	37.5	37.5	65.2	38.8	38.8	71.6	38.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	45.7	30.8	28.7	37.5	37.5	65.2	38.8	38.8	71.6	38.6	38.6
HCM2kAvg:	7	17	6	9	11	11	12	20	20	11	19	19

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Foothill Blvd/Mountain Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.564
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	16.8
Optimal Cycle:	25	Level Of Service:	B

Street Name:	Mountain Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	117	147	51	150	167	41	63	1088	75	79	998	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	147	51	150	167	41	63	1088	75	79	998	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.94	0.94	0.94	0.94	0.94	0.94	0.87	0.87	0.87
PHF Volume:	120	151	52	159	177	44	67	1153	79	91	1144	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	151	52	159	177	44	67	1153	79	91	1144	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	151	52	159	177	44	67	1153	79	91	1144	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.94	0.94
Lanes:	1.00	1.48	0.52	1.00	1.61	0.39	1.00	1.87	0.13	1.00	1.88	0.12
Final Sat.:	1805	2576	894	1805	2811	690	1805	3343	230	1805	3365	212
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.09	0.06	0.06	0.04	0.34	0.34	0.05	0.34	0.34
Crit Moves:		****		****				****		****		
Green/Cycle:	0.24	0.10	0.10	0.27	0.13	0.13	0.68	0.61	0.61	0.71	0.63	0.63
Volume/Cap:	0.36	0.56	0.56	0.44	0.50	0.50	0.21	0.56	0.56	0.27	0.54	0.54
Delay/Veh:	31.9	44.7	44.7	30.3	41.6	41.6	7.4	11.9	11.9	7.9	10.6	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	44.7	44.7	30.3	41.6	41.6	7.4	11.9	11.9	7.9	10.6	10.6
HCM2kAvg:	3	4	4	5	4	4	1	11	11	1	11	11

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Foothill Blvd/Colby Cir

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: E[45.0]

Street Name:	Colby Cir						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	0 0	1!	0 0	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	13	0	45	24	1233	0	0	1107	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	13	0	45	24	1233	0	0	1107	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	0.74	0.74	0.74	0.96	0.96	0.96	0.87	0.87	0.87
PHF Volume:	0	0	0	18	0	61	25	1280	0	0	1272	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	18	0	61	25	1280	0	0	1272	22
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1973	xxxx	647	1294	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	56	xxxx	418	542	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	54	xxxx	418	542	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.33	xxxx	0.15	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	166	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	45.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			45.0			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[18.6]

Street Name:	Berkeley Ave/Project Dwy						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 1	0 0	0	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	0	0	28	0	0	72	71	1191	20	0	1161	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	28	0	0	72	71	1191	20	0	1161	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.56	0.56	0.56	0.73	0.73	0.73	0.98	0.98	0.98	0.87	0.87	0.87
PHF Volume:	0	0	50	0	0	99	73	1218	20	0	1333	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	50	0	0	99	73	1218	20	0	1333	149
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	619	xxxx	xxxx	741	1482	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	436	xxxx	xxxx	363	460	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	436	xxxx	xxxx	363	460	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.11	xxxx	xxxx	0.27	0.16	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	0.4	xxxxx	xxxx	1.1	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	14.3	xxxxx	xxxx	18.6	14.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	C	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.3			18.6			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.840
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	34.9
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	276	413	164	121	309	49	100	905	201	189	914	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	413	164	121	309	49	100	905	201	189	914	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.88	0.88	0.88	0.93	0.93	0.93	0.89	0.89	0.89
PHF Volume:	296	442	176	138	353	56	108	976	217	212	1027	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	442	176	138	353	56	108	976	217	212	1027	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	296	442	176	138	353	56	108	976	217	212	1027	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.64	0.36	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	2874	638	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.11	0.08	0.19	0.03	0.06	0.34	0.34	0.12	0.28	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.19	0.31	0.31	0.10	0.22	0.22	0.09	0.40	0.40	0.14	0.45	0.45
Volume/Cap:	0.84	0.74	0.35	0.74	0.84	0.16	0.63	0.84	0.84	0.84	0.63	0.37
Delay/Veh:	55.1	35.8	26.9	58.6	51.3	31.6	51.1	31.5	31.5	63.4	22.0	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	35.8	26.9	58.6	51.3	31.6	51.1	31.5	31.5	63.4	22.0	18.4
HCM2kAvg:	12	14	4	6	13	1	4	19	19	9	13	5

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Foothill Blvd/Monte Vista Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.703
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	29.3
Optimal Cycle:	36	Level Of Service:	C

Street Name:	Monte Vista Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	246	652	153	168	469	72	76	984	210	181	757	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	652	153	168	469	72	76	984	210	181	757	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.87	0.87	0.87	0.89	0.89	0.89	0.87	0.87	0.87
PHF Volume:	270	716	168	194	540	83	85	1103	235	209	875	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	716	168	194	540	83	85	1103	235	209	875	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	270	716	168	194	540	83	85	1103	235	209	875	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.89	0.89	0.95	0.95	0.85	0.95	0.92	0.92
Lanes:	2.00	2.00	1.00	2.00	2.60	0.40	1.00	2.00	1.00	1.00	1.58	0.42
Final Sat.:	3502	3610	1615	3502	4407	677	1805	3610	1615	1805	2767	731
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.10	0.06	0.12	0.12	0.05	0.31	0.15	0.12	0.32	0.32
Crit Moves:		****		****				****			****	
Green/Cycle:	0.14	0.28	0.28	0.08	0.22	0.22	0.08	0.43	0.43	0.16	0.52	0.52
Volume/Cap:	0.55	0.70	0.37	0.70	0.55	0.55	0.61	0.70	0.34	0.70	0.61	0.61
Delay/Veh:	41.5	34.4	29.3	52.9	35.2	35.2	52.0	24.5	19.0	46.8	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	34.4	29.3	52.9	35.2	35.2	52.0	24.5	19.0	46.8	17.3	17.3
HCM2kAvg:	5	11	4	5	6	6	4	15	5	8	12	12

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: D[29.2]

Street Name:	Indian Hill Blvd						Colby Cir/Via la Salle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	97	656	16	2	393	19	33	8	74	4	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	656	16	2	393	19	33	8	74	4	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.99	0.99	0.99	0.83	0.83	0.83	0.38	0.38	0.38
PHF Volume:	107	724	18	2	397	19	40	10	89	11	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	107	724	18	2	397	19	40	10	89	11	0	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	417	xxxx	xxxxx	742	xxxx	xxxxx	987	1367	208	1155	xxxx	371
Potent Cap.:	1153	xxxx	xxxxx	874	xxxx	xxxxx	205	148	804	154	xxxx	632
Move Cap.:	1153	xxxx	xxxxx	874	xxxx	xxxxx	188	134	804	120	xxxx	632
Volume/Cap:	0.09	xxxx	xxxx	0.00	xxxx	xxxx	0.21	0.07	0.11	0.09	xxxx	0.01
Level Of Service Module:												
Queue:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.4	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	352	xxxxx	xxxx	165	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.8	xxxxx	xxxxx	0.3	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.7	xxxxx	xxxxx	29.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			21.7			29.2		
ApproachLOS:	*			*			C			D		

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Arrow Hwy/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.879
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 40.9
Optimal Cycle: 74 Level Of Service: D

Street Name:	Indian Hill Blvd						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	185	881	158	179	937	86	150	924	184	223	566	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	881	158	179	937	86	150	924	184	223	566	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.91	0.91	0.91	0.95	0.95	0.95	0.85	0.85	0.85
PHF Volume:	200	952	171	196	1027	94	159	978	195	263	667	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	952	171	196	1027	94	159	978	195	263	667	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	200	952	171	196	1027	94	159	978	195	263	667	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	1.70	0.30	1.00	1.83	0.17	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	1805	2991	536	1805	3264	300	1805	3610	1615	1805	3071	467
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.32	0.11	0.31	0.31	0.09	0.27	0.12	0.15	0.22	0.22
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.36	0.36	0.12	0.36	0.36	0.14	0.31	0.31	0.17	0.34	0.34
Volume/Cap:	0.88	0.88	0.88	0.88	0.88	0.88	0.64	0.88	0.39	0.88	0.64	0.64
Delay/Veh:	72.1	37.1	37.1	73.3	37.0	37.0	46.6	41.0	27.7	65.1	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.1	37.1	37.1	73.3	37.0	37.0	46.6	41.0	27.7	65.1	29.3	29.3
HCM2kAvg:	9	19	19	9	19	19	6	18	5	11	11	11

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-10 WB Ramps/Indian Hill Blvd

Cycle (sec):	100		Critical Vol./Cap. (X):		0.718
Loss Time (sec):	4	(Y+R = 4 sec)	Average Delay (sec/veh):		25.8
Optimal Cycle:	37		Level Of Service:		C

Street Name:	Indian Hill Blvd						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 3	0 1	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	349	888	0	0	950	303	0	0	0	469	5	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	349	888	0	0	950	303	0	0	0	469	5	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.86	0.86	0.86	1.00	1.00	1.00	0.91	0.91	0.91
PHF Volume:	370	941	0	0	1110	354	0	0	0	516	6	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	941	0	0	1110	354	0	0	0	516	6	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	370	941	0	0	1110	354	0	0	0	516	6	362
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.88	0.88	0.88
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.58	0.01	1.41
Final Sat.:	1805	3610	0	0	5187	1615	0	0	0	2648	21	2357
Capacity Analysis Module:												
Vol/Sat:	0.20	0.26	0.00	0.00	0.21	0.22	0.00	0.00	0.00	0.19	0.27	0.15
Crit Moves:	****					****					****	
Green/Cycle:	0.29	0.59	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.37	0.37	0.37
Volume/Cap:	0.72	0.44	0.00	0.00	0.70	0.72	0.00	0.00	0.00	0.53	0.72	0.42
Delay/Veh:	37.0	11.5	0.0	0.0	32.1	36.0	0.0	0.0	0.0	25.0	29.1	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	11.5	0.0	0.0	32.1	36.0	0.0	0.0	0.0	25.0	29.1	23.6
HCM2kAvg:	12	8	0	0	11	11	0	0	0	9	14	6

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-10 EB Ramps/Indian Hill Blvd

Cycle (sec):	100		Critical Vol./Cap. (X):		1.034
Loss Time (sec):	4	(Y+R = 4 sec)	Average Delay (sec/veh):		46.2
Optimal Cycle:	180		Level Of Service:		D

Street Name:	Indian Hill Blvd						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 2	1 1	1	0 2	0 0	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	916	593	481	934	0	352	14	677	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	916	593	481	934	0	352	14	677	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.90	0.90	0.90	0.77	0.77	0.77	1.00	1.00	1.00
PHF Volume:	0	996	645	534	1037	0	459	18	883	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	996	645	534	1037	0	459	18	883	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	996	645	534	1037	0	459	18	883	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.95	0.95	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Lanes:	0.00	2.43	1.57	1.00	2.00	0.00	1.33	0.03	1.64	0.00	0.00	0.00
Final Sat.:	0	3950	2557	1805	3610	0	2065	41	2542	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.30	0.29	0.00	0.22	0.44	0.35	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.24	0.24	0.29	0.53	0.00	0.43	0.43	0.43	0.00	0.00	0.00
Volume/Cap:	0.00	1.03	1.03	1.03	0.54	0.00	0.52	1.03	0.81	0.00	0.00	0.00
Delay/Veh:	0.0	69.6	69.6	84.3	15.8	0.0	21.1	62.5	27.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	69.6	69.6	84.3	15.8	0.0	21.1	62.5	27.9	0.0	0.0	0.0
HCM2kAvg:	0	19	19	25	11	0	9	33	18	0	0	0

Claremont Inn/Old School House TIA
BUILDOUT BASELINE CONDITIONS
AM PEAK HOUR

Scenario Report

Scenario:	BO-AM
Command:	BO-AM
Volume:	BO-AM
Geometry:	NT mitigated
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Ex-AM

Claremont Inn/Old School House TIA
BUILDOUT BASELINE CONDITIONS
AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Foothill Blvd/Towne Ave	D	45.0	0.920	D	45.0	0.920	+ 0.000 D/V
# 2 Foothill Blvd/Mountain Ave	C	24.0	0.727	C	24.0	0.727	+ 0.000 D/V
# 3 Foothill Blvd/Colby Cir	D	34.8	0.000	D	34.8	0.000	+ 0.000 D/V
# 4 Foothill Blvd/Berkeley Ave/Pro	C	15.4	0.000	C	15.4	0.000	+ 0.000 D/V
# 5 Foothill Blvd/Indian Hill Blvd	D	43.5	0.946	D	43.5	0.946	+ 0.000 D/V
# 6 Foothill Blvd/Monte Vista Ave	C	28.2	0.595	C	28.2	0.595	+ 0.000 D/V
# 7 Colby Cir/Indian Hill Blvd	E	48.0	0.000	E	48.0	0.000	+ 0.000 D/V
# 8 Arrow Hwy/Indian Hill Blvd	C	32.9	0.725	C	32.9	0.725	+ 0.000 D/V
# 9 I-10 WB Ramps/Indian Hill Blvd	C	29.1	0.891	C	29.1	0.891	+ 0.000 D/V
# 10 I-10 EB Ramps/Indian Hill Blvd	C	32.9	0.916	C	32.9	0.916	+ 0.000 D/V

Claremont Inn/Old School House TIA
BUILDOUT BASELINE CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.920
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 45.0
Optimal Cycle: 99 Level Of Service: D

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	219	633	273	486	1027	241	113	617	160	322	957	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	633	273	486	1027	241	113	617	160	322	957	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	633	273	486	1027	241	113	617	160	322	957	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	633	273	486	1027	241	113	617	160	322	957	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	219	633	273	486	1027	241	113	617	160	322	957	239
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	1.59	0.41	1.00	1.60	0.40
Final Sat.:	1805	3610	1615	1805	2842	667	1805	2778	720	1805	2802	700
Capacity Analysis Module:																				
Vol/Sat:	0.12	0.18	0.17	0.27	0.36	0.36	0.06	0.22	0.22	0.18	0.34	0.34
Crit Moves:	****				****			****		****		
Green/Cycle:	0.34	0.21	0.21	0.53	0.39	0.39	0.07	0.24	0.24	0.19	0.37	0.37
Volume/Cap:	0.70	0.85	0.82	0.75	0.92	0.92	0.93	0.92	0.92	0.92	0.93	0.93
Delay/Veh:	33.1	47.1	52.3	25.6	39.1	39.1	106.0	52.1	52.1	68.2	42.1	42.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	47.1	52.3	25.6	39.1	39.1	106.0	52.1	52.1	68.2	42.1	42.1
HCM2kAvg:	8	12	10	14	23	23	7	16	16	14	22	22

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Foothill Blvd/Mountain Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 24.0
Optimal Cycle: 38 Level Of Service: C

Street Name:	Mountain Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	150	224	50	264	228	202	173	1070	124	109	1219	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	224	50	264	228	202	173	1070	124	109	1219	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	224	50	264	228	202	173	1070	124	109	1219	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	224	50	264	228	202	173	1070	124	109	1219	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	150	224	50	264	228	202	173	1070	124	109	1219	125
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.88	0.88	0.95	0.93	0.93	0.95	0.94	0.94
Lanes:	1.00	1.64	0.36	1.00	1.06	0.94	1.00	1.79	0.21	1.00	1.81	0.19
Final Sat.:	1805	2872	641	1805	1780	1577	1805	3183	369	1805	3228	331
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.08	0.08	0.15	0.13	0.13	0.10	0.34	0.34	0.06	0.38	0.38
Crit Moves:		****		****			****				****	
Green/Cycle:	0.23	0.11	0.11	0.32	0.19	0.19	0.66	0.55	0.55	0.62	0.52	0.52
Volume/Cap:	0.51	0.73	0.73	0.60	0.68	0.68	0.54	0.61	0.61	0.34	0.73	0.73
Delay/Veh:	33.9	50.2	50.2	29.9	41.0	41.0	18.4	15.7	15.7	10.9	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	50.2	50.2	29.9	41.0	41.0	18.4	15.7	15.7	10.9	20.0	20.0
HCM2kAvg:	5	6	6	8	7	7	4	13	13	2	17	17

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Foothill Blvd/Colby Cir

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: D[34.8]

Street Name:	Colby Cir						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																
Base Vol:	0	0	0	24	0	106	95	1227	0	0	1116	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	0	106	95	1227	0	0	1116	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	24	0	106	95	1227	0	0	1116	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	24	0	106	95	1227	0	0	1116	26
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1933	xxxx	571	1142	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	59	xxxx	469	619	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	52	xxxx	469	619	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.46	xxxx	0.23	0.15	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	1.7	xxxx	0.9	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	122.5	xxxx	14.9	11.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			34.8			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: C[15.4]

Street Name:	Berkeley Ave/Project Dwy									Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	0	0	0	1	1	0	1	1	0
Volume Module:																	
Base Vol:	0	0	94	0	0	16	12	1201	26	0	1311	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	94	0	0	16	12	1201	26	0	1311	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	94	0	0	16	12	1201	26	0	1311	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	94	0	0	16	12	1201	26	0	1311	13
Critical Gap Module:																	
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:																	
Cnflict Vol:	xxxx	xxxx	614	xxxx	xxxx	662	1324	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	440	xxxx	xxxx	409	528	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	440	xxxx	xxxx	409	528	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.21	xxxx	xxxx	0.04	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:																	
Queue:	xxxxx	xxxx	0.8	xxxxx	xxxx	0.1	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	15.4	xxxxx	xxxx	14.2	12.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	B	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.4			14.2			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.946
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	43.5
Optimal Cycle:	126	Level Of Service:	D

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	217	404	232	264	637	246	102	890	271	215	951	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	404	232	264	637	246	102	890	271	215	951	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	404	232	264	637	246	102	890	271	215	951	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	404	232	264	637	246	102	890	271	215	951	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	217	404	232	264	637	246	102	890	271	215	951	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.53	0.47	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	2670	813	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.14	0.15	0.34	0.15	0.06	0.33	0.33	0.12	0.26	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.29	0.29	0.20	0.35	0.35	0.08	0.35	0.35	0.13	0.39	0.39
Volume/Cap:	0.95	0.75	0.50	0.75	0.95	0.43	0.67	0.95	0.95	0.95	0.67	0.31
Delay/Veh:	87.6	38.0	30.7	46.2	53.6	25.1	55.3	46.0	46.0	87.9	26.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	38.0	30.7	46.2	53.6	25.1	55.3	46.0	46.0	87.9	26.2	21.2
HCM2kAvg:	11	13	6	10	24	6	5	22	22	11	13	4

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Foothill Blvd/Monte Vista Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.595
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	28.2
Optimal Cycle:	27	Level Of Service:	C

Street Name:	Monte Vista Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	237	477	147	156	615	106	89	616	132	191	922	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	477	147	156	615	106	89	616	132	191	922	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	477	147	156	615	106	89	616	132	191	922	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	477	147	156	615	106	89	616	132	191	922	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	237	477	147	156	615	106	89	616	132	191	922	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.89	0.89	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	2.00	2.00	1.00	2.00	2.56	0.44	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	3502	3610	1615	3502	4327	746	1805	3610	1615	1805	2953	570
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.09	0.04	0.14	0.14	0.05	0.17	0.08	0.11	0.31	0.31
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.26	0.26	0.09	0.24	0.24	0.08	0.37	0.37	0.23	0.52	0.52
Volume/Cap:	0.60	0.50	0.35	0.50	0.60	0.60	0.60	0.46	0.22	0.46	0.60	0.60
Delay/Veh:	44.6	31.7	30.3	44.7	34.6	34.6	50.6	23.8	21.5	33.7	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	31.7	30.3	44.7	34.6	34.6	50.6	23.8	21.5	33.7	17.0	17.0
HCM2kAvg:	5	7	4	3	7	7	4	7	3	6	12	12

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: E[48.0]

Street Name:	Indian Hill Blvd									Colby Cir/Via la Salle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	35	742	2	47	870	36	9	2	70	16	3	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	742	2	47	870	36	9	2	70	16	3	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	742	2	47	870	36	9	2	70	16	3	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	35	742	2	47	870	36	9	2	70	16	3	6
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	906	xxxx	xxxxx	744	xxxx	xxxxx	1425	1796	453	1343	1813	372
Potent Cap.:	759	xxxx	xxxxx	873	xxxx	xxxxx	98	81	559	112	79	631
Move Cap.:	759	xxxx	xxxxx	873	xxxx	xxxxx	87	73	559	89	72	631
Volume/Cap:	0.05	xxxx	xxxx	0.05	xxxx	xxxx	0.10	0.03	0.13	0.18	0.04	0.01
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx
Stopped Del:	10.0	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	12.4	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	84	xxxx	xxxxx	xxxx	108	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	0.8	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	54.3	xxxx	xxxxx	xxxxx	48.0	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			18.0			48.0		
ApproachLOS:	*			*			C			E		

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Arrow Hwy/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: 38 Level Of Service: C

Street Name:	Indian Hill Blvd						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	298	811	243	133	725	106	78	385	156	246	755	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	811	243	133	725	106	78	385	156	246	755	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	811	243	133	725	106	78	385	156	246	755	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	811	243	133	725	106	78	385	156	246	755	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	298	811	243	133	725	106	78	385	156	246	755	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	1.54	0.46	1.00	1.74	0.26	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	1805	2680	803	1805	3090	452	1805	3610	1615	1805	2979	548
Capacity Analysis Module:												
Vol/Sat:	0.17	0.30	0.30	0.07	0.23	0.23	0.04	0.11	0.10	0.14	0.25	0.25
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.44	0.44	0.11	0.32	0.32	0.06	0.18	0.18	0.23	0.35	0.35
Volume/Cap:	0.73	0.68	0.68	0.68	0.73	0.73	0.73	0.59	0.54	0.59	0.73	0.73
Delay/Veh:	42.1	23.5	23.5	52.5	32.2	32.2	67.9	39.2	39.3	36.7	30.5	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	23.5	23.5	52.5	32.2	32.2	67.9	39.2	39.3	36.7	30.5	30.5
HCM2kAvg:	10	14	14	6	13	13	4	6	5	8	13	13

Claremont Inn/Old School House TIA
BUILDOUT BASELINE CONDITIONS
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-10 WB Ramps/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.891
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	29.1
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Indian Hill Blvd						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 3	0 1	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	464	1322	0	0	1238	641	0	0	0	639	0	826
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	464	1322	0	0	1238	641	0	0	0	639	0	826
User Adj:	0.94	0.94	0.94	0.85	0.85	0.85	1.00	1.00	1.00	0.89	0.89	0.89
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	438	1247	0	0	1054	545	0	0	0	567	0	733
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	1247	0	0	1054	545	0	0	0	567	0	733
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	438	1247	0	0	1054	545	0	0	0	567	0	733
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.44	0.00	1.56
Final Sat.:	1805	3610	0	0	5187	1615	0	0	0	2444	0	2662
Capacity Analysis Module:												
Vol/Sat:	0.24	0.35	0.00	0.00	0.20	0.34	0.00	0.00	0.00	0.23	0.00	0.28
Crit Moves:	****					****						****
Green/Cycle:	0.27	0.65	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.89	0.53	0.00	0.00	0.54	0.89	0.00	0.00	0.00	0.75	0.00	0.89
Delay/Veh:	53.1	9.5	0.0	0.0	24.5	44.3	0.0	0.0	0.0	33.0	0.0	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	9.5	0.0	0.0	24.5	44.3	0.0	0.0	0.0	33.0	0.0	40.2
HCM2kAvg:	17	10	0	0	9	19	0	0	0	13	0	18

Claremont Inn/Old School House TIA
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AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-10 EB Ramps/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.916
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	32.9
Optimal Cycle:	96	Level Of Service:	C

Street Name:	Indian Hill Blvd						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 1	1	0 2	0 0	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	1032	758	598	1378	0	737	0	559	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1032	758	598	1378	0	737	0	559	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1032	758	598	1378	0	737	0	559	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1032	758	598	1378	0	737	0	559	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1032	758	598	1378	0	737	0	559	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.85	0.85	0.95	0.95	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.00	2.31	1.69	1.00	2.00	0.00	1.57	0.00	1.43	0.00	0.00	0.00
Final Sat.:	0	3736	2744	1805	3610	0	2709	0	2472	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.33	0.38	0.00	0.27	0.00	0.23	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.30	0.30	0.36	0.66	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.92	0.92	0.92	0.58	0.00	0.92	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	41.0	41.0	48.2	9.5	0.0	43.5	0.0	34.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.0	41.0	48.2	9.5	0.0	43.5	0.0	34.0	0.0	0.0	0.0
HCM2kAvg:	0	17	17	23	12	0	18	0	13	0	0	0

Claremont Inn/Old School House TIA
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Scenario Report

Scenario:	BO-PM
Command:	BO-PM
Volume:	BO-PM
Geometry:	NT mitigated
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Ex-PM

Claremont Inn/Old School House TIA
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PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Foothill Blvd/Towne Ave	F	133.4	1.410	F	133.4	1.410	+ 0.000 D/V
# 2 Foothill Blvd/Mountain Ave	E	71.3	1.093	E	71.3	1.093	+ 0.000 D/V
# 3 Foothill Blvd/Colby Cir	D	33.6	0.000	D	33.6	0.000	+ 0.000 D/V
# 4 Foothill Blvd/Berkeley Ave/Pro	C	15.1	0.000	C	15.1	0.000	+ 0.000 D/V
# 5 Foothill Blvd/Indian Hill Blvd	F	141.8	1.364	F	141.8	1.364	+ 0.000 D/V
# 6 Foothill Blvd/Monte Vista Ave	C	33.7	0.804	C	33.7	0.804	+ 0.000 D/V
# 7 Colby Cir/Indian Hill Blvd	D	30.7	0.000	D	30.7	0.000	+ 0.000 D/V
# 8 Arrow Hwy/Indian Hill Blvd	F	162.2	1.443	F	162.2	1.443	+ 0.000 D/V
# 9 I-10 WB Ramps/Indian Hill Blvd	F	94.2	1.355	F	94.2	1.355	+ 0.000 D/V
# 10 I-10 EB Ramps/Indian Hill Blvd	F	123.5	1.344	F	123.5	1.344	+ 0.000 D/V

Claremont Inn/Old School House TIA
BUILDOUT BASELINE CONDITIONS
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec):	100		Critical Vol./Cap. (X):	1.410		
Loss Time (sec):	4 (Y+R = 4 sec)		Average Delay (sec/veh):	133.4		
Optimal Cycle:	180		Level Of Service:	F		

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																		
Base Vol:	297	1100	378	612	630	191	275	1027	179	367	990	618
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	1100	378	612	630	191	275	1027	179	367	990	618
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	1100	378	612	630	191	275	1027	179	367	990	618
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	1100	378	612	630	191	275	1027	179	367	990	618
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	297	1100	378	612	630	191	275	1027	179	367	990	618
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.44	0.92	0.92	0.95	0.93	0.93	0.95	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	1.70	0.30	1.00	1.23	0.77
Final Sat.:	1805	3610	1615	841	2673	810	1805	3007	524	1805	2094	1307
Capacity Analysis Module:																		
Vol/Sat:	0.16	0.30	0.23	0.73	0.24	0.24	0.15	0.34	0.34	0.20	0.47	0.47
Crit Moves:				****			****				****	
Green/Cycle:	0.43	0.23	0.23	0.50	0.29	0.29	0.12	0.30	0.30	0.18	0.36	0.36
Volume/Cap:	0.68	1.32	1.02	1.14	0.82	0.82	1.32	1.15	1.15	1.15	1.32	1.32
Delay/Veh:	25.4	192	89.1	99.8	38.8	38.8	218.6	115	114.8	139.4	183	182.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	192	89.1	99.8	38.8	38.8	218.6	115	114.8	139.4	183	182.8
HCM2kAvg:	9	35	18	33	14	14	20	32	32	22	50	50

Claremont Inn/Old School House TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Foothill Blvd/Mountain Ave

Cycle (sec):	100		Critical Vol./Cap. (X):	1.093		
Loss Time (sec):	4 (Y+R = 4 sec)		Average Delay (sec/veh):	71.3		
Optimal Cycle:	180		Level Of Service:	E		

Street Name:	Mountain Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																		
Base Vol:	298	266	172	421	416	453	520	914	295	287	1040	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	266	172	421	416	453	520	914	295	287	1040	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	266	172	421	416	453	520	914	295	287	1040	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	266	172	421	416	453	520	914	295	287	1040	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	298	266	172	421	416	453	520	914	295	287	1040	305
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.89	0.89	0.95	0.88	0.88	0.48	0.91	0.91	0.95	0.92	0.92
Lanes:	1.00	1.21	0.79	1.00	1.00	1.00	1.00	1.51	0.49	1.00	1.55	0.45
Final Sat.:	1390	2063	1334	1805	1664	1664	915	2628	848	1805	2696	791
Capacity Analysis Module:																		
Vol/Sat:	0.21	0.13	0.13	0.23	0.25	0.27	0.57	0.35	0.35	0.16	0.39	0.39
Crit Moves:	****					****	****				****	
Green/Cycle:	0.28	0.13	0.13	0.39	0.24	0.24	0.59	0.40	0.40	0.52	0.33	0.33
Volume/Cap:	0.89	0.96	0.96	0.82	1.06	1.16	0.99	0.87	0.87	0.71	1.16	1.16
Delay/Veh:	56.1	74.6	74.6	35.2	87.8	123.7	48.2	33.9	33.9	28.1	114	114.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	74.6	74.6	35.2	87.8	123.7	48.2	33.9	33.9	28.1	114	114.1
HCM2kAvg:	13	11	11	15	20	25	23	20	20	9	35	35

Claremont Inn/Old School House TIA
BUILDOUT BASELINE CONDITIONS
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Foothill Blvd/Colby Cir

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: D[33.6]

Street Name:	Colby Cir									Foothill Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0	16	0	53	26	1397	0		0	1206	24							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
Initial Bse:	0	0	0	16	0	53	26	1397	0		0	1206	24							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
PHF Volume:	0	0	0	16	0	53	26	1397	0		0	1206	24							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
Final Vol.:	0	0	0	16	0	53	26	1397	0		0	1206	24							
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	1969	xxxx	615	1230	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Potent Cap.:	xxxx	xxxx	xxxxx	56	xxxx	439	574	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Move Cap.:	xxxx	xxxx	xxxxx	54	xxxx	439	574	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Volume/Cap:	xxxx	xxxx	xxxx	0.30	xxxx	0.12	0.05	xxxx	xxxx		xxxx	xxxx	xxxx							
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	1.0	xxxx	0.4	0.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Stopped Del:	xxxxx	xxxx	xxxxx	97.3	xxxx	14.3	11.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
LOS by Move:	*	*	*	F	*	B	B	*	*		*	*	*							
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				LT - LTR - RT									
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*							
ApproachDel:	xxxxxx			33.6			xxxxxx				xxxxxx									
ApproachLOS:	*			D			*				*									

Claremont Inn/Old School House TIA
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: C[15.1]

Street Name:	Berkeley Ave/Project Dwy									Foothill Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	0	0	35	0	0	35	48	1353	25		0	1285	49							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
Initial Bse:	0	0	35	0	0	35	48	1353	25		0	1285	49							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
PHF Volume:	0	0	35	0	0	35	48	1353	25		0	1285	49							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
Final Vol.:	0	0	35	0	0	35	48	1353	25		0	1285	49							
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	689	xxxx	xxxx	667	1334	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Potent Cap.:	xxxx	xxxx	393	xxxx	xxxx	406	524	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Move Cap.:	xxxx	xxxx	393	xxxx	xxxx	406	524	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Volume/Cap:	xxxx	xxxx	0.09	xxxx	xxxx	0.09	0.09	xxxx	xxxx		xxxx	xxxx	xxxx							
Level Of Service Module:																				
Queue:	xxxxx	xxxx	0.3	xxxxx	xxxx	0.3	0.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Stopped Del:	xxxxx	xxxx	15.1	xxxxx	xxxx	14.7	12.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
LOS by Move:	*	*	C	*	*	B	B	*	*		*	*	*							
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				LT - LTR - RT									
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*							
ApproachDel:	15.1			14.7			xxxxxx				xxxxxx									
ApproachLOS:	C			B			*				*									

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.364
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 141.8
Optimal Cycle: 180 Level Of Service: F

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	542	895	247	207	724	123	92	1138	525	262	1183	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	542	895	247	207	724	123	92	1138	525	262	1183	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	542	895	247	207	724	123	92	1138	525	262	1183	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	542	895	247	207	724	123	92	1138	525	262	1183	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	542	895	247	207	724	123	92	1138	525	262	1183	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.91	0.91	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.37	0.63	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	2354	1086	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.30	0.47	0.15	0.11	0.38	0.08	0.05	0.48	0.48	0.15	0.33	0.12
Crit Moves:	****				****			****			****	
Green/Cycle:	0.22	0.40	0.40	0.10	0.28	0.28	0.06	0.35	0.35	0.11	0.40	0.40
Volume/Cap:	1.36	1.17	0.38	1.17	1.36	0.27	0.82	1.36	1.36	1.36	0.82	0.31
Delay/Veh:	218.5	121	21.5	167.1	212	28.4	82.9	202	201.6	238.4	30.8	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	218.5	121	21.5	167.1	212	28.4	82.9	202	201.6	238.4	30.8	20.9
HCM2kAvg:	38	47	5	14	48	3	5	54	54	20	18	4

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Foothill Blvd/Monte Vista Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.804
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 33.7
Optimal Cycle: 51 Level Of Service: C

Street Name:	Monte Vista Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	229	843	217	281	921	200	188	1293	201	154	967	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	843	217	281	921	200	188	1293	201	154	967	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	843	217	281	921	200	188	1293	201	154	967	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	843	217	281	921	200	188	1293	201	154	967	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	229	843	217	281	921	200	188	1293	201	154	967	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.89	0.89	0.95	0.95	0.85	0.95	0.92	0.92
Lanes:	2.00	2.00	1.00	2.00	2.46	0.54	1.00	2.00	1.00	1.00	1.56	0.44
Final Sat.:	3502	3610	1615	3502	4147	900	1805	3610	1615	1805	2731	760
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.13	0.08	0.22	0.22	0.10	0.36	0.12	0.09	0.35	0.35
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.29	0.29	0.10	0.30	0.30	0.13	0.46	0.46	0.11	0.44	0.44
Volume/Cap:	0.74	0.80	0.46	0.80	0.74	0.74	0.80	0.78	0.27	0.78	0.80	0.80
Delay/Veh:	53.3	37.4	29.8	56.7	33.3	33.3	60.3	25.1	16.8	61.0	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	37.4	29.8	56.7	33.3	33.3	60.3	25.1	16.8	61.0	27.4	27.4
HCM2kAvg:	5	14	6	7	12	12	8	18	4	7	18	18

Claremont Inn/Old School House TIA
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: D[30.7]

Street Name:	Indian Hill Blvd						Colby Cir/Via la Salle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	112	776	20	2	431	20	34	9	77	4	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	776	20	2	431	20	34	9	77	4	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	776	20	2	431	20	34	9	77	4	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	112	776	20	2	431	20	34	9	77	4	0	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	451	xxxx	xxxxx	796	xxxx	xxxxx	1057	1465	226	1234	xxxx	398
Potent Cap.:	1120	xxxx	xxxxx	835	xxxx	xxxxx	182	129	784	135	xxxx	607
Move Cap.:	1120	xxxx	xxxxx	835	xxxx	xxxxx	167	116	784	106	xxxx	607
Volume/Cap:	0.10	xxxx	xxxx	0.00	xxxx	xxxx	0.20	0.08	0.10	0.04	xxxx	0.00
Level Of Service Module:												
Queue:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx
Stopped Del:	8.6	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	10.1	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	153	xxxx	xxxxx	xxxx	146	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	37.4	xxxx	xxxxx	xxxxx	30.7	xxxxx
Shared LOS:	*	*	*	*	*	*	E	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			19.9			30.7		
ApproachLOS:	*			*			C			D		

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Arrow Hwy/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.443
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 162.2
Optimal Cycle: 180 Level Of Service: F

Street Name:	Indian Hill Blvd						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	676	971	392	374	1009	130	152	961	719	441	610	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	676	971	392	374	1009	130	152	961	719	441	610	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	676	971	392	374	1009	130	152	961	719	441	610	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	676	971	392	374	1009	130	152	961	719	441	610	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	676	971	392	374	1009	130	152	961	719	441	610	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.91	0.91
Lanes:	1.00	1.42	0.58	1.00	1.77	0.23	1.00	2.00	1.00	1.00	1.41	0.59
Final Sat.:	1805	2461	994	1805	3144	405	1805	3610	1615	1805	2439	1012
Capacity Analysis Module:												
Vol/Sat:	0.37	0.39	0.39	0.21	0.32	0.32	0.08	0.27	0.45	0.24	0.25	0.25
Crit Moves:	****				****				****	****		
Green/Cycle:	0.26	0.32	0.32	0.17	0.22	0.22	0.12	0.31	0.31	0.17	0.36	0.36
Volume/Cap:	1.44	1.25	1.25	1.25	1.44	1.44	0.70	0.86	1.44	1.44	0.70	0.70
Delay/Veh:	248.1	154	153.7	178.1	245	245.3	51.9	39.7	244.9	258.4	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	248.1	154	153.7	178.1	245	245.3	51.9	39.7	244.9	258.4	29.3	29.3
HCM2kAvg:	50	40	40	24	41	41	6	17	50	34	12	12

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-10 WB Ramps/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.355
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 94.2
Optimal Cycle: 180 Level Of Service: F

Street Name:	Indian Hill Blvd						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 3	0 1	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	544	1498	0	0	1668	1127	0	0	0	567	0	814
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	544	1498	0	0	1668	1127	0	0	0	567	0	814
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	544	1498	0	0	1668	1127	0	0	0	567	0	814
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	1498	0	0	1668	1127	0	0	0	567	0	814
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	544	1498	0	0	1668	1127	0	0	0	567	0	814
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.89	1.00	0.89
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.41	0.00	1.59
Final Sat.:	1805	3610	0	0	5187	1615	0	0	0	2395	0	2699
Capacity Analysis Module:												
Vol/Sat:	0.30	0.41	0.00	0.00	0.32	0.70	0.00	0.00	0.00	0.24	0.00	0.30
Crit Moves:	****					****						****
Green/Cycle:	0.22	0.74	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	1.36	0.56	0.00	0.00	0.62	1.36	0.00	0.00	0.00	1.06	0.00	1.36
Delay/Veh:	214.2	6.2	0.0	0.0	17.8	191.9	0.0	0.0	0.0	82.6	0.0	205.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	214.2	6.2	0.0	0.0	17.8	191.9	0.0	0.0	0.0	82.6	0.0	205.1
HCM2kAvg:	38	11	0	0	13	72	0	0	0	20	0	35

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-10 EB Ramps/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.344
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 123.5
Optimal Cycle: 180 Level Of Service: F

Street Name:	Indian Hill Blvd						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 1	1	0 2	0 0	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	1110	577	1167	1201	0	916	2	416	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1110	577	1167	1201	0	916	2	416	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1110	577	1167	1201	0	916	2	416	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1110	577	1167	1201	0	916	2	416	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1110	577	1167	1201	0	916	2	416	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.95	0.95	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	2.63	1.37	1.00	2.00	0.00	1.68	0.01	1.31	0.00	0.00	0.00
Final Sat.:	0	4318	2245	1805	3610	0	2909	5	2263	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.65	0.33	0.00	0.31	0.39	0.18	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.19	0.19	0.48	0.67	0.00	0.29	0.29	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	1.34	1.34	1.34	0.49	0.00	1.09	1.34	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	201	200.8	188.7	8.2	0.0	91.0	197	31.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	201	200.8	188.7	8.2	0.0	91.0	197	31.7	0.0	0.0	0.0
HCM2kAvg:	0	28	28	77	9	0	28	45	10	0	0	0

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS
AM PEAK HOUR

Scenario Report

Scenario:	BOWP-AM
Command:	BOWP-AM
Volume:	BOWP-AM
Geometry:	NT mitigated
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Ex-AM

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS
AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Foothill Blvd/Towne Ave	D	45.3	0.921	D	45.3	0.921	+ 0.000 D/V
# 2 Foothill Blvd/Mountain Ave	C	24.1	0.729	C	24.1	0.729	+ 0.000 D/V
# 3 Foothill Blvd/Colby Cir	E	35.6	0.000	E	35.6	0.000	+ 0.000 D/V
# 4 Foothill Blvd/Berkeley Ave/Pro	C	15.5	0.000	C	15.5	0.000	+ 0.000 D/V
# 5 Foothill Blvd/Indian Hill Blvd	D	44.4	0.954	D	44.4	0.954	+ 0.000 D/V
# 6 Foothill Blvd/Monte Vista Ave	C	28.3	0.599	C	28.3	0.599	+ 0.000 D/V
# 7 Colby Cir/Indian Hill Blvd	E	49.0	0.000	E	49.0	0.000	+ 0.000 D/V
# 8 Arrow Hwy/Indian Hill Blvd	C	32.9	0.727	C	32.9	0.727	+ 0.000 D/V
# 9 I-10 WB Ramps/Indian Hill Blvd	C	29.2	0.894	C	29.2	0.894	+ 0.000 D/V
# 10 I-10 EB Ramps/Indian Hill Blvd	C	32.9	0.917	C	32.9	0.917	+ 0.000 D/V

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.921
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 45.3
Optimal Cycle: 101 Level Of Service: D

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	219	633	274	487	1027	241	113	618	160	324	959	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	633	274	487	1027	241	113	618	160	324	959	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	633	274	487	1027	241	113	618	160	324	959	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	633	274	487	1027	241	113	618	160	324	959	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	219	633	274	487	1027	241	113	618	160	324	959	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	1.59	0.41	1.00	1.59	0.41
Final Sat.:	1805	3610	1615	1805	2842	667	1805	2779	719	1805	2791	710
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.17	0.27	0.36	0.36	0.06	0.22	0.22	0.18	0.34	0.34
Crit Moves:	****				****			****		****		
Green/Cycle:	0.34	0.21	0.21	0.53	0.39	0.39	0.07	0.24	0.24	0.19	0.37	0.37
Volume/Cap:	0.70	0.85	0.82	0.75	0.92	0.92	0.93	0.92	0.92	0.92	0.93	0.93
Delay/Veh:	33.2	47.3	53.0	25.7	39.3	39.3	106.9	52.3	52.3	68.4	42.4	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	47.3	53.0	25.7	39.3	39.3	106.9	52.3	52.3	68.4	42.4	42.4
HCM2kAvg:	8	12	10	14	23	23	7	16	16	14	22	22

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Foothill Blvd/Mountain Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 39 Level Of Service: C

Street Name:	Mountain Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	150	224	50	264	228	202	173	1072	124	115	1228	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	224	50	264	228	202	173	1072	124	115	1228	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	224	50	264	228	202	173	1072	124	115	1228	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	224	50	264	228	202	173	1072	124	115	1228	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	150	224	50	264	228	202	173	1072	124	115	1228	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.88	0.88	0.95	0.93	0.93	0.95	0.94	0.94
Lanes:	1.00	1.64	0.36	1.00	1.06	0.94	1.00	1.79	0.21	1.00	1.82	0.18
Final Sat.:	1805	2872	641	1805	1780	1577	1805	3184	368	1805	3231	329
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.15	0.13	0.13	0.10	0.34	0.34	0.06	0.38	0.38
Crit Moves:		****		****			****				****	
Green/Cycle:	0.23	0.11	0.11	0.32	0.19	0.19	0.66	0.55	0.55	0.62	0.52	0.52
Volume/Cap:	0.51	0.73	0.73	0.60	0.69	0.69	0.54	0.61	0.61	0.35	0.73	0.73
Delay/Veh:	34.0	50.3	50.3	30.0	41.2	41.2	18.9	15.9	15.9	11.0	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	50.3	50.3	30.0	41.2	41.2	18.9	15.9	15.9	11.0	20.0	20.0
HCM2kAvg:	5	6	6	8	7	7	4	13	13	2	17	17

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Foothill Blvd/Colby Cir

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: E[35.6]

Street Name:	Colby Cir									Foothill Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0	24	0	108	96	1234		0	0	1128			26					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00					
Initial Bse:	0	0	0	24	0	108	96	1234		0	0	1128			26					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00					
PHF Volume:	0	0	0	24	0	108	96	1234		0	0	1128			26					
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0			0					
Final Vol.:	0	0	0	24	0	108	96	1234		0	0	1128			26					
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	1950	xxxx	577	1154	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Potent Cap.:	xxxx	xxxx	xxxxx	58	xxxx	465	613	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Move Cap.:	xxxx	xxxx	xxxxx	51	xxxx	465	613	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Volume/Cap:	xxxx	xxxx	xxxx	0.47	xxxx	0.23	0.16	xxxx	xxxx		xxxx	xxxx	xxxx							
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	1.8	xxxx	0.9	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	xxxxx	128.1	xxxx	15.1	12.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	F	*	C	B	*	*		*	*								
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				LT - LTR - RT									
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*							
ApproachDel:	xxxxxx			35.6			xxxxxx				xxxxxx									
ApproachLOS:	*			E			*				*									

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: C[15.5]

Street Name:	Berkeley Ave/Project Dwy						Foothill Blvd											
Approach:	North Bound			South Bound			East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	0	0	94	0	0	31	29	1211		26	0	1313			53					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00					
Initial Bse:	0	0	94	0	0	31	29	1211		26	0	1313			53					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			1.00					
PHF Volume:	0	0	94	0	0	31	29	1211		26	0	1313			53					
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0			0					
Final Vol.:	0	0	94	0	0	31	29	1211		26	0	1313			53					
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	619	xxxx	xxxx	683	1366	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Potent Cap.:	xxxx	xxxx	437	xxxx	xxxx	396	509	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Move Cap.:	xxxx	xxxx	437	xxxx	xxxx	396	509	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Volume/Cap:	xxxx	xxxx	0.22	xxxx	xxxx	0.08	0.06	xxxx	xxxx		xxxx	xxxx	xxxx							
Level Of Service Module:																				
Queue:	xxxxx	xxxx	0.8	xxxxx	xxxx	0.3	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	15.5	xxxxx	xxxx	14.9	12.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	C	*	*	B	B	*	*		*	*								
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				LT - LTR - RT									
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*							
ApproachDel:	15.5			14.9			xxxxxx				xxxxxx									
ApproachLOS:	C			B			*				*									

Claremont Inn/Old School House TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.954
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 44.4
Optimal Cycle: 138 Level Of Service: D

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	219	405	232	269	644	247	102	899	273	215	954	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	405	232	269	644	247	102	899	273	215	954	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	405	232	269	644	247	102	899	273	215	954	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	405	232	269	644	247	102	899	273	215	954	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	219	405	232	269	644	247	102	899	273	215	954	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.53	0.47	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	2672	811	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.14	0.15	0.34	0.15	0.06	0.34	0.34	0.12	0.26	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.28	0.28	0.20	0.36	0.36	0.08	0.35	0.35	0.12	0.39	0.39
Volume/Cap:	0.95	0.75	0.51	0.75	0.95	0.43	0.67	0.95	0.95	0.95	0.67	0.31
Delay/Veh:	89.8	38.4	30.9	46.3	55.3	25.1	55.6	47.5	47.5	90.4	26.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.8	38.4	30.9	46.3	55.3	25.1	55.6	47.5	47.5	90.4	26.3	21.3
HCM2kAvg:	11	13	6	10	25	6	5	23	23	11	13	4

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Foothill Blvd/Monte Vista Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 28.3
Optimal Cycle: 27 Level Of Service: C

Street Name:	Monte Vista Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	239	477	147	156	615	107	93	620	139	191	923	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	477	147	156	615	107	93	620	139	191	923	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	477	147	156	615	107	93	620	139	191	923	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	477	147	156	615	107	93	620	139	191	923	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	239	477	147	156	615	107	93	620	139	191	923	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.89	0.89	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	2.00	2.00	1.00	2.00	2.56	0.44	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	3502	3610	1615	3502	4321	752	1805	3610	1615	1805	2954	570
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.09	0.04	0.14	0.14	0.05	0.17	0.09	0.11	0.31	0.31
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.26	0.26	0.09	0.24	0.24	0.09	0.38	0.38	0.23	0.52	0.52
Volume/Cap:	0.60	0.50	0.35	0.50	0.60	0.60	0.60	0.46	0.23	0.46	0.60	0.60
Delay/Veh:	44.6	31.7	30.4	44.8	34.7	34.7	50.3	23.7	21.5	33.8	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	31.7	30.4	44.8	34.7	34.7	50.3	23.7	21.5	33.8	17.2	17.2
HCM2kAvg:	5	7	4	3	7	7	4	7	3	6	12	12

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: E[49.0]

Street Name:	Indian Hill Blvd						Colby Cir/Via la Salle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0	0	1! 0 0
Volume Module:												
Base Vol:	36	742	2	47	871	37	13	2	77	16	3	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	742	2	47	871	37	13	2	77	16	3	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	742	2	47	871	37	13	2	77	16	3	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	36	742	2	47	871	37	13	2	77	16	3	6
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	908	xxxx	xxxxx	744	xxxx	xxxxx	1428	1800	454	1345	1817	372
Potent Cap.:	758	xxxx	xxxxx	873	xxxx	xxxxx	97	81	559	112	79	631
Move Cap.:	758	xxxx	xxxxx	873	xxxx	xxxxx	86	73	559	87	71	631
Volume/Cap:	0.05	xxxx	xxxx	0.05	xxxx	xxxx	0.15	0.03	0.14	0.18	0.04	0.01
Level Of Service Module:												
Queue:	0.1	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx
Stopped Del:	10.0	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	12.5	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	84	xxxx	xxxxx	xxxx	106	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	0.9	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	56.9	xxxx	xxxxx	xxxxx	49.0	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			19.7			49.0		
ApproachLOS:	*			*			C			E		

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Arrow Hwy/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 32.9
Optimal Cycle: 38 Level Of Service: C

Street Name:	Indian Hill Blvd						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1	0	1 1 0
Volume Module:												
Base Vol:	298	812	243	135	730	106	78	385	156	246	755	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	812	243	135	730	106	78	385	156	246	755	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	812	243	135	730	106	78	385	156	246	755	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	812	243	135	730	106	78	385	156	246	755	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	298	812	243	135	730	106	78	385	156	246	755	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	1.00	1.54	0.46	1.00	1.75	0.25	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	1805	2684	803	1805	3092	449	1805	3610	1615	1805	2975	552
Capacity Analysis Module:												
Vol/Sat:	0.17	0.30	0.30	0.07	0.24	0.24	0.04	0.11	0.10	0.14	0.25	0.25
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.44	0.44	0.11	0.32	0.32	0.06	0.18	0.18	0.23	0.35	0.35
Volume/Cap:	0.73	0.68	0.68	0.68	0.73	0.73	0.73	0.59	0.54	0.59	0.73	0.73
Delay/Veh:	42.2	23.6	23.6	52.4	32.2	32.2	68.2	39.2	39.3	36.8	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	23.6	23.6	52.4	32.2	32.2	68.2	39.2	39.3	36.8	30.6	30.6
HCM2kAvg:	10	14	14	6	13	13	4	6	5	8	13	13

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-10 WB Ramps/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.894
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	29.2
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Indian Hill Blvd						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	3	0	1	0	0	0	0	0	1	0	1!	0	1
Volume Module:																				
Base Vol:	464	1323	0	0	1240	645	0	0	0	639	0	826
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	464	1323	0	0	1240	645	0	0	0	639	0	826
User Adj:	0.94	0.94	0.94	0.85	0.85	0.85	1.00	1.00	1.00	0.89	0.89	0.89
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	438	1248	0	0	1055	549	0	0	0	567	0	733
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	1248	0	0	1055	549	0	0	0	567	0	733
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	438	1248	0	0	1055	549	0	0	0	567	0	733
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.90	1.00	0.90
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.44	0.00	1.56
Final Sat.:	1805	3610	0	0	5187	1615	0	0	0	2444	0	2662
Capacity Analysis Module:																				
Vol/Sat:	0.24	0.35	0.00	0.00	0.20	0.34	0.00	0.00	0.00	0.23	0.00	0.28
Crit Moves:	****					****						****
Green/Cycle:	0.27	0.65	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.31	0.00	0.31
Volume/Cap:	0.89	0.53	0.00	0.00	0.53	0.89	0.00	0.00	0.00	0.75	0.00	0.89
Delay/Veh:	53.5	9.5	0.0	0.0	24.4	44.5	0.0	0.0	0.0	33.1	0.0	40.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	9.5	0.0	0.0	24.4	44.5	0.0	0.0	0.0	33.1	0.0	40.5
HCM2kAvg:	17	10	0	0	9	19	0	0	0	13	0	18

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-10 EB Ramps/Indian Hill Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.917
Loss Time (sec):	4 (Y+R = 4 sec)	Average Delay (sec/veh):	32.9
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Indian Hill Blvd						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	1	1	1	0	2	0	0	1	0	1!	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	1033	758	598	1380	0	738	0	559	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1033	758	598	1380	0	738	0	559	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1033	758	598	1380	0	738	0	559	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1033	758	598	1380	0	738	0	559	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1033	758	598	1380	0	738	0	559	0	0	0
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.85	0.85	0.95	0.95	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.00	2.31	1.69	1.00	2.00	0.00	1.57	0.00	1.43	0.00	0.00	0.00
Final Sat.:	0	3738	2743	1805	3610	0	2709	0	2471	0	0	0
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.28	0.28	0.33	0.38	0.00	0.27	0.00	0.23	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green/Cycle:	0.00	0.30	0.30	0.36	0.66	0.00	0.30	0.00	0.30	0.00	0.00	0.00
Volume/Cap:	0.00	0.92	0.92	0.92	0.58	0.00	0.92	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	41.1	41.1	48.3	9.5	0.0	43.6	0.0	34.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.1	41.1	48.3	9.5	0.0	43.6	0.0	34.0	0.0	0.0	0.0
HCM2kAvg:	0	17	17	23	12	0	18	0	13	0	0	0

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS
PM PEAK HOUR

Scenario Report

Scenario:	BOWP-PM
Command:	BOWP-PM
Volume:	BOWP-PM
Geometry:	NT mitigated
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Ex-PM

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS
PM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Foothill Blvd/Towne Ave	F	136.7	1.433	F	136.7	1.433	+ 0.000 D/V
# 2 Foothill Blvd/Mountain Ave	E	72.5	1.096	E	72.5	1.096	+ 0.000 D/V
# 3 Foothill Blvd/Colby Cir	D	34.8	0.000	D	34.8	0.000	+ 0.000 D/V
# 4 Foothill Blvd/Berkeley Ave/Pro	C	16.7	0.000	C	16.7	0.000	+ 0.000 D/V
# 5 Foothill Blvd/Indian Hill Blvd	F	147.0	1.385	F	147.0	1.385	+ 0.000 D/V
# 6 Foothill Blvd/Monte Vista Ave	C	34.0	0.810	C	34.0	0.810	+ 0.000 D/V
# 7 Colby Cir/Indian Hill Blvd	D	32.2	0.000	D	32.2	0.000	+ 0.000 D/V
# 8 Arrow Hwy/Indian Hill Blvd	F	163.6	1.445	F	163.6	1.445	+ 0.000 D/V
# 9 I-10 WB Ramps/Indian Hill Blvd	F	94.8	1.359	F	94.8	1.359	+ 0.000 D/V
# 10 I-10 EB Ramps/Indian Hill Blvd	F	124.2	1.347	F	124.2	1.347	+ 0.000 D/V

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 1.433
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 136.7
Optimal Cycle: 180 Level Of Service: F

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	297	1100	382	623	630	191	275	1031	179	370	993	627
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	1100	382	623	630	191	275	1031	179	370	993	627
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	1100	382	623	630	191	275	1031	179	370	993	627
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	1100	382	623	630	191	275	1031	179	370	993	627
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	297	1100	382	623	630	191	275	1031	179	370	993	627
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.44	0.92	0.92	0.95	0.93	0.93	0.95	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	1.70	0.30	1.00	1.23	0.77
Final Sat.:	1805	3610	1615	834	2673	810	1805	3008	522	1805	2084	1316
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.24	0.75	0.24	0.24	0.15	0.34	0.34	0.20	0.48	0.48
Crit Moves:				****			****				****	
Green/Cycle:	0.43	0.23	0.23	0.50	0.29	0.29	0.11	0.30	0.30	0.18	0.36	0.36
Volume/Cap:	0.68	1.33	1.03	1.15	0.82	0.82	1.33	1.16	1.16	1.16	1.33	1.33
Delay/Veh:	25.4	196	94.4	103.6	38.7	38.7	222.9	118	118.2	142.4	187	187.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	196	94.4	103.6	38.7	38.7	222.9	118	118.2	142.4	187	187.2
HCM2kAvg:	9	36	18	34	14	14	20	32	32	22	51	51

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Foothill Blvd/Mountain Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 1.096
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 72.5
Optimal Cycle: 180 Level Of Service: E

Street Name:	Mountain Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	298	266	172	421	416	453	520	933	295	296	1054	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	266	172	421	416	453	520	933	295	296	1054	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	266	172	421	416	453	520	933	295	296	1054	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	266	172	421	416	453	520	933	295	296	1054	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	298	266	172	421	416	453	520	933	295	296	1054	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.89	0.89	0.95	0.88	0.88	0.47	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	1.21	0.79	1.00	1.00	1.00	1.00	1.52	0.48	1.00	1.55	0.45
Final Sat.:	1385	2063	1334	1805	1664	1664	902	2644	836	1805	2705	783
Capacity Analysis Module:												
Vol/Sat:	0.22	0.13	0.13	0.23	0.25	0.27	0.58	0.35	0.35	0.16	0.39	0.39
Crit Moves:	****					****	****				****	
Green/Cycle:	0.28	0.13	0.13	0.39	0.23	0.23	0.59	0.40	0.40	0.52	0.34	0.34
Volume/Cap:	0.90	0.96	0.96	0.82	1.07	1.16	0.99	0.89	0.89	0.72	1.16	1.16
Delay/Veh:	56.6	75.5	75.5	35.5	89.1	125.4	49.0	35.2	35.2	29.2	116	115.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	75.5	75.5	35.5	89.1	125.4	49.0	35.2	35.2	29.2	116	115.7
HCM2kAvg:	13	11	11	15	21	25	23	21	21	9	36	36

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Foothill Blvd/Colby Cir

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: D[34.8]

Street Name:	Colby Cir									Foothill Blvd								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0	16	0	56	29	1422	0		0	1226	24							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
Initial Bse:	0	0	0	16	0	56	29	1422	0		0	1226	24							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
PHF Volume:	0	0	0	16	0	56	29	1422	0		0	1226	24							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
Final Vol.:	0	0	0	16	0	56	29	1422	0		0	1226	24							
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx	2007	xxxx	625	1250	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Potent Cap.:	xxxx	xxxx	xxxxx	53	xxxx	433	564	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Move Cap.:	xxxx	xxxx	xxxxx	51	xxxx	433	564	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Volume/Cap:	xxxx	xxxx	xxxx	0.32	xxxx	0.13	0.05	xxxx	xxxx		xxxx	xxxx	xxxx							
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx	1.1	xxxx	0.4	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	xxxxx	105.8	xxxx	14.6	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	*	F	*	B	B	*	*		*	*	*							
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				LT - LTR - RT									
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*							
ApproachDel:	xxxxxx			34.8			xxxxxx				xxxxxx									
ApproachLOS:	*			D			*				*									

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: C[16.7]

Street Name:	Berkeley Ave/Project Dwy									Foothill Blvd								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	0	0	35	0	0	72	71	1370	25		0	1297	130							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
Initial Bse:	0	0	35	0	0	72	71	1370	25		0	1297	130							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00							
PHF Volume:	0	0	35	0	0	72	71	1370	25		0	1297	130							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
Final Vol.:	0	0	35	0	0	72	71	1370	25		0	1297	130							
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	698	xxxx	xxxx	714	1427	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Potent Cap.:	xxxx	xxxx	388	xxxx	xxxx	379	483	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Move Cap.:	xxxx	xxxx	388	xxxx	xxxx	379	483	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Volume/Cap:	xxxx	xxxx	0.09	xxxx	xxxx	0.19	0.15	xxxx	xxxx		xxxx	xxxx	xxxx							
Level Of Service Module:																				
Queue:	xxxxx	xxxx	0.3	xxxxx	xxxx	0.7	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Stopped Del:	xxxxx	xxxx	15.2	xxxxx	xxxx	16.7	13.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	*	*	C	*	*	C	B	*	*		*	*	*							
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				LT - LTR - RT									
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*							
ApproachDel:	15.2			16.7			xxxxxx				xxxxxx									
ApproachLOS:	C			C			*				*									

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.385
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 147.0
Optimal Cycle: 180 Level Of Service: F

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	557	899	247	216	736	126	92	1152	528	262	1209	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	557	899	247	216	736	126	92	1152	528	262	1209	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	557	899	247	216	736	126	92	1152	528	262	1209	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	557	899	247	216	736	126	92	1152	528	262	1209	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	557	899	247	216	736	126	92	1152	528	262	1209	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.91	0.91	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.37	0.63	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	2359	1081	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.31	0.47	0.15	0.12	0.39	0.08	0.05	0.49	0.49	0.15	0.33	0.13
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.40	0.40	0.10	0.28	0.28	0.06	0.35	0.35	0.10	0.40	0.40
Volume/Cap:	1.38	1.18	0.38	1.18	1.38	0.28	0.84	1.38	1.38	1.38	0.84	0.32
Delay/Veh:	226.9	124	21.5	168.1	221	28.5	88.4	211	210.7	247.2	32.1	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	226.9	124	21.5	168.1	221	28.5	88.4	211	210.7	247.2	32.1	21.1
HCM2kAvg:	40	47	5	14	49	3	5	56	56	20	19	4

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Foothill Blvd/Monte Vista Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.810
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 34.0
Optimal Cycle: 52 Level Of Service: C

Street Name:	Monte Vista Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 2	0 1	2	0 2	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	244	843	217	281	921	208	194	1299	213	154	975	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	843	217	281	921	208	194	1299	213	154	975	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	843	217	281	921	208	194	1299	213	154	975	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	843	217	281	921	208	194	1299	213	154	975	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	244	843	217	281	921	208	194	1299	213	154	975	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.88	0.88	0.95	0.95	0.85	0.95	0.92	0.92
Lanes:	2.00	2.00	1.00	2.00	2.45	0.55	1.00	2.00	1.00	1.00	1.57	0.43
Final Sat.:	3502	3610	1615	3502	4113	929	1805	3610	1615	1805	2739	756
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.13	0.08	0.22	0.22	0.11	0.36	0.13	0.09	0.36	0.36
Crit Moves:		****		****			****				****	
Green/Cycle:	0.09	0.29	0.29	0.10	0.30	0.30	0.13	0.46	0.46	0.11	0.44	0.44
Volume/Cap:	0.76	0.81	0.47	0.81	0.76	0.76	0.81	0.78	0.29	0.78	0.81	0.81
Delay/Veh:	54.3	37.9	30.0	57.4	34.3	34.3	60.4	24.9	16.8	60.9	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	37.9	30.0	57.4	34.3	34.3	60.4	24.9	16.8	60.9	27.7	27.7
HCM2kAvg:	6	14	6	7	12	12	8	18	4	7	19	19

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: D[32.2]

Street Name:	Indian Hill Blvd						Colby Cir/Via la Salle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	120	776	20	2	436	23	40	9	89	4	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	776	20	2	436	23	40	9	89	4	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	776	20	2	436	23	40	9	89	4	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	120	776	20	2	436	23	40	9	89	4	0	2
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	459	xxxx	xxxxx	796	xxxx	xxxxx	1079	1488	230	1253	xxxx	398
Potent Cap.:	1113	xxxx	xxxxx	835	xxxx	xxxxx	175	125	779	131	xxxx	607
Move Cap.:	1113	xxxx	xxxxx	835	xxxx	xxxxx	160	112	779	100	xxxx	607
Volume/Cap:	0.11	xxxx	xxxx	0.00	xxxx	xxxx	0.25	0.08	0.11	0.04	xxxx	0.00
Level Of Service Module:												
Queue:	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx
Stopped Del:	8.6	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	10.2	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	148	xxxx	xxxxx	xxxx	138	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	40.9	xxxx	xxxxx	xxxxx	32.2	xxxxx
Shared LOS:	*	*	*	*	*	*	E	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			21.1				32.2	
ApproachLOS:	*			*			C				D	

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 Arrow Hwy/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.445
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 163.6
Optimal Cycle: 180 Level Of Service: F

Street Name:	Indian Hill Blvd						Arrow Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	676	982	392	377	1018	130	152	961	719	441	610	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	676	982	392	377	1018	130	152	961	719	441	610	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	676	982	392	377	1018	130	152	961	719	441	610	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	676	982	392	377	1018	130	152	961	719	441	610	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	676	982	392	377	1018	130	152	961	719	441	610	257
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.93	0.93	0.95	0.95	0.85	0.95	0.91	0.91
Lanes:	1.00	1.43	0.57	1.00	1.77	0.23	1.00	2.00	1.00	1.00	1.41	0.59
Final Sat.:	1805	2469	986	1805	3147	402	1805	3610	1615	1805	2428	1023
Capacity Analysis Module:												
Vol/Sat:	0.37	0.40	0.40	0.21	0.32	0.32	0.08	0.27	0.45	0.24	0.25	0.25
Crit Moves:	****				****				****	****		
Green/Cycle:	0.26	0.32	0.32	0.17	0.22	0.22	0.12	0.31	0.31	0.17	0.36	0.36
Volume/Cap:	1.45	1.26	1.26	1.26	1.45	1.45	0.70	0.86	1.45	1.45	0.70	0.70
Delay/Veh:	249.3	157	156.9	181.2	246	246.3	52.3	39.8	246.1	259.6	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	249.3	157	156.9	181.2	246	246.3	52.3	39.8	246.1	259.6	29.4	29.4
HCM2kAvg:	50	41	41	25	41	41	6	17	51	34	12	12

Claremont Inn/Old School House TIA
BUILDOUT PLUS PROJECT CONDITIONS
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 I-10 WB Ramps/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.359
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 94.8
Optimal Cycle: 180 Level Of Service: F

Street Name:	Indian Hill Blvd						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 3	0 1	0	0 0	0 0	1	0 1!	0 1
Volume Module:												
Base Vol:	544	1509	0	0	1671	1133	0	0	0	567	0	814
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	544	1509	0	0	1671	1133	0	0	0	567	0	814
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	544	1509	0	0	1671	1133	0	0	0	567	0	814
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	1509	0	0	1671	1133	0	0	0	567	0	814
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	544	1509	0	0	1671	1133	0	0	0	567	0	814
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.85	1.00	1.00	1.00	0.89	1.00	0.89
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.41	0.00	1.59
Final Sat.:	1805	3610	0	0	5187	1615	0	0	0	2395	0	2699
Capacity Analysis Module:												
Vol/Sat:	0.30	0.42	0.00	0.00	0.32	0.70	0.00	0.00	0.00	0.24	0.00	0.30
Crit Moves:	****					****						****
Green/Cycle:	0.22	0.74	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.22	0.00	0.22
Volume/Cap:	1.36	0.57	0.00	0.00	0.62	1.36	0.00	0.00	0.00	1.07	0.00	1.36
Delay/Veh:	215.9	6.2	0.0	0.0	17.7	193.5	0.0	0.0	0.0	83.7	0.0	206.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	215.9	6.2	0.0	0.0	17.7	193.5	0.0	0.0	0.0	83.7	0.0	206.8
HCM2kAvg:	38	11	0	0	13	72	0	0	0	20	0	35

Claremont Inn/Old School House TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 I-10 EB Ramps/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.347
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 124.2
Optimal Cycle: 180 Level Of Service: F

Street Name:	Indian Hill Blvd						I-10 EB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	1 1	1	0 2	0 0	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	1114	577	1167	1204	0	924	2	416	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1114	577	1167	1204	0	924	2	416	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1114	577	1167	1204	0	924	2	416	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1114	577	1167	1204	0	924	2	416	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1114	577	1167	1204	0	924	2	416	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	0.86	0.95	0.95	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Lanes:	0.00	2.64	1.36	1.00	2.00	0.00	1.68	0.01	1.31	0.00	0.00	0.00
Final Sat.:	0	4324	2240	1805	3610	0	2918	5	2264	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.65	0.33	0.00	0.32	0.39	0.18	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green/Cycle:	0.00	0.19	0.19	0.48	0.67	0.00	0.29	0.29	0.29	0.00	0.00	0.00
Volume/Cap:	0.00	1.35	1.35	1.35	0.50	0.00	1.10	1.35	0.64	0.00	0.00	0.00
Delay/Veh:	0.0	202	201.9	189.7	8.3	0.0	92.1	198	31.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	202	201.9	189.7	8.3	0.0	92.1	198	31.7	0.0	0.0	0.0
HCM2kAvg:	0	29	29	77	9	0	28	46	10	0	0	0

APPENDIX C

- Mitigation Level of Service Worksheets

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT MITIGATED CONDITIONS
AM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Foothill Blvd/Colby Cir

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: E[42.1]

Street Name:	Colby Cir									Foothill Blvd								
Approach:	North Bound						South Bound			East Bound						West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign						Stop Sign			Uncontrolled						Uncontrolled		
Rights:	Include						Include			Include						Include		
Lanes:	0	0	0	0	0		1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																					
Base Vol:	0	0	0	19	0	86	77	1094	0	0	1028	20									
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00									
Initial Bse:	0	0	0	19	0	86	77	1094	0	0	1028	20									
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00									
PHF Adj:	1.00	1.00	1.00	0.56	0.56	0.56	0.90	0.90	0.90	0.90	0.90	0.90									
PHF Volume:	0	0	0	34	0	155	85	1212	0	0	1149	22									
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0									
Final Vol.:	0	0	0	34	0	155	85	1212	0	0	1149	22									
Critical Gap Module:																					
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx									
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx									
Capacity Module:																					
Cnflict Vol:	xxxx	xxxx	xxxxx	1936	xxxx	585	1171	xxxx	xxxxx	xxxx	xxxx	xxxxx									
Potent Cap.:	xxxx	xxxx	xxxxx	59	xxxx	459	604	xxxx	xxxxx	xxxx	xxxx	xxxxx									
Move Cap.:	xxxx	xxxx	xxxxx	53	xxxx	459	604	xxxx	xxxxx	xxxx	xxxx	xxxxx									
Volume/Cap:	xxxx	xxxx	xxxx	0.65	xxxx	0.34	0.14	xxxx	xxxx	xxxx	xxxx	xxxx									
Level Of Service Module:																					
Queue:	xxxxx	xxxx	xxxxx	2.6	xxxx	1.5	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx									
Stopped Del:	xxxxx	xxxx	xxxxx	156.8	xxxx	16.8	11.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx									
LOS by Move:	*	*	*	F	*	C	B	*	*	*	*	*									
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx									
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx									
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*									
ApproachDel:	xxxxxx			42.1			xxxxxx			xxxxxx											
ApproachLOS:	*			E			*			*											

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT MITIGATED CONDITIONS
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[15.3]

Street Name:	Berkeley Ave/Project Dwy									Foothill Blvd								
Approach:	North Bound						South Bound			East Bound						West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign						Stop Sign			Uncontrolled						Uncontrolled		
Rights:	Include						Include			Include						Include		
Lanes:	0	0	0	0	1		0	0	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																					
Base Vol:	0	0	75	0	0	35	29	1077	21	112	1061	53									
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00									
Initial Bse:	0	0	75	0	0	35	29	1077	21	112	1061	53									
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00									
PHF Adj:	0.91	0.91	0.91	0.60	0.60	0.60	0.87	0.87	0.87	0.87	0.87	0.87									
PHF Volume:	0	0	82	0	0	58	33	1232	24	129	1225	61									
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0									
Final Vol.:	0	0	82	0	0	58	33	1232	24	129	1225	61									
Critical Gap Module:																					
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx									
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx									
Capacity Module:																					
Cnflict Vol:	xxxx	xxxx	628	xxxx	xxxx	643	1286	xxxx	xxxxx	1256	xxxx	xxxxx									
Potent Cap.:	xxxx	xxxx	430	xxxx	xxxx	421	546	xxxx	xxxxx	561	xxxx	xxxxx									
Move Cap.:	xxxx	xxxx	430	xxxx	xxxx	421	546	xxxx	xxxxx	561	xxxx	xxxxx									
Volume/Cap:	xxxx	xxxx	0.19	xxxx	xxxx	0.14	0.06	xxxx	xxxx	0.23	xxxx	xxxx									
Level Of Service Module:																					
Queue:	xxxxx	xxxx	0.7	xxxxx	xxxx	0.5	0.2	xxxx	xxxxx	0.9	xxxx	xxxxx									
Stopped Del:	xxxxx	xxxx	15.3	xxxxx	xxxx	14.9	12.0	xxxx	xxxxx	13.3	xxxx	xxxxx									
LOS by Move:	*	*	C	*	*	B	B	*	*	B	*	*									
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx									
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx									
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx									
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*									
ApproachDel:	15.3			14.9			xxxxxx			xxxxxx											
ApproachLOS:	C			B			*			*											

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: F[167.5]

Street Name:	Indian Hill Blvd								Colby Cir/Via la Salle							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	1	0	1	1 0	1	0	1	1 0	0	1	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	29	633		2	37	731		30	12		2	63	13		3	5
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	29	633		2	37	731		30	12		2	63	13		3	5
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.64	0.64		0.64	0.67	0.67		0.67	0.67	0.67		0.67	0.75	0.75		0.75
PHF Volume:	46	995		3	56	1099		45	18		3	95	17		4	7
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Final Vol.:	46	995		3	56	1099		45	18		3	95	17		4	7
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.5	6.5		6.9	7.5	6.5		6.9
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5	4.0		3.3	3.5	4.0		3.3
Capacity Module:																
Cnflict Vol:	1144	xxxx	xxxxx		998	xxxx	xxxxx		1824	2323		572	1750	2344		499
Potent Cap.:	618	xxxx	xxxxx		701	xxxx	xxxxx		49	38		468	56	37		522
Move Cap.:	618	xxxx	xxxxx		701	xxxx	xxxxx		39	32		468	37	31		522
Volume/Cap:	0.07	xxxx	xxxx		0.08	xxxx	xxxx		0.46	0.09		0.20	0.47	0.13		0.01
Level Of Service Module:																
Queue:	0.2	xxxx	xxxxx		0.3	xxxx	xxxxx	xxxxx xxxx				0.7	xxxxx	xxxx	xxxxx	
Stopped Del:	11.3	xxxx	xxxxx		10.6	xxxx	xxxxx	xxxxx xxxx				14.6	xxxxx	xxxx	xxxxx	
LOS by Move:	B	*		*	B	*		* *				B	*	*		*
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		38	xxxx	xxxxx		xxxx	46	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		2.0	xxxx	xxxxx		xxxxx	2.3	xxxxx	
Shrd StpDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		184.2	xxxx	xxxxx		xxxxx	168	xxxxx	
Shared LOS:	*	*		*	*		*		F	*		*	*	F		*
ApproachDel:	xxxxxx				xxxxxx				45.5				167.5			
ApproachLOS:	*				*				E				F			

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #3 Foothill Blvd/Colby Cir

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: D[34.6]

Street Name:	Colby Cir									Foothill Blvd								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0			13	0	45			24	1233			0	0	1107			19
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00			1.00	1.00	1.00			1.00
Initial Bse:	0	0	0			13	0	45			24	1233			0	0	1107			19
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00			1.00	1.00	1.00			1.00
PHF Adj:	1.00	1.00	1.00			0.74	0.74	0.74			0.96	0.96			0.96	0.87	0.87			0.87
PHF Volume:	0	0	0			18	0	61			25	1280			0	0	1272			22
Reduct Vol:	0	0	0			0	0	0			0	0			0	0	0			0
Final Vol.:	0	0	0			18	0	61			25	1280			0	0	1272			22
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.8	xxxx	6.9			4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	xxxx	3.3			2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			1973	xxxx	647			1294	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx			56	xxxx	418			542	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx			54	xxxx	418			542	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx			0.33	xxxx	0.15			0.05	xxxx	xxxx		xxxx	xxxx	xxxx			
Level Of Service Module:																				
Queue:	xxxxx	xxxx	xxxxx			1.2	xxxx	0.5			0.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	xxxxx			102.0	xxxx	15.1			12.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*			F	*	C			B	*	*		*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	xxxxxx					34.6					xxxxxx					xxxxxx				
ApproachLOS:	*					D					*					*				

CLAREMONT INN/OLD SCHOOL HOUSE TIA
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #4 Foothill Blvd/Berkeley Ave/Project Dwy

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[18.6]

Street Name:	Berkeley Ave/Project Dwy									Foothill Blvd								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	0	0	28			0	0	72			71	1191			20	0	1161			130
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00			1.00	1.00	1.00			1.00
Initial Bse:	0	0	28			0	0	72			71	1191			20	0	1161			130
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00			1.00	1.00	1.00			1.00
PHF Adj:	0.56	0.56	0.56			0.73	0.73	0.73			0.98	0.98			0.98	0.87	0.87			0.87
PHF Volume:	0	0	50			0	0	99			73	1218			20	0	1333			149
Reduct Vol:	0	0	0			0	0	0			0	0			0	0	0			0
Final Vol.:	0	0	50			0	0	99			73	1218			20	0	1333			149
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	6.9			4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	3.3			2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	619			xxxx	xxxx	741			1482	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	436			xxxx	xxxx	363			460	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	436			xxxx	xxxx	363			460	xxxx	xxxxx		xxxx	xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	0.11			xxxx	xxxx	0.27			0.16	xxxx	xxxx		xxxx	xxxx	xxxx			
Level Of Service Module:																				
Queue:	xxxxx	xxxx	0.4			xxxxx	xxxx	1.1			0.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Stopped Del:	xxxxx	xxxx	14.3			xxxxx	xxxx	18.6			14.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	B			*	*	C			B	*	*		*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd StpDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	14.3					18.6					xxxxxx					xxxxxx				
ApproachLOS:	B					C					*					*				

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Colby Cir/Indian Hill Blvd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: D[29.2]

Street Name:	Indian Hill Blvd						Colby Cir/Via la Salle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	97	656	16	2	393	19	33	8	74	4	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	656	16	2	393	19	33	8	74	4	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.99	0.99	0.99	0.83	0.83	0.83	0.38	0.38	0.38
PHF Volume:	107	724	18	2	397	19	40	10	89	11	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	107	724	18	2	397	19	40	10	89	11	0	5
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	417	xxxx	xxxxx	742	xxxx	xxxxx	987	1367	208	1155	xxxx	371
Potent Cap.:	1153	xxxx	xxxxx	874	xxxx	xxxxx	205	148	804	154	xxxx	632
Move Cap.:	1153	xxxx	xxxxx	874	xxxx	xxxxx	188	134	804	120	xxxx	632
Volume/Cap:	0.09	xxxx	xxxx	0.00	xxxx	xxxx	0.21	0.07	0.11	0.09	xxxx	0.01
Level Of Service Module:												
Queue:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx
Stopped Del:	8.4	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	10.0	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	174	xxxx	xxxxx	xxxx	165	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.1	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	33.6	xxxx	xxxxx	xxxxx	29.2	xxxxx
Shared LOS:	*	*	*	*	*	*	D	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			18.4			29.2		
ApproachLOS:	*			*			C			D		

Claremont Inn/Old School House TIA
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.921
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 40.7
Optimal Cycle: 101 Level Of Service: D

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	0	1
Volume Module:															
Base Vol:	219	633	274	487	1027	241	113	618	160	324	959	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	633	274	487	1027	241	113	618	160	324	959	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	633	274	487	1027	241	113	618	160	324	959	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	633	274	487	1027	241	113	618	160	324	959	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	219	633	274	487	1027	241	113	618	160	324	959	244
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.95	0.92	0.92	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	1.59	0.41	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	2842	667	1805	2779	719	1805	3610	1615
Capacity Analysis Module:															
Vol/Sat:	0.12	0.18	0.17	0.27	0.36	0.36	0.06	0.22	0.22	0.18	0.27	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.34	0.21	0.21	0.53	0.39	0.39	0.08	0.24	0.24	0.19	0.35	0.67
Volume/Cap:	0.70	0.85	0.82	0.75	0.92	0.92	0.75	0.92	0.92	0.92	0.75	0.23
Delay/Veh:	33.2	47.3	53.0	25.7	39.3	39.3	63.9	52.3	52.3	68.4	31.1	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	47.3	53.0	25.7	39.3	39.3	63.9	52.3	52.3	68.4	31.1	6.5
HCM2kAvg:	8	12	10	14	23	23	5	16	16	14	14	3

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 38.0
Optimal Cycle: 68 Level Of Service: D

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:															
Base Vol:	219	405	232	269	644	247	102	899	273	215	954	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	405	232	269	644	247	102	899	273	215	954	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	405	232	269	644	247	102	899	273	215	954	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	405	232	269	644	247	102	899	273	215	954	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	219	405	232	269	644	247	102	899	273	215	954	198
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:															
Vol/Sat:	0.12	0.21	0.14	0.15	0.34	0.15	0.06	0.25	0.17	0.12	0.26	0.12
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.31	0.31	0.22	0.39	0.39	0.08	0.29	0.29	0.14	0.35	0.35
Volume/Cap:	0.86	0.68	0.46	0.68	0.86	0.39	0.75	0.86	0.59	0.86	0.75	0.35
Delay/Veh:	66.9	33.1	28.1	40.5	38.1	22.2	66.1	41.3	32.4	67.4	31.2	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.9	33.1	28.1	40.5	38.1	22.2	66.1	41.3	32.4	67.4	31.2	24.3
HCM2kAvg:	10	12	6	9	21	6	5	16	8	10	14	5

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Foothill Blvd/Towne Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 1.289
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 94.7
Optimal Cycle: 180 Level Of Service: F

Street Name:	Towne Ave						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	297	1100	382	623	630	191	275	1031	179	370	993	627
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	1100	382	623	630	191	275	1031	179	370	993	627
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	1100	382	623	630	191	275	1031	179	370	993	627
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	1100	382	623	630	191	275	1031	179	370	993	627
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	297	1100	382	623	630	191	275	1031	179	370	993	627
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.48	0.92	0.92	0.95	0.93	0.93	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	903	2673	810	1805	3008	522	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.24	0.69	0.24	0.24	0.15	0.34	0.34	0.20	0.28	0.39
Crit Moves:				****				****		****		
Green/Cycle:	0.46	0.24	0.24	0.53	0.31	0.31	0.16	0.27	0.27	0.16	0.28	0.56
Volume/Cap:	0.64	1.25	0.97	1.08	0.77	0.77	0.97	1.25	1.25	1.25	0.97	0.69
Delay/Veh:	22.4	159	74.3	78.0	34.9	34.9	88.1	156	156.3	178.1	57.4	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	159	74.3	78.0	34.9	34.9	88.1	156	156.3	178.1	57.4	18.2
HCM2kAvg:	8	33	17	31	13	13	14	36	36	24	21	15

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2000 HCM Operations Method (Base Volume Alternative)

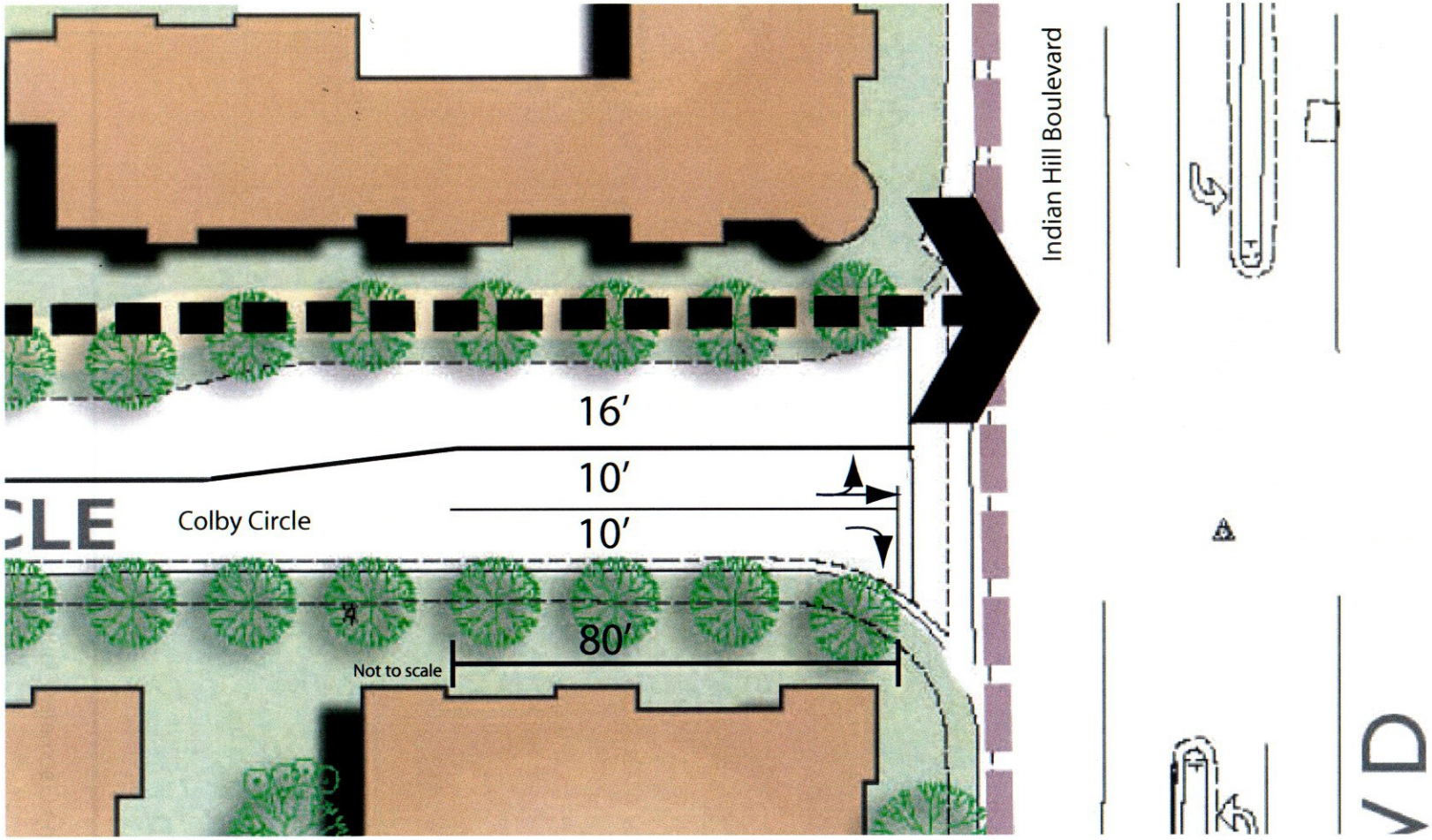
Intersection #5 Foothill Blvd/Indian Hill Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.217
Loss Time (sec): 4 (Y+R = 4 sec) Average Delay (sec/veh): 104.8
Optimal Cycle: 180 Level Of Service: F

Street Name:	Indian Hill Blvd						Foothill Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	557	899	247	216	736	126	92	1152	528	262	1209	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	557	899	247	216	736	126	92	1152	528	262	1209	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	557	899	247	216	736	126	92	1152	528	262	1209	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	557	899	247	216	736	126	92	1152	528	262	1209	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	557	899	247	216	736	126	92	1152	528	262	1209	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	1900	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.31	0.47	0.15	0.12	0.39	0.08	0.05	0.32	0.33	0.15	0.33	0.13
Crit Moves:	****				****				****	****		
Green/Cycle:	0.25	0.46	0.46	0.12	0.32	0.32	0.05	0.27	0.27	0.12	0.34	0.34
Volume/Cap:	1.22	1.04	0.34	1.04	1.22	0.25	0.99	1.19	1.22	1.22	0.99	0.37
Delay/Veh:	153.4	67.5	17.7	116.4	146	25.4	139.1	131	153.5	176.2	57.5	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	153.4	67.5	17.7	116.4	146	25.4	139.1	131	153.5	176.2	57.5	25.6
HCM2kAvg:	34	38	5	12	41	3	6	32	31	17	25	5

APPENDIX D

Proposed Lane Geometry Figures

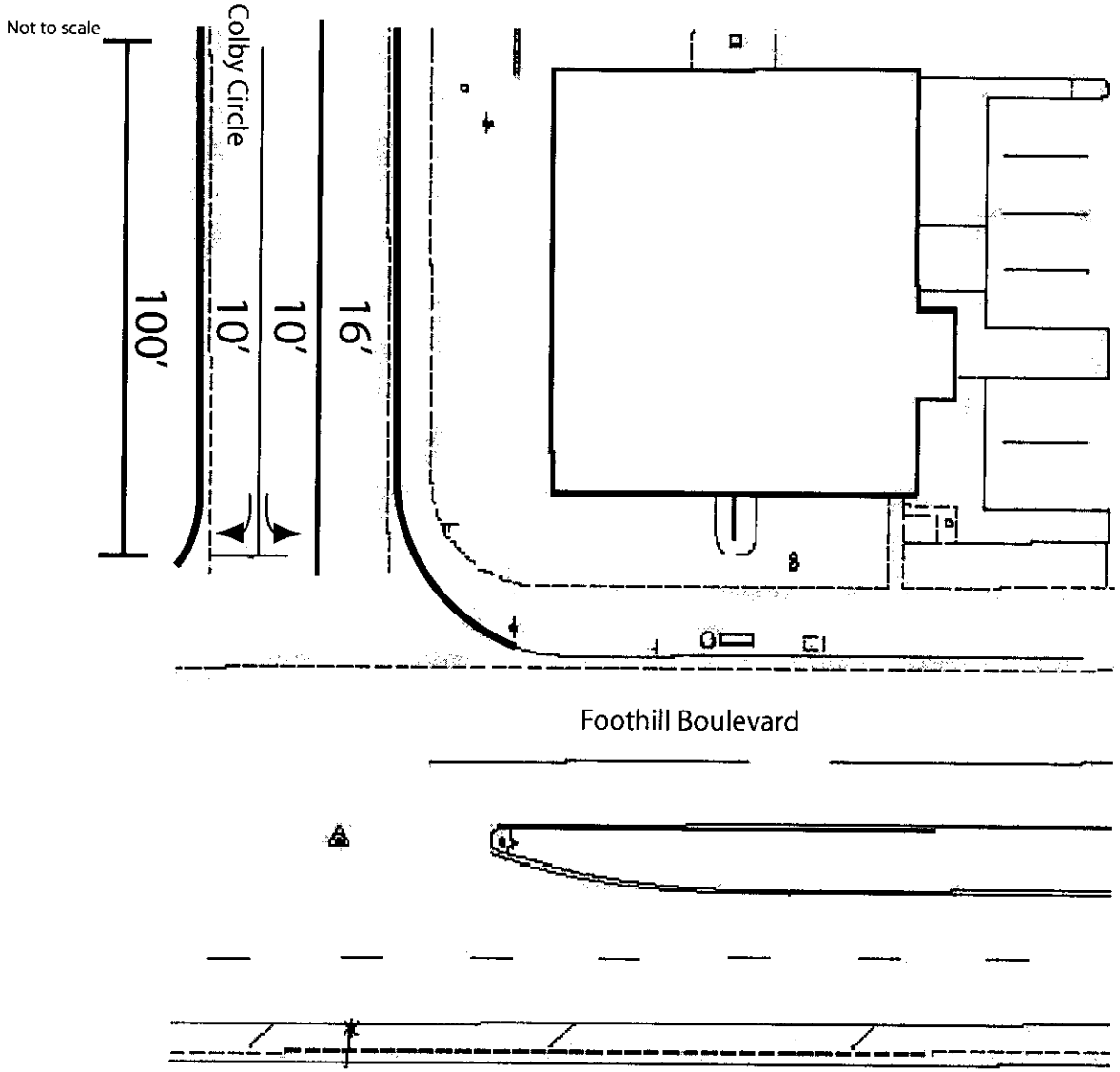


Kimley-Horn and Associates, Inc.

095502000/Figures/colby_ih geom.ai

Figure D-1

Colby Circle at Indian Hill Boulevard Proposed Lane Geometry



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095502000/Figures/colby_ih geom.ai

Figure D-2
Colby Circle at Foothill Boulevard Proposed Lane Geometry

APPENDIX E

- Alternative 1 Intersection Level of Service Worksheets

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS
AM PEAK HOUR

Scenario Report

Scenario:	NTWP-AM Alt 1
Command:	NTWP-AM Alt 1
Volume:	NTWP-AM Alt 1
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Ex-AM

CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS
AM PEAK HOUR

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Foothill Blvd/Towne Ave	C	34.3	0.825	C	34.3	0.825	+ 0.000 D/V
# 2 Foothill Blvd/Mountain Ave	C	27.4	0.762	C	27.4	0.762	+ 0.000 D/V
# 3 Foothill Blvd/Colby Cir	F	122.8	0.000	F	122.8	0.000	+ 0.000 D/V
# 4 Foothill Blvd/Berkeley Ave/Pro	F	73.9	0.000	F	73.9	0.000	+ 0.000 D/V
# 5 Foothill Blvd/Indian Hill Blvd	D	41.2	0.922	D	41.2	0.922	+ 0.000 D/V
# 6 Foothill Blvd/Monte Vista Ave	C	26.4	0.467	C	26.4	0.467	+ 0.000 D/V
# 7 Colby Cir/Indian Hill Blvd	F	189.8	0.000	F	189.8	0.000	+ 0.000 D/V
# 8 Arrow Hwy/Indian Hill Blvd	C	29.9	0.687	C	29.9	0.687	+ 0.000 D/V
# 9 I-10 WB Ramps/Indian Hill Blvd	C	26.0	0.690	C	26.0	0.690	+ 0.000 D/V
# 10 I-10 EB Ramps/Indian Hill Blvd	D	36.0	0.951	D	36.0	0.951	+ 0.000 D/V