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:

<u>Section A</u>. 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."
- General (g) The Specific Plan furthers 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.
- The Specific Plan furthers General Plan Governance Element (k) 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 <u>Claremont Inn and Old School House Center Planning Principles</u>, 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.
- <u>Section D</u>. 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.
- <u>Section E</u>. 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 <u>Claremont Courier</u>, 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.

ATTEST:

Mayor, City of Claremont

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 BERNARDING 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 I 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:

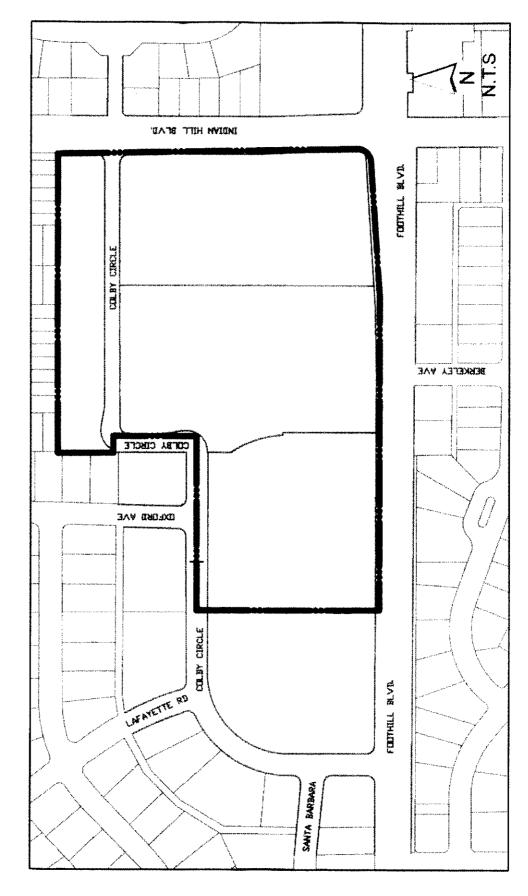
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EXHIBIT "C"

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	Ĺ

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

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

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November 30, 2006

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I Introduction

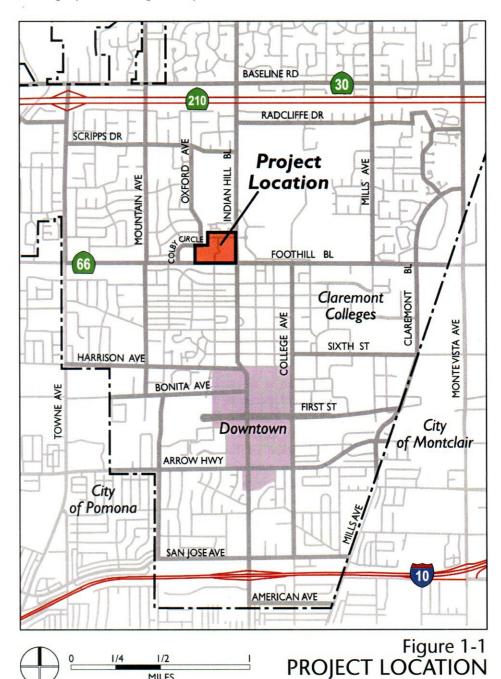
I.I PURPOSE AND CONTENT

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.



MILES

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.





Existing Hotel Lobby Entrance



Original Hotel Lobby Entrance



Hotel Courtyard



Back Parking Lots



Offices



Dinner Theater



Old School House Courtyard



Southern Entrance

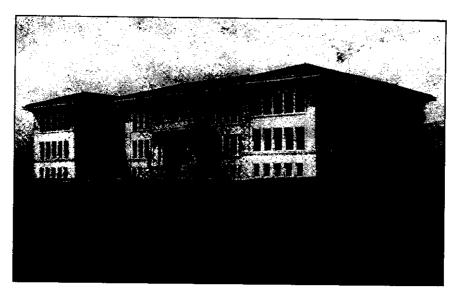


Old School House Offices

Claremont Inn/ Old School House Specific Plan

Figure 2-1 SITE CHARACTERISTICS

December 2, 2005



Claremont High School, 1912, facing northwest.

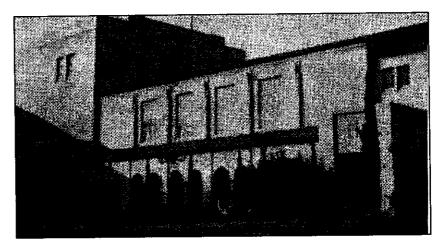
In 1970, the collection of school buildings gained new life as the very popular Griswold's Old School House, a successful center of shops, arts and crafts, and restaurants organized around a large plaza and pond. The former high school gymnasium was re-used during this time for the Candlelight Dinner 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 eastwest 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.

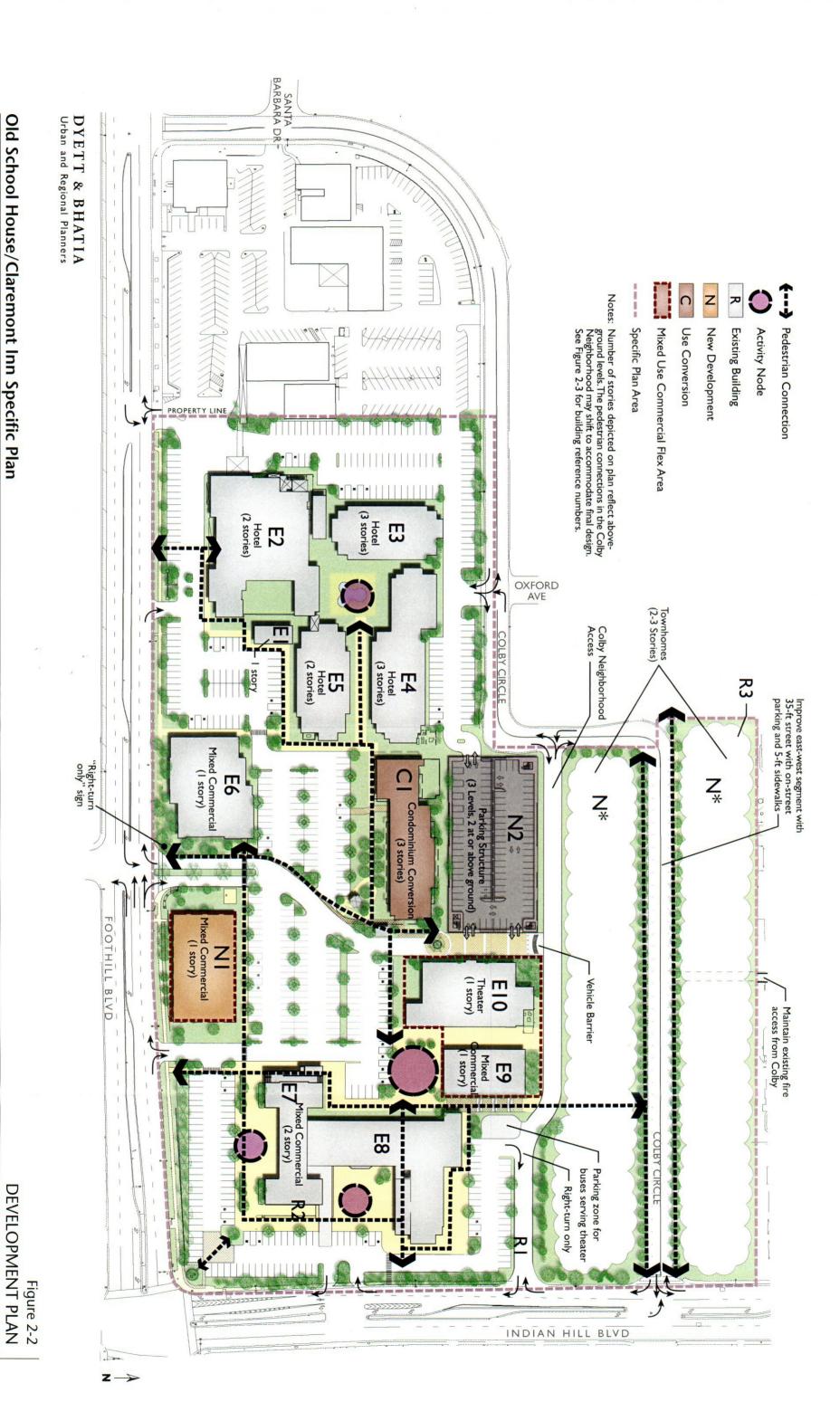
2.3 DEVELOPMENT CONCEPT

The Specific Plan establishes a development program that continues the site as a mixed-use center, and infuses new activity via residential modifications, improved structural strategic development, 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.



September 28, 2006

A to the country of comment of the property of the con-	ir Labazea Cil	anges to Existing E	riffili 85 m		The second of the second	
Building		Existing		Spec	ific Plan Development	
Number	Use	Building Amount ⁱ	Stories ²	Use	Building Amount	Stories
Existing	Development F	lanned for Renova	tion = !**	- Late		
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	NC³	NC³
EIO	Dinner theater	14,480 sf	I	NC²	NC²	NC ²
Existing	Development P	lanned for Remova	心态色	Total a	The second second	1,34,341-34
RI	Commercial	8,900 sf	l	Demolition for parking	0	0
R2	Commercial (addition for prior bank)	2,600 sf	-	Demolition for parking	0	0
R3	Hostel storage building	5,700 sf	Ι	Demolition for Colby Neighborhood	0	0
Exering	Development P	anned for Ose Cor	weisign.			
CI	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

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

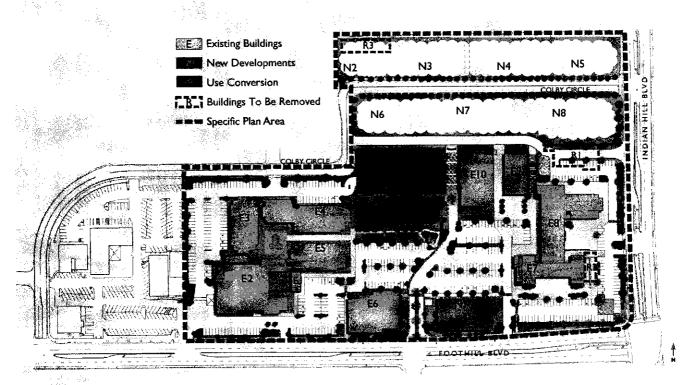
Above-ground.

^{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).

Building	E	xisting		Specific	: Plan Developme	nt
Number	Use	Building Amount	Stories ²	Use	Building Amount ^l	Stories
NI	Surface parking	0	0	Commercial pad	14,000 sf ³	
N2	Surface parking	0	0	Parking structure	26,500 sf	I story (2 parking levels plus I leve below grade
N*	Surface parking	0	0	Townhomes	96 units	2-

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



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

Candlelight Pavilion Candlelight Pavilion 1270 **New Patio** 1265 Foothill Entry 0 5 10 0 5 10 **Auditorium (Beyond) New Entry Grade** 1260 SECTION B-B SECTION A-A INDIAN HILL **FOOTHILL**

Source: Patrick Sullivan Associates

Old School House/Claremont Inn Specific Plan

May 26, 2006

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

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

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

April 28, 2006

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.

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	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.

Old School House/Claremont Inn Revitalization Specific Plan

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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

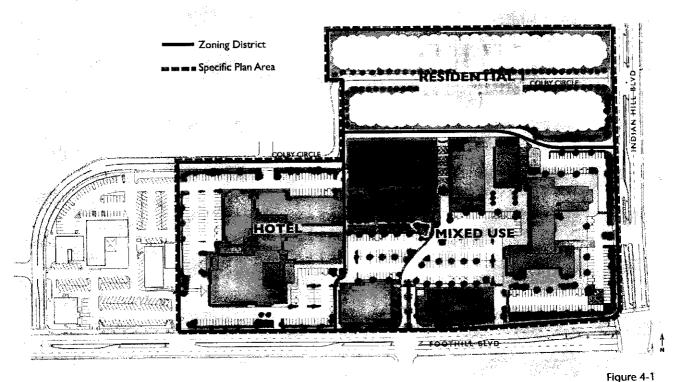
The Claremont Inn/Old Schoolhouse Specific Plan establishes four new zoning designations that address the special characteristics of the Plan Area. The zoning designations establish the land use and development regulations that govern the Plan area, and will prevail over the Claremont Land Use and Development 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 4-12 Zoning Distri	cts Acreage
Zoning District	Acres
Residential	5.7
Mixed-Use	5.3
Hotel	10.0
Total	21.0



Old School House/Claremont Inn Specific Plan
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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 [!]	Hotel	Additional Regulations	
1) Administrative/professional 🚐 💠	July et	11.00		2° 4.	
Architectural, design, and engineering services	<>	Р	<> ·		
Art studios with less than 15% sales area	<>	Р	<>		
Attorney/legal services	<>	Р	<>		
Banks, credit unions and remote ATMs	<>	P	<>		
Brokerage firms and financial institutions	<>	Р	<>	74	
Business management services	<>	Р	<>		
Exhibit halls and galleries with 15% or less retail sales area	<>	Р	<>		
General administrative offices	<>	Р	<>		
Government offices	<>	Р	<>	·	
Insurance and accounting offices	<>	Р	<>		
Real estate, escrow and property management offices	<>	Р	~		
Recording/film studios	<>	CUP	<>		
284 Statistic Services	provide a figure participation of the second	100	gen and		
All Animal Services use classifications	<>	<>	<>		
Alcoholic Beverage Sales		Berring.			
Alcoholic sales for off-site consumption with or without on-site tasting (includes wine-tasting rooms)	<>	CUP	<>	Account to the second s	
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		
Shi Ellicational/Institutedonal/elay(Cat/	eles	N	are:	in the second second	
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	W.V.	19 1		
The state of the s	h - i d d - l	Mixed	Hatal	Additional Pagulations
Use	Residential	Use'	Hotel	Additional Regulations
5) Food/Restaurants/Eating Establish		P	Р	
Bakery - primarily retail sales	<>			
Catering services as primary use - may include on-site dining facilities	<>	P	Р	
Commercial test kitchen	<>	<>	<>	
Ice cream, juice, tea and candy shops	<>	Р	Р	
Restaurant w/drive through	<>	<>	<>	
Restaurants/coffee shops with no drive through facilities	<>	P	Р	
6) General Merchandise/Recall Trade	1/1	10	7.4	Para Ara Ara Ara Ara Ara Ara Ara Ara Ara
Antiques retail sales	<>	Р	<>	
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	<>	Р	<>	
Books and magazines	<>	P	<>	
Camera and photographic supplies	<>	P	<>	<u> </u>
Clothing/shoes stores	<>	Р	<>	
Cigar/cigarette/smoke shops	<>	CUP	<>	
Consignment clothing sales	<>	Р	<>	
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	<>	Р	<>	
Food/drug and kindred products	<>	Р	<>	
Fabric stores	<>	Р	<>	
Firearms, ammunition and related products - retail sales	<>	<>	<>	
Furniture, office and home furnishings	Р	<>	<>	
Garden supply with outdoor display of plants	CUP	<>	<>	

Table 4-2: Land Use Regulations			14. V . 4.	(All the state of
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	Р	<>	<>	
Hobby, toy and game	Р	<>	<>	
Indoor swap meets/concession malls	<>	<>	<>	
Interior decorating, linen, and bath stores	Р	<>	<>	711
Jewelry sales and repair	Р	<>	<>	<u>, </u>
Leather goods and equipment	Р	<>	<>	
Luggage sales	P	<>	<>	
Music, CD, tape and video sales	Р	<>	<>	
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	Р	<>	<>	
Shoe stores	Р	<>	<>	
Sporting goods and equipment (no gun sales)	Р	<>	<>	
Travel agencies	<>	Р	<>	
7) Lodging Places	1/4	en e		A STATE OF THE STA
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				And the second s
Use	Residential	Mixed Use ¹	Hotel	Additional Regulations
				shops, snack shops, newsstands, and travel goods stores; and limousine services.
8) Manufacturing/Industrial Uses		建 加		Les Your and Section 1
Micro-brewery in connection w/restaurant - See this use under 3) Alcoholic Beverage Sales				
All other Manufacturing/Industrial Uses	<>	<>	<>	
9) Medical/Health Services	8/ju	1 (prints		
Acute care/walk-in medical services	<>	<>	<>	
Ambulance services	>	<>	<>	
Hospitals	<>	<>	<>	
Medical/dental/counseling/psychology/	P	<>	<>	
electrolysis/hearing aids/acupuncture/ homeopathy/physical therapy/sports therapy - For massage see use under 11) Personal Services		7		
Optometry related sales	P	<>	<>	
10) Motor Vehicles Services				
Limousine service with parking for limousine vehicles	<>	<>	<>	
All other Motor Vehicles Service uses	<>	<>	<>	
(I) Personal Services				Pirit.
Barbers, beauty, skin care and nail services, tanning salon	Р	<>	<>	
Check cashing/deferred deposit or payday advance uses with or without ancillary services	<>	♦	<>	
Cemeteries and mausoleums	CUP	<>	<>	
Dry cleaners/laundry -non-commercial	Р	<>	<>	
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	<>	Р	Р	See Municipal Code Chapter 5.36
Crematory	<>	<>	<>	
Pawnshops	<>	<>	<>	
Photocopying and photo developing retail		Р	<>	

Table 4-2: Land Use Regulations	hings out the state of the stat	177.772		
Use	Residential	Mixed Use'	Hotel	Additional Regulations
Photography studios	<>	Р	<>	9
Printing/publishing - commercial, large volume/heavy equipment -	<>	<>	<>	
Postal services/mail box rentals	>	Р	<>	
Shoe Repair	<>	Р	<>	
Tailor and alterations	<>	P	<>	<u> </u>
Tattoo	<>	<>	<>	See Municipal Code Chapter 9.70
12) Public Facilities Utilities	Par Page	14-14 14-14-1	TANK TO SERVE	
Government office uses - See use also under 1) Administrative/professional	<>	Р	<>	Mark In Section
Public park	<>	<>	<>	
Public maintenance yard and other non- office uses	<>	<>	<>	100
Public utility structures	<>	<>	>	
13) Recreation/Entertainment	A PERSONAL PROPERTY.			The Control of the Co
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	<>	<>	
(4) Religious instructions in the control of the co		publication of	A. C.	
Churches and places of worship	CUP	<>	<>	COMPANY OF THE PERSON OF THE P
Monasteries and religious group quarters permitted only in conjunction with a church or place of worship	<>	<>	<>	
(5) Repair Services	iligi.			
All Repair Services uses	<>	<>		State all to the Established
200 A 100 A				
16) Residential		Adi		The second second

Table 4-2: Land Use Regulations		in.	e e partir de la companya de la comp	Michigan Az 25 de la companya del companya del companya de la comp
Use	Residential	Mixed Use ^l	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	<>	Р	<>	
Temporary political campaign offices and headquarters	<>	Р	<>	
Social clubs/meeting halls - See also Public Assembly/auditoriums/meeting halls under 13) Recreation/Entertainment	<>	<>	<>	
(8) 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	3 / LAS			
Use	Residentia	Mixed Il Use ¹	Hotel	Additional Regulations
PP Warehouse/Storage Uses				******
All Warehouse/Storage uses	<>	<>	<>	
20)/Wireless Antennas		-1/3/47		

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.

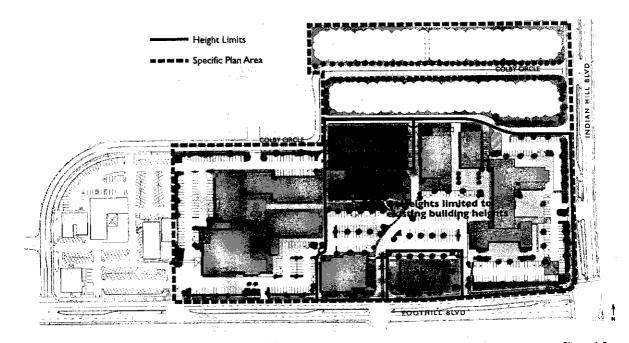
Table 4-3 below prescribes the development standards for each zoning district. In addition, Figure 4-3, Mixed Use Height Limit Diagram, illustrates maximum building heights in the Mixed Use District. Figure 4-4 provides a conceptual cross-section of the Colby Circle street and setbacks.

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

Table 4-3; De	velopment	Standards		
Standard	Residential	Mixed Use	Hotel	Additional Regulations
STILLING FOR	n and Local	ion.		
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

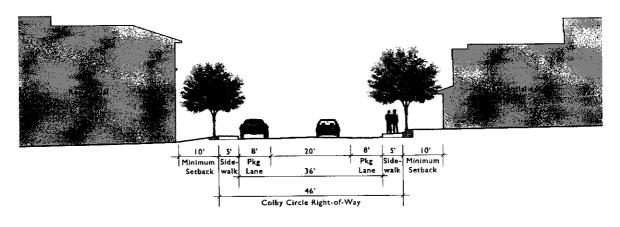
Table 4-3: Development Standards								
Standard	Residential	Mixed Use	Hotel	Additional Regulations				
From any other street- facing property line	10	5	15	architectural feature is less than eight feet above grade and there are no vertical supports or members within the required setback area. In addition, 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)	additional l	st floor, plus ar 0 ft. for each loor above the						
Maximum Total New Building Coverage within Zoning District (sq ft)	97,000	I4,000 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 (e)			·I					
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: De	velopment	Standarde	49 TO 10			
Standard	Residential	Mixed Use	Hotel	Additional Regulations		
Opirdaor Evi	ng Area		Gas			
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 Sit	e and Deve		ndards			
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 Us	e Developmen	t Code, ft = fee	t, sq ft = s	quare feet, NA = not applicable		



Old School House/Claremont Inn Specific Plan
September 12, 2006

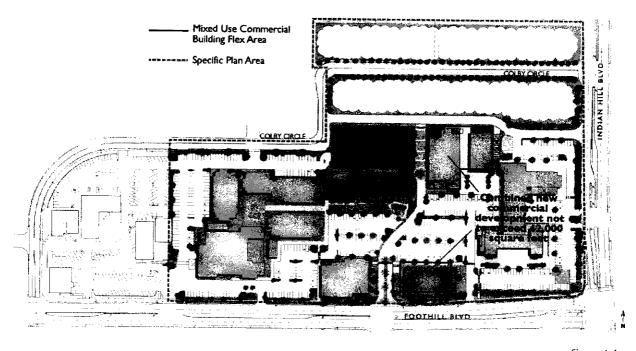
Figure 4-2
MAXIMUM BUILDING HEIGHTS IN MIXED USE DISTRICT





Old School House/Claremont Inn Specific Plan Figure 4-3 CONCEPTUAL COLBY CIRCLE CROSS SECTION

September 18, 2006



Claremont Inn/Old School House Specific Plan

Figure 4-4
MIXED USE COMMERCIAL BUILDING FLEX AREA

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, firststory 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

I. 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 colortreated 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 pedestrianscale 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 reuse 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 land-scaping.
- 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.

Old School House/Claremont Inn Revitalization Specific Plan

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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.

	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

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

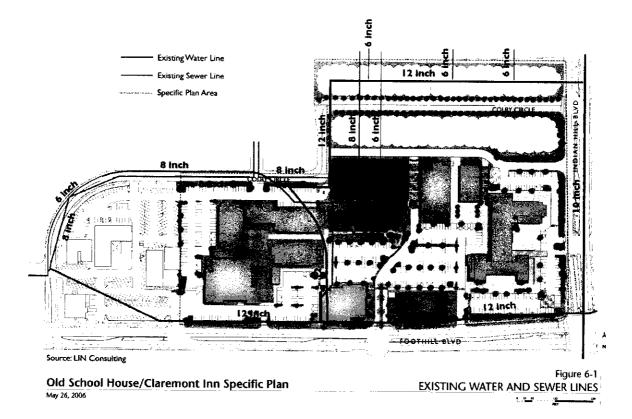
Golden State Water Company provides water service to the Specific Plan area. As shown in Figure 6-1, existing water lines serving the project site include a ten-inch line located within Indian Hill Boulevard, and six- to 12-inch lines located within Colby Circle Drive.

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.

		Water Supply	Water Supply
Fixture	Quantities	Fixture Units (EACH)	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	I.	168.0
Total in Water Supply Fixture Units			5561.0
Total in Gallons Per Minute		720	



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: 10	/astewater Flov	(Rates		
Occupancy	100	Average Daily Flow	Peak Daily Flow	Peak Hourly Flow
Multi-family	Studio	100 gal/du	250 gal/du	10.42 gal/du
	I Bedroom	I 50 gal/du	375 gal/du	15.63 gal/du
Residential	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 S	hops & 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 l	Jnit, gal = Gallon, g	fa = Gross Floor Area		
Source: LIN Cons	sulting			

Table 6-3; Esti	mated 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	
I. School for orthopedically handicapped and health imp Elementary.	paired students. Shares a campus with Sumner	
2. Continuation high school.		

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.

Old School House/Claremont Inn Revitalization Specific Plan

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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.

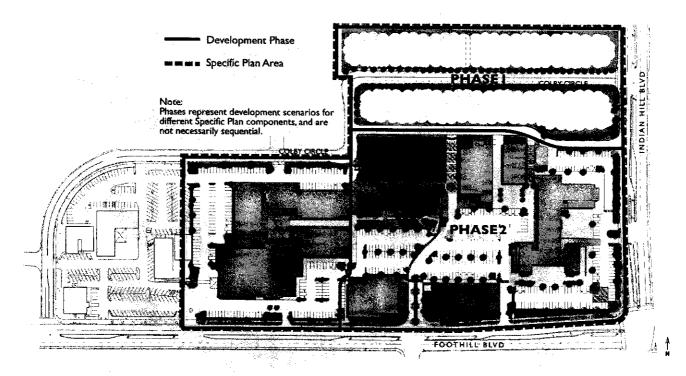
7.4 PHASING AND PUBLIC IMPROVEMENT FINANCING

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.



Old School House/Claremont Inn Specific Plan May 26, 2006 Figure 7-1
DEVELOPMENT PHASES

An An

Table 7-1: Developn	nent-Phases 1997
Development Components	Required Improvements and Obligations ¹
	ilum Conversion, Old School House Upgrades, and Commercial
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)	 All open spaces, plazas, streetscape, and pedestrian paths, and parking lot landscaping in Mixed Use and Hotel Districts. 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. Drainage study and construction of improvements, based on hydrology report and capacity study.
Commercial Pad(s) Construction	4. Creation of maintenance district.
	Update reciprocal parking easements to reflect Specific Plan parking plan to exclude the Colby Neighborhood.
	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.
	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.

Development Components	Required Improvements and Obligations ¹
Phase II: Collay Circ	le Drive Neighborhood
Colby Neighborhood Townhomes Demolition of Building R-3 (see Figure 2-3)	 Parking structure construction. All open spaces, plazas, streetscape, and pedestrian paths in Residential Districts. Drainage study and construction of improvements, based or hydrology report and capacity study. Re-stripe Colby Circle southbound approach to provide a new southbound left-turn lane, at Foothill Boulevard. Re-stripe Colby Circle eastbound approach to provide a new eastbound right-turn lane, at Indian Hill Boulevard. 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.
	 Sewer and water improvements per results of studied completed for Phase I.

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.

Old School House/Claremont Inn Revitalization Specific Plan

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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

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Policy Number	Existing General Plan Policies Pertinent to the Specific Plan	Consistency Analysis
	Land Use Element	The state of the s
_	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.
01	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.
=	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.
2	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.
2	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	
_	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
	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 bedestrian environment
	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.
	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	The second secon
	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.
	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.

Policy Existing General Plan Policies Pertinent to the Specific Plan Consistency Analysis Number	Existing General Plan Policies Pertinent to the Specific Plan Existing General Plan Policies Pertinent to the Specific Plan er 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. Community Design Element 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. The City shall promote the use of drought-resistant plants.
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	architecture, general character of the district and street beautification
local register or all be demolished	
local register or all be demolished	The City shall promote the installation and maintenance of landscaping Consistent. Policies for landscaping and streetscape in the Specific
local register or all be demolished	Community Design Element
	local register or all be demolished
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Policy	Nable B. 11 Constant Period Concern Constant Constant Constant Collection Figure Constant Constant Collection Constant C	Consistency Analysis
1	Through its design review process, the City shall: a. Encourage excellence in architectural design.	Consistent. The development standards and design policies in the Specific Plan implement all six of these objectives.
	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. 	
	 Preserve areas or buildings of historic and architectural significance as physical representations of Claremont' historic and cultural heritage. 	
	 Encourage the restoration and re-use of older structures which contribute to Claremont's character and sense of historic and cultural identity. 	
	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.
	A sign shall harmonize with its building, neighborhood, and other signs in the area.	Consistent. See discussion for Community Design Element Policy 13.
	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.

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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.
6	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	The state of the s
	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	
ru	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.
ω	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	Table Bill Consistence Analysi Table Serie a Planand Old School Hi	R Sent M Plan and Old School Hollse/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	
9	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	
9	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.
m	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	A. T.
m	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.
9	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.

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Policy Number	Existing General Plan Policies Pertinent to the Specific Plan	Consistency Analysis
6	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.
0	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.

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Policy Number	Draft General Plan Policies Pertinent to the Specific Plan	Consistency Analysis
Land Use, Comm	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: Co.	Table B-2: Consistency Analysis Draft General Plan and Old School Hou	neral 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 infil 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.

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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 Develor	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.

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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	10bility 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, Cor	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.

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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: Con	Table B.7: Consistenty Analysis: Draft. General Plan and Old School Hol	neral 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.
	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 Innsite 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 Routes 187 (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.

Proof Control Flore Pertinent to the Specific Plan Element 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. 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. Ensure that all new development adheres to the regulations regarding automatic fire extinguishing systems in the Municipal Code. Continue to encourage design concepts that inhibit criminal behaviors. Develop standards and encourage private property owners to locate, screen and/or buffer equipment in order to reduce noise impacts on surrounding areas. Develop standards and encourage private property owners to locate, screen and/or buffer equipment in order to reduce noise impacts on surrounding areas. Continue to encourage thistoric and archaeological sites and their environmental setting, and restore resources where such action will respect the sites and the people who used their environmental setting, and restore resources where such action will enhance appreciation and understanding. 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. Ensure that all new development or expansion of existing facilities bears the cost of expanding the wastewater to disposal system to handle the increased loads which they are expected to handle.	Table B-2: Ct	Pable 8-2: Construction Analysis Draft Series Plan and Gld School.	ral Plan and Old School House/Claremone Inn Specific Plan.
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Ensure that all new development adheres to the regulations regarding automatic fire extinguishing systems in the Municipal Code. Continue to encourage design concepts that inhibit criminal behaviors. Develop standards and encourage private property owners to locate, screen and/or buffer equipment in order to reduce noise impacts on surrounding areas. Unity Services and Facilities Element Identify and preserve historic and archaeological sites and their environmental setting, and restore resources where such action will enhance appreciation and understanding. 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. Ensure that all new development or expansion of existing facilities bears the cost of expanding the wastewater that all new development or expansion of existing facilities bears the cost of expanding the wastewater they are expected to handle.	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.
Continue to encourage design concepts that inhibit criminal behaviors. Develop standards and encourage private property owners to locate, screen and/or buffer equipment in order to reduce noise impacts on surrounding areas. Innity Services and Facilities Element 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. 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. 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.	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.
Develop standards and encourage private property owners to locate, screen and/or buffer equipment in order to reduce noise impacts on surrounding areas. Innity Services and Facilities Element 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. 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. 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.	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.
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. 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. 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.	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.
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. 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. 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.	Community Sen	rices and Facilities Element	
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. 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.	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.
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.	-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).
	-,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. Cons	Table 8.2. Consistenty Arraysis of the annead Plan and Old School Hor	तुम् ता Ristogand Old School House/Claremont Inh 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 retall, 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	hent	
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.

Militare mone inflished file Plant Comments	Consistency Analysis	Consistent. As noted above, the proposed Specific Plan has included an	extensive outreach component, including attendance and participation by City	representatives.
Constrains And and Brait. Series is lan and Old Senais	er Draft General Plan Policies Pertinent to the Specific Plan	Enhance communication and foster relationships between	neighborhoods and City staff.	
Tene B2.	Policy Number	9.5-2		

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

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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.

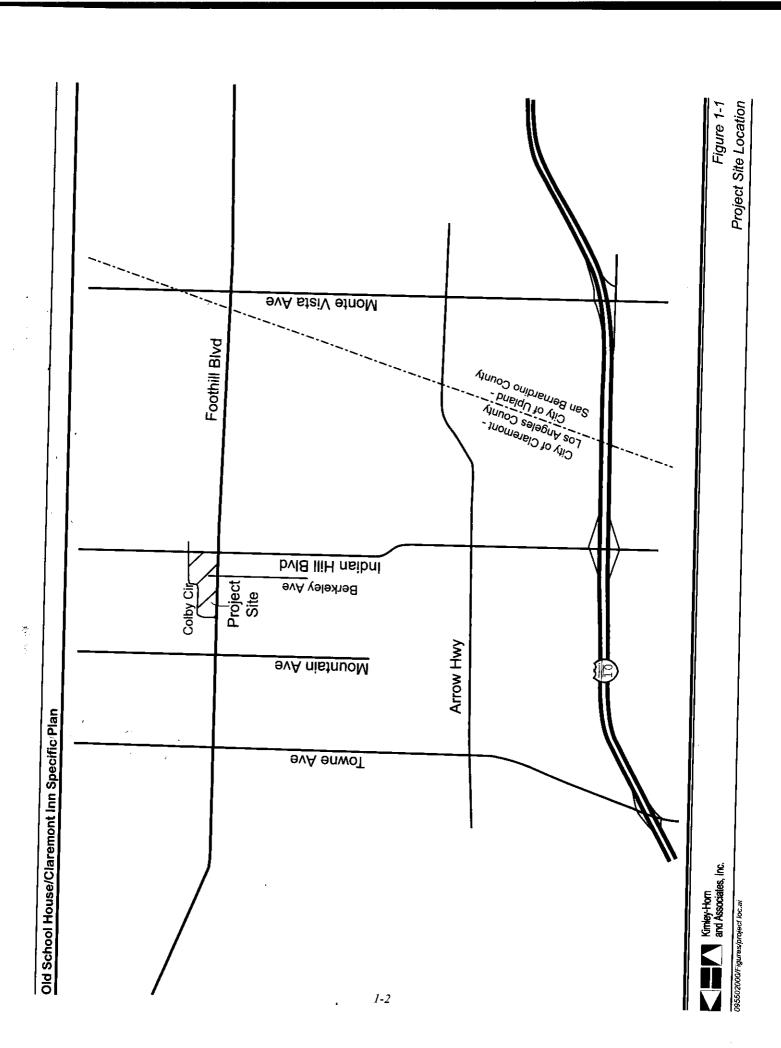
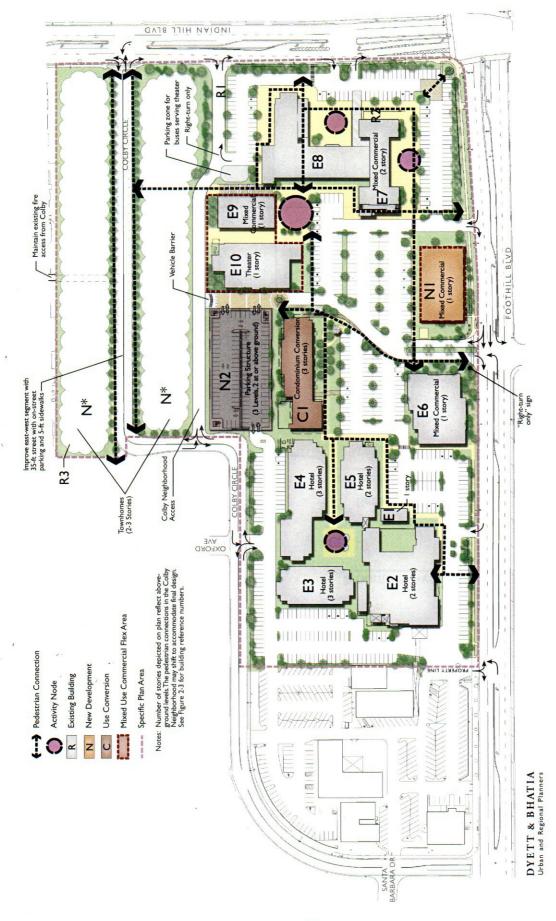


FIGURE 1-2

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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.

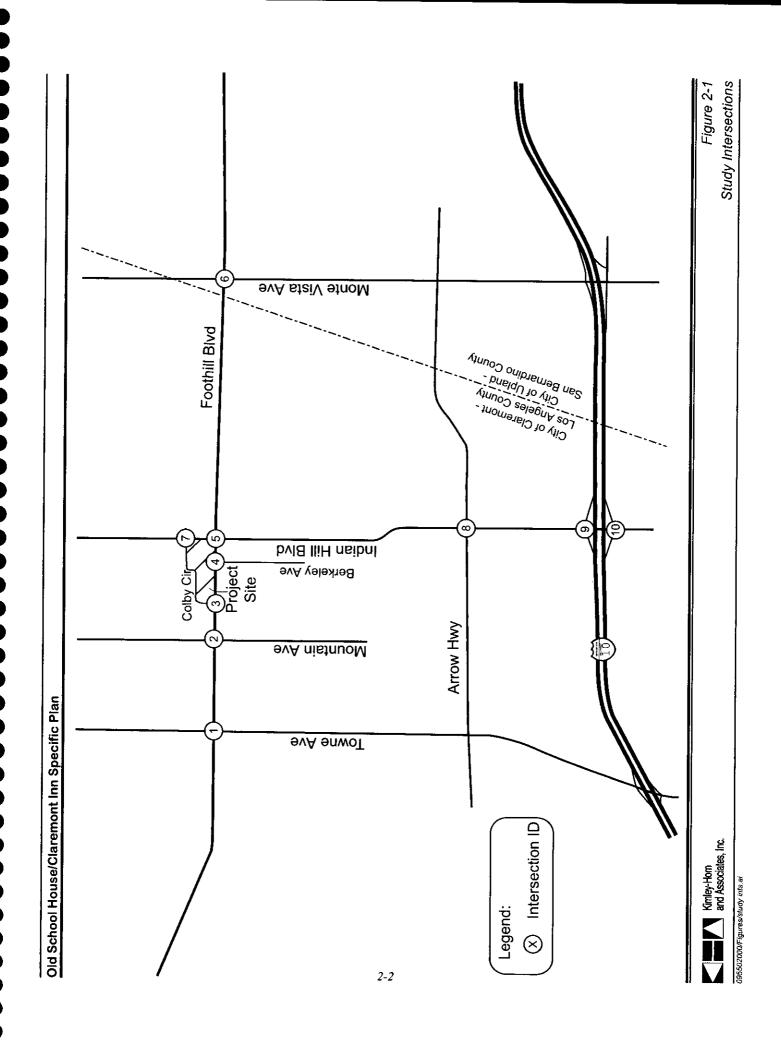
Per direction of City staff, build-out, 2030, traffic volumes were obtained from the City of Claremont Draft 2030 General Plan Update Traffic Analysis (Meyer, Mohaddes Associates). In addition, the Draft 2030 General Plan Update included intersection improvements at many of the study intersections. These 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				
	tatersegiont	Tranici snirol (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		

Figure 2-1 displays the location of the 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

	entlescriptions a	ntersection.	-State Controlled Districtions Color to Foldy (acopyras)
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
В	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
Е	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 Y OF CLAREMONT STEM PERFORMANCE CRITERIA
reak adult futer section (2.2.2.1)	
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, th	ese standards are applied to mid-block conditions.
For intersections, the LOS standard of the intersection cur	dard applicable to the largest intersecting street is rently 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 Intimum EOS								
-	F. dell Died @ Terres Ave	E							
1	Foothill Blvd @ Towne Ave Foothill Blvd @ Mountain Ave	E							
2		E							
3	Foothill Blvd @ Colby Cir								
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	Е							

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 onstreet 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 restriping 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.

Old School House/Claremont Inn Specific Plan

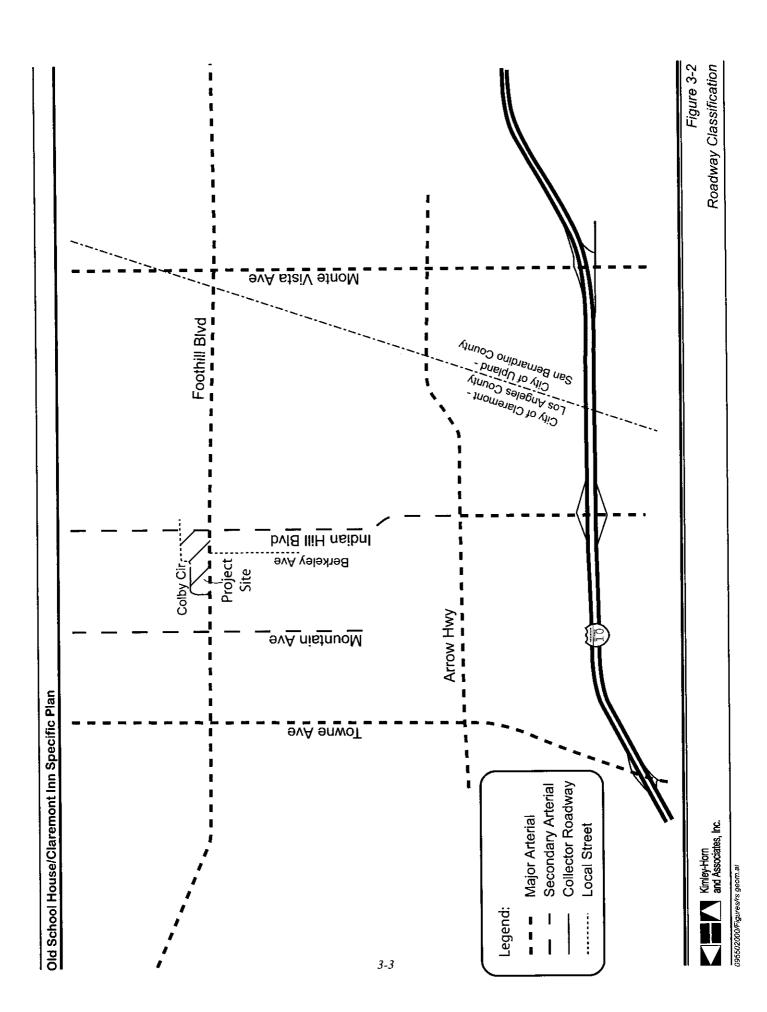
			T	
	Foothill Blvd/	Foothill Blvd/	Foothill Blvd/	Foothill Blvd/Berkeley
	Towne Ave	Mountain Ave	Colby Cir	Ave/Project Dwy
	→#\- → →#\- → →#\-		4 ± 3	Right-turn only Mon-Fri 2-7 PM Left-turn restricted Mon-Fri 2-7 PM
	Foothill Blvd/	Foothill Blvd/	Colby Cirl	Americal
	Indian Hill Blvd		Colby Cir/	Arrow Hwy/
	mulan fili biya	Monte Vista Ave	Indian Hill Blvd	Indian Hill Blvd
		++++++++++++++++++++++++++++++++++++++		#\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \
ſ	I-10 WB Ramps/	I-10 EB Ramps/		· · · · · · · · · · · · · · · · · · ·
	Indian Hill Blvd	Indian Hill Blvd		
ŀ		maan mii biya		
		-10 HH		

Legend:



Unsignalized





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.

o School House	Claremont Inn Speci	2	3	4 8
\$ 207/117 = 880/475 > 275/211 N. Towns Ave	s, 128 / 164 c: 528 / 612 g: 193 / 206 Footh® BMd	07 / 50 / 50 / 50 / 50 / 50 / 50 / 50 /	4 2 5 6 20 / 18 6 20 / 18 6 886 / 940 a Foothal Blvd	27 0 6 7 10 / 38
94 / 228 Ø 381 / 729 Ø 99 / 162 \$	183 / 240	105 / 61	74 / 20 Ø 852 / 1069 ⇒	9/37 0 9/4 932/1055 \$\times \text{V}\delta \delta \
5	l	6 9 8	7 9 2	8
\$ 221 43 e 334 253 2 180 107 Indian Hill Bhd	5 190 / 228 ⇔ 706 / 741 ₂ 124 / 160 Footh# Blvd	8 9 V 8 112 / 152 8 8 7 1 10 0 112 / 152 8 8 7 10 0 0 112 / 152 8 8 7 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 68 C B C S 4/1 8 8 8 8 9 2 0 2/0 8 0 0 0 12/3 Coby Cir Va La Selva	98 98 EL 0 96 / 80 0 482 / 554 0 0 19 / 21 0 0 19 / 21 0 0 19 / 21 0 0 19 / 21 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
112 / 98	103 / 246 0 733 / 386 9 (56 / 136 9	41 /53	7/26 0 % C 5 1/7 5 54/80 % \$5 5 12 25	08 / 147 0 S 2 0 324 / 905 0 120 / 190 S 2 120 P 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
6 242 / 255 9 820 / 926 Indian Hill Bird	© 279 / 322 © 1 / 4 Ø 459 / 459 I-10 WB Ramps	10 016 / 056 L 17 / 006 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
	716 / 859	360 / 308 Ø 0 Ø 6 / 13 ⇔ 563 / 663 & 26 / 58 / 58 / 58 / 58 / 58 / 58 / 58 / 5		

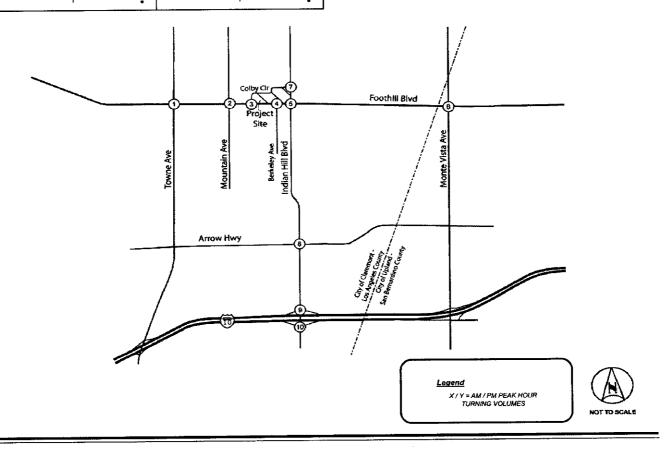


TABLE 3-1 **EXISTING CONDITIONS** PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	STATE OF THE RESERVE AND ADDRESS.	# 1	EXIS	TING A.A.
	INTERSECTION TO SEE	PEAK HOUR	DEUMY (a)	LÓS (b)
1	Foothill Blvd/Towne Ave	AM	32.0	C
		PM	35.7	D
2	Foothill Blvd/Mountain Ave	AM	29.8	С
		PM	17.3	В
3	Foothill Blvd/Colby Cir	AM	43.4	Е
		PM	27.5	D
4	Foothill Blvd/Berkeley Ave/Project Dwy	AM	59.6	F
	- Tojec Dily	PM	13.7	В
5	Foothill Blvd/Indian Hill Blvd	AM	31.8	С
		PM	30.6	С
6	Foothill Blvd/Monte Vista Ave	AM	24.8	С
		PM	26.5	С
7	Colby Cir/Indian Hill Blvd	AM	94.2	F
		РM	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	С
	The state of the s	PM	25.3	С
10	I-10 EB Ramps/Indian Hill Blvd	AM	28.5	С
		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

K-\095502000\Excel\[5020011N01.xds]Existing

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
 - o 10 percent to/from Indian Hill Boulevard
 - 15 percent to/from Towne Avenue via Foothill Boulevard
 - o 10 percent to/from Monte Vista Avenue via Foothill Boulevard
- 50 percent to/from the south
 - o 5 percent to/from Indian Hill Boulevard
 - o 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
 - o 5 percent to/from Monte Vista Avenue via Foothill Boulevard
 - o 5 percent to/from Downtown Claremont via Indian Hill Boulevard
 - o 5 percent to/from Arrow Highway via Indian Hill Boulevard
 - o 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
 - o 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			\Box
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 the or beed In T. K.	sjun	Trip Kate	P. Rate Daily Trips	% of ADF	Daily Trips % of ADT far Out Ratto in	· · · · · ·	ð	2 B	Tripento % of ADT In Out Raide		PNESSER House Out Raids	Roar	ð	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Proposed			DRAVEW	VI INITS											
Residential Units	Residential Condominium/Townhouse	126.0 du	5.86 / du	738	8%	0.17 : 0.83	6	46	55	%6	. 29.0	: 0.33	44	22	99
Hotel	Hotel	194.0 rm	8.17 / rm	1,585	7%	0.61 : 0.39	99	43	109	7%	0.53	. 0,47	19	53	114
Dinner Theater	1	300.0 seat	0.67 / seat	200	*					20%	1.00	00.0	100	0	100
Office	General Office Building	46.4 ksf	11.01 / ksf	511	14%	0.88 : 0.12	63	6	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	56	32	58
Declairant	Onabity 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	162	260				392	238	630
Existing						i			i					Ì	<u> </u>
Hotel	Hotel	280.0 rm	8.17 / rm	2,288	%L	0.61 : 0.39	96	61	157	7%	0.53	: 0.47	88	77	165
Dinner Theater		300.0 seat	0.67 / seat	200	*				i	20%	1.00	0.00	100	0	100
Office	General Office Building	46.4 ksf	11.01 / ksf	511	14%	0.88 : 0.12	63	6	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	Ouglity Restaurant	34.6 ksf	89.95 / ksf	3,114	1%	0.82 : 0.18	23	S	28	%8	0.67	: 0.33	174	88	259
Existing Total ⁵				5,251			152	70	222				320	183	503
NET TRUP GENERATION				1,411				20	38				Ψ.	55	127
									1						Ī

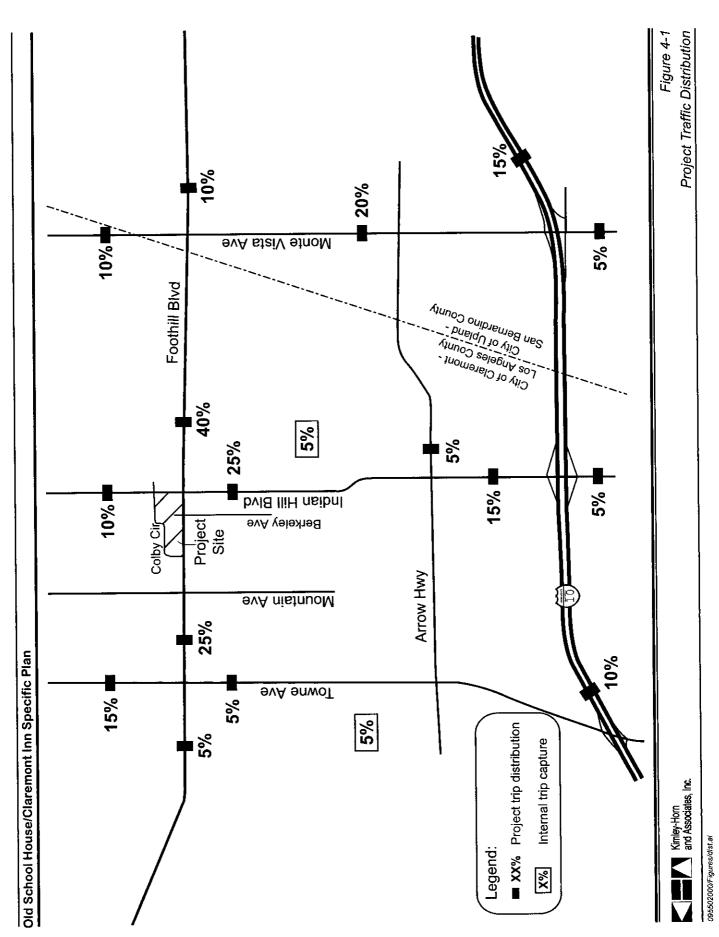
du = Dwelling Unit, nn = Room; ksf = 1,000 Square Feet
 Trip rates references from ITE Trip Generation, 7th Edition.
 Driveway trips are the total number of trips generated by a site.
 Dinner Theater trip generation does not exist in ITE Trip Generation, 7th Edition; used parking rate to develop trip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

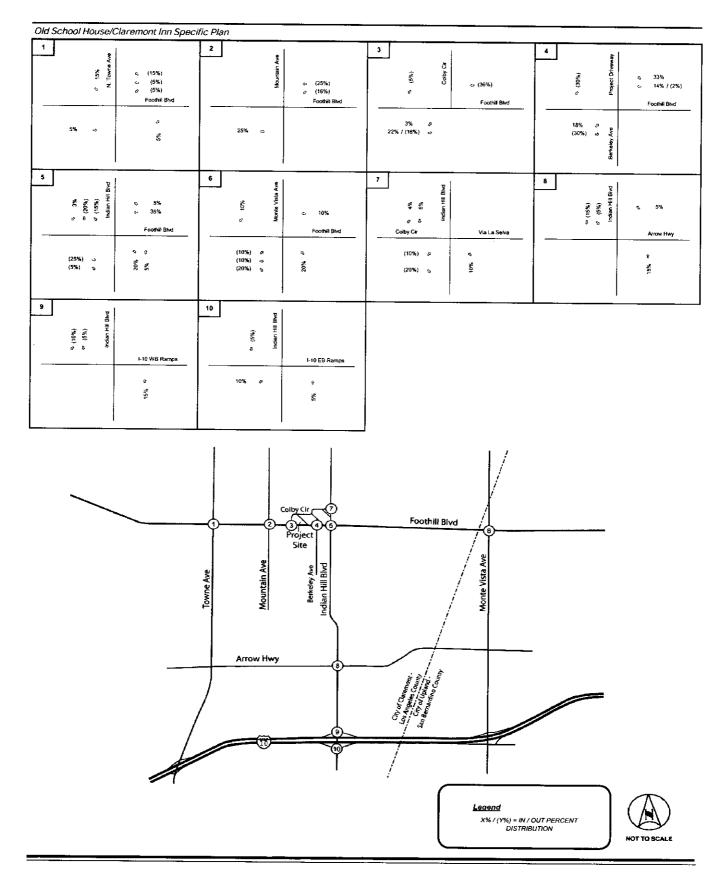
Project traffic was distributed among project driveways based on land use location and driveway accessibility for each land use.

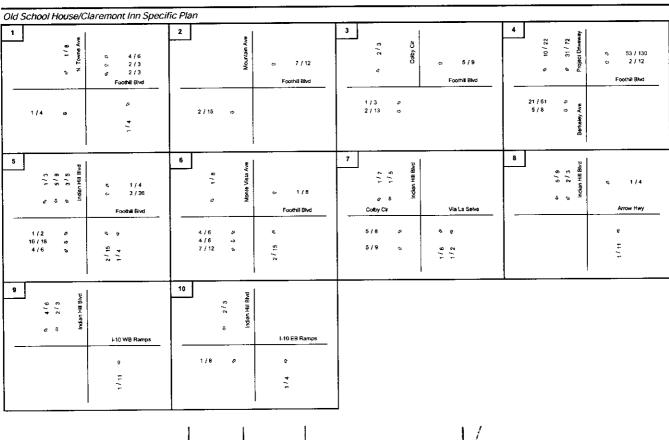
Figure 4-1 illustrates the project trip distribution along roadway segments in the study area. Figure 4-2 illustrates the project trip distribution at the study intersections.

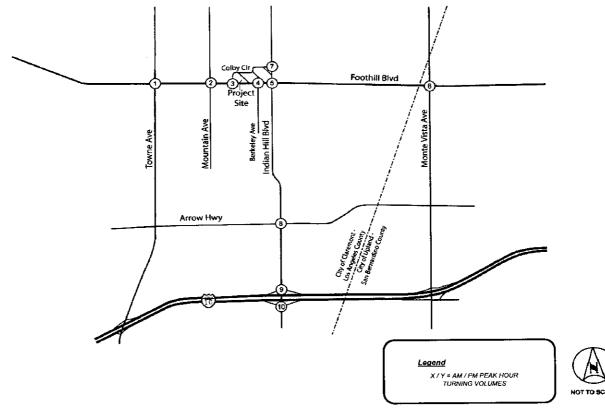
Trip Assignment

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.









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

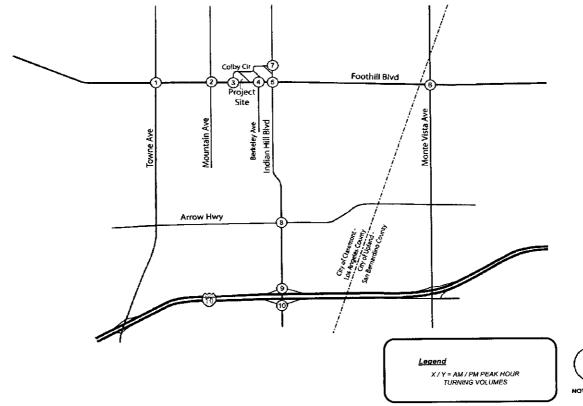
Under the near term scenario, no major infrastructure improvement projects are expected to be completed in the vicinity of the project site. As such, the near term road network would be the same as existing conditions.

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.

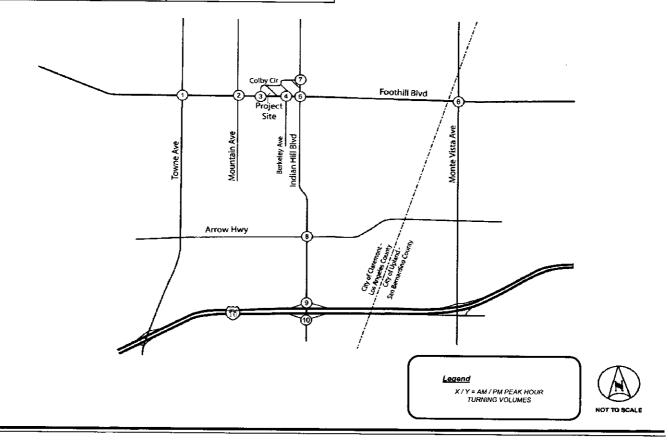
Figures 5-1 and 5-2 show the peak-hour volumes with and without the proposed project.

115 / 100 0	11/3 0 14/3 0 11	\$ 20 / 19 \$ 1012 / 1087	9 84 / 42	s 62 / 63 c= 885 / 984 c= 227 / 70 Footbill Blvd	6 61/41 4 376/167 6 146/150 Mountain Ave	9 161 / 202 ⇔ 636 / 731 ⊘ 190 / 212 Foothill Blvd	s 213 / 122 e 920 / 492 c 319 / 243 N. Towne Ave
9 9 196 / 233	10 / 38				879 / 1069 👄		462 / 848 🕠
9	70 / 150 Ø S 0 Ø	\$ 5/2 \$ 3/0 \$ 13/4 Via La Selva	94 / 62 & 9 Cobby Cr	\$ 633 / 749 2 135 / 181 Foothal Blvd	981 280 891 980 981 891 980 981 980 981 980 981 980 981 980 981 980 980 980 980 980 980 980 980 980 980	G 806 / 888 2 149 / 189 Foothill Blvd	115 / 100 Ø 825 / 891
1 714	TT: 1687	28,33			809 / 931 517 / 481	s, 285 / 329 \$ 2 / 5 \$ 469 / 469	273 / 297 836 / 947 Glan Hill Blvd
747 / 740 / 740 / 741 /			k	810 / 912 441 / 593 5	7 / 14 😊	477 i 349 °	





Old School House	Claremont Inn Spec	cific Plan		 	
0 213 122 e 920 492 d 320 254 N Towns Ave	S 166 / 211 C 638 / 734 2 192 / 215 Foothil Blvd	2 8 9 4 4 998 a 8 9 4 998 a 233 / 79 Football Blvd	3	0 31/72 0 4/0 Project Diversary	5. 53 / 130 ⇒ 1061 / 1161 ⇒ 112 / 0 Foothill Blvd
97 / 235	199 / 247 0 750 / 965 4 221 / 199 %	108 / 63	77 / 24	29 / 71 Ø 8 8 2 17 (270 % 5) 2 1 / 20 % 5) 2 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	75 / 28 5
55 56 68 68 68 68 68 68	Foothil Blvd	6 984 9 9 9 9 9 9 9 9 9	7 PMB	8 96 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	e 87 / 86 ⇔ 492 / 566 ⊕ 122 / 223 Arrow Hwy
9 159 / 201 9 0.06 / 222 d d d d d d d d d d d d d d d d d	9.27 (5 H) 1.50 9.27 (5 H)	10 116 / 240 1116 246 247 1116 246 247 1116 246 247 1116 246 247 1116 246 247 1116 246 247 1116 246 247 1116 246 247 1116 246 247 1116 246 247 1116 246 247 1116 246 247 1116	63/74 6 689/659	174 / 184 %	1777 185 798 f 881 153 f 158
2 0 E	0 469 / 469 +10 WB Ramps	405 / 352			





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

		309		BASION	NEAR JERI Jakis P	A BASELINE		
	TATTERSECTION	Micion :	medici do	1.05(6)	DECAYO		Ais	SIGNATURANT
1	Foothill Blvd/Towne Ave	AM	33.9	С	34.0	C	0.1	
		PM	40.2	Ð	41.0	D	0.8	
2	Foothill Blvd/Mountain Ave	AM	27.1	С	27,2	C	0.1	
		PM	16.9	В	16.8	В	-0.1	
3	Foothill Blvd/Colby Cir	AM	100.9	F	109.8	r *	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	18	-32.3	WARES SHE'L
		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	С	1.2	
6	Foothill Blvd/Monte Vista Ave	AM	26.1	C	26.2	С	0.1	-
		PM	29.0	С	29.3	С	0.3	
7	Colby Cir/Indian Hill Blvd	AM	159.1	F	167.5	F	8.4	1/20S
		PM	27.7	D	29.2	D	1.5	
8	Arrow Hwy/Indian Hill Blvd	AM	29.7	C	29.8	С	0.1	
		РM	40.6	D	40.9	D	0.3	
9	I-10 WB Ramps/Indian Hill Blvd	AM	26.0	С	26.0	C	0.0	
		PM	26.0	C	25.8	С	-0.2	
10	I-10 EB Ramps/Indian Hill Blvd	AM	35.8	D	35.8	D	0.0	
Notes:		PM	45.8	D	46.2	D	0.4	

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

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⁽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.

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

		TEAK *	BEFORE N	D/ \$13		AK II III BMINIS	
	ISTRUBERION				dat (FA)	LOSSIO	Marie Marie Control
3	Foothill Blvd/Colby Cir	AM PM	109.8 45.0	F	42.1 34.6	E	Re-stripe to provide southbound left-turn lane
4	Foothill Blvd/Berkeley Ave/Project Dwy	AM	69.7	F	15.3	C	Restrict southbound left-turn and through movements
		PM	18.6	С	18.6	С	Restrict southooting left-turn and through movements
7	Colby Cir/Indian Hill Blvd	AM	167.5	T also	167.5	F	Re-stripe to provide eastbound right-turn lane
		PM	29.2	D	29.2	D	to provide sastoodild right-tail faile

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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[Foothill Blvd/ Towne Ave	Foothill Blvd/ Mountain Ave	Foothill Blvd/ Colby Cir	Foothill Blvd/Berkeley Ave/Project Dwy			
	-#L #= 	# # # # # # # # # # # # # # # # # # #		Right-turn only Left-turn restricted Mon-Fri 2-7 PM			
	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 construc if conditions of bond are				
	1						

Legend:



Unsignalized

Note: Near Term mitigations shown in black



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.

Old School House/Cla	aremont Inn Specifi	ic Plan			
1 161 / 175 0 60 / 1027 0 160 / 179 0	© 239 / 618 © 957 / 990 © 322 / 367 Foothil Blvd	2	3 2 2 3 4 6 0 26 / 24 0 0 1116 / 1206 0 0 0 1227 / 1397 0 0	12 / 48	9 13 / 49 20 1311 / 1285 Foothal Bhed
5 PAGE 197 PAGE III LEBOLI 102 / 92 PAGE 1138	951 / 1183 951 / 1183 215 / 282 Foothill Blvd	6 00 00 18 8 9 9 9 9 178 / 269 9 22 / 967 9 191 / 154 Foothill Blvd 89 / 188 9 616 / 1293 9 122 / 201	7 PRE PRE 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 061 / 705 0 5 0 600 / 705 0 5 0 600 0 7 0 60	0 139 / 253 0 755 / 610 0 246 / 640 Arrow Hwy 0 8 8 949 / 688
6 641 / 1127 9 641 / 1127 9 1238 / 1688 Indem Hill Blood	© 626 / 814 © 639 / 567 I-10 WB Ramps © 988 M 789 78251	10 PAR HE SERVICE PAR			

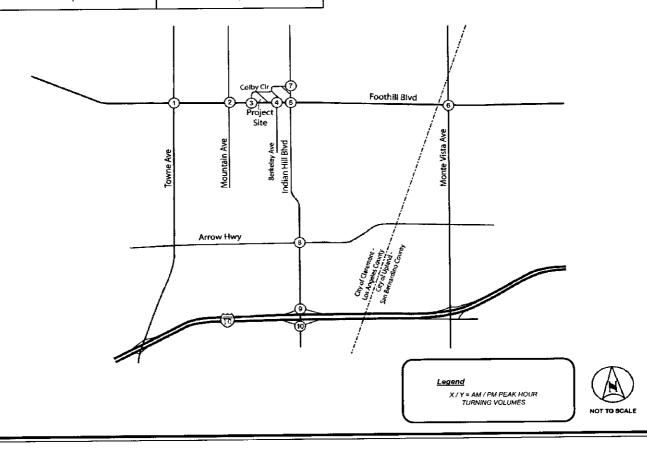
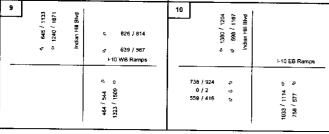




FIGURE 6-1

Old School House/Claremont Inn Specific Plan				
	Old School House/Clare	mont Inn	Specific	Plan

113/275 0 0 0 244/6	2 128 125 305 125 305 125 305 125 305 126 1054 1	3 9 5 5 26 / 24 5 5 1128 / 1226 6 5 Foothal Blvd	6 31 / 72	S 53 / 130 G 1313 / 1297 Footbil Blvd
618 / 1031 9 0011 / 100 / 179 9 0011 / 100 / 179 9 0011 / 100 / 179 9 0011 / 100 / 10	1072 / 933 124 / 295 2 887 172 / 295 2 887 1 7 89 1 7 1 89 1 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	96 / 29 ø 1234 / 1422 ø	29 / 71	94 / 35 %
92 92 92 92 92 92 92 92 92 92 92 92 92 9	20 2 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	27 / L 25 / L 27 / L 28	5 106 / 130 730 / 1018 0 135 / 377 Indian Hill Bkvd	5 140 / 257 C 755 / 610 2 246 / 441 Arrow Hwy
102/92 0 9 0 0 899/1152 0 195 888 7 629 2 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	93 / 194 Ø 9 Ø 8 620 / 1299 😅 139 / 213 9 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	13 / 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	78 / 152 Ø 385 / 961 \(\times \) 156 / 719 \(\times \)	298 / 676 8 812 / 982 9 243 / 392 %
9 PAR BIH 0 826 / 81	10 2021 / 686 H 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4			



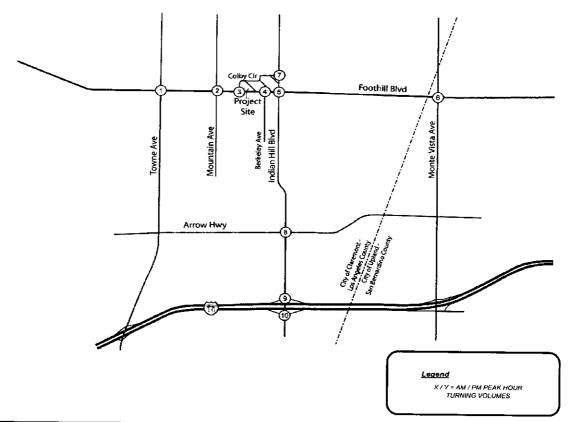






FIGURE 6-2

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

		C. PEAK E	2030,87	SELINE.	7	LINE PLUS:		
	INTERSECTION A	HOUR	DELAY()	LOSOT	DELAK	Logan		West TOANS
1	Foothill Blvd/Townc Ave	AM	45.0	D	45.3	D	0.3	
		PM PM	133.4	F	136.7		3.3	AND SO
2	Foothill Blvd/Mountain Ave	AM	24.0	С	24.1	С	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/Berkelcy 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	r P	5.2	Mary .
6	Foothill Blvd/Monte Vista Ave	AM	28.2	C	28.3	С	0.1	
		PM	33.7	С	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	<u>AM</u>	32.9	С	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	С	0.0	**
		PM	123.5	F	124.2	F	0.7	

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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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

	A DETERMINED	PEAK HOUR	BEFORE I SIMPRO MELONO		AFTEND IMERA TRI VEO		BESCHITTON
1	Foothill Blvd/Towne Ave	AM	45.3	D	40.7	D	A LINES CALLED
		PM	136.7	A SEC.	94.7	F	Add WB right-turn lane and overlap phase
5	Foothill Blvd/Indian Hill Blvd	AM	44.4	D	38.0	D	A LIED
<u> </u>		PM	147.0		104.8	F	Add EB right-turn lane

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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Old School House/Claremont Inn Specific Plan

Foothill Blvd/ Towne Ave	Foothill Blvd/ Mountain Ave	Foothill Blvd/ Colby Cir	Foothill Blvd/Berkeley Ave/Project Dwy
-#\-\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	# # # # # # # # # # # # # # # # # # #	→ J ← → → → → → → → → → → → → → → → → →	Right-turn only Left-turn restricted Mon-Fri 2-7 PM
Foothill Blvd/ Indian Hill Blvd	Foothill Blvd/ Monte Vista Ave	Colby Cir/ Indian Hill Blvd	Arrow Hwy/ Indian Hill Blvd
	# mille	* 	-#+ + -#+
I-10 WB Ramps/ Indian Hill Blvd	I-10 EB Ramps/ Indian Hill Blvd	* A signal will be construction the near term if conditions of bond are met	

Legend:



Signalized



Unsignalized



Right-Turn Overlap

Note: Build-Out mitigations shown in black



TABLE 6-3 PROPOSED PROJECT SHARE OF CUMULATIVE IMPROVEMENTS

11	taja u s	to the discount of the state.	
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**.

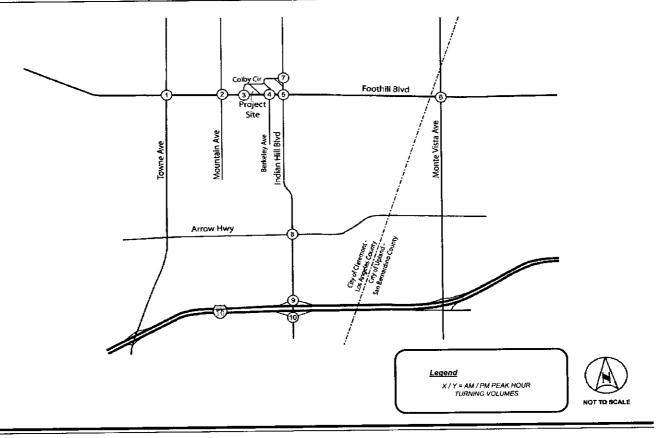
The traffic generated by Alternative 1 was distributed according to the above mentioned distribution. **Figure 7-1** displays the project trip assignment for Alternative 1 to the proposed project.

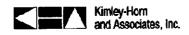
TRIP GENERATION SUMMARY ALTERNATIVE I TABLE 7-1

(D. 'S) Bred in ITE	Tient .	Trip Rate ² DRIVEWA	Delly Trips V TRIPS ³		131	1		,	West.		Retio	In	T C	Zokil.
Residential Condominium/Townhouse	126.0 du	5.86 / du	738	%8	0.17		9 46	_	%6	0.67	0.33	44	22	98
Hotel	194.0 гт	8.17 / тт	1,585	7%	0.61 : (7%	0.53	: 0.47	61	53	114
Supermarket	29.0 ksf	102.24 / ksf	2,965	3%	0.61	_		7	10%	0.51	: 0.49	155	148	303
General Office Building	46.4 ksf	11.01 / ksf	511	14%	0.88		-	72	14%	0.17	: 0.83	12	57	69
Specialty Retail Center	21.5 ksf	44.32 / ksf	955	*					%9	0.44	: 0.56	36	32	58
Quality Restaurant	28.7 ksf	89.95 / ksf	2,583	1%	0.82		9 4	23	%8	0.67	0.33	144	12	215
			9,337			7						442	1 E	82.8
		:	=											
Hotel	280.0 rm	8.17 / rm	2,288	7%	0.61	Ш	96 61		7%	0.53	. 0.47	88	77	165
1	300.0 seat	0.67 / seat	200	*					20%	1.00	0.00	100	0	8
General Office Building	46.4 ksf	11.01 / ksf	511	14%	0 : 88.0		9	72	14%	0.17	: 0.83	12	57	69
Specialty Retail Center	14.1 ksf	44,32 / ksf	627	*					%9	0.44	95.0 :	17	21	38
Quality Restaurant	34.6 ksf	89.95 / ksf	3,114	1%	0.82 : 0		3 5	28	8%	0.67	: 0.33	174	85	259
2/My Month (Albert 1997)	STREET, SALVEY P.		5,251			ï		222	_			320	183	503
	3		3,000	,			2	•						
	Condominium/Townhouse Hotel Supermarket al Office Building ally Restaurant aliy Restaurant Hotel Hotel	280.0 mm 300.0 sea 34.6 ksf 34.6 ksf	126.0 du 5.86 / du 194.0 rm 8.17 / rm 29.0 ksf 10.24 / ksf 11.01 / ksf 28.7 ksf 89.95 / ksf 28.7 ksf 89.95 / ksf 14.1 ksf 44.32 / ksf 14.1 ksf 44.32 / ksf 34.6 ksf 89.95 / ksf	Chapt Crip Rate	126.0 du 5.86 / du 738 194.0 rm 8.17 rm 1,585 29.0 ksf 102.24 ksf 2,965 21.5 ksf 46.4 ksf 101/ ksf 2,865 28.7 ksf 89.95 / ksf 2,288 300.0 seat 0.67 / seat 200 46.4 ksf 11.01 / ksf 511 14.1 ksf 44.32 / ksf 5.13 34.6 ksf 11.01 / ksf 5.13 34.6 ksf 89.95 / ksf 5.11 5.251	Unit; Trip Rite; Daly Crip; Sef Aurit 126.0 dn 5.86 / du 738 8% 194.0 rm 8.17 / rm 1,585 7% 29.0 ksf 102.24 / ksf 2,965 3% 21.5 ksf 44.32 / ksf 511 14% 28.7 ksf 89.95 / ksf 2,583 1% 28.7 ksf 89.95 / ksf 2,288 7% 46.4 ksf 11.01 / ksf 511 14% 5.251 5.251 5.251 5.251 5.251 5.251 6.27 6.27 6.27 7.28 7.28	126.0 cm 5.86 / du 738 8% 0.17 : 0.83 194.0 cm 8.17 / cm 1,585 7% 0.61 : 0.39 29.0 ksf 10.24 / ksf 2,965 3% 0.61 : 0.39 28.7 ksf 44.32 / ksf 2,583 1% 0.82 : 0.18 28.0 cm 8.17 / cm 2,288 7% 0.61 : 0.39 28.7 ksf 89.95 / ksf 2,583 1% 0.82 : 0.18 300.0 sat 0.67 / seat 200 * 0.61 : 0.39 46.4 ksf 11.01 / ksf 511 14% 0.88 : 0.12 46.4 ksf 11.01 / ksf 511 14% 0.88 : 0.12 46.4 ksf 11.01 / ksf 511 14% 0.88 : 0.12 46.4 ksf 44.32 / ksf 511 14% 0.88 : 0.12 46.4 ksf 89.95 / ksf 3.114 1% 0.82 : 0.18 5.251 5.251 5.251 5.251 5.251 5.251 5	126.0 cm 5.86 / du 738 8% 0.17 : 0.83 9 126.0 cm 8.17 / cm 1.585 7% 0.61 : 0.39 65 194.0 cm 8.17 / cm 1.585 7% 0.61 : 0.39 65 29.0 ksf 10.2.24 / ksf 2.965 3% 0.61 : 0.39 57 28.7 ksf 44.32 / ksf 2.583 1% 0.82 : 0.18 19 28.0 cm 8.17 / cm 2.288 7% 0.61 : 0.39 96 28.0 cm 8.17 / cm 2.288 7% 0.61 : 0.39 96 300.0 scat 0.67 / scat 2.00 * 2.14 46.4 ksf 11.01 / ksf 511 14% 0.88 : 0.12 63 41.1 ksf 44.32 / ksf 627 * 48 0.82 : 0.18 23 34.6 ksf 89.95 / ksf 3.114 1% 0.82 : 0.18 23 52.51 1.52	DRIVEWAY TRIPS 126.0 du 5.86 / du 738 8% 0.17 : 0.83 9 46 45 194.0 mm 8.17 / mm 1,585 7% 0.61 : 0.39 66 43 46.4 ksf 11.01 / ksf 511 14% 0.88 : 0.12 63 9 46 46.4 ksf 11.01 / ksf 511 14% 0.88 : 0.12 63 9 46 46.4 ksf 11.01 / ksf 511 14% 0.88 : 0.12 63 9 46 46.4 ksf 11.01 / ksf 511 14% 0.82 : 0.18 19 4 46.4 ksf 11.01 / ksf 511 14% 0.82 : 0.18 19 4 46.4 ksf 11.01 / ksf 511 14% 0.88 : 0.12 63 9 61 46.4 ksf 11.01 / ksf 511 14% 0.88 : 0.12 63 9 61 46.4 ksf 11.01 / ksf 511 14% 0.88 : 0.12 63 9 61 46.4 ksf 44.32 / ksf 511 14% 0.82 : 0.18 23 5 5 61 61 61 61 61 61	126.0 du 5.86 / du 738 8% 0.17 : 0.83 9 46 55 126.0 du 5.86 / du 738 8% 0.17 : 0.83 9 46 55 194.0 rm 8.17 / rm 1,585 7% 0.61 : 0.39 66 43 1.09 29.0 ksf 11.01 / ksf 511 14% 0.88 : 0.12 63 9 72 21.5 ksf 44.32 / ksf 955 * 2.83 1% 0.61 : 0.39 96 61 157 28.7 ksf 89.95 / ksf 511 14% 0.88 : 0.12 63 9 72 28.7 ksf 44.32 / ksf 511 14% 0.88 : 0.12 63 9 72 28.7 ksf 44.32 / ksf 511 14% 0.88 : 0.12 63 9 72 28.7 ksf 44.32 / ksf 511 14% 0.88 : 0.12 63 9 72 28.7 ksf 44.32 / ksf 511 14% 0.88 : 0.12 63 9 72 34.6 ksf 11.01 / ksf 511 14% 0.88 : 0.12 63 9 72 34.6 ksf 89.95 / ksf 3.114 1% 0.82 : 0.18 23 5 28 34.6 ksf 89.95 / ksf 3.114 1% 0.82 : 0.18 23 5 28 34.6 ksf 89.95 / ksf 3.114 1% 0.82 : 0.18 23 70 212 34.6 ksf 89.95 / ksf 3.114 1% 0.82 : 0.18 23 70 212 34.6 ksf 89.95 / ksf 3.114 1% 0.82 : 0.18 23 70 212 34.6 ksf 89.95 / ksf 3.114 1% 0.82 : 0.18 23 28 34.6 ksf 89.95 / ksf 3.114 1% 0.82 : 0.18 23 28 34.6 ksf 89.95 / ksf 3.114 1% 0.82 : 0.18 23 28 34.6 ksf 89.95 / ksf 3.114 1% 0.82 : 0.18 23 28 34.6 ksf 89.95 / ksf	126.0 dn 5.86 / du 738 8% 0.17 : 0.83 9 46 55 126.0 dn 5.86 / du 738 8% 0.17 : 0.83 9 46 55 194.0 m 8.17 / m 1.585 7% 0.61 : 0.39 66 43 109 29.0 ksf 10.2.24 / ksf 511 14% 0.88 : 0.12 63 9 72 21.5 ksf 44.32 / ksf 95.5 • 2.88 1% 0.61 : 0.39 96 61 157 280.0 m 8.17 / m 2.288 7% 0.61 : 0.39 96 61 157 280.0 ksf 11.01 / ksf 511 14% 0.88 : 0.12 63 9 72 280.0 ksf 11.01 / ksf 511 14% 0.88 : 0.12 63 9 72 280.0 ksf 11.01 / ksf 511 14% 0.88 : 0.12 63 9 72 300.0 ksf 44.32 / ksf 511 14% 0.88 : 0.12 63 9 72 34.6 ksf 11.01 / ksf 511 14% 0.82 : 0.18 23 5 28 34.6 ksf 89.95 / ksf 3.114 1% 0.82 : 0.18 23 5 28 55.51 55.51 18 18 18 18 18 18 18	126.0 du 5.86 / du 738 8% 0.17 : 0.83 9 46 55 9% 0.67 : 0.33 124.0 cm 8.17 / cm 1.585 7% 0.61 : 0.39 66 43 109 7% 0.53 : 0.47 29.0 ksf 11.01 / ksf 511 14% 0.88 : 0.12 63 9 72 14% 0.51 : 0.49 28.7 ksf 44.32 / ksf 2.583 1% 0.82 : 0.18 19 4 23 8% 0.67 : 0.33 28.7 ksf 89.95 / ksf 2.283 7% 0.61 : 0.39 96 61 157 7% 0.65 : 0.44 0.56 28.0 cm 8.17 / cm 2.288 7% 0.61 : 0.39 96 61 157 7% 0.67 : 0.33 28.0 cm 8.17 / cm 2.288 7% 0.61 : 0.39 96 61 157 7% 0.44 : 0.56 28.0 cm 8.17 / cm 2.288 7% 0.61 : 0.39 96 61 157 7% 0.44 : 0.56 28.0 cm 8.17 / cm 2.288 7% 0.61 : 0.39 96 61 157 7% 0.44 : 0.56 28.0 cm 8.17 / cm 2.288 7% 0.61 : 0.39 96 61 157 7% 0.44 : 0.56 28.0 cm 8.17 / cm 2.288 7% 0.61 : 0.39 96 61 157 7% 0.44 : 0.56 28.0 cm 8.17 / cm 2.288 7% 0.82 : 0.18 2.3 8% 0.67 : 0.33 28.0 cm 8.17 / cm 2.288 7% 0.61 : 0.39 96 61 157 7% 0.44 : 0.56 28.0 cm 8.17 / cm 2.288 7% 0.82 : 0.18 2.3 8% 0.67 : 0.33 28.0 cm 8.17 / cm 2.288 7% 0.82 : 0.18 2.3 8% 0.67 : 0.33 28.0 cm 8.17 / cm 2.288 7% 0.82 : 0.18 2.3 8% 0.67 : 0.33 28.0 cm 8.17 / cm 2.288 7% 0.82 : 0.18 2.3 8% 0.67 : 0.33 28.0 cm 8.17 / cm 2.288 7% 0.82 : 0.18 2.3 8% 0.67 : 0.33 28.0 cm 8.17 / cm 2.288 7% 0.82 : 0.18 2.3 8% 0.67 : 0.33 28.0 cm 8.17 / cm 2.288 7% 0.61 : 0.39 2.2 2.28 8% 0.67 : 0.33 28.0 cm 2.28	1260 din 5.86 / du 738 8% 0.17 : 0.83 9 46 55 9% 0.67 : 0.33 44 1240 mu 8.17 / mu 1.585 7% 0.61 : 0.39 57 37 94 10% 0.51 : 0.47 61 1240 mu 8.17 / mu 1.585 3% 0.61 : 0.39 57 37 94 10% 0.51 : 0.49 155 1240 mu 8.17 / mu 1.585 3% 0.61 : 0.39 57 37 94 10% 0.51 : 0.49 155 1240 mu 8.17 / mu 1.585 3% 0.61 : 0.39 57 37 94 10% 0.51 : 0.49 155 1240 mu 8.17 / mu 1.585 3% 0.61 : 0.39 57 37 94 10% 0.51 : 0.49 155 1240 mu 8.17 / mu 2.288 7% 0.61 : 0.39 96 61 157 7% 0.53 : 0.47 88 1240	1260 du 5.86 du 738 89% 0.17 : 0.83 9 46 55 99% 0.67 : 0.33 44 22 22 28 28 28 28 28

du = Dwelling Unit, rm = Room, ksf = 1,060 Square Feet
 Trip rates references from ITE Trip Generation, 7th Edition.
 Driveway trips are the total number of trips generated by a site.
 Dinner Theater trip generation does not exist in ITE Trip Generation, 7th Edition; used parking rate to develop trip generation are Existing total assumes 65% occupancy rate on office, retail, and restaurant land uses.

Old School House/Cl	aremont Inn Specil	fic Plan		
1 00 00 N	0 11/31 0 4/11 2 4/13 Footh# Bhd	2	3	4
18/51 0 0 4/11 0 4/11 0	\$ 4/7 \$ 22/43 Foothil Blvd	6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	7 D D D D D D D D D D D D D D D D D D D	8 PAG III U U U U U U U U U U U U U U U U U
6 7/21 c 4/11 hoten Hi Bid	6-10 W8 Ramps	10 Pag Bay Pag		





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

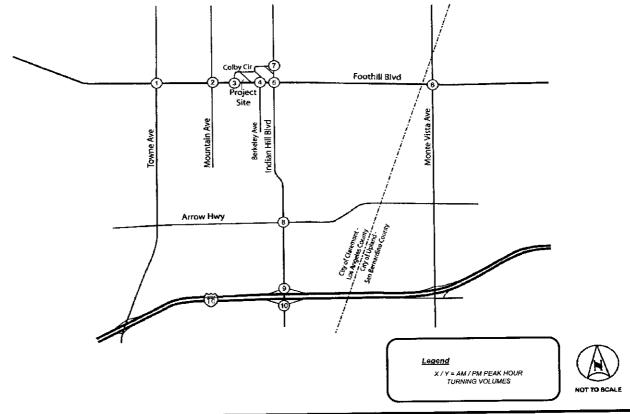
Restrict southbound left-turn and through movements at all times with signage. These
movements are currently restricted weekdays from 2-7 PM with signage.

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.

d School House/Claremont Inn Speci	fic Plan		
221 / C 20 8 4 4 7 2 2 3 3 5 172 / 233 6 60 / 742 6 7 2 6 194 / 223 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6	2 15 15 15 15 15 15 15 1	3	27 4 50 0 1070 / 1171 29 4 50 0 1070 / 1171 20 4 6 112 / 0 Footbill Bhd
97 / 235 0 9 0 466 / 655 \$\phi\$ 75 202 103 / 186 \$\phi\$ 75 202 81 55 2	108 / 63	78 J 25 Ø 1108 J 1267 →	39/80 & 6 1084/1235 -> & 2 21/20 -> & 2 25/20 -> & 2 25/2
9 8 8 9 9 1 240 9 199 / 240 9 8 8 9 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6 89 4 89 5 5 6 153 / 200 6 6 0 762 6 135 / 161 Foothell Blvd	7 PAB	8 98 68 18 18 90 / 89 90 / 80
115 / 100 P 9 P 843 / 942 C 98 P 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8	63/91 2 6 6 5 571/939 4 6 6 5 52 5 7 149/239 6 6 6 5 5 5 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	15 / 48	70 / 150 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
9 E	10		
o 945 774 o 988 987	411/357 0 0 0 7/14 0 0 66 575/677 0 56		



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TABLE 7-2 NEAR TERM CONDITIONS - ALTERNATIVE I PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

			MEAN TEN	EASH INC		A BASELINK KOJE OT		
. C9559 A	INTERSECTION CO.	WHAT IN	ON AND D	1208(6)	DELAYO	i Los m	L 4 4 2 4	
ł	Foothill Blvd/Towne Ave	AM	33.9	Ç	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	С	0.3	
		PM	16.9	В	17.1	В	0.2	
3	Foothill Blvd/Colby Cir	AM	100.9	F	122.3	· P	21.4	700
	<u> </u>	PM	42.0	E	51.9	. T	9.9	THE YES
4	Foothill Blvd/Berkeley Ave/Project Dwy (c)	AM	102.0	F	73.9		-28.1	FYES A
		PM	15.0	C	23.0	С	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	С	0.3	
		PM	29.0	C	29.6	С	0.6	
7	Colby Cir/Indian Hill Blvd	<u>A</u> M	159.1	F	189.8	r-	30.7	YES
		PM	27.7	Ð	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	
	7.4	PM	26.0	С	25.7	C	-0.3	
10	I-10 EB Ramps/Indian Hill Blvd	AM	35.8	D	36.0	D	0.2	
otes:		PM	45.8	D	46.5	D	0.7	

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

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⁽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.

TABLE 7-3 NEAR TERM CONDITIONS MITIGATED - ALTERNATIVE 1 PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

		TEAR	Appropries		Averageni	A SALENY	
in the	DEERSELFON SE	HOUR*	122.8		44.2	E E	P and the suith and left time land
3	Foothill Blvd/Colby Cir	PM	51.9	en de	36.7	E	Re-stripe to provide southbound left-turn lane
4	Foothill Blvd/Berkeley Ave/Project Dwy	AM PM	73.9 23.0	C C	15.8 23.0	C	Restrict southbound left-turn and through movements
<u> </u>	Colby Cir/Indian Hill Blvd	AM	189.8	F. 48	189.8	F	Re-stripe to provide eastbound right-turn lane
'	Coloy Cir/Hunan Fill Bivu	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.

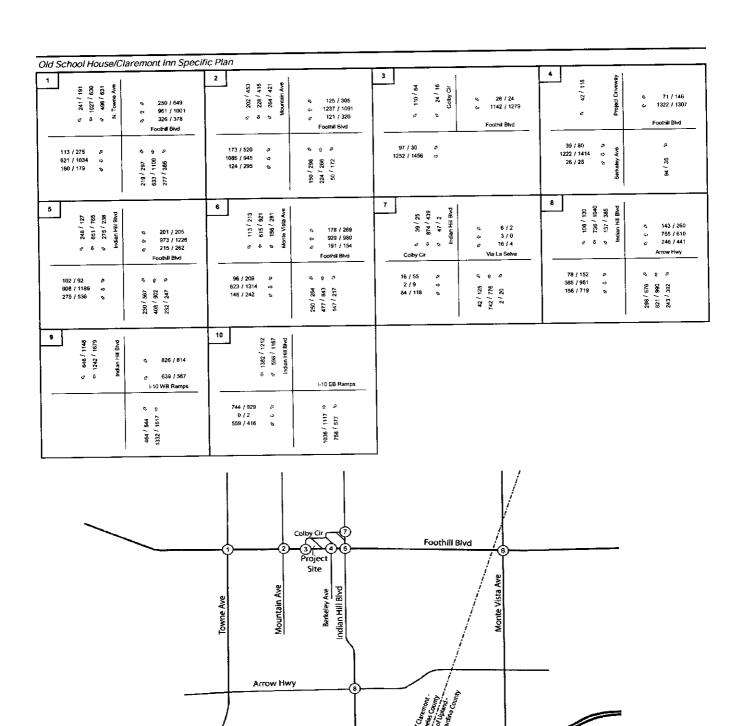
The following mitigation measures are required to reduce the cumulative impacts to less than significant levels:

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.



<u>Legend</u> X/Y ≈ AM/PM PEAK HOUR TURNING VOLUMES



TABLE 7-4 **BUILD-OUT CONDITIONS - ALTERNATIVE 1** PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

			201030	REAL PROPERTY.		LINE PLUS		14 ac 1652
	AND THREE RECTION 10.00	TEAK HOUR	DELAN(a)	SLOS ALE	DECAY	JEGTA	100 m	SIGNIFICANT
ı	Foothill Blvd/Towne Ave	AM	45.0	D	45.7	D	0.7	85.5757414154141
		PM	133,4	F	140.9	3 7 37	7.5	YES
2	Foothill Blvd/Mountain Ave	AM	24.0	С	24.2	С	0.2	25
		PM	71.3	Е	75.3	Е	4.0	
3	Foothill Blvd/Colby Cir	AM	34.8	D	36.9	E	2.1	
		PM	33.6	D	37.0	Е	3.4	
4	Foothill Blvd/Berkeley Ave/Project Dwy	AM	15.4	С	15.6	С	0.2	
	-,	PM	15.1	C	19.0	С	3.9	
5	Foothill Blvd/Indian Hill Blvd	AM	43.5	D	46.0	D	2.5	
		PM	141.8	F	157.1	3 (p 3 d	15.3	YES
6	Foothill Blvd/Monte Vista Ave	AM	28.2	C	28.5	С	0.3	
		PM	33.7	C	34.5	С	0.8	
7	Colby Cir/Indian Hill Blvd	AM	48.0	E	51.4	15 F 12	3.4	YES
		PM	30.7	D	34.1	D	3.4	
8	Arrow Hwy/Indian Hill Blvd	AM	32.9	C	33.0	С	0.1	
		PM	162.2	F	165.9	4 P	3.7	YES
9	I-10 WB Ramps/Indian Hill Blvd	AM	29.1	С	29.2	С	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	С	0.2	
tes:		PM	123.5	F	124.7	F	1.2	

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 I PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

			PEFORE I	HILD-OUT	ACTEC	UILD OUT	
e e e e e e e e e e e e e e e e e e e	FORESECTION	:010	Day,	ZIO OLE		VEMENT :	The spiriton No.
ι	Foothill Blvd/Towne Ave	AM	45.7	D	41.1	D	
		PM	140.9	· F	96.9	F	Add WB right-turn lane and overlap phase
5	Foothill Blvd/Indian Hill Blvd	AM	46.0	D	39.0	D	
	3,10	PM	157.1	FX	114.9	F	Add EB right-turn lane
8	Arrow Hwy/Indian Hill Blvd	AM	33.0	С	32.3	C	
	7.114.11.11.11.11.11.11.11.11.11.11.11.11	PM	165.9	TO P. 18	140.4	F	Add NB right-turn lane
9	I-10 WB Ramps/Indian Hitl Blvd	AM	29.2	С	24.2		
		PM	96.6	海	65.7	F	Add NB left-turn lane

Bold values indicate intersections operating at LOS E or F.

K:\095502000\Excel\[50200\times\] Alt1.xis]Build-Out Mit

⁽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

Old School House/Claremont Inn Specific Plan

OCHOO! HOUGH CIE. CITE.			
Foothill Blvd/ Towne Ave	Foothill Blvd/ Mountain Ave	Foothill Blvd/ Colby Cir	Foothill Blvd/Berkeley Ave/Project Dwy
#\ \ \\ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\			Right-turn coniy (129) aniy (129)
Foothill Blvd/ Indian Hill Blvd	Foothill Blvd/ Monte Vista Ave	Colby Cir/ Indian Hill Blvd	Arrow Hwy/ Indian Hill Blvd
	# 77#h		
I-10 WB Ramps/ Indian Hill Blvd	I-10 EB Ramps/ Indian Hill Blvd	* A signal will be constru- in the near term if cond of bond are met	cted itions
Γ –		OI DOING BIC INC.	

Legend:



Unsignalized Note: Build-Out mitigations shown in black Right-Turn Overlap



NOT TO SCALE

TABLE 7-6 ALTERNATIVE 1 SHARE OF CUMULATIVE IMPROVEMENTS

- 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	3	a spenson interviousies	ije sperker i 1774 bil dan
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
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					A TOTAL PROPERTY.		And the second s
6:00 AM		%0	%0	%0	100%	70%	%0
7:00 AM		8%	2%	%0	%58	20%	%0
8:00 AM		18%	5%	%0	%59	70%	20%
9:00 AM		42%	10%	%0	25%	%07	100%
10:00 AM		%89	20%	%0	45%	%07	100%
11:00 AM		87%	30%	%0	35%	%0€	100%
12:00 PM		%26	%05	30%	%0€	%05	100%
1:00 PM		100%	70%	%0 <i>L</i>	30%	40%	100%
2:00 PM	%26	%26	%09	%07	35%	%09	100%
3:00 PM	93%	%56	%09	70%	35%	%55	100%
4:00 PM	77%	87%	%05	70%	45%	20%	100%
5:00 PM	47%	79%	70%	70%	%09	40%	100%
6:00 PM	23%	82%	%06	%08	%02	%06	100%
7:00 PM	7%	%68	%001	%06	75%	100%	100%
8:00 PM	7%	87%	100%	100%	%06	100%	100%
9:00 PM	3%	61%	100%	100%	%\$6	100%	100%
10:00 PM	3%	32%	%06	100%	100%	%06	20%
11:00 PM	%0	13%	%0 <i>L</i>	%08	7001	40%	%0
12:00 AM	0%	%0	20%	%02	100%	20%	%0
NOTES.							

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

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100 3 1 120 200 29,720 300 194 10,070 1,410 8 30 298 100 194 84 8 60 60 298 100 194 0 2 204 60 6 0 165 0 2 204 60 6 0 165 0 2 204 60 15 0 165 0 2 204 60 6 0 165 0 2 204 60 15 0 126 42 2 204 60 60 0 1070 84 2 408 60 89 0 68 84 4 505 60 179 70 68 84 5 595 60 179 70 146 84 6 50 60 <	A STATE				TSELLEST	WESTING	PESTATION TO	WAND OF	CONTROL	
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0 0 0 194 0 2 200 60 5 6 0 165 0 2 204 60 11 15 6 0 165 0 2 204 60 11 15 6 10 165 42 2 204 60 26 30 0 107 84 2 438 60 42 60 19 87 84 4 408 60 60 60 179 70 68 84 4 505 60 60 60 179 70 68 84 4 588 60 60 54 149 70 68 84 4 588 60 60 55 179 70 68 84 4 584 60 60 51 268 80 136 84	33		298	100	194	84	8		09	9.20
5 6 0 165 0 2 204 60 11 15 0 126 42 2 280 60 26 30 0 126 42 2 280 60 42 60 0 87 84 2 408 60 54 89 0 68 84 2 431 60 60 149 30 58 84 4 505 60 60 179 70 68 84 4 58 60 60 179 70 68 84 4 58 60 54 149 70 68 84 4 58 60 51 209 70 116 84 8 60 60 51 208 90 146 84 8 60 60 52 298 100	4	0	0	0	194	0	2	200	09	260
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42 60 0 87 84 2 408 60 60 54 89 0 68 84 2 431 60 60 60 149 30 58 84 4 505 60 60 60 149 70 68 84 6 608 60 60 59 179 70 68 84 4 588 60 60 59 179 70 68 84 4 588 60 60 54 149 70 87 84 4 551 60 60 51 209 70 116 84 8 651 60 60 55 208 80 146 84 8 690 60 60 55 208 100 184 84 8 690 60 60 50 208	124	_	30	0	107	84	2	372	09	432
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0 149 70 194 0 4 417 60	0	~	209	80	194	0	9	496	09	556
	0	0	149	70	194	0	4	417	09	477

NOTES:
Shaded cells and bold values indicate peak shared parking demand during a weekday.
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\{\text{shared}\}\) partial grade parking \(\text{9}_1\) It land use.xls\[\text{1Demand}\]

TABLE 8-3

SHARED PARKING DEMAND - ALTERNATIVE I

0 100 350 1 120 200 38 28,720 29,000 194 120 200 2 288 83 194 84 8 0 0 0 194 0 2 6 7 165 0 2 2 6 7 165 0 2 2 6 7 165 0 2 2 6 7 165 0 2 2 6 7 165 0 2 2 14 15 126 42 2 2 5 87 84 2 84 4 144 81 58 84 4 4 173 81 68 84 4 4 174 72 87 84 4 4 174 72 87 84 4						Barb.	HOTE	TANKE TO A VICTOR	CONTRACTOR OF THE PARTY OF THE		(e) y 's 'e'
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55 288 · 74 146 84 8 664 38 288 51 184 84 8 657 20 259 27 194 42 7 553 8 202 11 194 0 6 420 0 144 0 194 0 4 342	ω)	31	51	259	89	136	84	7	636	09	969
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0 144 0 194 0 4 342		0	8	202	11	194	0	9	420	09	480
		0	0	144	0	194	0	4	342	09	402

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.

K:\\095502000\Excel\{\text{shared parking 9_11 land use.xls}\Demand S2

	Marine Table		T. ANTIESTER	LWarthern FR	William Willia		RESTAURAN FEGUNGE	FOR ALL STATES	Nu ginop) (-)	PROJECT SATION SET
Parking Rate (a)	350	350	100	3	I	120	(p) 00Z	STATE OF STREET	2	
Intensity (b)	46,407	46,407 21,538	29,720	300	194	10,070	1,410		30	
Unadjusted Parking Required	133	62	298	100	194	84	8	628	09	939
Mixed-Use Reduction (c)	33	16	7.5	25	49	21	2			
Parking Required	001	47	224	75	146	63	9	629	99	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 I 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.

8-5

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

TABLE 8-5

CITY LAND USE DEVELOPMENT CODE PARKING REQUIREMENTS - ALTERNATIVE I

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Parking Rate (a)	350	350	100	350	I	120	200 (d)	10000000000000000000000000000000000000	2	
Intensity (b)	46,407	46,407 21,538	28,720	29,000	194	10,070	1,410		30	から できる
Unadjusted Parking Required	133	62	288	83	194	84	8	852	09	912
Mixed-Use Reduction (c)	33	91	72	21	49	21	2	なないできる。	W. C. W.	
Parking Required	100	47	216	79	146	63	9	639	09	669
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.

(E) Does not include parking requirements for cluster housing or stacked flats, which take direct access from Colby Circle.

(E) Does not include parking 9 - 11 land use xls] Shared Parking S2

						Notes:
 251	213	162	750	912	499	ALTERNATIVE 1
 289	220	151	788	939	499	PROPOSED
 CONTRACTOR	By Christoff	SHARED SPARKING REDU TION	ABJUSTED BROWN DEVANDED	UNAL VISTEID PROJECT DEMAND	ONIST E SUPPLE EXCLUDING	
		EMENTS	TABLE 8-6 PARKING GARAGE REQUIREMENTS	PARKING GA		

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

K:\095502000\Exce\{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.

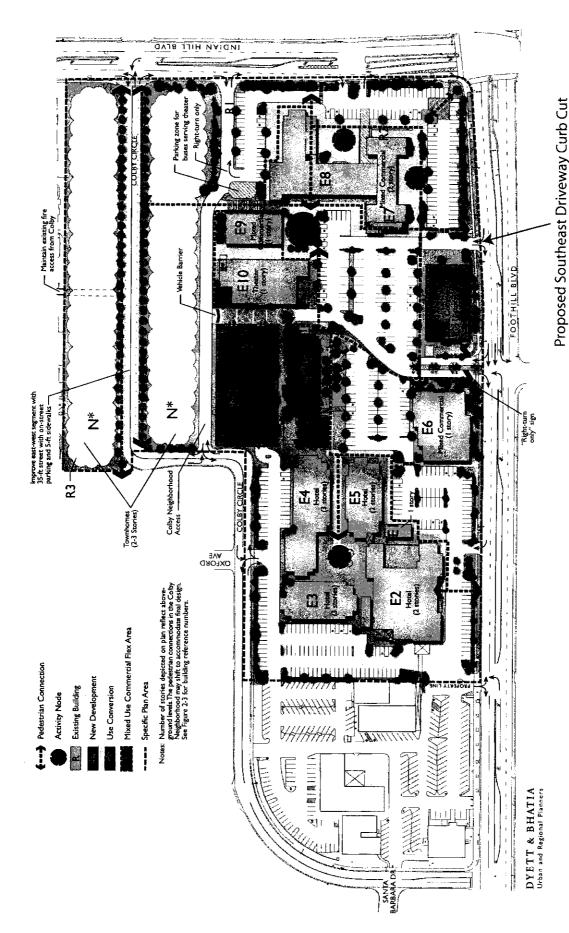


FIGURE 9-1
Location of Proposed Foothill Boulevard Curb Cut

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

SUMMARY OF PEAK-HOUR INTERSECTION LEVEL OF SERVICE ANALYSIS TABLE 10-1

	A CONTRACTOR OF THE CONTRACTOR						NEAR TERM BASEL	W BASELINE		1	PIRO BACE	Mad BASEL INE DISTR
100		FRAK	SULSTING	ING.	NEAR BRIGHTS STREET	60000	PLICS	Phils PROJECT	2030 BASELINE	SELINE		PROJECT
100	STATE INTERNITOR STATE	HOUR	DELAY (a)	LOS(b)	DELAYTOR	LOS (b)	DECAY (a)	Los 🖷	DELAY (a) 1- LOS (b)	Los (b)	DEDAYOR	108.001
_	Foothill Blvd/Towne Ave	AM	32.0	C	33.9	၁	34.0	C	45.0	Q	45.3	1
		PM	35.7	D	40.2	D	41.0	Ω	133.4	Ŀ	136.7	A.
7	Foothill Blvd/Mountain Ave	AM	29.8	သ	27.1	C	27.2	ပ	24.0	O	24.1	
	╅	PM	17.3	В	16.9	В	16.8	В	71.3	н	72.5) _[[
3	Foothill Blvd/Colby Cir	AM	43.4	Е	100.9	Œ.	8.601		34.8	Q	35.6	ш
		PM	27.5	D	42.0	Е	45.0	<u>н</u>	33.6	٥	34.8	C
4	Foothill Blvd/Berkelev Ave/Project Dwv	ΑM	59.6	Œ	102.0	F	69.7		15.4	S	15.5	
		PM	13.7	В	15.0	С	18.6	Ü	15.1	0	16.7	
v	Foothill Blvd/Indian Hill Blvd	AM	31.8	C	38.8	Q	39.6	Ω	43.5	٥	44.4) (
	П	PM	30.6	C	33.7	S	34.9	O	141.8	Ĺ	147.0	14.14
9	Foothill Blvd/Monte Vista Ave	AM	24.8	Э	26.1	C	26.2	Ü	28.2	Ü	28.3	
	\neg	PM	26.5	C	29.0	2	29.3	Ü	33.7	S	34.0	
	Colby Cir/Indian Hill Blyd	AM	94.2	<u>.</u>	1.651	14	167.5		48.0	H	49.0	E
		PM	25.1	D	7.72	D	29.2	q	30.7	Q	32.2	
∞	Arrow Hwy/Indian Hill Blyd	AM	27.9	С	29.7	C	29.8	ú	32.9	V	32.9	ر
		PM	37.6	D	40.6	0	40.9	Q	162.2	Ŀ	163.6	
6	I-10 WB Ramps/Indian Hill Blvd	AM	24.7	С	26.0	၁	26.0	Ú	29.1	J	29.2	رار
	寸	PM	25.3	C	26.0) O	25.8	Ü	94.2	Į.	94.8) [1
10	1-10 EB Ramps/Indian Hill Blvd	AM	28.5	С	35.8	O	35.8	Ω	32.9	ú	32.9	
		PM	41.7	D	45.8	D	46.2	Ω	123.5	ĹŁ.	124.7	
Notes:		i										

Bod 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 7.77

K:095502000/Excel(502001BN01.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:
 - o Foothill Boulevard @ Colby Circle (LOS F AM peak hour)
 - Foothill Boulevard @ Berkeley Avenue/Project Driveway (LOS F AM peak hour)
 - O Colby Circle @ Indian Hill Boulevard (LOS F AM peak hour)
- To eliminate these impacts, the following mitigation measures are proposed:
 - o Foothill Boulevard @ Colby Circle Re-stripe Colby Circle southbound approach to provide a southbound left-turn lane.
 - o 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.
 - O 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:
 - o Foothill Boulevard @ Towne Avenue (LOS F PM peak hour)
 - o Foothill Boulevard (a 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 nearterm 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 rightturn 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

itale, signi		. เกาะรัฐโรงเกาะห์สากับการห์สีที่25		in the state of th
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



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

	N	ORTHBO	UND	S	OUTHBO	UND		EASTBOL	JND	1	VESTBO	JND	
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 7:15 AM 7:30 AM 8:00 AM 8:15 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM 11:45 AM	35 45 44 48 56 45 43 31	157 175 187 192 173 102 93 95	43 52 62 45 55 38 30 29	69 53 67 71 84 72 68 87	191 217 205 223 245 171 154 170	34 54 42 55 56 31 45 24	19 26 23 19 26 23 21 35	72 84 97 100 100 98 85 141	27 21 23 35 20 23 30 18	54 47 43 55 38 45 39 33	132 146 133 145 104 136 104 124	28 39 32 33 24 35 33 16	861 959 958 1021 981 819 745 803
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 Pea	ak Hr Be	gins 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

	NO	RTHBOL	IND	SO	UTHBOU	JND	E/	ASTBOU!	ND.	W	ESTBOU	ND	
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
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 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:45 PM	61 43 71 65 65 39 60 61	143 159 191 216 195 235 190 165	34 32 39 45 52 53 29 51	48 58 53 62 45 51 66 69	93 106 122 132 105 116 103 117	26 30 32 26 31 28 33 32	44 53 61 52 62 53 67 49	118 182 184 167 200 178 164 183	34 34 39 36 54 33 43 39	54 47 56 39 52 59 48 48	150 134 139 141 178 154 144 125	28 28 44 31 46 43 43 38	833 906 1031 1012 1085 1042 990 977
VOLUMES =	465	1494	335	452	894	238	441	1376	312	403	1165	301	7876
PM Pea	ak Hr Be	egins 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

	N	ORTHBO	UND	S	OUTHBO	UND		EASTBOL	JND	V	WESTBOU	JND	·
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 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM 11:30 AM 11:45 AM	11 11 19 29 27 27 24 18	10 25 76 55 76 32 13 9	13 8 32 38 35 22 23 13	10 16 29 40 30 44 25 23	17 30 86 134 111 37 24 26	9 9 17 16 8 18 5 15	10 16 35 23 28 19 4 9	90 121 198 184 211 155 160 185	10 15 24 40 47 19 11 13	7 22 58 86 44 34 19 7	123 123 197 205 147 190 153 145	8 7 9 12 20 19 11 10	318 403 780 862 784 616 472 473
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 Pe	ak Hr Be	egins at:	730	AM									
PEAK VOLUMES = PEAK HR. FACTOR:	102	239 0.848	127	143	368 0.750	59	105	748 0.859	130	222	739 0.842	60	3042 0.882
CONTROL:	Signalia	zed					-			-		•	

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

	NO	RTHBOL	JND	SO	UTHBOU	JND	E	ASTBOU	VD	W	'ESTBOU	ND	
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
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 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:45 PM	35 26 26 30 32 30 41 32	31 35 39 37 33 26 41 26	14 14 13 12 11 13 8 12	35 35 39 34 39 41 36 35	30 51 37 34 41 31 43 32	17 7 7 14 12 16 16 14	7 10 15 15 21 20 20 19	198 239 250 225 236 217 258 243	13 8 22 18 25 16 24 15	16 18 19 19 12 13 10 10	177 239 193 179 226 221 184 181	14 20 10 14 17 12 7 9	587 702 670 631 705 656 688 628
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 Pe	ak Hr Be	egins 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:	Signali	zed											

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

	No	ORTHBO	UND	S	OUTHBO	UND		ASTBOU	IND	V	VESTBOU	JND	
LANES:	NL	NT	NR	SL 0	ST 1	SR 0	EL 1	ट ा 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		
8:45 AM				2		3	7	209				1	355
9:00 AM				2		3	,	209			256	3	480
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:00 AM 10:15 AM													
10.15 AM													
10.20 AM													
10:30 AM													
10:45 AM													
10:45 AM 11:00 AM													
10:45 AM 11:00 AM 11:15 AM													
10:45 AM 11:00 AM 11:15 AM 11:30 AM													
10:45 AM 11:00 AM 11:15 AM													
10:45 AM 11:00 AM 11:15 AM 11:30 AM 11:45 AM	NL	NT	NR	SL	ST	SR	EL	ĒΤ	ER	WL	WT	WR	TOTAL
10:45 AM 11:00 AM 11:15 AM 11:30 AM 11:45 AM	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
10:45 AM 11:00 AM 11:15 AM 11:30 AM 11:45 AM													
10:45 AM 11:00 AM 11:15 AM 11:30 AM 11:45 AM	0	0		27									
10:45 AM 11:00 AM 11:15 AM 11:30 AM 11:45 AM DTAL DLUMES =	0	0	0	27									
10:45 AM 11:00 AM 11:15 AM 11:30 AM 11:45 AM DTAL DLUMES =	0 lk Hr Be	0 gins at:	730	27 AM	0	103	122	1560	0	0	1530	63	3405
10:45 AM 11:00 AM 11:15 AM 11:30 AM 11:45 AM DTAL DLUMES =	0	0	0	27									
10:45 AM 11:00 AM 11:15 AM 11:30 AM 11:45 AM DTAL DLUMES = AM Pea	0 lk Hr Be	0 gins at:	730	27 AM	0	103	122	1560	0	0	1530	63	3405
10:45 AM 11:00 AM 11:15 AM 11:30 AM 11:45 AM DTAL DLUMES =	0 lk Hr Be	0 gins at:	730	27 AM	0	103	122	1560	0	0	1530	63	3405

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

- Company of the Comp	NC	RTHBOU	JND	SC	UTHBOL	IND	E	ASTBOU	ND	W	'ESTBOU	ND	
LANES:	NL	NT	NR	SL 0	ST 1	SR 0	EL 1	ET 2	ER	WL	WT 2	WR 0	TOTAL
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 4:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:45 PM				2 4 2 4 2 2 4 2		6 14 7 7 13 5 18 18	4 4 7 3 6 2 3 8	243 277 281 256 275 246 299 285			228 241 224 205 270 212 187 197	7 6 4 6 2 4 3 3	490 546 525 481 568 471 514 513
TOTAL VOLUMES =	NL 0	NT 0	NR O	SL 22	ST 0	SR 88	EL 37	ET 2162	ER 0	WL 0	WT 1764	WR 63	TOTAL 4136
PM Pe	ak Hr Be	egins at:	415	PM									
PEAK VOLUMES = PEAK HR. FACTOR:	0	0.000	0	12	0 0.736	41	20	1089 0.963	0	0	940 0.881	18	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

	N	ORTHBO	UND	S	OUTHBO	JND		EASTBOL	IND		VESTBOL	JND	
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM					······································							<u> </u>	· · · · · · · · · · · · · · · · · · ·
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 7:30 AM		2 0	11	0		8	0	110	2	16	139	6	294
7:45 AM		0	20 20	0 1		3	1	198	7	38	254	6	527
8:00 AM		0	20 18	0		1 2	4 3	261 263	3	53	216	2	561
8:15 AM		0	15	3		2	1	210	9 1	12 6	192 251	1 1	500
8:30 AM		Ö	11	1		Õ	4	179	5	10	154	3	490 367
8:45 AM		0	6	ō		ŏ	ò	209	2	11	157	0	385
9:00 AM									_	**	19,	Ū	505
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	NT	NR	žF	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	2	110	5	0	18	15	1532	30	150	1479	22	3363
•			•			•				•		•	
AM Pea	k Hr Be	gins at:	730	AM									
DEAK													
PEAK VOLUMES =	0	0	73 I		•								
VOLUMES =	0	0	73	4	0	8	9	932	20	109	913	10	2078
PEAK HR.			1			ŀ							
FACTOR:		0.913	l		0.600			0.874			0.866		0.926
					5.000	ı		0.077		ı	0.000	1	0.920
CONTROL:	3 144-	Stop N 8											

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

LANES:	NORTHBOUND			SOUTHBOUND			1	ASTBOL	JND	WESTBOUND			
	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
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													
11. IJ AII													
TAL	NL	NT	NR	SL	ST	SR	EL	ΕŢ	ER	WL	WΤ	WR	TOTAL
)LUMES =	194	425	242	254	615	295	162	1192	249	230	1148	296	5302
	ı						ŀ			ŀ			
AM Pe	ak Hr Be	gins at:	730	AM									
AK													
)LUMES =	103	233	156	160	334	221	112	709	146	I 134	700	100	2404
	1	ررے	130	100	J)4	221	112	709	146	124	706	190	3194
AK HR.	l												
			i	I			I			I			
CTOR:		0.898			0.577			0.866	i	1	0.770		0.821

CONTROL:

Signalized

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

	NC	RTHBOU	JND	SO	UTHBOU	IND	E/	ASTBOU	ND	W	ESTBOU	ND	
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
1:00 PM					<u> </u>		<u></u>						
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				40	20	2.7	20	100	44	22	121	22	682
4:00 PM	44	59	53	18	39	27	20	182	44	32 35	131 146	33 30	782
4:15 PM	64	63	36	31	74	28	24	212	39	35 40	163	38	762 793
4:30 PM	39	67	31	23	68	19	20	225	60 56	31	161	30 44	7 9 3 761
4:45 PM	48	94	42	27	48	16	16 14	178 190	59	31 49	198	41	853
5:00 PM	58	97	32	31	57	27	28	147	43	39	183	42	763
5:15 PM	53	81	33	20	81	13	26 30	217	32	37	170	53	837
5:30 PM	72 62	89	39	33 23	63 52	2 1	26	217	33	35	190	92	860
5:45 PM	63	98	32	23	52	1	20	213	33	22	190	72	000
6:00 PM													
6:15 PM 6:30 PM													
6:45 PM													
יוז כדיט													
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT 1342	WR 373	TOTAL 6331
VOLUMES =	441	648	298	206	482	133	178	1566	366	298	1342	3/3	0331
	•			•			-			-			
PM Pe	ak Hr Be	egins at:	500	PM									
DEAK													
PEAK VOLUMES =	246	365	136	107	253	43	98	769	167	160	741	228	3313
	- '`	505	-50]						
PEAK HR.				l						1			
FACTOR:	1	0.934			0.876			0.927		1	0.890		0.963
	•			•			-			-			_

CONTROL: Signalized

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

	N	ORTHBO	DUND	S	OUTHBO	UND		EASTBO	UND	1	WESTBO	JND	
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 7:45 AM	30	62	20	37	122	4	2	87	38	22	142	29	595
7:45 AM 8:00 AM	32 26	49 45	31	34 2 5	102	12	10	127	36	32	135	30	630
8:15 AM	23	45 44	28 24	25	85 70	12	11	128	31	24	124	29	568
8:30 AM	32	59	20	31 38	78 83	10	18	106	27	20	130	24	535
8:45 AM	35	45	26	33	106	14 1	7 9	110	27	19	105	26	540
9:00 AM	33	73	20	23	100	1	9	97	25	15	114	40	546
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													
OTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL.	WT	WR	TOTAL
OLUMES =	234	371	169	248	733	72	66	768	219	176	958	213	4227
	1		1	l			•					ı	
AM Pea	ak Hr Be	gins at:	730	AM									
EAK													
DLUMES =	111	200	103	127	207	20 l	ا ا	440	400	مم ا			
JEUNIEJ -	1 111	200	103	12/	387	38	41	448	132	98	531	112	2328
AK HR													
EAK HR. NCTOR:		0.924			0.847			0.897			0.940		0.924

CONTROL:

Signalized

N-S STREET: Monte Vista Ave.

DATE: 11/08/2005

LOCATION: City of Claremont

E-W STREET: Foothill Blvd.

Signalized

CONTROL:

DAY: TUESDAY

PROJECT#

05-2439-006

	NO	RTHBOU	ND	SO	UTHBOU	ND	E/	ASTBOU	ND	W	ESTBOU	ND	
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
1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 3:15 PM 3:00 PM 3:15 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM	45 37 62 44 61 50 53 62	128 106 106 110 130 120 126 121	32 36 40 36 45 30 34 28	32 35 41 29 44 25 27 29	94 81 89 87 91 100 89 69	12 12 13 15 15 13 11 8	21 19 10 9 14 22 7 10	156 191 203 207 168 223 219 246	44 35 50 53 42 48 51 53	32 33 28 30 48 44 31 30	157 152 165 152 131 158 118 195	34 26 47 38 48 41 26 37	787 763 854 810 837 874 792 888
TOTAL VOLUMES =	NL 414	ÑT 947	NR 281	SL 262	ST 700	SR 99	EL 112	ET 1613	ER 376	WL 276	WT 1228	WR 297	TOTAL 6605
PM Pe	ak Hr Be	egins 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

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

	N	ORTHBO	UND	S	OUTHBO	UND	E	ASTBO	JND	V	VESTBOU	JND	
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	Õ	ŏ	11	3	Ö	2	291
7:30 AM	5	233	0	10	258	11	3	ŏ	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	ō	7	2	1	1	194
8:15 AM	9	46	1	0	88	8	3	ō	10	3	ō	ō	168
8:30 AM	5	56	0	0	86	8	7	Ō	11	1	ő	ő	174
8:45 AM	6	54	0	2	107	9	2	Ō	11	3	Ŏ	Ŏ	194
9:00 AM								-		_	•	•	171
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													
TAL	NL	NT	NR	SL	ST	SR	EL	ΕT	ER	WL	WT	WR	TOTAL
LUMES =	54	802	4	39	1052	62	21	1	93	21	3	5	2157
			,	•		•				•		•	
AM Pea	ak Hr Be	gins at:	700	AM									
λK	_												
LUMES =	27	578	0	36	678	28	7	1	54	12	2	4	1427
MZ LID												ľ	
	1									!			
AK HR. TOR:	1	0.636			0.665	I		0.574			0.750	1	

CONTROL: 2-Way Stop E/W

N-S STREET: Indian Hills.

DATE: 11/08/2005

LOCATION: City of Claremont

E-W STREET: Colby Cir.

DAY: TUESDAY

PROJECT# 05-2439-007

	NO	RTHBOL	JND	SO	UTHBOL	IND	E.	ASTBOUN	ND	W	ESTBOU	ND	
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
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 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:00 PM 5:15 PM 6:00 PM 6:15 PM 6:30 PM 6:45 PM	9 19 8 8 8 20 32 27	87 94 109 144 119 165 157 164	1 0 2 2 3 3 5 4	0 0 1 0 0 0 1	124 121 94 90 84 85 84 83	9 8 8 2 4 4 4 3	4 4 10 7 7 3 9 7	0 0 2 0 4 0 1 2	9 11 7 5 17 14 15 14	2 2 2 2 2 0 0	0 1 0 0 0 0		245 260 243 260 248 294 308 305
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 Pe	ak Hr Be	egins at:	500	PM									
PEAK VOLUMES = PEAK HR.	87	605	15	1	336	15	26	7	60	3	0	0	1155
FACTOR:		0.906			0.989		l	0.830			0.375		0.938
CONTROL:	2-Way	Stop E/	W										

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

	N	ORTHBO	UND	S	OUTHBO	UND		EASTBO	JND	1	WESTBOU	JND	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 8:00 AM 8:15 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM	21 38 43 54 38 33 17 36	77 186 185 193 150 139 167 162	16 22 29 53 46 25 33 33	8 11 12 16 16 9 8 9	101 150 205 208 170 163 150 158	8 11 14 16 9 10 17 19	9 19 9 20 20 12 14 14	39 55 75 110 84 69 76 91	25 29 35 56 50 55 41 42	25 22 26 32 39 31 28 42	87 88 113 172 109 82 81 83	8 16 12 17 13 10 11 12	424 647 758 947 744 638 643 701
/OLUMES =	280	1259	257	89 89	1305	SR 104	EL 117	ET 599	ER 333	WL 245	WT 815	WR 99	TOTAL 5502
AM Pea	ak Hr Be	gins at:	715	AM									
PEAK /OLUMES =	173	714	150	55	733	50	68	324	170	119	482	58	3096
EAK HR.													

CONTROL:

Signalized

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

	NO	RTHBOL	IND	SO	UTHBOU	ND	E/	ASTBOU	ND	W	ESTBOU	ND	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
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 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM	35 34 31 46 58 36 41 62	172 184 162 222 175 210 197 216	40 26 28 40 31 43 40 30	37 37 33 32 41 36 41 37	159 200 184 224 225 231 170 166	13 21 19 19 18 30 17 19	38 34 39 39 44 34 30 13	163 162 214 195 233 245 232 184	52 44 44 62 49 45 24 32	58 40 60 50 58 55 55 42	135 134 113 129 167 112 146 123	19 13 23 13 20 13 14 19	921 929 950 1071 1119 1090 1007 943
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 Pe	ak Hr Be	egins at:	445	ЬM									
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

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

	Ň	ORTHBO	UND	S	OUTHBO	DUND		EASTBOL	JND		WESTBO	UND	
LANES:	NL 1	NT 2	NR	SL	ST 3	SR 1	EL	ET	ER	WL 1.3	WT .3	WR 1.3	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM	106 120 124 96 127 82 131 134	104 164 176 191 187 144 189 157			140 158 208 213 241 191 197 215	50 63 66 42 71 52 64 44				74 77 124 120 138 91 111 85	1 0 0 0 1 1 0 0	48 60 84 66 69 71 54 60	523 642 782 728 834 632 746 695
TOTAL VOLUMES =	NL 920 ak Hr Be	NT 1312	NR 0 715	SL 0	ST 1563	SR 452	EL 0	ET 0	ER 0	WL 820	WT 3	WR 512	TOTAL 5582
	un III De	.yırıs at.	/13	AIT									
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:	SIGNAL	IZED											

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

	NO	RTHBOL	IND	SC	UTHBOU	IND	E/	ASTBOUN	ND	W	ESTBOL	JND _	
LANES:	NL 1	NT 2	NR	SL	ST 3	SR 1	EL	ET	ER	WL 1.3	WT .3	WR 1.3	TOTAL
1:00 PM	.v/												
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													
OTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTA
OLUMES =	682	1696	0	0	1718	493	0	0	0	893	7	622	6111
DM Da	ak Hr Ra	egins at:	445	PM									
	un (11 D)	-9/110 OC	. 13										
eak Olumes =	 342	859	0	0	926	255	0	0	0	459	4	322	3167
	- '-		-										
EAK HR. ACTOR:		0.944		1	0.856]	0.000			0.909	•	0.96

CONTROL: SIGNALIZED

N-S STREET: Indian Hills Blvd.

DATE: 11/08/2005

LOCATION: City of Claremont

E-W STREET: I-10 EB Ramps

DAY: TUESDAY

PROJECT#

Λ	וב ה	12A	ብበባ
u		- 7 -	11117

	N	ORTHBO	DUND	S	OUTHBO	UND		EASTBOL	JND		WESTBOL	JND	<u> </u>
LANES:	NL	NT 2.5	NR 1.5	SL 1	ST 2	SR	EL 1.3	ET .3	ER 1.3	WL	WT	WR	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 8:00 AM 8:15 AM 8:30 AM 9:15 AM 9:30 AM 9:15 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM 11:30 AM 11:45 AM		171 215 230 206 213 155 214 195	68 86 80 82 102 86 162 89	91 104 116 125 156 108 117 99	123 131 213 208 223 173 189 201		38 69 69 82 101 71 106 96	0 2 0 3 0 0 3 0	59 109 96 156 151 117 139 113				550 716 804 862 946 710 930 793
TOTAL VOLUMES =	NL O	NT 1599	NR 755	SL 916	ST 1461	SR 0	EL 632	ET 8	ER 940	WL 0	WT 0	WR 0	TOTAL 6311
AM Pea	ık Hr Be	gins at:	745	AM									
PEAK VOLUMES = PEAK HR. FACTOR:	0	788 0.811	432	506	793 0.857	0	360	6	563	0	0.000	0	3448
CONTROL:	SIGNAL		•				•		ı		0.000		0.511

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

	NC	RTHBOL	JND	SO	UTHBOU	ND	ΕA	STBOU	VD	W	ESTBOU	ND	
LANES:	NL	NT 2.5	NR 1.5	SL 1	ST 2	SR	EL 1.3	ET .3	ER 1.3	WL	WT	WR	TOTAL
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 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM 6:45 PM		191 214 223 213 221 232 228 253	99 120 138 119 148 141 173 149	102 90 80 120 132 114 105 97	203 228 244 232 251 223 204 181		68 92 64 105 62 75 67 74	4 0 1 5 1 5 2 6	132 141 153 211 167 128 157 101				799 885 903 1005 982 918 936 861
TOTAL VOLUMES =	NL O	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 Pe	ak Hr B	egins at:	445	PM									
PEAK VOLUMES = PEAK HR.	0	894	581	471	910	0	309	13	663	0	0	0	3841
FACTOR:	1	0.920			0.901		1	0.767		I	0.000		0.955
CONTROL:	SIGNA	LIZED											

APPENDIX B

Intersection Level of Service Worksheets

Ex-AM	Wed Sep 13, 2006 08:02:53	Page 1-1	×	Wed Sep 13, 2006 08:02:54	8:02:54	ļ
	Claremont Inn/Old School House TIA EXISTING CONDITIONS AM PEAK HOUR	 	Claremo	Claremont Inn/Old School House TIA EXISTING CONDITIONS AM PEAK HOUR	1 House T	IA
Scenario:	Scenario Report Ex-AM			Impact Analysis Report Level Of Service	eport ce	
Command:	EX-AM 5-2-2-2-4-2-4-4-4-4-4-4-4-4-4-4-4-4-4-4-		Intersection	Base Del/ V/		
volume: Geometry: Impact Fee:	Existing Existing Default Impact Fee		# 1 Foothill Blvd/Towne Ave	LOS Veh C 32.0		LOS C 3
Trip Generation: Trip Distribution:			# 2 Foothill Blvd/Mountain Ave		C 29.8 0.648 C 2	. 2
Paths: Routes:		•	# 3 Foothill Blvd/Colby Cir	E 43.4 0.000		E 4
Configuration:	Ex-AM		# 4 Foothill Blvd/Berkeley Ave/Pro F 59.6 0.000	we/Pro F 59.6		E4

TIA		Future Change Del/ V/ in	C 32.0 0.699 + 0.000 D/V	C 29.8 0.648 + 0.000 D/V	E 43.4 0.000 + 0.000 D/V	F 59.6 0.000 + 0.000 D/V	C 31.8 0.739 + 0.000 D/V	C 24.8 0.341 + 0.000 D/V	F 94.2 0.000 + 0.000 D/V	C 27.9 0.604 + 0.000 D/V	C 24.7 0.624 + 0.000 D/V	C 28.5 0.815 + 0.000 D/V
Claremont Inn/Old School House EXISTING CONDITIONS AM PEAK HOUR	Impact Analysis Report Level Of Service	Base Del/ V/	LOS Ven C 32.0 0.699	C 29.8 0.648	E 43.4 0.000	F 59.6 0.000	C 31.8 0.739	C 24.8 0.341	F 94.2 0.000	C 27.9 0.604	C 24.7 0.624	C 28.5 0.815
Claremont Inn/C EXISTIN AM F	Impact Ar Level	Intersection	# 1 Foothill Blvd/Towne Ave	# 2 Foothill Blvd/Mountain Ave	# 3 Foothill Blvd/Colby Cir	# 4 Foothill Blvd/Berkeley Ave/Pro	# 5 Foothill Blvd/Indian Hill Blvd	<pre># 6 Foothill Blvd/Monte Vista Ave</pre>	# 7 Colby Cir/Indian Hill Blvd	# 8 Arrow Hwy/Indian Hill Blvd	# 9 I-10 WB Ramps/Indian Hill Blvd	# 10 I-10 EB Ramps/Indian Hill Blvd

Page 2-1

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	 	Claremo	Claremont Inn/Old School House EXISTING CONDITIONS AM PEAK HOUR	nn/Old School STING CONDIT		TIA			
* * * * * * * * * * * * * * * * * * *	level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative)	Level C Operati	Level Of Service Computation Report HCM Operations Method (Base Volume Alternative)	Comput.	Service Computation Report us Method (Base Volume Alte	port Alternati	***************************************	* * * *	
**************************************	######################################	0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 * 0 *	1/ 10wne Bv *******	****** Critic	********	**************************************	* * * * * * * * * * * * * * * * * * * *	******** 0.699	Intersection #2 ************************************
Optimal Cycle: ***********	* * * * * * * * * * * * * * * * * * * *	35 (1+K	4 (I+K = 4 Sec) Average Delay (Sec/veh) 35 Level Of Service:	Average Level (Average Delay (se Level Of Service:	Average Delay (sec/veh): Level Of Service:		32.0 C	Loss Time (sec) Optimal Cycle:
Street Name: Approach: Movement:	North	Towne Ave	Ave South Bound	Bound - R	East 1	Foothi East Bound	Foothill Blvd ound West Bound - R L - T - 1	****** ound - R	**************************************
Control: Rights:	Prot+Permit Include	rmit ude	Prot+Permit Include	t+Permit Thelude	Prot	Protected Trollide	Protected	ted	Control:
Min. Green: Lanes:	1 0 2	0 1	1 0 1	1 0	1 0	1 1 0	0 0 0 1 1 0 1 1	1 0 I	Kignts: Min. Green: Lanes:
Volume Module Base Vol:	e: 193 727	214	275 890	1	90	185	182		Volume Module:
Growth Adj:	-	П	1.00 1.00	0 1.00		H		7	Growth Adj:
initial BSe: User Adj:			275 890 1,00 1.00		94 3 1.00 1.	381 99 1.00 1.00	183 528		Initial Bse
PHF Adj: PHF Volume:	0.97 0.97 199 751	0.97	309 0.89	9 0.89	101 4	0.93 0.93	0.90 0.90	0.90	PHF Adj:
Reduct Vol: Reduced Vol:	199 751	221	309 999		101				Reduct Vol:
PCE Adj: MLF Adj:			7						FCE Adj:
Final Vol.:	199 751		309 999	- 1		409 106	203 587		Final Vol.:
Saturation F] Sat/Lane: Adjustment: Lanes: Final Sat.:	Flow Module: 1900 1900 1.00 0.95 1.00 2.00 1900 3610	1900 1.00 1.00 1900	1900 1900 1.00 1.00 1.00 1.62 1900 3083	1900 1.00 0.38 717	1900 19 1.00 1. 1.00 1.	1900 1900 1.00 1.00 1.59 0.41 3016 784	1900 1900 1.00 1.00 1.00 1.61 1900 3059	1900 1.00 0.39 741	Saturation Flow Sat/Lane: 190 Adjustment: 1.0 Lanes: 1.0 Final Sat.: 190
Capacity Analysis Vol/Sat: 0.00 Crit Moves: ****	lysis Module: 0.00 0.21 0	0.12	0.00 0.32	0.32	0.05 0.14	0.14 0.14	0.11 0.19	0.19	Capacity Analysi
Green/Cycle: Volume/Cap:	0.15 0.34 0.70 0.60	0.34	0.27 0.46			0.19 0.19 0.70 0.70	0.15 0.27 0.70 0.71	0.27	<pre>Crit Moves: Green/Cycle Volume/Cap;</pre>
Delay/Ven: User DelAdj; AdjDel/Ven:	47.9 28.0 1.00 1.00 47.9 28.0	24.6 1.00 24.6	34.0 22.6 1.00 1.00 34.0 22.6	22.6 1.00 22.6	60.1 40 1.00 1.	40.6 40.6 1.00 1.00 40.6 40.6	47.5 35.1 1.00 1.00 47.5 35.1	35.1 1.00 35.1	Delay/Veh: User DelAdj: AdjDel/Veh:
HCM2 KAVG:	/ 10		9 Te		ហ	<u>о</u>	7 11	11	HCM2kAvg:

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			2		2000	. 70.	1 0		ď	r 1) [5]	-
 	 	Claremont E	ont Inn/Old EXISTING AM PE	/Old ING C PEAK	Old School Ho NG CONDITIONS PEAK HOUR	1 House	e TIA	 	 		1
* ·· * · * ·	2000 HCM	era ***	o ∗	ice thod	put ***	omputation R (Base Volume	epor Alt	ernati	Ve)	*	* * ! *
Intersection *******	#2 Foot	E *	d/Mount *****	F *	Ave	* * *	* * * *	****	*****	*	*
Cycle (sec): Loss Time (sec) Optimal Cycle:	**	100 4 (Y+R 31	4 sec	ล	ritic veragevel	_	(Sections)	× 9 :		20.0	
reet proa veme	North L -	Mount ound - R	n Av So	th Bo	und - R	E E	ast B	Foothill ound	Ll Blvd West	***** Bound T -	, a
Control: Rights: Min. Green:	Prot+Permi Include 0 0	+Permit nclude 0 0 0	Prot	+Per nclu	mit de de	Pro	0t+1	1 1	1 11 11	1 50	1 11
Volume Modul		1	1	- (-	1	1		- -	-
Base Vol:	102	•		368	59	105	[m	130		39	9
Initial Bse:	100.		1.00	368	1.00	1.00	1.00	1.00	_		00.1
User Adj: PHF Adi:	- C			00	1.00	1.00	<u>-</u> ;	1.00	Η.	00 1	
PHF Volume:	120		191	491	. [~	122	· ∞	151	264 264	st m	•
Reduct Vol: Reduced Vol:	120 282			0 6	0 6	0 6	¢	0		0 9	0
Adj:					٠.	1.00	; °	1.00	1	n c	
$H \sim$.00 1. 120 2	1.00	1.00 1	491	1.00	1.00	1.00	1.5	.00 1	.00.	
Saturation F Sat/Lane:	1900 1		1900 1	06	1900	1 06	0061	1900		1	
Adjustment:	0	1	00.	0	1.00	0.	1.00	1.00	.00	7 00	000
Lanes: Final Sat.:	٠ ٥.	0.69 1319	1.00 1	.72	0.28	1.00	1.70 3237	0.30	1900 1.8	IO ID	.15
Capacity Ana Vol/Sat: Crit Moves:	lysis Modul 0.00 0.11	le: 0.11	0.00.0	.15	0.15	00.0	0.27	0.27	0.00 0.2		.25
Green/Cycle: Volume/Cap:	0.10 0.18 0.65	0.18	50	.23	0.23	0.13	4.0	4.6	21 0	0.0	.50
Delay/Veh: User Deladi	1.0 40.	9.5	4.7.3	Ġ.	vi c	\ \dols \		24.3	39.5 16.4	000	16.8
	1.0 40.	40.6	4.7.3	9		2.5		ે નું	9.5 1	- m	၁ ၂၈ ၂၈
HCM2 kAvg:	5 7	7	7	o,	on.	4	13	3	α		

		CTRICED THE THE SCHOOL SCHOOL	ONS			
		AM PEAK HOUR				
20 ************************************	Level Of Service (2000 HCM Unsignalized Method Method (1900 HCM Unsignalized Method (1900 HCM Unsersection #3 Foothill Blvd/Colby Cir	Level Of Service Computation Report 2000 ECM Unsignalized Method (Base Volume Alternative) ***********************************	tion Report Volume Alternati	Ve) ********	2000 HCM U ***********************************	2000 HCM U: ******** #4 Foothi
**************************************	**************************************	**************************************	3.8 Worst Case Level Of Service:	**************************************	Average Delay (sec/veh	(sec/veh
**************************************		Colby Cir nd South Bound R L T R	Foothil East Bound L T - T - E	Foothill Blvd ound West Bound - T L T - R	Street Name: Approach: Movement:	Berke North B L - T
Control: Rights: Lanes:	Stop Sign Include	Stop Sign Include	Uncontrolled Include	Uncontrolled Include 0 0 1 1 0	Control: Rights: Lames:	Stop S Incl
Volume Module:			 		Volume Module:	,
,	000	18 0	74 952	0 866 20 1.00 1.00	Base Vol: Growth Adj:	0 0 1.00 1.00
Growin Adj: Initíal Bse:		1.80 1.30	74 952	0 866	Initial Bse:	0 0
User Adj:	1,00 1,00 1,00	1.00 1.00 1.00 0.56 0.56 0.56	0.90 0.90 0.90	0.90 0.90		0.91 0.91
		32 0	82 1054	0 968 22	PHE Volume:	00
Reduct Vol:	00	32 0 147	82 1054 0	968 2	Final Vol.:	
) - 					
Critical Gap Module:	Critical Gap Module:	× × × ×		4.1 **** ***** ****	Critical Gap Module:	GP:xxxxx xxxx
FollowUpTim:x	FollowUpTim:xxxx xxxx xxxxx	3.5 xxxx 3		XXXX XXXX XXXX XXXX	FollowUpTim:xxxx xxxx	XXX XXX
					Capacity Module:	le:
Capacity Module: Onflict Vol: xxx	Capacity Module: Coffict Vol: xxxx xxxx xxxxx	1670 xxxx			Cnflict Vol: xxxx xxxx	XXX XXX
Potent Cap.:	Potent Cap.: xxxx xxxx xxxxx	89 xxxx	206	****	Potent Cap.: xxxx xxxx	XXX XXXX
Move Cap.:	XXXX XXXX XXXX	81	706 xxxx xxxxx	XXXX XXXX XXXX	Wove cap.: Volume/Cap:	XXX XXXX
Volume/Cap:						
Level Of Service Module:	ice Module:				Of Ser	vice Modul
Queue:	(XXXX XXXX XXXX)	Sueue: XXXXX XXXXX XXXXX XXXXX XXXXX XXXXX	10.8 xxxx xxxxx xxxxx xxxx 10.8 xxxx xxxxx xxxxx xxxx	***** **** ***** ***** ****	Stopped Del:xxxxx xxxx	XXX XXXX
stopped Del:	* * * *	* * * *		*	LOS by Move:	*
Movement:	- LTR - F	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	Movement:	LT - LT
Shared Cap.:	Shared Cap.: xxxx xxxx xxxxx	XXXX	XXXX XXXX XXXX	xxxx xxxx	Shared Cap.: xxxx xxxx	XXX XXX
SharedQueue:xxxxx xxxx	***** ****	xxxxx	4.5 xxxxx xxxxx xxxxx	XXXXX XXXX XXXXX	Shid StoDel:xxxxx xxx	*** ****
Shrd StpDel:xxxx xxxx	* * * *	××××	43.4 XXXX XXXX XXXX XXXX XXXX XXXXX XXXXX		Shared LOS:	*
ApproachDel:	XXXXXX	43.4	XXXXXX	XXXXXX	ApproachDel:	13.
Approach LOS:	*	EL)	*	*	ApproachLUS:	۵

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Ex-AM		Med	1 Sep 13,	5002	80	£C:70:		1		יו נים נים	
1 1 1 1 1 1 1 1 1 4	5 !	Claremont	1 7 7	nn/Old Schoo STING CONDIT AM PEAK HOUR	School ONDITIO	e S D	TIA	1	1 1 1 1 1		
* C	Level Of Service Computa 2000 HCM Unsignalized Method (Bass ***********************************	Level Of nsignali *******	Level of Service Computation Rep Unsignalized Method (Base Volume ************************************	te Com	Computation d (Base Vol: ************************************	tion Rep Volume . ******	Report me Alter *******	oort Alternative) ***********	(e) *****	* * *	* * * *
##************************************	**************************************	* * * * * * 1 * +	* 1 * * * * * * * * * * * * * * * * * *	***** Worst ****	* 00 *	***** Level	* * * * * * O E SE	Service:	* * * * * * *	* 14 *	***** 59.6]
Street Name: Approach: Movement:	Berkeley North Bound L - T -	ey Ave und	Berkeley Ave/Project rth Bound South	Dwy Bound	ب به م	East L - 1	Foot t Bound	Foothill ound - R	Blvd West L - '	t Bound	nd R
Control: Rights: Lanes:	Stop Sign Include		St	op Sign Include	0	Uncc 1 0	Uncontroll Include	11ed de 1	Unco I 0 I	Uncontrolled Include 0 1 1 0	11ed de 1 0 1 0 1 0 1 1 0 1 1 0 1 1
me Modul. Vol: th Adj: ial Bse: Adj:	1.0	1.00 1.00 1.00 1.00	1.00 1	1	1.00 1.00 1.00 0.60	1.00 1	932 1.00 932 1.00	20 1.00 1.00 0.87	109 1.00 1 109 1 1.00 1 0.87 0	913 1.00 913 1.00 0.87	1.00 1.00 1.00 1.00
PHF Volume: Reduct Vol: Final Vol.:	000	08	- 0 ^	000	130		1066	23		1054	12
Critical Gap Modu Critical Gp:xxxxx FollowUpTim:xxxxxx	Gap Module: Gp:xxxxx xxxx im:xxxxx xxxx	9.9	3.5 x	XXXX	3.3	4.1	X X X X X X X X X X X X X X X X X X X	××××	4.1 > 2.2 >	xxxx xxxx	*****
Capacity Module: Cnflict Vol: xxx Potent Cap.: xxx Move Cap.: xxx Volume/Cap:	ule: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx	545 488 488 0.16	1866 x 46 x 32 x 0.21 x	× × × × × × × × × × × × × × × × × × ×	533 497 497 0.03	1066 661 661 0.02	X X X X X X X X X X X X X X X X X X X	××××× ×××××	1089 2 648 2 648 3 0.19 3	× × × × × × × × × × × × × × × × × × ×	××××× ×××××
Level Of Service of Queue: Stopped Del:xxxxx Stopped Del:xxxxx LOS by Move: Movement: Shared Cap: xxxx Shared Cap: xxxx Shared Cap: xxxx Shared LOS: ApproachDel:	Service Module xxxxx xxxx el:xxxx xxxx ve:	0.6 13.8 13.8 XXXXX XXXXX XXXXX XXXXX	XXXXX XXXXX XX XX XX X X X X X X X X X	KXXX XXXX LITR 85 0.8 9.6 9.6	XXXXX XXXXX XXXXXX XXXXXX	0.0 10.5 B LT - XXXX XXXXX XXXXX XXXXX XXXXX	5 xxxx - LTR x xxxxx x xxxxx x xxxxx x xxxxx	XXXXX XXXXX - RT XXXXXX XXXXXX	0.7) 11.9) 11.7 - 11.8	7 x x x x x x x x x x x x x x x x x x x	XXXXX XXXXX * * * X XXXXXX XXXXXX

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Wed Sep 13, 2006 08:02:54

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Ex-AM		3	Wed Sep 13,	2006	08:02:54		Page	7-1	Ex-AM
		Claremont	ont Inn/Old EXISTING (t Inn/Old School Ho EXISTING CONDITIONS AM PEAK HOUR	1 House TIA	i i i	 	 	
**************************************	2000 HCM Ope	Level Operat.	vel Of Service Computa reations Method (Base ************************************	Comput.	Level Of Service Computation Report HCM Operations Method (Base Volume Alternative) ***********************************	t ernativ ******	***************************************) * * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * *
**************************************	**************************************	******** 100 4 (Y+R 40	******* = 4 Sec)	******* Critica Average Level (Critical Vol./Cap. (X): Average Delay (sec/veh) Level Of Service.	. (X): c/veh):	**************************************	* * * * * on co (Cycle (s
**************** Street Name: Approach: Movement:	****** North L - T	******** Indian B Bound T - R	**************************************	Bound	East B		******* Blvd West L ~ I	****** Bound	Street N Approach
Control: Rights: Min. Green: Lanes:	Protected Include 0 0 1 0	ted ude 0 1	Protected Include 0 0 1 0 1 0	otected Include 0 0 0	Protected Include 0 0 1 1	ted ude 0 1 0 1 0	Protected Include 0 0 0	ed	Control: Rights: Min. Gre
Volume Modul Base Vol: Growth Adj:	! -	1	160 334	ļ	112 709	!	124 706	190	Volume M Base Vol
Initial Bse: User Adj: PHF Adj:	1.00 1.00 0.90 0.90 0.90	156	1.00 1.00 0.58 0.58	221 0 1.00 8 0.58		1 10		1,00 1,00 0,77	Growen A Initial User Adj PHF Adj:
Reduct Vol: Reduced Vol: PCE Adj: MLF Adj:	115 259 115 259 1.00 1.00 1.00 1.00				129 819 0 0 129 819 1.00 1.00 1.00 1.00	169 169 1.00 1.00	161 917 0 0 161 917 1.00 1.00 1.00 1.00	247 0 247 1.00 1.00 247	PHF Volu Reduct V Reduced PCE Adj: MLF Adj: Final Vo
Saturation F Sat/Lane: Adjustment: Lanes: Final Sat.:	Flow Module 1900 1900 1.00 1.00 1.00 1.00	1900 1.00 1.00 1900	1900 1900 1.00 1.00 1.00 1.00 1900 1900	1.00 1.00 1.00 1.00	1900 1900 1.00 1.00 1.00 1.66 1900 3151	1,00 1,00 0.34 649	1900 1900 1.00 0.95 1.00 2.00 1900 3610	1900 1.00 1.00 1900	Saturati Sat/Lane Adjustme Lanes: Final Sa
Capacity Anal Vol/Sat: Crit Moves: Green/Cycle: Volume/Cap: Delay/Veh: User DelAdj: Adjbel/Veh: HCMZkavg:	1ysis Module 0.06 0.14 0.08 0.24 0.74 0.57 61.9 35.3	1.e: 0.09 0.24 0.38 32.4 1.00 32.4	0.15 0.30 0.26 0.41 0.57 0.74 34.1 28.6 1.00 1.00 34.1 28.6	0.20 0.20 0.49 0.41 0.00 1.00 1.00 1.00 1.00 1.00 1.00	0.07 0.26 0.10 0.35 0.69 0.74 54.1 30.6 1.00 1.00 54.1 30.6	0.26 0.35 0.74 30.6 1.00 30.6	0.08 0.25 0.11 0.37 0.14 0.69 55.4 28.4	0 .13 0 .37 0 .37 0 .35 1 .30 23 .3	Capacity Capacity Volusati Grif Mov. Green/Cy Volume/Cy Delay/Vel User Dell/Vel AdjDel/Ve
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Claremont Inn/Old School House TIA												
Section #6 Foothill BludMonte Vista Ave Section #6 Foothill BludMonte Vista Ave Section #6 Foothill BludMonte Vista Ave Sec) Average Delay (Sec/veh) Cather (Sec) A (Y+R = 4 Sec) Average Delay (Sec/veh) Cather (Sec) A (Y+R = 4 Sec) Average Delay (Sec/veh) Cather (Sec) A (Y+R = 4 Sec) Average Delay (Sec/veh) Cather (Sec) A (Y+R = 4 Sec) Average Delay (Sec/veh) Cather (Sec) A (Y+R = 4 Sec) Average Delay (Sec/veh) Cather (Sec) A (Y+R = 4 Sec) Average Delay (Sec/veh) Cather (Sec) A (Y+R = 4 Sec) Average Delay (Sec/veh) Cather (Sec) A (Y+R = 4 Sec) Average Delay (Sec/veh) Cather (Sec) A (Y+R = 4 Sec) Average Delay (Sec/veh) Cather (Sec) A (Y+R = 4 Sec) Average Delay (Sec/veh) Cather (Sec) A (Y+R = 4 Sec) Average Delay (Sec/veh) Cather (Sec) A (Y+R = 4 Sec) Average Delay (Sec/veh) Cather (Sec) A (Y+R = 4 Sec) Average Delay (Sec/veh) Cather (Sec) A (Y+R = 4 Sec) Average Delay (Sec/veh) Cather (Sec) A (Y+R = 4 Sec) Average Delay (Sec/veh) Cather (Sec) A (Y+R = 4 Sec) Average Delay (Sec/veh) Cather (Sec) A (Y+R = 4 Sec) Average Delay (Sec/veh) Cather (Sec) Average Delay (Sec) Ave		 	Clarem		। क्र	Schoo CONDIT K HOUR	1 Hous IONS	1	! ! !	! ! !		
Critical Vol./Cap. (X): 0.341	* 01 * 4	200	Level Operat	Of Ser ions M *****	vice (athod	Comput.	ation Volum	Repor	t ernati *****	****	* * *	* * * *
Time (sec): 100 Time (sec): 17 Time (sec): 1		* * * *	*	*****	*****	Ea Ave ****	*	*	*	* * * *	***	
The Name: The Name: The Name of South Bound	Cycle (sec): Loss Time (s		Corr	4	Û	Sritica Average	, ^,	./Cap. y (sec	- 77	••	24	1.8
## Worth Bound South Bound East Bound West Bound ach: L - T - R L - T - R L - T - R L - T - R 1.		****	*****	* * * *	* *	* t	* 14		*	* * * * *	* * *	٠
01:	Street Name: Approach: Movement:	North - T	> ,	ista S	ء ج	pund	H	ast B	Foothi	1 B1	S T	pund
S: Include Inc		-		İ	1	χ .				⊣ .		м
Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Control: Rights:	Н	ted	<u>.</u>	Totect	p q	4 	rotect	ed	ι Δι ! !	[ដូ '	ed
Color Colo	een			0	0	D	0	0		C	Tucin	
Module: Noti: 111 200 103 127 387 38 41 448 132 98 531 11 N Add: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	70	0	ī		C)	0	'	2		•		0
Madi: 111 200 103 127 387 38 41 448 132 98 531 11 11 200 1.00 1.00 1.00 1.00 1.00 1.0	Volume Modul		ĺ	<u> </u>						-		
Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		00 1 00	٠	127	387	(7) (4	448	132	98	53	7
Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Initial Bse:	111 2	4	127	387	٦, ٣	. 4	1.00	1.00	00	0,	٠;
1j; 0.92 0.92 0.85 0.85 0.85 0.90 0.90 0.90 0.94 0.94 0.99 0.90 0.94 0.94		.00.	-	1.00	1.00	٠.	•		1.00	, 0	1.00	10
ation Flow Mondule: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		.92 0.	Ç	0.85	0.85	Θ.	•	O	0.90	σ,	σ.	6.
3d Vol: 120 216 111 150 457 45 46 499 147 104 565 11 1.00 1.00 1.00 1.00 1.00 1.00 1.00		v c		001	, c	4, U C	4		147	0	vo.	119
13: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	\$			150	457	45	46		4		- 4	⊃ ¢
Tation Flow Module: 100 1.00 1.00 1.00 1.00 1.00 1.00 1.00		.00	1	1.00	1.00	٥.		_	1.00	0	0	0
Attorner Flow Module: 1.00 1900 1900 1900 1900 1900 1900 1900	a): Vo	.00 1 120		1.00	1.00	o. 4	0.4	1.00	1.00	0.5	56	0.1
ment: 1900 1900 1900 1900 1900 1900 1900 190	00	ow Modul		-			<u> </u>			-	!	
ment: 0.97 0.95 1.00 0.97 0.96 1.00 1.00 0.95 1.00 1.00 1.00 1.00 1.00 1.00 2.00 2.00	Sat/Lane:	0	. ~	1900	90	90	1900	1900	1900	1900	90	1900
Sat.: 3686 3610 1900 3686 5017 493 1900 3610 1900 1900 1368 6 3610 1900 1900 1900 1900 1900 1900 1900 1	Adjustment: Ispos:	9. 9.0	П.	0.97	σ, ι	0,	1.00	0.95	1.00	1.00	0.	1.00
nalysis Module: 0.03 0.06 0.06 0.04 0.09 0.09 0.02 0.14 0.08 0.05 0.18 0 0.03 0.06 0.06 0.05 0.27 0.27 0.07 0.43 0.43 0.17 0.53 0 0.34 0.22 0.22 0.15 0.27 0.27 0.07 0.43 0.43 0.17 0.53 0 0.34 0.28 0.27 0.27 0.34 0.34 0.32 0.18 0.32 0.34 0 42.9 32.9 33.0 38.3 29.7 29.7 45.8 19.1 17.8 37.1 13.7 1 1.100 1.00 1.00 1.00 1.00 1.00 1.00 1	Sat	. 00. 686 3		3686	` .	2.5	1 900	3610	1.00	1,00	9.5	0.35
0.03 0.06 0.06 0.04 0.09 0.09 0.02 0.14 0.08 0.05 0.18 0 **** e: 0.10 0.22 0.22 0.15 0.27 0.07 0.43 0.43 0.43 0.17 0.53 0 1.0 0.34 0.28 0.27 0.28 0.34 0.34 0.32 0.18 0.32 0.34 0.32 0.34 0.28 0.27 0.28 0.34 0.34 0.34 0.32 0.34 0.34 0.32 0.34 0.34 0.34 0.34 0.34 0.34 0.34 0.34	Capacity Anal	1 5	i a						1	-	1	
e: 0.10 0.22 0.22 0.15 0.27 0.27 0.07 0.43 0.43 0.17 0.53 0 1.0 0.53 0.34 0.34 0.32 0.38 0.32 0.34 0.32 0.38 0.32 0.34 0.34 0.32 0.38 0.32 0.34 0.34 0.32 0.38 0.32 0.34 0.39 0.35 0.38 0.32 0.37 45.8 19.1 17.8 37.1 13.7 13.7 13.1 100 1.00 1.00 1.00 1.00 1.00 1.00	Vol/Sat: Crit Moves:	***	; 0	٥.	0 *	٥.	0.*	٠.	0.	0	~: *	۲.
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Control Cont	nn/Old School House TIA				eremont Inn/Old School House	House TIA			
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F: F			2000 **********************************	Level Of Level Of .************************************	Level Of Service Computation Report HCM Operations Method (Base Volume Alternative) ***********************************	<pre>ition Report Volume Alterna .************************************</pre>	1tive)	* * * * * * * * * * * * * * * * * * * *	* *
North Bound	* * 0 * 1	******* F[94.2] ********	Cycle (sec): Loss Time (sec): Ontimal (vole:	100 4 (Y+R = 28	Critica Critica 4 sec) Average	Critical Vol./Cap. (X): Average Delay (sec/veh) Level Of Service:	(): eh):	0.604 27.9 C	
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Traffix 7,7.0315 (c) 2005 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Ex-AM		5000	Intersection #10 I	Cycle (sec): Loss Time (sec):	Optimal Cycle:	Street Name: Approach: Nort Movement: L -	Control: Pe	Rights: I Min. Green: 0	Lanes: 0 0	Volume Module:	Growth Adj: 1.00 1		PHF Adj: 0.81 0		Reduced Vol: 0 PCE Adi: 1.00 1		Saturation Flow Mod Sat/Lane: 1900 1	Adjustment: 1.00 0	Sat.: 0	Capacity Analysis M Vol/Sat: 0.00 0	Green/Cycle: 0.00 0	00.00	Delay/Veh: 0.0 3	AdjDel/Veh: 0.0 3		******
Page 11-1		(a)	*****		·*************************************	: खु ⊣	Split Phase	0 0 0 0	1 0 1:0 1	1	1.00 1.00 1.00 459 1 279	0.89	459 0.89 0.89	٥,	459 1 279 1.00 1.00 1.00	1.00 1.00 1.00 459 1 279	1900	1.00 1.00 1.00	LIGO .	0.15 0.19 0.11	0.31 0.31 0.31	0.62	28.0 30.4 26.6 1.00 1 00 1 00	30.4	7 10 5	产龄 限据 花 花 花 花 花 作 作 编 校 校 校 校 校 校 校 校 校 校 校 校 校 校 校 校 校
8:02:54	1 House TIA	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative)	.nrersection #9 I-10 MB Ramps/Indian Hill Blvd .************************************	Critical Vol./Cap. (X): Average Delay (sec/veh):	Z9	I-10 WB East Bound L - T - R	Split Phase	0 0	0 0 0 0 0	0	1.00 1.00 1.00	1.00	0 0 0 0	000	1.00	1.00 1.00 1.00	1900	0.00 1.00 1.00	0	0.00 0.00 0.00	0.00 0.00 0.00	0.00		0.00	0 0 0	
Wed Sep 13, 2006 08:02:5	Claremont Inn/Old School House EXISTING CONDITIONS AM PEAK HOUR	Of Service Computation Report ions Method (Base Volume Alte	intersection #9 I-10 WB Ramps/Indian Hill Blvd	= 4 sec)	Tevel (************************************	Indian Hill Blvd Bound South Bound L - T - R	Permitted Trainde	0 0	0 0 3 0 1		1.00 1.00 1.00 0 820 242	0 (820	0 0 0	1.00 1	1.00 1.00 1.00 0 820 242	1900	0.00 3.00 1.00	5187 1	0.00 0.16 0.13	0.00 0.25 0.25	0.62	1.00 1.00 1.00	34.0	.***********	
3	Clarem	2000 HCM Operat:	-#9 I-10 WB Ramp: ***********		* * *	Indian F North Bound L T - R	Protected Toclude	0	1 0 2 0 0	467 718		0.94 0.94 0.94	718	467 718 0	1.00	1.00 1.00 1.00 467 718 0	dule:	1.00 2.00 0.00	1900 3610 0	lysis Module: 0.25 0.20 0.00	0.39 0.65 0.00	0.62 0.31 0.00	1.00	O	TS 9 9 7 7 ******************************	
Ex-AM		****	Intersection *********	Cycle (sec): Loss Time (sec):	**************	Street Name: Approach: Movement:	Control: Rights:	Min. Green:	ranes:	Volume Module: Base Vol:	Initial Bse:	User Adj:	PHF Volume:	Reduced Vol:	PCE Adj:	MLF Adj: Final Vol.:	Saturation F]	Adjustment: Lanes:	Final Sat.:	Capacity Anal Vol/Sat: Crit Moves:	Green/Cycle:	Volume/Cap:		AdjDel/Veh:	#CMZKAVG:	

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on #10 I-10 EB Ramps/Indian Hill Blvd (sec): 10 4 (Y+R = 4 sec) Average Delay (sec/veh): cle: 53 (Y+R = 4 sec) Average Delay (sec/veh): cle: 53 (Y+R = 4 sec) Average Delay (sec/veh): cle: 53 (Y+R = 4 sec) Average Delay (sec/veh): cle: 53 (Y+R = 4 sec) Average Delay (sec/veh): cle: 53 (Y+R = 4 sec) Average Delay (sec/veh): cle: 53 (Y+R = 4 sec) Average Delay (sec/veh): cle: 53 (Y+R = 4 sec) Average Delay (sec/veh): cle: 53 (Y+R = 4 sec) Average Delay (sec/veh): cle: 53 (Y+R = 4 sec) Average Delay (sec/veh): cle: 53 (Y+R = 4 sec) Average Delay (sec/veh): cle: 54 (Y+R = 4 sec) Average Delay (sec/veh): cle: 55 (Y+R = 4 sec) Average Delay (sec/veh): cle: 54 (Y+R = 4 sec) Average Delay (sec/veh): cle: 55 (Y+R = 4 sec) Average Delay (sec/veh): cle: 54 (Y+R = 4 sec) Average Delay (sec/veh): cle: 55 (Y+R = 4 sec) Average Delay (sec/veh): cle: 57 (Y+R = 4 sec) Average Delay (sec/veh): cle: 57 (Y+R = 4 sec) Average Delay (sec/veh): cle: 58 (Y+R = 4 sec) Average Delay (sec/veh): cle: 58 (Y+R = 4 sec) Average Delay (sec/veh): cle: 7	ion #10 I-10 EB Ramps/I (Sec): 100 (YR = 100 (Sec): 53 (YR = 100 (Sec): 53 (YR = 100 (Sec): 54 (YR = 100 (YR = 100 (Sec): 54 (YR = 100		######################################	Cap ((see () () () () () () () () () ((x): (veh) (******** ******* ******* ******** ******	8.8:8 8.5:8 8.5: ************************************
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Wed Sep 13, 2006 08:02:54
Claremont Inn/Old School House TIA
EXISTING CONDITIONS

MG I	Wed Sep 13, 2006 08:02:54	Page 1-1	Ex-PM Wed Sep 1	Wed Sep 13, 2006 08:02:57	7	Page 2-1
	CLAREMONT INN/OLD SCHOOL HOUSE TIA EXISTING CONDITIONS PM PEAK HOUR		CLAREMONT INN/ EXISTI	CLAREMONT INN/OLD SCHOOL HOUSE TIA EXISTING CONDITIONS PM PEAK HOUR	TIA	
Solver and	Scenario Report		Impact A	Impact Analysis Report Level Of Service		
Command:	Ex-PM		Intersection	Base Del/ V/	Future Del/ V/	Change in
Volume: Geometry: Impact Ree:	Existing Existing Default Impact Fee		# 1 Foothill Blvd/Towne Ave	LOS Veh C D 35.7 0.815	LOS Veh C D 35.7 0.815	+ 0.000 D/V
Trip Generation:	Default Trip Generation Default Trip Distribution		# 2 Foothill Blvd/Mountain Ave	B 17.3 0.511	B 17.3 0.511 + 0.000 D/V	4 0.000 D/V
Paths:	Default Paths Default Routes		# 3 Foothill Blvd/Colby Cir	D 27.5 0.000	D 27.5 0.000	4 0.000 D/V
Configuration:	W.J.		# 4 Foothill Blvd/Berkeley Ave/Pro	в 13.7 0.000	B 13.7 0.000	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 b/V
			# 6 Foothill Blvd/Monte Vista Ave	C 26.5 0.579	C 26.5 0.579	V/d 0000.0 +
			# 7 Colby Cir/Indian Hill Blvd	D 25.1 0.000	D 25.1 0.000	25.1 0.000 + 0.000 D/V
			# 8 Arrow Hwy/Indian Hill Blvd	D 37.6 0.837	D 37.6 0.837	A/G 0000 +
			# 9 I-10 WB Ramps/Indian Hill Blvd	C 25.3 0.696	C 25.3 0.696	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	41.7 1.000 + 0.000 D/V

Page 2-1

TYPE Computation Report Protected Pro
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0.14 0.29 0.29 0.13 0.25 0.25 **** **** 0.19 0.35 0.35 0.16 0.32 0.32 0.77 0.82 0.82 0.77 0.77 49.3 33.8 33.8 57.1 33.8 33.8 1.00 1.00 1.00 1.00 49.3 33.8 57.1 33.8 33.8 10 16 16 10 14 14
0.14 0.29 0.29 0.13 0.25 0.25 0.19 0.35 0.35 0.16 0.32 0.32 0.77 0.82 0.82 0.82 0.77 0.77 49.3 33.8 33.8 57.1 33.8 33.8 1.00 1.00 1.00 1.00 1.00 49.3 33.8 33.8 57.1 33.8 33.8
0.19 0.35 0.35 0.32 0.32 Green/Cycle: 0.77 0.82 0.82 0.77 0.77 0.77 0.77 0.79 0.70 0.70 0.70
9.17 0.82 0.82 0.18 0.32 Green/Cycle: 0.77 0.82 0.82 0.83 0.74 0.77 0.77 0.77 0.77 0.77 0.77 0.77
49.3 33.8 33.8 57.1 33.8 33.8 Delay/veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
1.00 1.00 1.00 1.00 1.00 1.00 1.00 User DelAdj: 49.3 33.8 33.8 57.1 33.8 33.8 AdjDel/veh: 10 16 16 10 14 14 HOWZkAvg:
49.3 33.8 33.8 57.1 33.8 33.8 Adjbel/veh: 10 16 16 10 14 14 HCM2kAvg:
10 16 16 10 14 14

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EX-PM		æ	Wed Sep 13,	2006 08	3:02:57		Page	4-1
 		CLAREMONT	INN/OLE XISTING PM PEA		SCHOOL HOUSE TIA ONDITIONS HOUR	- d	 	
**************************************	2000 ***** #2 F	vel ***	ervice Method ******	Computa (Base	ation Report Volume Alternative)	rt cernative) ******	/e) ******	* * *
<pre>cycle (sec): Loss Time (sec) Optimal Cycle: ************************************</pre>	* * * * * * * * * * * * * * * * * * * *	***** 00 4 (Y+ 23	******* = 4 Sec)	*** tic	Vol./Ca Delay (s Service	**** . (X c/ve	***** 0.	****** 511 7.3
pproac	North	Mou	Ave South B	Bound	* * T E E B C C T + * * T T T T T T T T T T T T T T T T	******* Foothill Bound - R	Blvd Blvd West	****** Bound - R
Control: Rights: Min. Green: Lanes:		t+Permit Include 0 0 1 1 0	Prot+Permi Include 0 0	rmit lde 0	Prot+Permi Include 0 0 1 0 1	ude 0	Prot+Permi Include 0 0 0	rmit ude 0
volume modul Base Vol: Growth Adj: Initial Bse:	e: 11 110	.∺	7	1.00	61 950 1.00 1.00	÷.	800	1.00
User Adj: PHF Adj: PHF Volume:	0.1	0.0	10	1.00	- 0	H 0	1	1.00
nct Vol nced Vo. Adj: Adj:	100	. . .	156 173 1.00 1.00 1.00 1.00 1.00 1.00 1.56 173	43 1.00 1.00 1.00	0.010.00.010	-i -i	78 960 0 0 78 960 1.00 1.00 1.00 1.00 78 960	70 70 1.00 1.00
Saturation E Sat/Lane: Adjustment: Lanes: Final Sat.:	- -	1 0.91 0 0.91 0 0.52 8 0.52	1900 1900 0.95 0.92 1.00 1.61 1805 2812	1900 0.92 0.39 690	1900 1900 0.95 0.94 1.00 1.86 1805 3316	1900 0.94 0.14 255	1900 1900 0.95 0.94 1.00 1.86 1805 3331	1900 0.94 0.14 243
Capacity Ana Vol/Sat; Crit Moves; Green/Cycle; Volume/Cap; Delay/Veh; User DelAdj; AdjDel/Veh; RCWZkAvg;	17sis Mod 0.06 0.10 0.26 0.1 0.32 0.32 0.33 0.1 42. 1.00 1.0	uule: 6 0.06 7 0.11 1 0.11 9 42.9 0 1.00 9 42.9	0.09 0.06 **** 0.29 0.14 0.41 0.45 28.3 40.3 1.00 1.00 26.3 40.3	0.06 0.14 0.45 40.3 1.00 40.3	0.04 0.30 0.67 0.59 0.17 0.51 7.2 12.1 1.00 1.00 1.01 1.01	0.30 0.59 0.51 12.1 12.1 12.1	0.04 0.29 **** 0.69 0.60 0.22 0.48 7.5 11.2 1.00 1.00	0.29 0.60 0.48 11.2 11.00

Ex-PM Wed Sep 13, 2006 08:02:57 Page 6-1	CLAREMONT INN/OLD SCHOOL HOUSE FIA EXISTING CONDITIONS FM PEAK HOUR	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative ***********************************	 Control: Rights: Lanes:	Volume Module: 0 27 0 0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Reduct Vol: 0 0 48 0 0 37 38 1079 19	Capacity Module: Capacity Module: Cafict Vol: xxxx xxxx 549 xxxx xxxx 597 1194 xxxx xxx Caflict Vol: xxxx xxxx 485 xxxx xxxx 451 592 xxxx xxxx Move Cap.: xxxx xxxx 485 xxxx xxxx 451 592 xxxx xxxx Volume/Cap: xxxx xxxx 485 xxxx xxxx 0.08 0.06 xxxx xxxx xxx 0.08 0.06 xxxx xxxx xxx 0.08 0.06 xxxx xxxx xxx 0.08 0.06 xxxx xxxx 0.08 0.06 0.06 0.06 0.06 0.06 0.06 0.06	-
Wed Sep 13, 2006 08:02:57 Page 5-1	CLAREMONT INV/OLD SCHOOL HOUSE TIA EXISTING COMDITIONS PM PEAK HOUR	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative) Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative) 2000 HCM Unsignalized Method (Base Volume Alternative) 2000 HCM Unsignalized Method (Base Volume Alternative) 2000 HCM Unsignalized 2000 HCM Uns	 Stop Sign Stop Sign Uncontrolled Uncontrolled Include In	940 1.00 1 940 1.00 1 0.87 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1698 xxxx 551 1101 xxxx xxxxx 85 xxxx 484 642 xxxx xxxxx 83 xxxx 484 642 xxxx xxxxx 0.20 xxxx 0.12 0.03 xxxx xxxx	Level Of Service Module: Level Of Service Module: xxxxx xxxx xxxx xxxx xxxx xxxx xxxx

Wed Sep 13, 2006 08:02:57

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EX-PM	1 20 * #	Cycle (sec): 10 Cycle (sec): 2 Optimal Cycle: 2 ************************************	Prot	odule: 226 dj: 1.00 Bse: 226 : 1.00 0.91 me: 248 vol: 248	Final Vol.: 248 546	alysis- alysis- 0.07 0.07 0.48 39.9 1.00 39.9
Page 7-1	***************************************	Blvd * ****	Protected Include 0 0 1 0 2 0 1	160 741 228 1.00 1.00 1.00 160 741 228 1.00 1.00 1.00 0.89 0.89 0.89 180 833 256 0 0 0 180 833 256 1.00 1.00	180 833 256 1900 1900 1900 0.95 0.95 0.85 11.00 2.00 1.00 1805 3610 1615	0.23 0.43 0.53 21.3 21.3 21.3
:02:57 HOUSE TIA ONS	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) #\$ Foothill Blud/Indian Hill Blud ***********************************	100 4 (Y+R = 4 sec) Average Delay (sec/veh): 37 Level Of Service: 1 Indian Hill Blvd Bound South Bound East Bound I - R L - T - R 100 100 100 100 100 100 100 1	Protected Include 0 0 0 1 0 1 0	98 769 167 1.00 1.00 1.00 98 769 167 1.00 1.00 1.00 0.93 0.93 0.93 106 830 180 106 830 180 1100 1.00	1900 1900 0.92 0.92 0.36 627	0.40 0.40 0.71 26.8 1.00 26.8
Wed Sep 13, 2006 08:02:57 CLAREMONT INN/OLD SCHOOL HOUSE EXISTING CONDITIONS PM FRAK HOIR	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternati Intersection #5 Poothill Blvd/Indian Hill Blvd ************************************	critical Critical Average Level Ol Level Ol South Bound L - T - R	Protected Include 0 0 0 1 0 1 0 1	107 253 43 1.00 1.00 1.00 107 253 43 1.00 1.00 1.00 0.88 0.88 0.88 122 289 49 122 289 49 120 100 1.00	1900 0.85 1.00 1.615	0.07 0.15 0.03 **** 0.10 0.21 0.21 0.65 0.71 0.14 51.2 42.4 32.1 1.00 1.00 1.00 51.2 42.4 32.1 5 10
We CLAREMO	Level O 2000 HCM Operati ************************************	.): ****** North L - '	 Protected Include C	23. 46. 365. 136. 136. 136. 136. 136. 136. 136. 136	391 dule: 1900 1.00 1.00	ysis Module: **** 0.20 0.31 0.31 0.71 0.65 0.29 43.5 32.2 26.2 1.00 1.00 1.00 43.5 32.2 26.2
Ex-PM	**************************************	Cycle (sec): Loss Time (sec): Optimal Cycle: ************************************	Control: Rights: Min. Green: Lanes:	Volume Module: Base Vol: Growth Adj: 1 Initial Bse: User Adj: 1 PHF Adj: 0 PHF Adj: 0 PHF Volume: Reduct Vol: Reduced Vol: PCE Adj: 1 PCE Adj: 1	Final Vol.:	Capacity Analysis Module Vol/Sat: Crit Moves: **** Green/Cycle: 0.20 0.31 Volume/Cap: 0.71 0.65 Delay/Vch: 43.5 32.2 Grez DelAy/; 1.00 1.00 AdjDel/Veh: 43.5 32.2 GRNZKANG: 9 11

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C) * * * * () * () * () * () * () * () *		CLAREMONT	NT INN/C	T INN/OLD SCHOOL HO EXISTING CONDITIONS	L HOUSE IONS	TIA	; 	 	
**** C): (Se YCLe ****			PM	EAN HOUR					
Cycle (sec): Loss Time (sec) Optimal Cycle: *************** Street Name:	2000 HCM OP ********* #6 Foothill	> 0 * +	ervi Met	Comput (Base ***** ta Ave	ion blum ****	Report	native *****	* * * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * *
Street Name:		, – ,	4 Se	Critic Averac Level	l Vol. Delay f Serv	Cap. (Sec/	* × v ·	*******	* * 6.0 * 5.0 * 5.0
Approach: Movement: 1		* n n - 1	* th * th *	***** Bound	* El * * El * * Fl * * Fl * * Fl * Fl *	* to * to * to	*** hil	1 Blvd West B	Bound
Control: Rights: Min. Green: Lanes:	Protected Include 0 0	ted ude 0	Prot 0 In	rotected Include 0 0 0	Pr 0 1 0	otected Include 0	~	Protected Include 0 0 1 1	ected clude 0 0
Module: 1: Adj: 1	226 497		100	1.0	53		194 1.00	7	
initiai bse: . User Adj: 1. PHF Adi: 0.	- C	1.0	1	40.0		856 1.00 1	194		
ume: Vol: Vol:	ur) ur		0 0 0	•	000	090	217	77.	11.0
; ;; ;	000 T	1.00 1.00 150	000 1.000 1.000	10.00		1.00 1 1.00 1 960	.00 .00 217	1,7 696 1.00 1.00 1.00 1.00 177 696	1.0 1.0 1.7
turation Flot/Lane: 1 justment: 0 nes: 2	W Module: 900 1900 .92 0.95 .00 2.00 502 3610	1900 0.85 1.00 1615	1900 1900 0.92 0.8 2.00 2.6 3502 448	900 1900 .89 0.89 .64 0.36	1900 0.95 1.00 1805	1900 1 0.95 0 2.00 1 3610 1	900 .85 .00 615	1900 1900 0.95 0.92 1.00 1.60 1805 2796	1900
a 12 0	2,0 *	le: 0.09	0.04 0.0	60.0 60	0.03	0.27 0	.13	0.10 0.25	0.25
Green/Cycle: 0. Volume/Cap: 0. Delay/Veb: 39 User DelAdj: 1. Adjhel/Veb: 39	.15 0.26 .48 0.58 9.9 33.1 .00 1.00	0.26 0.36 30.6 1.00	0000	6.8 36.8 36.8 36.8 36.8 36.8	~ va a o a	0.46 0 0.58 0 20.5 1 1.00 1	0.46 0.29 17.1	8 0.	0.55 0.45 13.4 1.00
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Wed Sep 13, 2006 08:02:57

Ex-PM	Wed Sep 13, 20	2006 08:02:57	Page 9-1	Ex-PM	Wed	Sep 13, 2006	08:02:57	Page 10-1
	CLAREMONT INN/OLD SCHOOL HOUSE EXISTING CONDITIONS PM PEAK HOUR	SCHOOL HOUSE TIA ONDITIONS HOUR			CLAREMO	CLAREMONT INN/OLD SCHOOL HOUSE EXISTING CONDITIONS PM PEAK HOUR	L HOUSE TIA	
2 ************************************	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Altern ************************************		*	**************************************	Level Of Service Com 2000 HCM Operations Method (B.	f Service Computation Repor ons Method (Base Volume Alt ************************************	level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) ************************************	V X X X X X X X X X X X X X X X X X X X
**************************************	**************************************	.*************************************	*	Cycle (sec): Loss Time (sec) Optimal Cycle:	100 100 : 4 (Y+R : 59	Critic Critic 4 sec) Averag	Critical Vol./Cap. (X): Average Delay (sec/veh): Level Of Service:	
_	E E	ound East Bound R L + T - R	West Bound L - T - R	********* Street Name: Approach: Movement:	Nort L -	Indian Hill Blvd	East Bound L - T - R	Hwy Wes
1	1 1	0	Include 0 0 1! 0 0	Control: Rights:	rotected Include	rotected Include	Protected Include	Protected Include
- 0	87 605 15 1 336	15 26 7 60 1.00 1.00 1.00	3 0 1	Min. Green: Lanes:	1 0 1 1 0	1 0 1 0	1 0 2 0 1	1 0 1 1 0
	1.00	1.00 1.00 1.00 1	1.001	Volume Module: Base Vol: Growth Adi: 1	181 804	850	147	218 554 1.00 1.00
PHF Adj: PHF Volume: Reduct Vol:	17.0	15 0.00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000			$\frac{150}{1.00}$	147 905 1.00 1.00 0.95 0.95	218 554 1.00 1.00 1. 0.85 0.85 0.
Critical Gap Module: Critical Gap Hodule: Critical Gp: 4.1 xx: FollowUpTim: 2.2 xx	xx xxxx 4.1 xxxx xx xxxxx 2.2 xxxx	xxxxx 7.5 6.5 xxxxx 3.5 4.0	xxxx 6.	PHF Volume: Reduct Vol: Reduced Vol: PCE Adj:	869 0 869 1.00	164 932 0 0 164 932 1.00 1.00	156 958 0 0 156 958 1.00 1.00	257 257 1.00 1.00
Capacity Module:	5 xxxx xxxx 684 xxxx	xxxxx 875 1226 177	1044 xxxx 342 186 xxxx 660	1 - 8	869 dule:	_	156 958	257 653
Potent Cap:: 1215 xxxx x Move Cap:: 1215 xxxx x Volume/Cap: 0.08 xxxx	xxxx 918 xxxx xxxx 918 xxxx xxxx 0.00 xxxx	231 166 0.14 0.05 C	0 xxxx		1900 1900 1900 0.95 0.93 0.93 1.00 1.68 0.32 1865 2957 566	1900 1900 1900 0.94 0.94 1.00 1.82 0.18 1805 3243 320	1 0.95 0.95 0.85 1 1.00 2.00 1.00 1 1805 3610 1615	1900 1900 1900 5 0.95 0.94 0.94 0 1.00 1.80 0.20 5 1805 3208 347
Queue: Stopped Del: LOS by Move:	* * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * *	X X X * !	Capacity Analysis Vol/Sat: 0.11	ysis Module:	0.09 0.29 0.2	9 0.09 0.27 0.12	0.14 0.20 0.20
Movement: Shared Cap.: SharedQueue:x Shrd StpDel:x Shared LOS: ApproachDel:	Movement: LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x	LT - L XXXX 4 XXXXX 1 XXXXX 17 XXXXX 17	LT = LTR = RT xxxx 190 xxxx xxxxx 0.2 xxxx xxxxx 25.1 xxxx	Crit moves: Green/Cycle: Volume/Cap: Delay/Veh: User Deladj: AdjDel/Veh:	0.13 0.36 0.36 0.84 0.81 0.81 64.9 33.1 33.1 1.00 1.00 1.00 64.9 33.1	0.11 0.81 65.1 1.00 65.1	4 0.14 0.32 0.32 0.59 0.84 0.37 43.7 33.3 26.9 0 1.00 1.00 1.00 5 43.7 37.3 26.9 6 16 5	2 0.17 0.34 0.34 7 0.84 0.59 0.59 58.0 28.0 28.0 1.00 1.00 1.00 1.1 10 10
ApproachLOS:	*	υ	a	#*************	* * * * * * * * * * * * * *	****	* * * * * * * * * * * * * * * * * * * *	

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 			LAKEMONI	× 1	EXISTING CC PM PEAK	CONDITIONS K HOUR	LONS	TIA				
**************************************	2000	HCM **** I-10	Level Of Service HCM Operations Method ************************************	S u * * 1		ervice Computation R Method (Base Volume ************************************	Volum	I W *	rnat	**	*	* * * * * * *
Cycle (sec): Loss Time (sec) Optimal Cycle:		100	00 4 (Y+R 80	4 4	()	Critical Average Level Of	* 🗅 +	Cap (se	(X): c/veh):	* * *	1.000 1.000 41.7	* * * 0 \ 0
Street Name: Approach: Movement:	_	T I	ian nd	113	vd th B	Bound .	t	ast Bo	-10 E	Ramp	s est Bound - T -	und R
		Permitte Include	ted	<u>D.</u>	rotected Include	de	Spl	it	Phase clude	Sp.	plit Phase	18. 18.
Min. Green: Lanes:	0	2 0	0 1 1	0 -	0 5 0	000	0 7	0 1!	0 1	0	00	000
Volume Modul Base Vol:	- ii	894	581	471	910		309	13	663	C	: :	
Adj	1.00	1.00	1.00	1.00	1.0	1.00	1.00		1.00	1.00	1.00	1.00
ınıtıdı 5se: User Adj:	1.00	1.00	1,00	1.00	_	1.00	1.00		1.00	1.00	٥.	1.00
PHF Adj: PHF Volumo:	0.92	0	0.92	0.90	0.90	0.90	0.77	0.77	0.77	1.00	1.00	1.00
707	•		0	20	4	0	0	Ò	* O	00	> 0	0
nced	•	972	632	523	1010	0	403		864			0
FCE AGJ: MLF AGJ:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
lal V		972	632	523	1010	•	403		864		?	0.1
	10w 190	Module: 0 1900	1900	1900	1900	1900	1900	1900	1300	1900	1900	1900
Adjustment:	1.00	98.0	ω.	0.95	0.95	1.00	0.81	0.81	ω.	1.00	1.00	
Lanes: Final Sat.:	0.00	2.42 3944	1.58 2563	1.00	3610	0.00	1.31	0.03	1,66 2556	0.00	0.00	0.00
Capacity Ana Vol/Sat:	1ysis 0.00	Modul 0.25	e: 0.25	0.29	0.28	00.0	0.20	0.42	0.34	0.00	00.00	0.00
Green/Cycle:	00.0	0.25	0.25	0.29	•	00.0	4	0.42	0.42	0.00	00.0	00.0
Volume/Cap:	00.0	1.00	1.00	1.00	•	00.0	4.	1.00	0.80	00.0	۰.	0.00
/Veh:	0.0	60.1	60.1	74.8	15.2	0.0	0	53.8	28.0	0.0	٥.	0.0
User DelAdj: AdjDel/Veh;	0.0	1.00	60.1	74.8	15.2	0.00	1.00	1.00	1.00	1.00	1.00	1.00
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Wed Sep 13, 2006 08:02:57

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	CLARRMONT INN/OLD SCHOOL HOUSE T NEAR TERM BASELINE CONDITIONS AM PEAK HOUR	OLD ASEI	NN/OLD SCHOOL HO M BASELINE CONDI AM PEAK HOUR	USE 1	TIA			
i 	Impact Ar Level	nal)	Impact Analysis Report Level Of Service	ļ !				
Int	Intersection		Φ		ure,	```	Change in	ige.
≠ķs	. Foothill Blvd/Towne Ave	ğ o	LOS Veh C C 33.9 0.820		LOS Veh C C 33.9 0.820	20 20 20	+ 0.000 D/V	ò
*	2 Foothill Blvd/Mountain Ave	O	27.1 0.749		C 27.1 0.749	49	v/d 000.0 +	/0 (
*	3 Foothill Blvd/Colby Cir	ĹL.	100.9 0.000		F 100.9 0.000	000	4 0.000 D/V	/Q (
-#-	4 Foothill Blvd/Berkeley Ave/Pro	ĺω	102.0 0.000		F 102.0 0.000	000	4 0.000 b/v	/Q (
#	5 Foothill Blvd/Indian Hill Blvd	Ω	38.8 0.893		D 38.8 0.893	893	+ 0.000 b/v	/q (
*	6 Foothill Blvd/Monte Vista Ave	U	26.1 0.454		C 26.1 0.454	154	v/d 0000.0 +	/a c
**	7 Colby Cir/Indian Hill Blvd	[Es	159.1 0.000		F 159.1 0.000 + 0.000 D/V	000	00.00+	<u>/</u>
=##	8 Arrow Hwy/Indian Hill Blvd	υ	29.7 0.681		C 29.7 0.681	183	4 0.000 b/v) D
*	9 I-10 WB Ramps/Indian Hill Blvd	Ų	26.0 0.685		c 26.0 0.685	585	+ 0.000	Λ/0 0
#	10 I-10 EB Ramps/Indian Hill Blvd	Q	35.8 0.948		D 35.8 0.948	948	v/d 000.0 +	/0 0

CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM BASELINE CONDITIONS AM PEAK HOUR

Scenario Report

NT-AM

Scenario:

NT-AM
NT-AM
Existing
Default Impact Fee
Default Trip Generation
Default Prip Distribution
Default Rottes
Ex-AM

Command:
Volume:
Geometry:
Geometry:
Trip Generation:
Trip Distribution:
Paths:
Routes:
Configuration:

Wed Sep 13, 2006 08:02:57

NT-AM

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NT-AM		2000 BCM	.* ***********************************	Attach Name: Approach: Movement: L - T	Control: Prot+Per Rights: Incl	Volume Module:	Growth Adj: 1.00 1	User Adj: 1.00 1	PHF Volume:	Reduced Vol: 124 PCE Adj: 1.00	MLF Adj: 1.00 1.00 Final Vol.: 124 288	Saturation Flow Module: Sat/Lane: 1900 1900 Adjustment: 0.95 0.90 Lanes: 1.00 1.30 Final Sat.: 1805 2233	Capacity Analysis Modul		User Delad; 1.00 AdjDel/Veh: 31.3 HCM2AAQ; 4
Page 3-1	, , , , , , , , , , , , , , , , , , ,	******	**************************************	**************************************	Protected Include		1.00		707	1.00	211 707 179	1900 1900 1900 0.95 0.92 0.92 1.00 1.60 0.40 1805 2794 707	0.12 0.25 0.25	0.15 0.31 0.31 0.76 0.82 0.82 52.6 37.1 37.1	1,00 37,1 15
02:59 	DITIONS	ion Report olume Alternative **********	**************************************	**************************************	Protected Include 0 0 0	462	-	1.00 1.00	496 111	111	496 111	1900 1900 1900 0.95 0.95 0.95 1.00 1.64 0.36 1805 2872 640	0.06 0.17 0.17 (0.23 0.23 0.76 0.76 40.7 40.7	1.00 1.00 40.7 40.7 11 11
Wed Sep 13, 2006 08:02:59	NEAR TERM BASELINE CONDITIONS AM PEAK HOUR	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) ************************************	**************************************	Towne Ave th Bound South Bound East Bound T - R L - T - R L - T - R	Prot+Permit Include 0 0 0	319 920 213	1.00 1.00	1.00 1.00	1033 239 0 0	358 1033 239 1.00 1.00 1.00	1033 239	1900 1900 1900 0.95 0.92 0.162 0.38 1805 2849 660	0.20 0.36 0.36 (0.59 0.44 0.44 (0.62 0.82 0.82 (21.4 28.0 28.0	1.00 1.00 28.0 28.0 19 19
Wed	NEAR	Level Of Service (2000 HCM Operations Method ************************************	.x.x.x.x.x.x.x.x.x.x.x.x.x.x.x.x.x.x.x	NON I	Prot+Permit Include 0 0 0		1.00 1.00	1.00 1.00	775 227 0 0	206 775 227 1.00 1.00 1.00 1	775 227	1900 0.85 1.00 1615	0.14	0.44 0.30 0.30 0.00 0.63 0.71 0.47 0.23.9 33.2 29.1 2	1.00 1.00 33.2 29.1 12 6
NT-AM		**************************************	Cycle (sec): Loss Time (sec): Optimal Cycle:	Street Name: Approach: Movement:	Control: Rights: Min. Green: Lanes:	Volume Module Base Vol:	Growth Adj: Initial Bse:	User Adj: PHF Adj:	PHF Volume: Reduct Vol:	Reduced Vol: PCE Adj: MIF Adi:	Final Vol.:	Saturation Flow Module Sat/Lane: 1900 1900 Adjustment: 0.95 0.95 Lanes: 1.00 2.00 Final Sat.: 1805 3610	Capacity Analysis Module Vol/Sat: 0.11 0.21 (Crit Moves: ****	<pre>Green/Cycle: Volume/Cap: Delay/Veh;</pre>	*

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2000 H 2000 H 2000 H 2000 S 2001 S 3001 S	A * A * A * A * A * A * A * A * A * A *	S	VOLD SCHOOL BASELINE CON PEAK HOUR LOE Computat	HOUSE DITION Lion Re Olume ****** Vol./) 1	**************************************	
2000 H TSECTION #2 F000 TIME (Sec): TIME (**************************************	Jf Service 1000 Methor 1000 M	Computer of the computer of th	ttion Repor	t ernativ *****	7(0) * * * * * * * * * * * * * * * * * * *	
Sec 1 Time (sec 1 Ti	1 0 0 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	* 0 * u	Critic Averaç Averaç Level *******	vol., Vol., Delay			****
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me Module: Vol: Vol: 105 Adj: Adj: 1.00 Adj: 0.85 Colume: 124 Colume: 127 Colume: 128 Adj: 1.00		1 0 1 146 146 146 146 1	+Permit nclude 0 0	Prot+Permi Include 0 0	rmit ude	 Prot+Permi Include 0 0	rmit rde
ume Module: 5 Vol: 105 4th Add: 1.00 Add: 1.00 Add: 1.00 Add: 1.24 Add: 1.00	1 40	146 .00 1 146	1 0	1 0 1	1 0	1 0 1	1 0
Adj: 1.00 Adj: 1.00 Adj: 0.85 Volume: 0.85 Volume: 124 Adj: 1.00 Adj: 1.00 Adj: 1.00 Adj: 1.00 Adj: 1.00 Adj: 1.00	7 70	.00 1 146 .00 1		108 8	133		
Adj: 1.00 Adj: 0.85 Act Volume: 124 Act Vol: 124 Adj: 1.00 Adj: 1.24 Adj: 1.00 Adj: 1.00 Adj: 1.00 Adj: 1.00	-0	.00.	-	1.00 1.00	1.00	1.00 1.00	***
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1 200		900 1	190	900 190	1900	900 190	1900
ment: 0.95 0		95 0	0.0	95 0.9	0.93	6.0 56.	0.94
Final Sat.: 1805 22	.30 U./U 233 1190	1805 3041		1.00 1.74	465	1.00 1.87 1805 3340	0.13
Capacity Analysis Mc Vol/Sat: 0.07 0. Crit Moves: **	 Module: 0.13 0.13 ****	0.11 0.1	6 0.16	0.07 0.33	0.33	0.15 0.31	0.31
/Cycle: 0.26 0		33 0.2	0.2	.56 0	0.44	0	0.53
: 0.51 0	0	58 0.7	4 0.7	.35 0	0.75	0	0.60
31.3 4	2.	.9 39.	. w	2.2 2	25.2	76	16.8
berAdj: 1.00 1 81/Veh: 31.3 4	7 44.7	1.00 1.0	- r	1.00 1.00	1.00		٠,
) • 4		6 10	10	3.5	16	٩ -	15.8

Wed Sep 13, 2006 08:02:59

CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM BASELINE CONDITIONS AM PEAK HOUR	SE TIA		CLAREM	CLAREMONT INN/OLD SCHOOL HOUSE TIA	HOUSE TIM	
1	CIND			NEAR TERM BASELINE CONDITIONS AM PEAK HOUR	NDITIONS	
	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative) ***********************************	20 ************************************	Devel 000 HCM Unsigna	<pre>Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alt. ************************************</pre>	<pre>Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative) https://docs.com/parkers/parke</pre>	(G) ************************************
* * *	**************************************	Average Delay (sec/veh):	(sec/veh):	1.9 Worst Case	(sec/veh): 1.9 Worst Case Level Of Service: F[102.0]	: F[102.0]
i ast	Foothill Blvd East Bound West Bound - T - R L - T - R	Street Name: Approach: Movement:	Berkeley Av North Bound L - T - R	Berkeley Ave/Project Dwy rth Bound South Bound - T - R L - T - R	Foothill Blvd East Bound We.	1 Blvd West Bound L - T - R
Incontroll Include	Uncontrolled Uncontrolled Include Include O 0 0 1 1 0	Control: Rights: Lanes:	Stop Sign Include 0 0 0 1	S	ם ו	Uncontrolled Include 1 0 1 1 0
76 1083 1.00 1.00 76 1083 1.00 1.00 0.90 0.90 84 1199	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Volume Module: Base Vol: Growth Adj: 1 Initial Bse: User Adj: 1 PHF Adj: Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.00 1.00 1.00 1.00 1.00 0.60 0.60 0.60	-	112 1059 11 12 1059 11 12 1059 11 1.00 1.00 1.00 0.87 0.87 0.87 129 1223 13
4.1 xxxx xxxxx 2.2 xxxx xxxxx	 xxxxx xxxx xxx	Critical Gap Module: Critical Gap Module: Critical Gp:xxxxx xx	3 8 8	7.5 xxxx 6. 3.5 xxxx 3.	4.1 xxx xxx 2.2 xxxx xxx	
1153 XXXX XXXXX 613 XXXX XXXXX 613 XXXX XXXXX 0.14 XXXX XXXXX	XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX	Capacity Module: Capacity Wodule: Cofflict Vol: xxxx xxxx Potent Cap.: xxxx xxxx Move Cap.: xxxx xxxx Volume/Cap.: xxxx xxxx	11e: xxxx xxxx 620 xxxx xxx 436 xxxx xxx 436 xxxx xxx 0.19	2119 xxxx 61 29 xxxx 43 19 xxxx 43 0.34 xxxx 0.0	1236 xxxx xxxxx 571 xxxx xxxxx 571 xxxx xxxxx 0.02 xxxx xxxxx	1240 xxxx xxxxx 568 xxxx xxxxxx 568 xxxx xxxxxx 0.23 xxxx xxxxx
** ***	- xx x	Level Of Service Module Oueue: xxxxx xxxx Stopped Del:xxxx xxxx IOS by Move: * * Movement: LT - LTR Shared Cap::xxxx xxxx SharedQueue:xxxx xxxx SharedLOS:	Level Of Service Module: Dueue: Staxxx xxxx 0.7 xxxx Stopped Del:xxxxx xxxx 15.2 xxxxx Stopped Del:xxxxx xxxx 15.2 xxxxx Movement: II - IITR - RT IT Shared Cap.: xxxx xxxx xxxx xxxx Shared LOS: xxxx xxxx xxxx xxxx xxxx xxxx xxxx x	7 XXXX XXXX XXXXX XXXXX XXXXX XXXX XXX	0.1 xxxx xxxxx 11.4 xxxx xxxxx B	0.9 xxxx xxxxx 13.2 xxxx xxxxx B * * * * LT - LTR - RT xxxx xxxx xxxx xxxx xxxx xxxx xxxx x

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NT-AM		2000 HCN ************************************	Cycle (sec): Loss Time (sec): Optimal Cycle:	**************************************	Control: Prote Rights: Inc Min. Green: 0 Lanes: 0	Module: 114 2 Adj: 1.00 1. 18: 114 2 dj: 0.92 0. j: 0.92 0. lume: 123 2 Vol: 123 2 Vol: 123 2	1.00 1 1.00 1 123 123 - Flow Mod 1900 1 2.00 2	Final Sat.: 3502 361
Page 7-1		*****	**************************************	**************************************	Protected Include 0 0 1 0 2 0 1		1.00 1 1.00 1 1049 1049 1900 1 2.00 1	1805 3610 1615
3:02:59	. HOUSE TIA DNDITIONS	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) ************************************	critical Vol./Cap. (X): sec) Average Delay (sec/veh): Level Of Service:	East Bound L - T - R	Protected Include 0 0 0	825 157 11.00 1.00 825 157 11.00 1.00 0.87 0.87 953 181 0 0	1.00 1.00 953 181 1.00 1.00 1.00 1.00 1.00 1.00 0.93 0.93 1.68 0.32	1805 2960 563 0.07 0.32 0.32 0.10 0.10 0.36 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
Wed Sep 13, 2006 08:02:59	CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM BASELINE CONDITIONS AM PEAK HOUR	<pre>Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alte ************************************</pre>	**************************************	Indian Hill Blyd Foothil Bound South Bound East Bound T - R L - T - R L - T - R		374 1.00 374 1.00 0.58 648 648	1.00 1.00 648 648 1900 1.00	1805 1900 1615
X	CLAREM	Level 2000 HCM Operat	* * * : :	North	Protected Include 0 0 0 0 0 1 0 1 0 1	141 280 00 1.00 1141 280 1141 280 00 1.00 90 0.90 157 312	ł	1905 1900 1615
NT-AM		**************************************	Cycle (sec): Loss Time (sec): Optimal Cycle:	Street Name: Approach: Movement:	Control: Rights: Min. Green: Lanes:	Volume Module: Base Volume Module: Growth Adj: 1 Initial Bse: User Adj: 1 PHF Adj: 0 PHF Volume: Reduct Vol: Reduced Vol:		rinal Sat.: 1805 Capacity Analysis Vol/Sat: 0.09 Crit Moves: **** Green/Cycle: 0.10 Volume/Cap: 0.83.7 User DelAdj: 1.00 AdjDel/Veh: 83.7 HCMZANG: 83.7

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 	1 1 1 1	CLAREMONT NEAR T	ONT INN/OLD SCHO R TERM BASELINE AM PEAK HOU	SCHOOL LINE CO	CONDITIONS IR	A		
************* Intersection ************************************	2000 H ****** #6 Foo	> 0 * +	ice thod **** Vis	Ave	tion R Volume	rnati ****	(b) * * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * * *
Cycle (sec): Loss Time (sec) Optimal Cycle:	* * * * * * * * * * * * * * * * * * *	100 4 (Y+R 21	(Oe)	itic erac	Vol., Delay Serv	* * * * * * * * * * * * * * * * * * *		* * * O -
Street Name Approach: Movement:	North L - T	Monte V Bound - R	sta Ave South L - T	und - R	East L	Fo Bou	1 Blvd West L - T	Bound
Control: Rights:	Protected Include	otected Include	 Protected Include	ed de	Prote	otected Include	Protecte	p de de
Min. Green: Lanes:	2 0 2	0 0	0 0 2 0 2	1 0	1 0 2	0 0	1 0 1 1	1 00
Volume Modul Base Vol:	e: 114 27	1 4	165 503	50		-	135 633	153
h Adj	1.00 1.00	-	1.00 1.00	1.00	1:	00 1.00	1.00 1.00	1.00
Adj	.00.	1	1.0	1.00	.00.		-	153
PHF Adj: PHF Volume:	0.92 0.92	2 0.92	0.85 0.85	0.85	0		0	0.94
701)	0	, 0		. 0	0
Reduced Vol:	123	,	195 59	69	62		4	163
FUE AGJ: MLF AGJ: Edgal Wal	1.00 1.00	7 7	1.00 1.00	1.00	1.00 1.00	1.0	1.00 1.00	1.00
. !	.	- 1		אַר ו	, !	1	.9	163
Saturation F Sat/Lane:	10% Mod 1900 1	e: 0 19	190	1900	1 006		1	1900
Adjustment:	92 0	0	0.0	06.0	.95 0		0	0.92
manes: Final Sat.:	3502 3610	0 1615	3502 4657	463	1.00 2.00 1805 3610	0 1.00	1.00 1.61 1805 2823	. 3
Capacity Ana Vol/Sat: Crit Moves:	lysis Modul 0.04 0.08	ule: 8 0.09	0.06 0.13	0.13	0.03 0.1	7	0.08 0.24	0.24
Green/Cycle: Volume/Cap:	0.08 0.22	2 0.22	O S	0.28	0.		.19 0.5	0.53
Delay/Veh:	5.3	34	9.8 29.	29.62	9.9) H	.42 U.4 6.6 15.	15.0
User DelAdj:		٦, ٢	.00 1.0	1.00	00,	-	1.00 1.00	1.00
ed Det/veil:	0.0	3	22.2	2	٠			

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Wed Sep 13, 2006 08:02:59

NT-AM 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 ************************************	critical Vol. Critical Vol.) Average Delay Level of Serv ************************************	Protected Frotected Include O 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
NT-AM Wed Sep 13, 2006 08:02:59 Page 9-1 CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM FERN TON MARSELINE CONDITIONS	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative)	Average Delay (sec/veh): 4.5 Worst Gase Level Of Service: F[159.1] Street Name: Indian Hill Blvd Colby Cir/Via la Sale Movement: L T R L T R L T R L T R L T R Control: Uncontrolled Uncontrolled Stop Sign	Uncontrolled Uncontrolled Stop 349! 1

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			********	ĸ	*****	*******	******	*****	***		****	***
Intersection	#8 Arrow	*	Hwy/India	an H	11 B	*	* * * *	* * * * *	* * * *	* * * *	* * * * *	* *
(sec): ime (s		-	, ,	4	ec)	tica rage el O	l Vol. Delay f Serv	/Cap. (sec/ice:	(X): /veh):		0.681 29.7 C	
***** Name: h: t:	North	* =	******** Indian Hi Bound - R	* = " -1	* * * vd th	******* Bound - R	* * * FE E E	* * *	******* Arrow Bound - R	Hwy West	- 11	* * * * * * * * * * * * * * * * * * *
Control: Rights: Min. Green:	Pro		1		otect Inclu	i	j & O	0 5 5	de de	1 A C	rotected Include 0	i dia
Lanes:	0 1	7	0	7	- ¦	0 1	7	3		- i	-	- }
Volume Module Base Vol:		797	153	74	790		70	331	174	22	492	
Adj		00.	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Initial Bse: User Adi:	.00 1	60.	1.00		1.00	1.00	٠.	1.00	1.00	1.00	1.00	1.00
PHF Adj:		98.	0.86	0.87	0.87	0.87	0.76	0.76	0.76		0.75	0.75
	ıc	922	177	85	902	89	93	438	230	164	99	115
207		0	0 [0 (0 1	<u>ء</u> د	9 6	5) C	O 5	0 0	110
	205	922	// [300	200	200	1 00	1.00	1.00	000	1.00
FCE Adj:	٠,	80	1.00	00.1	1.00	. 0		1.00	1.00	1.00	. 0	1.00
- m		922	177	•	905	பி	66	438	230	164	099	115
Saturation Fl	1 3 M	dule:	1	-	 	1 1 1	1	1	-	1 1		
	0	900	1900	1900	1900	90	90	φ	1900	1900	90	C)
Adjustment:	.95	.93	0.93	0.95	0.94	0.94	0.95	0.95	0.85		0.93	0.93
Lanes:	00.	œ	0.32	1.00	1.88	۲.	0.		1.00	00	1.70	
Final Sat.:		9	567	1805	36	217	1805	o i	1615	805	2 1	525
Capacity Anal	Sis	Module				76.0		1,0	0.14	0.09	0.22	0.22
VOI/ SAL: Crit Moves:) * * *	10.	?		• *	1) * • *				*	
1	17		0.49		0.40	4	0		0.24	0.15	0.32	0.32
Volume/Cap:	.68	0.64	0.64		Q	0.68	9.		0.59	0.59	0.68	0
Delay/Veh:	5.4	Q.	19.8	IO.	ė.	26.4	æ	m	35.7	42.5	31.1	3
User DelAdj:	00.	00.1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00
AdjDel/Veh:	4	8 6	9,8	ď	v.	26.4	œ	•	35.	42.5	,	7
		١		١.	;		,	•		;	1	,

Page 10-1

NS Popure Alter Assess (Sec/ (Se
Computation Report d (Base Volume Alternati ill survey
Critical Vol./Cap. (X) Reverage Delay (Sec/veh) Level of Service:
und East Bound I
Split Pha Includ 0 0 0 1 0 0 0
0 0 0 0
0 0
.00 1.00 1.00
0 0 0 1
1.00 1.00
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273 0 0 0 0 .00 1.00 1.00 1.00
1.00
1900 1900
1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
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39 0 0 0 0 0 0 0
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 		CLAREMONT NEAR T	E) (INN/OLD S RM BASEL AM PEAK	SCHOOL LINE CO	HOUSE	E TIA ONS			
** ** * * * * * * * * * * * * * * * *	2000 * # * * * * * * * * * * * * * * * * * *	Level HCM Opera ******** -10 EB Ra	Of Strions	Service C s Method ********	Computation (Base V	ion folum ****	I W * 1	port Alternative) ********	* · · · · · · · · · · · · · · · · · ·	* * *
Cycle (sec): Loss Time (se Optimal Cycle	· · · · · · · · · · · · · · · · · · ·	100			Critical Average Level Of	Vol Vol Dela	Cap (se ice:	× ~ > .	* 0 :	* 6 8 D
reet N proach vement	North	Indi Boun	Hi11	lvd uth	und "	E H	st s	I-10 EB Bound - R	Ramps West L - T	Bound - R
Control: Rights: Min. Green: Lanes:	Pe:	ermitted Include 0	0 0 0	rotected Include 0	ed 0 0	spl 0 1 0	lit Phas Include 0 0 1:0	iase ide 0	Split Phas Include 0 0 0	Phase lude 0
Volume Modul Base Vol: Growth Adj:	.e: 0 1.00 1	1	1 517	. ⊣	1.00	404	1.00	575	0 0 0 1.00 1.00	1,00
Initial Bse: User Adj:	.00.	П	-		1.00	1.00	1.00	575	1.0	1.00
PHF Adj: PHF Volume:	0.810	.81 0.81 999 544	1 0.86 4 603	0	0.86	0.92 438	0.92 8	0.92 624	1.00 1.00	1.00
Reduct Vol: Reduced Vol:					00	438	0 8	624		00
PCE Adj: MLF Adj: Final Vol.:		.00 1.00 .00 1.00 999 544		1.0 1.0	1.00	000	1.00	1.00	1.0	1.00
Saturation F Sat/Lane: Adjustment: Lanes: Final Sat.:	Elow Modul 1900 1900 1.00 0.8 0.00 2.5	dule: 1900 1900 0.86 0.86 2.59 1.41 4241 2309	0 1900 6 0.95 6 0.95 1 1.00	1900 0.95 2.00 3610	1900	1900 0.83 1.41 2228	1900 0.83 0.01 22	1900 0.83 1.58 2501	1900 1900 1.00 1.00 0.00 0.00	1,000
Capacity Ana Vol/Sat: Crit Moves:	lysis 0.00	ule:	4 0.33	0.26	0.00	0.20	0.34	0.25	0.00 0.00	0.00
	000	.25 0.25 .95 0.95 9.1 49.1	0.35 0.95 1.54.9	9.00	0.00	0.36	0.36	0.36	0.00 0.00	0.00
User DelAdj: AdjDel/Veh: HCM2kAvg:	4	O ==	-4 5	1.0	1.00	00.	1.00	1.00	-	1.00

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Wed Sep 13, 2006 08:02:59

Page 1-1	MY-PM M4-TN	Wed Sep 13, 2006 08:03:02	2006	08:03:02			Page 2-1
	CLAREM	CLAREMONT INN/OLD SCHOOL HOUSE TIAN NEAR TERM BASELINE CONDITIONS PM PEAK HOUR	NN/OLD SCHOOL M BASELINE CO	OL HOUSE CONDITIO	TIP NS NS		
		Impact Analysis Report Level Of Service	lysis f Serv	Report	! ! !		
	Intersection		Bas Del/	Base 1/ V/		Future Del/ V/	Change in
	# 1 Foothill Blvd/Towne Ave		LOS Veh D 40.2	Veh C 40.2 0.888	LOS	4	+ 0.000 b/v
	# 2 Foothill Blvd/Mountain Ave		в 16.9	16.9 0.553	ш	16.9 0.553	4 0.000 D/V
	# 3 Foothill Blvd/Colby Cir		E 42.0	42.0 0.000	Þ	42.0 0.000	4 0.000 D/V
	# 4 Foothill Blvd/Berkeley Ave/Pro		c 15.0	15.0 0.000	Ŋ	15.0 0.000	+ 0.000 D/V
	# 5 Foothill Blvd/Indian Hill Blvd		c 33.7	33.7 0.818	υ	33.7 0.818	A/0 000 0 +
	# 6 Foothill Blvd/Monte Vista Ave		c 29.(29.0 0.701	ပ	29.0 0.701	A/G 0000 +
	# 7 Colby Cir/Indian Hill Blvd		D 27.	27.7 0.000	Ω	27.7 0.000	4 0.000 D/V
	# 8 Arrow Hwy/Indian Hill Blvd		D 40.6	40.6 0.873	Ω	40.6 0.873	4 0.000 D/V
	# 9 I-10 WB Ramps/Indian Hill Blvd		c 26.(26.0 0.712	ပ	26.0 0.712	4 0.000 D/V
	# 10 I-10 EB Ramps/Indian Hill Blvd		D 45.8	45.8 1.031	۵	45.8 1.031	4 0.000 D/V

CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM BASELINE CONDITIONS PM PEAK HOUR

Scenario Report

NT-PM

Scenario:

NT-PM
NT-PM
NT-PM
Existing
Default Impact Fee
Default Trip Generation
Default Trip Distribution
Default Reutes
Ex-PM

Command:
Volume:
Geometry:
Impact Fee:
Trip Generation:
Trip Distribution:
Paths:
Routes:
Configuration:

Wed Sep 13, 2006 08:03:00

NT-PM

Traffix 7.7.0315 (c) 2005 Dowling Assoc. Licensed to K-H, PHOENIX, AZ

Wed Se	Sep 13, 2006	Wed Sep 13, 2006 08:03:02	Page 3-1	MA-TN
R TERM B	M BASELINE CO PM PEAK HOUR	AGENTI LINY OLD SCHOOL HOUSE IIA NEAR TERM BASELINE CONDITIONS PM FEAR HOUR		
Level Of Servic Operations Meth	e Compu od (Base	Level Of Service Computation Report HCM Operations Method (Base Volume Alternative)	Ve) ************************************	2000 HCM OX
Intersection #1 Foothill Blud/Towne Ave	* * *	Intersection #1 Foothill Blvd/Towne Ave ************************************	*********	Intersection #2 Foothill
	Critic	Critical Vol./Cap. (X):	0	Cycle (sec): 100
**************************************	Avera: Level	1 (14K - 1 Sec) Average Delay (Sec/Veh) 79 Level Of Service:	40.Z D	Loss Time (sec): 4 Optimal Cycle: 24
Towne Ave nd South Bound	nnd	Foothill East Bound	B	No.
I - I	α. 	1	L - T - B	I
Prot+Permit	üt	Protected	Protected	Control: Prot+Perm
Inc	a	Include	Include	
֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֖֓	٠		0,	reen: 0
				Lanes: 1 U I
492	122		212 731 202	Volume Module: Base Vol. 117 147
1.00 1.00	00	1.00 1.00	1.00 1.00	1: 1.00 1
243 492	122	235 848	212 731	1117
1.00 1.00 1.00	ŏ	1.00 1.00	1.00 1.00	1.00
0.91 0.91	191		0.89 0.89 0	0.98
, 0	٦	0 0		Reduct Vol: 00 0
266 539	134	266	238 822 227	120 15
1.00 1.00 1.00 1	1.00	1.00	1.00 1.00 1.00	1.00
1.00 1.00	3.	1.00 1.00	1.00	MLF Adj: 1.00 1.00
266 539	134	266 958		Final Vol.: 120 151
-		=		Saturation Flow Module
1900 1900	1900	1900 1900	1900 1900 1900	Sat/Lane: 1900 1900
0.95 0.92	0.92	0.95	0.92	٠:
1.60	94.	1.00 1.67	1.57 0	1.00
1805 2806	696	1805	1805 2735 756	Final Sat.: 1805 2576
7	,			Analysis
81.0 CI.9		0.15 0.33 0.33 ****	0.13 0.30 0.30 ****	Vol/Sat: 0.07 0.06
	.26	0.17 0.37	0.35	Green/Coole 0 25 0 11
0.71 0.75	. 75	0.87 0.89	. 8.0	0.2.0
28.5 37.8	1	62.8 37.6	3 7 6	31.0
1.00 1.00 1.00	1.00	1,00 1.00 1.00	1.00 1.00	Delay/ven: 31.0 43.8
28.5	37.8	62.8 37.6	37.6	Adibel/Veb: 31 0 43 8
0	11	11 20	18.5	
*******	* *	*****	*	****

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		CLAREMONT NEAR I	TNN/ ERM B	SCHC LINE	OL HOUSE TIA CONDITIONS R	ď		
# # #	2000 HC ******* #2 Foot	Lev ***	el Of Service (rations Method ************************************	Compute	ு குரு வுச்	ernat ****	ive) ******	! * ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! !
Cycle (sec): Loss Time (sec) Optimal Cycle:	* * *	100 4 (Y+R 24	****	***** Critic Averag Level	l Vol./Ca Delay (s E Service	* * * * C/ ve	**************************************	* * * * * * * * * * * * * * * * * * *
Street Name: Approach: Movement:	North	Mou ound	Ave South	Bound - R	* H	******* Foothill Bound	******* Blvd West L - T	Bound - R
ntrol: ghts: n. Green: nes:	Prot 0 0	+Permit nclude 0 0 0	Prot+P Inc 0	+Permit nclude 0 0 1 1 0	Prot+Permi Include 0 0	ude 0	Prot+Permi Include 0 0 0	mit ide 1 0
volume modul Base Vol: Growth Adj: Toitial Bse:	e: 117 147 1.00 1.00 117 147	1.00	-	-		i.	-	1
	'; o'	0	1	1.00	0.0	0.0	- 0	10
ct vol: ced vol Adj: Adj:	1.00 1. 1.00 1. 1.00 1.	1.00	159 177 159 177 1.00 1.00 1.00 1.00 159 177		6/ 1132 0 0 67 1132 1.00 1.00 1.00 1.32 67 1132	79 0 1.00 1.00	80 1128 0 0 80 1128 1.00 1.00 1.00 1.00	7 7 1.00 1.00
Saturation F. Sat/Lane: Adjustment: Lanes: Final Sat.:	low Module 1900 1900 0.95 0.91 1.00 1.48 1805 2576	1900 0.91 0.52 894	1900 1900 0.95 0.92 1.00 1.61 1805 2811	1900 0.92 0.39 690	1900 1900 0.95 0.94 1.00 1.87 1805 3340	1900 0.94 0.13 234	1 0	1900 0.94 0.12 215
Capacity Ana Vol/Sat: Crit Moves: Green/Cycle: Volume/Cap: Delay/Veh: User DelAdj: AdjDel/Veh:	1ysis Modul 0.07 0.06 0.02 0.11 0.35 0.54 31.0 43.8 31.0 43.8	1.00 0.11 0.54 43.8 1.00 43.8	0.09 0.06 **** 0.28 0.13 0.43 0.48 29.3 41.0 1.00 1.00 5.43 41.0	0.06 0.13 0.48 41.0 1.00 41.0	0.04 0.34 **** 0.68 0.61 0.21 0.56 7.7 11.9 1.00 1.00 7.7 11.9	0.34 0.61 0.56 11.9 11.9	0.04 0.34 0.70 0.62 0.25 0.54 8.0 11.1	0.34 0.62 0.54 0.54 11.1 11.1

CLAREM NEA	TOOLOG CLOVING BIG					TOOLOG GIO, MAIL HIS	toner min
Level 2000 HCM Theigh	NEAR TERM BASELINE CONDITIONS PM PEAK HOUR	CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM BASELINE CONDITIONS PM PEAK HOUR			CLAREMO NEAR	CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM BASELINE CONDITIONS PM PEAK HOUR	HOUSE TIA
**************************************	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative)	tion Report Volume Alternativ	*****	2 ********	Level O	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Altern	ion Report Volume Alter
Intersection #3 Foothill Blvd/Colby Cir ************************************	d/Colby Cir *********	****	********	Intersection ********	#4 Foothill Blvd **********		lect Dwy :********
Average Delay (sec/veh): 1.3 Worst Case Level Of Service: E[42.0]	1.3 Worst Case	Worst Case Level Of Service:	E[42.0]	Average Delay (sec/veh): ************************************	(sec/veh):	Noerage Delay (sec/veh): 0.7 Worst Case Level Of Ser.	Worst Case Level Of Ser *****************
Street Name: Approach: North Bound Movement: L - T - R	Colby Cir Ind South Bound R L - T - R	Foothill East Bound L - T - R	Blvd West Bound L - T - R	Street Name: Approach: Movement:	Berkeley Ave North Bound L - T - R	Berkeley Ave/Project Dwy orth Bound South Bound - T - R L - T - R	Foor East Boun
Control: Stop Sign	 Stop Sign Toclude	 Uncontrolled Include	Uncontrolled Include	Control: Rights:	Stop Sign Include	Stop Sign Include	55
0	0 0 11 0 0	1 0 2 0 0	0 0 1 1 0	Lanes:	0 0 0 0 1	1 0 0 0 0	1 0 1
le: 0 0	13 0	1208 0	0 1087 19	Volume Module: Base Vol:	. 0 0 28	0 0 28	38 1174 1.00 1.00
j: 1.60 1.00 se: 0 0	13 0	1208 0	-				38 1174 1.00 1.00 1
1.00 1.00 1.0	0	0.96 0.96	0.87	;	0.56 0.56 0.56	0.73 0.73 0.73	39 1200
PHE Volume: 0 0 0 0 Reduct Vol: 0 0 0	18 0	22 1254 0 0 0 0 22 1254 0	0 1249 22 0 0 0 0 1249 22			0 0 0	
]e:				Critical Gap Module:	1	-	
Critical Gp:xxxxx xxxx xxxxx FollowUpTlm:xxxxx xxxx xxxxx	6.8 xxxx 6.9 r 3.5 xxxx 3.3	4.1 xxxx xxxxx xxxxx xxxx 2.2 xxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx	XXXX XXXXX XXXXX XXXXX XXXXX XXXXX	Critical Gp:xxxxx xxxx FollowUpTim:xxxxx xxxx		3.3 xxxx xxxx 3.3	2.2 xxxx xx
Capacity Module:				Capacity Module:	! !		
Coffict Vol: xxxx xxxx xxxxx Potent Cap.: xxxx xxxx xxxxx	(1931 xxxx 636 (59 xxxx 426	1271 xxxx xxxxx 553 xxxx xxxxx	XXXX XXXX XXXXX XXXX XXXX	Cofflict Vol: xxxx xxxx Potent Cap.: xxxx xxxx		× × × × × ×	XXXX
	58 xxxx	XXXX XXXX		Move Cap.: Volume/Cap:	xxxx xxxx 442 xxxx xxxx 0.11	xxxx xxxx 397 xxxx xxxx 0.10	510 xxxx xx 0.08 xxxx x
Volume/Cap: xxxx xxxx xxxx xxxx	11	4			The state of the s		
Level Of Service Module:	****	0.1 xxxx xxxx x	***** **** ****	Queue: xxxxx xxxx	0.4	xxxxx xxxx 0.3	0.2 xxxx xx
Stopped Del:xxxx xxxx xxxx xxxx xxxx xxxx xxxx xx		11.8 xxxx xxxxx x	* * * * *	Stopped Del:xxxxx xxxx LOS by Move: * *	(XXXX XXXX 14.2 * * B	****	12.6 xxxx xx B *
LOS BY MOVE: Movement: LT - LTR - RT	1	- RT	LT - LTR - RT	Movement:	LT - LTR - RT	LT - LTR	LT - LTR -
Shared Cap.: xxxx xxxx xxxx xxxx 170 SharedOuele:xxxxx xxxx 2.0	xxxxx xxxxx	x xxxx xxxx xxxx xxxxx	XXXX XXXX XXXXX	Shared Cap:: xxxx SharedQueue:xxxxx		***** **** *****	XX XXXX XXXXX
StpDel:xxxx xxxx xxxx	****	****	* * * * *	Shrd StpDel:xxxx xxxx Shared LOS: * *	* * * * *	* * * * *	«
Shared LOS: * * * * * * * * * * * * * * * * * * *		xxxxx	XXX	ApproachDel:	14.2	15.0	xxxxxx
	ţ		*	Appropries.	α	U	*

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		!	1	1	1				-		-	
**************************************	2000 HC	L HCM Un	Level Of Service Control HCM Unsignalized Method	Of Service lized Methor	rice C lethod	Computation d (Base Volume ********	×	£14 ★	ort Alternative) *********	ve) ****	**	* * *
	#4 Foc	Foothill	1 Blvd	/Berke	ley A	Blvd/Berkeley Ave/Project	Foothill Blvd/Berkeley Ave/Project Dwy	Dwy *****	****	* * * * *	* * *	* * * *
Average Delay	k — 1	(veh)	(+	7.0	Worst	t Case	0.7 Worst Case Level of Service:	Of 8	Service:	*	C[15	15.0]
**************************************	k k k	* * * * * *	* >	/Proje	Project Dwv	2		: E4	Foothill			
Approach:	North	h Bo	Bound		South Bo	Bound	E)	East Bo	Bound		S C	Bound
Movement:	ı a	E	г г		€	<u>د</u> ا	ا با	H	<u>در</u>	. L	₽	α,
Control:	Stop	 op Si	Sign	St	Stop Si	Sign	Quo	Uncontrolled	11ed	Unc	Uncontrolled	lled
Rights:		Include	ide		Include	de		Include	de		Include	
Lanes:	0	0	0	0	0 0	0 1	1 1 0	-	1 0	1 0	1 1	1 0
Volume Module	: ::			_			_		-	_		-
Base Vol:	0	0	28	0	0	28	38	1174	20		1149	
Growth Adj:	1.00 1	00.1	1.00	1.00	1.00	1.00	Ϊ.	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	28	0	0			1174	20	0 ;	1149	Э Э
User Adj:	00.	1.00		•	1.00			1.00	1.00	1.00	1.00	1.00
		0.56	0.56	0.73	0.73	0	0	0.98	9.6	, 8 .	200	'nς
PHF Volume:	0	0	20	0 0	0 0		J) (1200	07	0 0	ν C 1	4, U C
₽.	0	0	> †	۰ د	>	(> 0	0 00	> 6	.	5) u
Final Vol.:	o	0	20	Φ -	0	χ. 9	ر ا	1200	0.7) -	1513	0 1
Critical Gar	Gan Module:		1	-			<u> </u>					-
	C XXXXX	×××	6.9	XXXXX	××××	6.9	4.1	xxxx	xxxxx	XXXXX	××××	××××
H		××××		XXXXX	XXXX		2.2	xxxx	XXXXX	XXXXX	xxxx	xxxxx
		1	- 1							-		
Capacity Module:	ule:											
Cnflict Vol:	XXXX	xxxx	610	XXXX	XXXX	682	7	XXXX	XXXXX	XXXX	XXXX	xxxxx
Potent Cap.:	XXXX	XXXX	442	XXXX	XXXX	397		XXXX	xxxxx	xxxx	××××	xxxxx
Move Cap.:	XXXX	xxxx	442	XXXX	xxxx				xxxx	XXXX	××××	××××
Volume/Cap:	×××	××××	0.11	xxxx	××××	0.10	80.0	xxxx	×××	xxxx	×××	××××
	M 00 ; 115 00	1 1 7 7 7 1	1				<u>:</u> 			 		
5		1000				C	0	>	****	****	×××	××××
Onene:		XXX	4. C	XXXXX	XXXX	. כ	-		****	X X X X X	XXXX	××××
ped per	. ****	***	7.51	*) }			*	*	*	*
Morromont:	: E-	e E	م م	Ė	T.T.E.	1	1	LIR	- RT	LT	- LIR	- RT
Charge Can	1 2		* * * * * * * * * * * * * * * * * * * *	. >	× ×	9	×××	×××	XXXX	XXXX	×××	XXXX
SharedOuene:xxxx		C X X	XXXX	XXXX	XXX		××××	XXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd Stole : xxxxx		×××	XXXX	XXXX	XXXX		XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
		*	*	*	*	*	*	*	*	*	*	*
ApproachDel:		14.2			15.0		×	xxxxxx		×	xxxxx	
ApproachLOS:		æ			U			*			*	

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Wd-LN	2000 HCN ************************************	Cycle (sec): Loss Time (sec): Optimal Cycle: ************************************	Approach: North Movement: L - T	Control: Prote Rights: Inc Min. Green: 0 Lanes: 2 0 2	dute: 231 231 3se: 231 1.00 0.91 6e: 254 1: 254 0.1: 254 1:00 1:00	Final Vol: 254 71 Saturation Flow Modul Sat/Lane: 1900 190 Adjustment: 0.92 0.9 Ianes: 5.00 2.0 Final Sat.: 3502 36.1	Capacity Analysis Mod Vol/Sat: 0.07 0.2 Crit Moves: *** Green/Cycle: 0.14 0.2 Volume/Cap: 0.53 0.7 Delay/Veh: 41.5 34 User DelAdj: 1.60 1.00 Adjbel/Veh: 41.5 34 Adjbel/Veh: 41.5 34
Page 7-1	*	**************************************	West Bound	Protected Include 0 0 1 0 2 0 1	888 1.00.1 888 1.00.1 0.89 0 998 0 1.00 1	212 998 262 	0.12 0.28 0.16 **** 0.14 0.45 0.45 0.08 0.61 0.36 59.6 21.2 18.1 1.00 1.00 1.00 59.6 21.2 18.1 *****
03:02 HOUSE TIA	ion Report Volume Alternative	**************************************	East Bound L - T - R	Protected Include 0 0 0 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0	891 198 1.00 1.00 891 198 1.00 0.93 0.93 961 214 0 0 961 214 1.00 1.00	108 961 214 	0.06 0.33 0.33 0.10 0.41 0.41 0.61 0.82 0.82 49.2 30.1 30.1 1.00 1.00 1.00 49.2 30.1 30.1 4 18 18
Med Sep 13, 2006 08:03:02 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) ************************************	* ~ *	South Bound L T - R	Protected Include 0 0 0 1 0 1 0 1	297 46 1.00 1.00 297 46 1.00 1.00 0.88 0.88 339 53 39 53 1.00 1.00	1900 1900 1900 0.85 1.00 0.85 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	0.07 0.18 0.03 **** 0.10 0.22 0.22 0.74 0.82 0.15 59.6 49.3 31.8 11.00 1.00 1.00 59.6 49.3 31.8
Wed CLAREMONT NEAR 1	2000 HCM Operation ************************************	* *	North Bound L - T - R	Protected Include 0 0 0 0 1 0 1 0 1	261 409 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.	OW Module: 1900 1900 1900 0.95 1.00 0.85 1.00 1.00 1.00 1805 1900 1615	Module: 0.23 0.11 0.31 0.31 0.74 0.35 35.7 27.0 35.7 27.0 35.7 27.0
MA-TN	**************************************	v.************************************	Approach: Movement:	Control: Rights: Min. Green: Lanes:	3 :	or:: ion Fl e: ent:	Capacity Analysis Vol/Sat: O.15at: Crit Moves: **** Gaeen/Cycle: 0.19 Volume/Cap: 0.82 Delay/Veh: 53.2 Delay/Veh: 53.2 HCMARANG: 1.00 Adpel/Veh: 63.2 HCMARANG: 1.1

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CLAREMONT INN/OLD SCHOOL HOUSE TIA Level Of Service Computation Report	117 77			ירי לבר חם	2002	20:00:0		Page	٦- 9-
Level of Service Computation Report resection #6 Foothill Blvd/Monte Vista Ave e (sec): 100 Time (sec): 1	 		CLAREM	ONT INN/OLD R TERM BASE PM PEA	SCHC LINE K HOU	HOUSE TI		1 1 1 1 1 1 1	! - -
Time (sec): 100	**************************************	2000 HC ******* #6 Foot	Level 1 Operat: ************************************	Of Service ions Method ************************************	Computa 1 (Base ******	on Re lume	ernativ	* * * * * * *	* * * *
et Name: Morth Bound South Bound East Bound Went: L T R L T	Cycle (sec): Loss Time (s Optimal Cycl	** ** **	ρχ ÷ + ÷	sec)	Critic Averag Level	Vol./ Delay Servi		0.7	* 0 *
Tool: Protected Frotected	Street Name: Approach:	North	Monte Bound - R	sta Ave South	ound R	* * * * * * * * * * * * * * * * * * *	* i X	******** 1 Blvd West L - T	****** Bound - R
The Module: Vol:	rol: cs: Gre	Pr.	-	Pro I 0	. 0	Pr 0	-	Protected Include 0 0 0	ted ude 0
lal Bse: 231 652 153 168 469 64 70 978 198 Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Jolume Modul Sase Vol: Srowth Adi:	231	}	168	9 -	70	!	181	-
Addi: 0.91 0.91 0.91 0.87 0.87 0.87 0.89 0.89 0.89 0.89 Ct Volume: 254 716 168 194 540 74 78 1096 222 Ct Vol: 254 716 168 194 540 74 78 1096 222 Ced Vol: 254 716 168 194 540 74 78 1096 222 Addi: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	ial Bs Adj:	231			1.0	00.		181	200
Ced Vol: 254 716 168 194 540 74 78 1096 222 Add: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	HF Adj: HF Volume:	.91 0 254			0.8	.89 C		87 0 209	0
Add:: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.	educt Vol:	254	•		7	78 1		209	
Lane: 1900 1900 1900 1900 1900 1900 1900 190	CE Adj: ILF Adj: inal Vol.:	.00.1 .00.1 254	H H		1.0 1.0 7	1 00.		.00. .00. 209	1 2
ity Analysis Module: at:	ntion nne: .ment: Sat.:	1900 1900 0.92 2.00 3502		900 190 .92 0.8 .00 2.6 502 448	. 3 . 3 . 3	900 1 95 0 95 0 90 2 805 3	1044	1900 1900 0.95 0.92 1.00 1.58 1805 2758	1900 0.92 0.42 736
n/Cycle: 0.14 0.28 0.28 0.08 0.23 0.03 0.07 0.43 0.43 0.0 0.07 0.43 0.43 0.00 0.53 0.53 0.53 0.50 0.32 0.50 0.53 0.50 0.53 0.50 0.32 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0.5	apacity Ana ol/Sat: rit Moves:	Sis M 0 7 0.	le: 0.1	06 0.1	Η.	0.4	0.1	0.12 0.31	0.31
DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		.53	000	0.5	5.5.	.07 0 .60 0 2.3 2	001	17 0. 70 0. 7 16	0.53
		.60 1 1.5 3 5	7	1.0 34. 6	6.4	.00 1 2.3 2 3		.00 1.0 6.7 16. 8 12	1.00

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Wed Sep 13, 2006 08:03:02

NT-PM	Š	Wed Sep 13,	2006 08:03:02	:03:02			Page	9-1	MA-IN	1	. !
	CLAREM	CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM BASELINE CONDITIONS PM PEAK HOUR	NN/OLD SCHOOL M BASELINE CO PM PEAK HOUR	HOUSE I	IA		(- - - - - - -			CLARE	E E
******	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative)	Level Of Service Computation Report nsignalized Method (Base Volume Alt	Computa	tion Reg	ort Altern	ative)	* * *	* * * * * * *	Level 2000 HCM Opera	Level	* # Ze
Intersection	Intersection #7 Colby Cir/Indian Hill Blvd	dian Hill E	lvd	***************************************	*	*	***	**	Intersection #8 Arrow Bwy/I	#8 Arrow Rwy ********	≥ *
**************************************	**************************************	2.6 Worst Case Level Of Service:	st Case	Level ()f Serv	ice:	Ja	D[27.7]	Cycle (sec):	100	
**************************************	**************************************	**************************************	* * * *	Ö	lby ci	r/Via	Colby Cir/Via la Salle	; ;	Optimal Cycle: 72	****	. *
Approach: Movement:	North Bound L - T - R		Sound - R	T East	East Bound	۳ : ت	west bound	- E	Street Name:	Indian	ק ל
Control:	Uncontrolled	Out.	olled	Stop	Stop Sign	<u>-</u>	Stop Sign	สู่ สู่	Movement:	1 L I	: :
Kights: Lanes:	1 0 1 1 0	1 0 1 1	1 1 0	0 0		0	0 1:0	0 0	Control:	Protected	75 0
Volume Module:			l	_	1		,	- (Min. Green:	0 0	,
			16	1 00 1 00			1 00 1 00	00.1	רשונים	- !	1
Growth Adj: Initial Bse:	89 656 16	2 388				62	4		Volume Module:	i c	-
			1.00	1.00 1.00			1.00 1.00	1.00	Growth Adi:	1,00 1,00 1	
PHF Adj:							11 0			185 870	H
Reduct Vol:	0						0	0		00.1	- 0
Final Vol.:	98 724 18	2 392	2 16	- 1	10	75	11 0	ł	PHF Adj: PHF Volume:		; ; ₋
Critical Gap Module:	Module:	_		-		-	ι			0 6	·
Critical Gp:	4.1 xxxx xxxxx	4.0	****	7. v	6,5 0.6	. e.	۸ × × × ۲ × × ۲ × × × ۲ × × × ۲ × × ۲ × × × ۲ × × × ۲ ×	n m			1
FOLTOWUPILM:		2.2	4444		- !	-		H		1.00 1.00	1.
Capacity Module:	ıle:	-	2				34 ××××		Final Vol.:	1	⊣ į
Chillet vol:	COLLICT VOL: 400 XXXX XXXXX	XXXXX XXXX 75/		213 153		809	160 xxxx	632	Saturation Flow Module:	ow Module:	
Move Cap.:	1161 XXXX XXXXX		XXXXX				128 xxxx			1900	13
Volume/Cap:	0.08 xxxx xxxx	0	xxxx	_		0.09 0.	0.08 xxxx	0.01	Adjustment:		0 0
Level Of Service Module:			1	 - - -		<u>-</u>		-	Sat.:	1805 2985	5
Onene:	0.3 xxxx xxxxx		xxxxx x	0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx	xx xxx	XX XX	XXXX XX	xxxxx			١.
Stopped Del:			XXXXX X	x xxxx	«xx xxx	XXX XX	* * * * * * * * *	××× ××××	Capacity Analysis Module:	ysis Module 0.11 0.32 (. 0
LOS by Move:	* * * * * * * * * * * * * * * * * * *	I.T -	1	LT - LTR	LTR - RT		T - LTR	- RT	Crit Moves:	*	
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SharedQueue:>	SharedQueue:xxxx xxxx xxxxx	XXXXX XXXXX XXXXX	x xxxx	xxxxx	1.4 xxx	xxx xx	xxxxx 0.3 xxxxx	xxxxx		0.87	0 6
Shrd StpDel:>	Shrd StpDel:xxxxx xxxxx xxxxx xxxxx xxxxx	XXX XXXXX	XXXXX X	XXXXX	9.8 xx	XXX XXX	1.12 xx:	××××	Delay/ven: Hser Deladi:		1
Shared LOS:	* >	* * * * * * * * * * * * * * * * * * * *	· *		19.8		27.7		AdjDel/Veh: 72.0 36.8		36
ApproachIOS:		*		ı	O		Δ		HCM2 kAvg:	9 19	7
4									******		×
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		CI	CLAREMONT NEAR TI	IT INN TERM PM	INN/OLD S RM BASELI PM PEAK	T INN/OLD SCHOOL HOUSE T TERM BASELINE CONDITIONS PM PEAK HOUR	HOUSE	TIA				
************************************	2000	× * * * * * * * * * * * * * * * * * * *	Level Of S. Operations	1 (1) *	ce C hod ****	Computati (Base Vo	on B lume ****	. 00 +	port Alternative)	***	* * * * * * * * * * * * * * * * * * * *	* * *
tersectio	*	TOW	Hwy/Indi	# # # * # ±	11 81	* *	* * * * *	* * * * *	***	***	* * *	* * *
e (sec)	r	-				tica	Vol.	_	: (x)		00	
Time (s	ec):	427	(Y+R	4 1	ec)	Average Level Of	Delay Serv	(sec/	veh):	**	9.04 0.6	**
Street Name:	K K K K	Dul	ian H		vd				Arr	Hwy		
망	North L -	ω H		w	th T	Bound - R	E E B	st ⊣	ound - R	Wes.		End R
Control:	Pr	otected	pa		rotected	- p	 Pr	otected	_ - - - -	Pro	rotecte	 ed
8		Includ	Je.		Include			Includ	Φ		Includ	a)·
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				-	1				-			
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ch Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
a1	185	870		_	928		150	924	184	577	996	1 00
User Adj: pur bai.	00.4	0.00	0.93	0.91	0.91	0.91	0.95	0.95	0.95	85		0.85
Vol	200	941		193	1018	94	159	978	195	9	667	97
701	0	0	0 .	0 (0 0	0 5	0 0	0 0	0 0	0 63 0	0 1	0 5
Reduced Vol:	200	941		1.00	1,00		1.00	1.00			1.00	1.00
P P	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	00.		1.00
	200	941	17	193	1018	94	159	978	195	9	667	97
Saturation F	_ 2	dule:	 						-			
Sat/Lane:	1900	90	1900	S.	90	90	80	1900	80	00.4	8 0	S 6
Adjustment:	0.95	<u>.</u> ر	0.93	•	9.5). ().	06.1	0.00	1.00	00.0	1.75	0.00
Lanes: Final Sat.:	1805	2985	542	1805	26	302	80	3610	61	0.5	0 9	44
1	1		i e	<u> </u>	1		-		1			
Capacity Ana	Lysis	Modul 0 32	e:	0.11	0.31	0.31	0.09	0.27	0.12	0.15	0.22	0.22
Crit Moves:		* * *		*				*		-		
	Η.	0.36	0.36	0.12	w,	0.36	0.14	0.31	0.31	0.17	m ı	0.34
Volume/Cap:	Φ,	œ,	0.87	0.87	∞ ,	, c	0.64	٠ ٥	V	20.0	٠. ۵	ο,
Delay/Veh:	72.0	۰۰	36.8	1 000	1.00	1.00	1.00	1.00	1.00		1.00	. 0
	. 4	36.8	. 40	· 0		37.1	46.1	. 0	27.6	64.0	9	φ,
HCM2 kAvg:	0	19	19	o *	139	19	9	17		11	11	11

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Wed Sep 13, 2006 08:03:02

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	2000	Σ Σ	Level (f Se	rvice (· O	6	Report				
*******	***	* * * * *	Operati	000	Method	d (Base Volume	Volume	e Alte	Alternative	ve)		1
Intersection	* * * *	I-10 E	E	uI/	g t	Hill Blvd	lvd					
(sec)		100				rití	Vol	, 0	: (X)	k k	1.03	* * *
Loss Time (sec	ec):	10.4	4 (Y+R	= 4	sec) 1	Average	Α,	y (sec	<		. 4.	,
*	* * * *	* * * * * * * * * * * * * * * * * * *	* * *	* * *	* * * * *	******	*****	V1Ce:	****	***	***	* * *
Street Name: Approach:	Nor	H	Indian F	Hill B	Blvd Guth By	7 2 2 2	G	4	I-10 EB	Каш		7
Movement:	H -	;	α,	ار :		ر ا ا	ŭ '	۳.	- F	i i	ı,	Bound - R
Control:		Permitt	tted	a.	L O	ted	 Sp1	<u> </u>	Phase	Sp1	it-	Phase
Min. Green:	0	0	0	0	1nc1ude 0	ide 0	0	Includ 0	o o	0	Include	ge D
Lanes:	0	0		-	0 2	0 0		0 1!	0 1	0 0	0	0 0
ne Modul				<u> </u>		-			-	-		
		912	69 9	4			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
å .	0	1 00	1 00	-	-	C	344	C	//9 -		Ç	
	0.92	0.92	0.92	. 0	0	0.90	0.77	0.77	0.77	1.00		00.1
PHF Volume:	0	166	645	'n	103		449	. –	883			•
>	0	0	0		0	0	0	0	0	0	0	0
	0	166	645	S	03	0	449	18	883	0	0	0
			1.00	≓.	0.	0	1.00	٥.	1.00	°.	1.00	1.00
	1.00	1.00	1.00	1.00	1.00	۰.	1.00	1.00	1.00	1.00	1.00	•
Final Vol.:	0	991	645	534	m i	0 .	449	18	883	0	0	0
turation F	low Modul	odule:	-	_				! ! !			! ! !	
Sat/Lane:	1900	90	1900	Q١	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.86	98.0	0.95		1.00	0.81	æ	0.81	•	•	
anes:	0.0	4.	1.58	•	2.00	00.0	1.33	0.03	1.64	00.0	٥.	٥.
Final Sat.:	0	94	2564	œ ı	61	0	05	41	54	0	0	0
ty Ana	lysis	odul				-	_		-	_		
Vol/Sat: Crit Moves:	00.0	0.25	0.25	0.30	0.29	00.0	0.22	0.44	0.35	0.00	0.00	00.0
Green/Cycle:	00.0	0.24	0.24	0.29	-	0.00	5.71	4.	0.43	0.00	00.0	00.0
Volume/Cap:	٥.	1,03	1.03	1.03	•	٥.	10	٥.	0.81	0.00	00.0	0.00
//Veh:	0.0	9.89	9.89	83.4	U)	0		•	28.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	٠,	1.00	1.00		1.00	1.00	1.00	1.00
Adjuel/ven:	0	9.8	68.6	3	15.7	0.0		61.6	28.0	c	c	c
	,	•						:	,	•	•	,

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Wed Sep 13, 2006 08:03:02
CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM BASELINE CONDITIONS

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	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	CLAREMONT INN/CLD SCHOOL HOUSE TIA NEAR TERM WITH PROJECT CONDITIONS AM PEAK HOUR	OLD S	NN/OLD SCHOOL WITH PROJECT AM PEAK HOUR	CONDIT	TIA				
!		Impact Analysis Report Level Of Service	of S	sis R	eport	1) 	i 		
Int	Intersection			Ba Del/	Base 1/ V/		Future Del/	r e	ភ	Change in
##	1 Foothill Blvd/Towne Ave		LOS	Veh 34.0	LOS Veh C C 34.0 0.822	LOS	LOS Veh C C 34.0 0.822	C 822	4 0.000 b/v	000
*	2 Foothill Blvd/Mountain Ave	Mountain Ave	Ų	27.2	27.2 0.754	U	27.2 0.754	754	4 0.000 D/V	00 D/
#	3 Foothill Blvd/Colby Cir	Colby Cir	F 1(8.60	F 109.8 0.000	E)	F 109.8 0.000	000.0	4 0.000 b/v	00 D)
#	4 Foothill Blvd/	4 Foothill Blvd/Berkeley Ave/Pro	ĮĽ	7.69	000.0 7.69	(II4	69.7 0.000	000.0	4 0.000 D/V	00 D,
#	5 Foothill Blvd/	5 Foothill Blvd/Indian Hill Blvd	Δ	39.6	39.6 0.905	Ω	39.6 0.905	.905	4 0.000 D/V	00 D
*	6 Foothill Blvd/	Foothill Blvd/Monte Vista Ave	v	26.2	26.2 0.458	ပ	26.2 0.458	1,458	v/d 000.0 +	a 00
#	7 Colby Cir/Indian Hill Blvd	an Hill Blvd	F 1(67.5	F 167.5 0.000	F.	F 167.5 0.000	0000.0	v/d 000.0 +	00 D
#	8 Arrow Hwy/Indian Hill Blvd	an Hill Blvd	υ	29.8	29.8 0.683	Ų	29.8 0.683	0.683	A/G 000.0 +	00 D
*#=	9 I-10 WB Ramps/	WB Ramps/Indian Hill Blvd	U	26.0	26.0 0.688	U	26.0 0.688	0.688	4 0.000 D/V	00 D
#	10 I-10 EB Ramps/	10 I-10 EB Ramps/Indian Hill Blvd	А	35.8	35.8 0.948	Ω	35.8 0.948	3.948	+ 0.000 b/V	0 0 D

CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM WITH PROJECT CONDITIONS AM PEAK HOUR

Scenario Report

NTWP-AM

Scenario:

NTWP-AM
NTWP-AM
Existing
Default Impact Fee
Default Trip Generation
Default Trip Distribution
Default Paths
Default Routes
Ex-AM

Command:
Volume:
Geometry:
Geometry:
Trip Generation:
Trip Distribution:
Paths:
Routes:
Configuration:

Wed Sep 13, 2006 08:03:07

NTWP-AM

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	CLARE	NI TNOM		1							
2000	NEAF	TERM W	NN/ULD SCHOOL WITH PROJECT AM PEAK HOUR	SCHOOL OJECT HOUR	CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM WITH PROJECT CONDITIONS AM PEAK HOUR	K Si					
.*********	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative)	Of Ser tions M	vice C ethod	omputa (Base	Of Service Computation Report Lions Method (Base Volume Alte	rt ternati *****	ve) *******	*	···	2000 HCM	2000 HCM
on #1 E ******	Intersection #1 Foothill Blvd/Towne Ave	vd/Town ******	e Ave	* * * * *	****	***	****	****		Intersection #2 Foothi	n #2 Foot
	100 4 (Y+ 55	(Y+R = 4	C 4 sec) A	ritica verage evel O	Critical Vol./Cap. (X): Average Delay (sec/veh): Level Of Service:	p. (X): ec/veh)		0.822 34.0 C		Cycle (sec): Loss Time (sec): Optimal Cycle:	sec): 10
Street Name: Spproach: Movement: L	Towne Ave North Bound East Bound T - T - R L - T - R L - T - R	********* Towne Ave nd So	********* e South Bound	*** und - R	******** East E	**************************************	* * * * T	**************************************		**************************************	********* : North B L - T
Z Z	Prot+Permit Include	1 A	Prot+Permit	mit de	Protected	otected Trolude	Prote	Protected Troludo		Control:	Prot+Pe
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/olume Module:		<u> </u>	1		1	1	1	-		Volume Module:	
_	1.00 1			1.00		1.00	1.00 1	-		Base Vol: Growth Adj:	105 244 1.00 1. 00
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PHE Adj: 0.97	70.0 70.0 70.0 70.0 A 77.7 30.0 A 77.7 30.0		0.89	0.89		3 0.93	06.0 06.0	00.00		PRF Adj:	0.85 0.85
	0 77.5		0 0	0 0						Reduct Vol:	
	1.00 1		1.00	1.00	-	_				Reduced Vol PCE Adj:	1.00 1.00
MLF Ad]: 1.00 Final Vol.: 206	775 228		1.00	239	1.00 1.00		1.00 1.00 213 709	9 184	····	MLF Adj: Final Vol.:	1.00 1.00 124 288
- 대	ow Module: 1900 1900 1900 0.95 0.95 0.85 1.00 2.00 1.00	_	1900 0.92 1.62	1900 0.92 0.38		700	1900 1900 0,95 0.92 1.00 1.59	;		Saturation Flow Module Sat/Lane: 1900 1900 Adjustment: 0.95 0.90 Lanes: 1.00 1.30	10w Module 1900 1900 0.95 0.90
Final Sat.: 1805	3610	1805	2849	660	1805 2873	ļ	1805 277	6 722		Final Sat.:	1805 2233
lysis 0.11	Module 0.21	0.20	.36	0.36	0.06 0.17		0.12 0.26	6 0.26		Capacity Analysis Vol/Sat: 0.07 Crit Moves:	1ysis Modu 0.07 0.13
Green/Cycle: 0.44 Volume/Cap: 0.63	0.30 0.30	0.59	0.44	0.44	0.07 0.23	3 0.23	0.15 0.31			Green/Cycle	0.26 0.17
24.1	33.4	21.5	28.2	28.2	79.1 40.		52.4 37.			volume/Cap: Delay/Veh:	31.5 45.0
<pre>Jser DelAdj: 1.00 AdiDel/Veb: 24.1</pre>	33.4	1.00	1.00	1.00	1.00 1.00		1.00 1.00			User DelAdj	1.00 1.00
		90	19	19			. 15 4 . 37 . 8 . 15			Adjuel/ven: HCM2kAvq:	4 4 8

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2000 HC ************************************	EAREW EAREW ****** ***** (Y+R ***** **** 1300 1.000	INN/OLD WITH BE AM PEA AM PEA ervice Method		H E R D *	t ternati *****	(e)	* * * * * * * * * * * * * * * * * * * *
2000 HC ************************************	>0 * *	Service """ **********************************	Computa (Base ****** Ave ******	യ്മ്*	 rnati ****	,e)	* * *
Time (sec): **Intention (sec): **Answer:	* O 4 4 * 8 9 0 4 0 4 0 * O 4 0 * 0 1 1 2 1	* * * * * * * * * * * * * * * * * * *	****** Critica			****	
ach: North ent: L	* 60 BB 0 4 0 0 4 0 0 4 0 0 0 0 0 0 0 0 0 0	***	verag evel	vol./ Delay Servi	Cap. (X): (Sec/veh): (Ce:	0.75	5.4 5.2 0.0
Green: 0 Green: 0 Green: 0 Module: 105 2 N Adj: 1.00 1. Adj: 0.085 0. Colume: 124 2 t Vol: 0 ed Vol: 120 1. dd: 1.00 1. dd: 1.00 1. dd: 1.00 1. dd: 1.00 1.	1 1 0 1 - 1 - 1 - 1 0 1 0 0	n Ave South L - T	****** Bound - R		******* Foothil Bound	******* 1 Blvd West L - T	****** Bound
: 1 0 1 = Module: 105 24 Vol. 106 1.0 1.0 24 Adj: 1.00 1.0 24 Adj: 0.85 0.8 60.8 60.8 60.8 60.8 60.8 60.8 60.8	1 4 4 1 1 C C	Prot+	(4)	Prot+Permi Include	t+Permit Include 0 0	Prot+Permi Include	mit Ide
e Module: 105 24 Nol: 105 24 Add: 100 1.0 Add: 1.00 Add: 1.00 1.0 Add: 1.00 1.0 Add: 1.00 1.0 Add: 1.00 1.0 Add: 1	4040	[]	1 0	1 0 1	1 0	1 0 1	0
Adj: 1.00 1.00 dj: 0.85 0.8 0.8 0.8 0.8 0.8 0.8 clume: 124 28 ct Vol: 0 ced Vol: 1.00 1.00 dj:	. . .	146	. 61	108 8	•	233 89	62
Adj: 1.00 1.0 dj: 0.85 0.8 colume: 124 28 cc Vol: 0 do dj: 1.00 1.0 dj: 1.00 1.0 dj: 1.00 1.0 dj:	0	_	-	: ®	_	233 894	1.00
colume: 124 28 colume: 124 28 colume: 124 28 columns: 1.00 1.00 dd: 1.00 1.00 dd:	۷.	1.00 1.00	-	0 0	0 1.00	∺ ,	1.00
t Vol: 0 ed Vol: 124 28 dj: 1.00 1.0 dj: 1.00 1.0	on on	195	•	.00 U. 126 10	>	.64 U. 277 10	ν
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124 28	0 0	ή,		00.	Н	.00 1.	1.00
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on Flow Modu : 1900 19	(1 006	1	900 1	190	190	90
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Sat.: 1805 22	·	805	•	805 3	46	1805 3342	232
Capacity Analysis Modu Vol/Sat: 0.07 0.17 Crit Moves: ****	dule: 13 0.13	0.11 0.16	0.16	0.07 0.3	3 0.33	0.15 0.32	0.32
e: 0.26 0.1	7 0.17	2.	0.22	.56 0.4	0.4	0 99	0.53
31.5 45.	7 6.	38 U	40.1	12.3 25.4	0.	0.62 0.60	0.60
j: 1.00 1.0	1.	00 1.0	1.00	00.	1.0	. 00.	1.00
1.5 45. 4 8	0 45	.1 40.	40.1	2.3	2	5.4 1	16.7

Page 4-1

CLAREMONT INN/OLD SCHOOL HOUSE TIAN NEAR TERM WITH PROJECT CONDITIONS	Page 5-1 CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM WITH PROJECT CONDITIONS AM PEAK HOUR	ternative) ***********************************	**************************************	olled Uncontrolled Control: Stop Sign Stop Sign Uncontrolled Uncontrolled Include Incl	Volume Module: 4.1 xxxx xxxx xxxx xxxx xxxx xxxx xxxx x	
	d Sep 13, 2006 08:03:12 NI INN/OLD SCHOOL HOUSE TIA TER WITH PROJECT CONDITIONS AM PEAK HOUR	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative) ***********************************	**************************************	Stop Sign Uncontro Include Include	19 0 86 77 1090 1.00 1.00 1.00 1.00 1.00 19 0 86 77 1090 1.00 1.00 1.00 1.00 0.56 0.56 0.90 0.90 34 0 155 85 1207 34 0 155 85 1207	6.8 xxxx 6.9 3.5 xxxx 3.3 1-1929 xxxx 583 1 60 xxxx 461 53 xxxx 461 6.64 xxxx 0.34 0 1-1929 xxxx xxxx xxxx xxxx xxxx xxxx xxxx

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Page 7-1 NTWP-AM	2000 HCM ***********************************	* ;	Street Name: West Bound Appraach: T - R Movement: L - T	Protected Control: Prote Inc Nin. Green: 0	811 196 Growth Adj: 1.00 1.00 811 196 Trifial Rec 11, 27	1.00 User Add: 1.00 0.77 PHF Add: 0.92 (3610 1615 Final Sat.: 3502 3610	0.29 0.16 Vol./Sat. 0.04 0.06 0.29 0.16 Vol./Sat. 0.04 0.00 0.05 0.38 0.38 0.38 Green/Cycle: 0.08 0.22 0.76 0.41 Volume/Cap: 0.46 0.38 29.6 23.1 Delay/Veh: 45.3 33.6 0.00 0.00 0.00 0.00 0.00 0.00 0.
2006 08:03:12 D SCHOOL HOUSE TIA PROJECT CONDITIONS AK HOUR	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) ************************************	* * * * * * * * * * * * * * * * * * * *	Foothil Blvd Bound East Bound West	Protected Profession of 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	228 115 834 159 149 1.00 1.00 1.00 1.00 1.00 228 115 834 159 149	1.00 1.00 1.00 1.00 1.00 0.56 0.58 0.87 0.87 0.77 395 133 963 184 194 0.00 1.00 1.00 0.00 0.00 0.00 0.00 0.0	1900 1900 1900 1900 1900 0.85 0.95 0.93 0.93 0.95 1.00 1.00 1.68 0.32 1.00 1615 1805 2959 564 1805	0.24 0.07 0.33 0.33 0.11 **** **** 0.38 0.10 0.36 0.36 0.12 0.64 0.76 0.90 0.90 0.90 27.3 62.1 39.7 39.7 80.0 1.00 1.00 1.00 1.00 1.00 27.3 62.1 39.7 39.7 80.0 1.1 6 2.1 39.7 80.0
NTWP-AM Wed Sep 13, CLAREMONT INN/OLD NEAR TERM WITH P	Level Of Service Compute 2000 HCM Operations Method (Base Intersection #5 Foothill Blvd/Indian Hill Blvd	%xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx	Nor L -	Control: Protected Protected Rights: Include Include Min. Green: 0 0 0 0 0 Lanes: 1 0 1 0 1 0 0	Volume Module: Volume Module: Scowth Adj: 1.00 1.00 1.00 1.00 1.00 1.01 1.00 1.01 1.0	1.00 1.00 1.00 1.00 0.58 0.90 0.58 1.59 313 202 296 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Sat/Lane: 1900 1900 1900 1900 1900 Adjustment: 0.95 1.00 0.85 0.95 1.00 Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Capacity Analysis Module: Vol/Sat:

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		CLAREMONT NEAR TER	TERM WIT	OLD H PR PEAK	LD SCHOOL PROJECT EAK HOUR	HOUSE TIA	E TIA				
*****	2000 HCM	Level (Operat	Of Service ions Method		Computa d (Base '****	tion R	Report A Alte	.tion Report Volume Alternative)	(e) *	1 * 1 * 1 * 1 * 1 * 1 * 1 * 1	1 *
Intersection	# 6 FO	*	Blvd/Monte	7 *	ta Ave	* * *	* * * *	* *	*	*	· *
Cycle (sec): Loss Time (s	: 100	0 4 (Y+R	4 56	7	Critical Averade	Vol	/Cap	× 9		0.4	58
Optimal Cycle	*******	1 *****	*	*	evel 0	44 *			*	٠.	, 0
Na ch:	Morth Ba	onte V ound - R	sta A So L	h T		1	St B	oot und	1 Blvd Me	St.	Bound
Control:		ted		rotecte			rotect	ted	 Pr	10	
Min. Green: Lanes:	0 0 0 2 2 0 2	0 1	0 0	nciu 0 2	ge J ge	0	Include 0 0 2 0	de de	٥,	Inclu 0	de -
ne Modu]		- 1	- {	- 1	-	- !	- }		l	4	1
	116 2	\vdash	165	503	51	9	568	142	135	634	153
Growth Adj: Initial Bse:	1.0	1.00	_	0.5	1.00	1.00	1.00	1,00	0 0	1.00	1.00
r Adj:		-	\vdash	? ?	1.00	1.00	1.00	1.00	70	1.00	1.00
PHF Adj: PHF Volume:	0.92 0.92 126 297		.85 195	. 85 594	0.85	0.90	0.90	0.90	0.94	0.94	0.94
Vol.	0			0	0	0	0	0	•	0	ĝ
Reduced Vol: PCE Adi:	1	-	195	000			633	158	4	67	163
ξ,	.00	1.00	00 1	200	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	2	142	95	on i	0.9	- 67	633	158	144	674	163
Saturation Fl Sat/Lane:	W Modul	1900	1 006	006	1900	90	1900	06	്	1900	6
Adjustment:	.92 0.9	0.85	.92 0	90	06.0	ο.	0.95	φ,		0	0.92
Lanes: Final Sat.:	3502 3610	1.00	3502 4	644	0.28	1.00	2.00	1,00	1.00	1.61	681
1 1		1 1	-			1		1		1	1
apacity Ana ol/Sat:	1ysis Modul 0.04 0.08	0.09		.13	0.13	0	0.18	0.10	0.08	2	0.24
Crit Moves:	* (0	*	*		*				*	
<pre>Volume/Cap:</pre>	0.46 0.38	0.22	14 0	. 28	0.28	m va	0.41	0.41	0.19	0.52	0.52
y/Veh:	5.3 33	34.2	9.83	0.0	0	6.1	21.0	. 0		. v	
User DelAd]: AdjDel/Veh:	.uu I. 5.3 33	34.2	.00 1 9.8 3	00.	٥, ٥	00.	1.00	۰. ه	00.	۰. ر	۰.
HCM2 kAvg:	3	4	, m	9	. 10		-	· ~	. 4	. 00	; &
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NTWP-AM	Wec	Wed Sep 13, 2006 08:03:12	:03:12		ណី	age 9-1		NTWP-AM			Wed Sep 13	13, 2006	06 08:03:12	3:12		Pac	Page 10-1	1
	CLAREMOI NEAR TI	CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM WITH PROJECT CONDITIONS AM PEAK HOUR	HOUSE TIA		i 	1 1 1 1 1	<u> </u>			CLARE	MONT IN	CLAREMONT INN/OLD SCHOOL NEAR TERM WITH PROJECT O AM PEAK HOUR	CHOOL H	LAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM MITH PROJECT CONDITIONS AM PEAK HOUR) 		ļ
1 000 *** 1 1 ** 200 *** 1 1 ** 200 *** 1 1 ** 200 *** 1 1 ** 200 *** 1 1 ** 200 *** 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Devel Of Service Company 1 Ser	level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Altern ************************************	tion Repor Volume Al		ative) ******	* * * *	* *	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alte ************************************	2000 H *******	Level Of HCM Operation ************************************	Of Seltions N ******	rvice Co Method (mputati Sase Vo	Level Of Service Computation Report Operations Method (Base Volume Alternative)	t ernativ *****	* *	* * * * * * * * * * * * * * * * * * * *	* *
INCEISCELLON # * * * * * * * * * * * * * * * * * *	. (CLL) (CLL) (INTELSECTION #7 COLDY OLF/INTELS	********* Level Of *******	****** Service	* * * * * * * * * * *	******* E[167.5] *******	* [5]	<pre>cycle (sec): Loss Time (sec):</pre>	**************************************	100 4 (Y+R	* * * * * * * * * * * * * * * * * * *	Cr Sec) Av	****** itical erage D	**************************************	(X):	* * * * * * * * * * * * * * * * * * *	******* 0.683 29.8	*
Street Name: Approach:	Indian Hill Blvd North Bound South	ill Blvd South Bound L - T - R	Colby Ci East Bound	Colby Cir/ st Bound T - R	r/Via la Salle West Bo R L - T	a Salle West Bound	. K	Optimal Cycle: ************************************	*	34 ****** Indiar	34 ******************** Indian Hill Blvd	Le :****** 3lvd	Level Of	34 Level Of Service: ************************************	**************************************	****** Hwy	· * * * * * * * * * * * * * * * * * * *	* *
<u>-</u> -	Incontro	Unc	Stop Sign	ign	Sto	Stop Sign	-	Approach: Movement:	Nort L -	North Bound - T - R	1 -	South Bound	nd R	East E	Bound R	L wes	West Bound	_ <u>_</u>
Rights: Lanes: 1	Include 0 1 1 0	Include 1 0 1 1 0	Include 0 0 11 0 	1! 0 0	0 0	1; 0 1; 0	0	Control: Rights:	Pro	Protected Include	=	Protected Include		Sal.		Prol	Protected Include	
- 0		37 731 30	12 2	-	13	m 5	500	Min. Green: Lanes:	0 1 1	1 1 (0 1	0 0	0 0	1 0 2	0 1 0	1 0 1	1 1	° 0
e			12 22 1 00 1	; -	13 13 1		900	Volume Module Base Vol:	:	798 153				70 331		122	492	87
User Adj: 1. PHF Adj: 0. PHF Volume:	0.64 0.64 0.64 46 995 3		0.67 0.67		0.75 0	0.75 0	0.75	Growth Adj: Initial Bse	1.00			0 1.00	_					93
. <i>.</i>		1099		0 0 3 95	17	04	7	User Adj: PHF Adj:	0.86	1.00 1.00 0.86 0.86	00 1.00 36 0.87	0 1.00	0.87	1.00 1.00 0.76 0.76	0.76	0.75 0	0.75 0	0.75 0.75
_ ∑	odule:		!	1			- o	Reduct Vol: Reduced Vol	205									0 117
Critical Gp: 4.1 FollowUpTim: 2.2	XXXX XXXXX XXXX XXXX	2.2 xxxx xxxxx 2.2 xxxx xxxxx	3.5 4.0	3.3	. e . s	4.0		PCE Adj:	1.00	1.00 1.00	-i -i	\vdash	1.00	.00 1.00	1.00		1.00 1	1.00
	e: 144 xxxx xxxxx	998 xxxx xxxx	23	3 572	1750		499	Final Vol.: 205 924	205	1.		7 911		9.5 4.5	- !	L04	-	
Move Cap.: (618 xxxx xxxxx 618 xxxx xxxxx	701 xxxx xxxxx 701 xxxx xxxxx	39 32 0.09	0	37	31 0.13 0	522 522 0.01	Saturation Sat/Lane: Adjustment:	1900 1900 0.95 0.93			190	1900 1	1900 1900 0.95 0.95			1900 1	1900
7 2	{		***			1		Lanes: Final Sat.:	1.00	1.68 0.32 2957 567		0 1.88 5 3362	-	1.00 2.00 1805 3610	1.00	1.00 1		531
Queue: 0.2 xxxx xxxxx stopped Del: 11.3 xxxx xxxxx ros by Mane: B * * *	0.2 xxxx xxxxx 1.3 xxxx xxxxx	0.3 xxxx xxxxx 10.6 xxxx xxxxx B * * *	* * * * * * * * * * * * * * * * * * *	****	* * * * * * * * * * * * * * * * * * *		* * * * * *	Capacity Analysis Vol/Sat: 0.11		Module: 0.31 0.31	31 0.05		0.27 (0.05 0.12	2 0.14	0.09 0		0.22
	LT - LTR - RT XXXX XXXX	- LTR - RT	LT - LTR xxxx 153	A - RT 3 xxxxx	LT -		- RT xxxxx	Crit Moves: Green/Cycle	: 0.17				0.40					0.32
SharedQueue:xx. Shrd StpDel:xx:		***** **** ***** ***** **** *****	xxxxx 4.7 xxxxx 79.2	7 xxxxx 2 xxxxx *	*****	2.3 xx 168 xx	*****	Volume/Cap: Delay/Veh: Heer DelAdi	45.6	0.64 0.64 19.9 19.9 1.00 1.00	.9 54.9 00 1.00			58.5 33.1 1.00 1.00	35.7	1.00 1	31.2 3 1.00 1	31.2
Shared LOS: ApproachDel:	*	×	7.5		16	.67.5 F		AdjDel/Veh: HCM2kAvg:	45.6 8			9 26.4	13	58.5 33.1 4 6		42.63		11.2
Approaching.								****	* * * *	* * * * *	* * * * *	* * * * *	* * * *	*	* * * *	*	* * *	* * *

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CARRENGE NATION FOLD SCHOOL HOUSE TTA	NTWP-AM		Wed	Sep 13,	2006 08	08:03:12		Page	Page 11-1	NTWP-AM	, , ,
The Requestions Report The	1 1 1 1 1 1 1	CLA NE	AREMON SAR TE	IT INN/OLD	SCHOOL ROJECT K HOUR	CONDITION	I.A.				
100 Citical Vol.Cap. (X): 0.688 Cycle (sec): 1.000 Cycle (sec		Lev 000 HCM Ope	vel Of eratio	Service (Computa (Base	tion Rep	ort lternati ******	ve) ****	* * * * * * * * * * * * * * * * * * *	** ** ** ** ** ** **	2000
100 100	ersection #9) I-10 WB F	\amps/ *****	Indian Hi	11 Blvd ******	****	*****	*****	****	Intersection	#10 H
Indian Hill Blvd	le (sec): s Time (sec) mal Cycle:	100 : 4 ((Y+R =	4 sec)	Critica Average Level O	l Vol./Ca Delay (s f Service	ap. (X); sec/veh) e:	26.	88 0.0	Cycle (sec): Loss Time (so Optimal Cyclo	: (00
Totleded Fermitted Split Phase Split Phase Include Declared Declared Split Phase Include Declared Decl	set Name: roach: sment:	Indi North Boun	ian Bii	11 Blvd South Bo	ound R	* * * * * * * * * * * * * * * * * * *	I-10 W Bound L - R	**************************************	***** ound - R	******** Street Name: Approach: Movement:	Nort
741 0 0 838 277 0 0 0 469 2 285 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	<u> </u>	Pr 0	. 0	0		Split Inc 0 0 0	1 0	 Split E Incl 0 0		Control: Rights: Min. Green: Lanes:	Pe D 0
0.94 0.94 0.85 0.85 0.85 1.00 1.00 1.00 0.89 0.89 0.89 0.99 0.89 0.89 0.89 0	- 9	741	_	0 838	1	1.00 1.0	1	1.00	:	Volume Module Base Vol: Growth Adj:	?
741 0 0 888 277 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0.94 0.94 741				1.00 1.0		469 0.89 0.89 469		Initial Bse: User Adj: PHF Adj: PHF Volume:	1.00 1 0.81 0
Adule: 1.00		0 741 1.00 1.00 741			0 277 1.00 1.00 277			0 469 1.00 1.00		Reduct Vol: Reduced Vol: PCE Adj: MLF Adj: Final Vol.:	1.00.1
Module: 0.21 0.00 0.00 0.16 0.17 0.00 0.00 0.17 0.22 0.12	ration Flow Lane: 190 sstment: 0.0 ss: 1.0	! .			1900 0.85 1.00 1615	1900 190 1.00 1.0 0.00 0.0	!		1	Saturation Fl Sat/Lane: Adjustment: Lanes: Final Sat.:	1900 1 1,000 0 0,00 2
	ccity Analys: Sat: Moves: **** *** *** *** *** ** ** ** ** ** **	Module 0.21 0.63 0.32 8.5 8.5 8.5	_			0.0000000000000000000000000000000000000	!		1	T 76	.ysis K

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***			e G	,	g	(Base	(Base Volume	e Alter	nat	ive)		
Intersection	* 0 *	* 0 * H *	****** EB Ramp	********* amps/Indi	* 11 +	******** Hill Blvd	* 1	* * * *	* *	**	* *	* .
sec);	ec):	10	(Y+R	4	sec)	ritic verag		./Cap. y (sec	(X): /veh):	* · (') * * * * * *	. 948 35.88	k k
Optimal Cycl *********	 * *	125	* * *	* * * *	* * *	Level (Of Servi	vice:	*	1	Δ ;	4
	Nort	H H	ian nd	111 S	lvd uth	nnd	[F]	, m	17 4	Ramps	Bound	þ
Movement:	בי	ı.	<u>م</u> ا	ы -	EH I	ec I	н	E ⊷i	۳ ا	I - I	1	œ
	_		ted	Δ.	r C	ed .	Sp	٠,	Phase		Phase	1 0
Min. Green:	0	0	o ann	0	1nc1ude 0	10e 0	0	Inclu	nde 0	ouI O	nclude O	
Lanes:	0	0 2	1 1		0 2	0 0		0 1:	0 1	0 0 0		0
me Modul				1 .	;			!			1	
Sase vol:	(x >	4.	517	Z '	•	405		575	0		
orowin Adj: Initial Bse:	7.0	811	441	1.00 517	1.00	1.00	1.00	1.00	1.00	1.00 1.0	00	00.
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.; ф	0	0.81	0.81	0.86	0.8	0.86	0.92		0.92	00.	1 -	, 0
2	0	1000	544	603	94	0	439	œ	624	0	0	
S	0	0	0	0		0	¢	0	0	Φ	0	0
ced	0 !	1000	544		94		439	œ	624		0	0
PCE Adj:	1.00	1.00	•		1.0	1.00	1.00		1.00	0 1.	0	0.
WLF Adj: Final Vol.:		1000	1.00	1.00 603	1.0	٥.	1.00	1.00	1.00	1.00 1.0	0 (0.
	}			3	,	-	60.	0	024	0	5	-
on F	3	dule:										
Sat/Lane:	90	1900	90	1900	190	90	90	o.	1900	90	C	96
Adjustment:	1.00	98.0	0.86	0.95	0.95	1.00	00	0.83	0.83	1.00 1.0	0 1	
	ે.	2.59	7.	1,00	7.0	٥.	1.41		1.58	0 00.		٥.
rinai sat.: 	0	2675	30	1805	361	0	22	22	2500	0	. !	0
Capacity Anal	Sis	- P			-					_		-
Vol/Sat: Crit Moves:	00.0	0.24 ***	0.24	* * * *	0.26	00.0	0.20	0.34 ****	0.25	0.00 00.0	0	00.
Green/Cycle:	0.00	0.25	0.25	0.35	9	0.00	u,	0.36	ų,	0.0 00.		00.
Volume/Cap:	0.00	0.95	0.95	0.95	4.	٥.	ď	0.95	۲.	0.0		00.
Delay/Veh:	0.0	49.1	49.1	55.1	0	ċ	S.	L	œ	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	0 1	1.00
AdjDel/Veh:	0.0	49.1	49.1	55.1	ò	c	ی		a	<		
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Wed Sep 13, 2006 08:03:12 CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM WITH PROJECT CONDITIONS

NTWP-PM	Wed Sep 13, 2006 08:03:12	Page 1-1	WLN
) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM WITH PROJECT CONDITIONS PM PEAK HOUR		
Scenario:	Scenario Report NIWP-PM		
Command:	MA-4MIN Ma-4MIN		Int
Geometry: Impact Fee:	Existing Default Impact Fee		**
Trip Generation: Trip Distribution:	Default Trip Generation Default Trip Distribution		*
Paths: Routes:	Default Paths Default Routes		#
Configuration:	Ex-PM		=#

Z	NTWP-PM	PM Wed Sep 13, 2006 08:03:13		0 900	3:03:13			Page 2-1	
}		CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM WITH PROJECT CONDITIONS PM PEAK HOUR	EAR	NN/OLD SCHOON WITH PROJECT	CONDITIONS	TIT			
1	1	Impact Analysis Report Level Of Service	aly of	sis R	eport ce	i !			
H	te.	Intersection		Ba Del/	Base 1/ V/		Future Del/ V/	Change in	
**	7	Foothill Blvd/Towne Ave	ğ a	LOS Veh C D 41.0 0.898	0.898	Ö L	LOS ven C D 41.0 0.898	4 0.000 D/V	>
*	2	Foothill Blvd/Mountain Ave	m	16.8	0.564	m	16.8 0.564	+ 0.000 t	D/V
#	m	Foothill Blvd/Colby Cir	(c)	45.0	45.0 0.000	ы	45.0 0.000	+ 0.000 +	D/V
#	4	Foothill Blvd/Berkeley Ave/Pro	U	18.6	18.6 0.000	O	18.6 0.000	+ 0.000 +	D/V
#	5	Foothill Blvd/Indian Hill Blvd	O	34.9	0.840	C	34.9 0.840	0000 +	D/V
**	9	Foothill Blvd/Monte Vista Ave	U	29.3	29.3 0.703	υ	29.3 0.703	+ 0.000 t	D/V
#	~	Colby Cir/Indian Hill Blwd	Ω	29.2	0000.0	Ω	29.2 0.000	+ 0.000 D/V	2
*	ω	Arrow Hwy/Indian Hill Blvd	Ω	40.9	0.879	Ω	40.9 0.879	+ 0.000 +	D/V
#	Ø	I-10 WB Ramps/Indian Hill Blvd	S	25.8	25.8 0.718	Ü	25.8 0.718	+ 0.000 +	D/V
#=	10	I-10 EB Ramps/Indian Hill Blvd	Q	46.2	46.2 1.034	Ω	46.2 1.034	+ 0.000 D/V	7

Page 3-1	***************************************	######################################	Blvd West Bound L - T - R		734 211	215 /34 211 1.00 1.00 1.00 0.89 0.89 0.89 242 826 237	242 826 237 Reduced Vol: 12 1.00 1.00 1.00 PCE Adj: 1.00 1.00 242 826 237 Final Vol: 12	Saturation Flow Saturation Flow 1900 1900 Sat/Lane: 1900 O.95 0.92 Adjustment: 0.91 O.01.55 0.45 Lanes: 1.02 1.03 1.04 1.05 1	0.13 0.30 0.30 Volusiar: 0.00 Crit Moves: 0.20 0.35 0.35 Green/Cycle: 0.2 Green/Cycle: 0.2 0.37 6.38 0.88 0.88 Volume/Cap: 0.3 71.6 38.6 38.6 Polisy/Veh. 3
08:03:13 OL HOUSE TIA T CONDITIONS	computation Report (Base Volume Alternative)	**************************************	Foothill East Bound L - T - R	Protected Include 0 0 0 1 1 0 1 1 0	235 852 166 1.00 1.00 1.00	1.00 1 0.89 (266 963 188 1,00 1,00 1,00 1,00 1,00 1,00 266 963 188	1900 1900 1900 0.95 0.93 0.93 1.00 1.67 0.33 1805 2949 575	0.15 0.33 0.33 0.15 0.33 0.33 0.17 0.36 0.36 0.88 0.90 0.90 65.2 38.8 38.8
Sep 13, 2006	rice (thod ****	* 0 *	Ave South L - '	Prot+Permit Include 0 0 0 0 1 1 0 1 1 0	254 492 122 1.00 1.00 1.00 1	132 122 1.00 1.00 0.91 0.91 539 134	539 134 1.00 1.00 1.00 1.00 539 134	1900 1900 1900 1 0.95 0.92 0.92 0 1.00 1.60 0.40 1 1805 2806 696 1	0.15 0.19 0.19 0 0.43 0.26 0.26 0 0.72 0.75 0.75 0
Wed CLAREMONT NEAR TER	Level Of Service C 2000 HCM Operations Method	100 100 (Y+R) (Y+R) (X+R)	Towne North Bound L - T - R	Prot+Permit Include 0 0 0 0	247 865 199 1.00 1.00 1.00	0.97 0.97 894	894 20 1.00 1.0 1.00 1.0	Flow Module: 1900 1900 0.95 0.95 0.85 1.00 2.00 1.00 1805 3610 1615	Module: 0.25 0.13 **** 0.28 0.28 0.90 0.46 45.7 30.8
NTWP~PM	**************************************	Cycle (sec): Loss Time (sec): Optimal Cycle:	Street Name: Approach: Movement:	Control: Rights: Min. Green: Lanes:	Volume Module Base Vol: Growth Adj:		••	Saturation Fl Sat/Lane: Adjustment: Lanes: Final Sat.:	Capacity Analysis Vol/Sat: O.14 Grit Moves: Green/Cycle: 0.46 Volume/Cap: 0.61 Delay/Veh: 22:1

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	F F 1 1 1	CLAREMONT NEAR TER	[™] Σ ;	NN/OLD SCHOOL WITH PROJECT PM PEAK HOUR	CONDITIONS		 	
20 ********* Intersection #2	H * 00 H	* * * * * * * * * * * * * * * * * * *	ervice Metho ***** untain	Computation (Base	ation Report Volume Alternative)	t :: t :	* *	* * * *
Cycle (sec): Loss Time (sec Optimal Cycle:	* *	0 4 (Y+R 5	4 sec)	* '' '' '	cal Vol./Cap. ge Delay (sec. Of Service:	* ` ` ` ` `	* · · · ·	* 4.00 * 4.00 * 4.00
Street Name: Approach: Movement:	North L - T		Ave South	und R	East L - T	Foothil Bound	Blvd Blvd West	Bound
Control: Rights: Min. Green: Lanes:	Prot+Permit Include 0 0 0 1 1	rmit ude 0	Prot+Permi Include 0 0	+Permit nclude 0 0	Prot+Permi Include 0 0	 rmit ude 0 1 0	Prot+Permit Include 0 0 0 1 1	rmit ude 0
Volume Modul Base Vol:	117	:	!			}	:	
Growth Adj: Initial Bse:	1.00 1.00	1.00	_	00.1 0	1.00 1.00	-	1.00 1.00	7
Adj	00.	1	1.00 1.00	1.0		П	.00	1
FAF AGJ: PHF Volume:	120 151	52	0	ວ ນໍ⊿	. 64 10 10	0	0 -	0
Reduct Vol:					0			
Reduced vol: PCE Adj:	.00	1.00	7	-		-	91 1	27 1
MLF Adj: Final Vol.:	1.00 1.00 120 151	1.00	1.00 1.00 1.00	1.00	10	1.00	91	1.00
Saturation F Sat/Lane:	Mod 1		-	! -	906 1	1	1 06	1900
Adjustment:	. 95	0 (.95 0	0	.95 0	0	95 0 9	0.94
Lanes: Final Sat.:	1805 2576		1.00 1.61 1805 2811		1.00 1.87 1805 3343		1.00 1.88 1805 3365	0.12
Capacity Ana. Vol/Sat: Crit Moves:	lysis Modul 0.07 0.06	le: 0.06	0.09 0.06	90.0	0.04 0.34	0.34	0.05 0.34	0.34
Green/Cycle: Volume/Cap:	0.24 0.10 0.36 0.56	00	27 0	00	0.68 0.61		71 0.6	0.63
Delay/Veh: User DelAdi:	1.9 4	1.00		41.6	7.4 11.9	11.9	, – -	10.6
AdjDel/Veh: HCM2kAvq:	31.9 44.7	4	, w.	4 44	4.4		10.	10.6
********	*******	****	*******	****	*********	*******	***	*

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M4-4WTV	32	Wed Sep 13,		2006 08:	08:03:13			P	Page 5-	5-1	NTWP-PM	!	
	CLAREM	CLAREMONT INN/OLD SCHOOL HOUSE TIAN NEAR TERM WITH PROJECT CONDITIONS PM PEAK HOUR	NN/OLD SCHOOL WITH PROJECT PM PEAK HOUR	SCHOOL SJECT C	HOUSE	TIA			 				Ü
21 ************************************	Level Of Service Computation Report 2000 HCW Unsignalized Method (Base Volume Alternative) ***********************************	Level Of Service Computation Report nsignalized Method (Base Volume Alt ************************************	ice CC lethod *****	mputat (Base	tion Re Volume	port Alter	nativ	* * * * * * * * * * * * * * * * * * * *	*	* * *	2000 HCM Ur ************************************	2000 HCM Ur ************************************	M
**************************************	**************************************	* * * * * * * * * * * * * * * * * * *	Worst	. * * * * * * *	**************************************	****** Of Ser	***** Vice:	* * * * *	E 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	45.0]	Average Delay (sec/veh)	y (sec/	veh)
**************************************	Colb North Bound	Colby Cir nd Sout	r South Bound	ound - R	다 면 8	Footh East Bound	Foothill Blvd ound We - R L -	Blvd West L	Nest Bound	nd R	Street Name: Approach: Movement:	Berkel North Bd	Berkel rth Bo
Control: Rights: Lanes:	Stop Sign Include	3t 3t	Stop Sign Include 0 1! 0	The contract of the contract o	Unco	Uncontrolled Include 0 2 0 0	- G	Uncou	Uncontrolled Include		Control: Rights: Lanes:	Stoj 1	Stop Sincly
Volume Module: Rase Vol:		13	0	45	24 1	1233	- 0	0 1	1107	- 61	Volume Module: Base Vol:	0	0
ë			1.00	1.00	1.00 1		1.00	1.00 1.00		1.00	Growth Adj: Initial Bse:	1.00 1.00	80.0
User Adj: PHF Adj: PHF Volume:	1.0		1.00 1.00 0.74 0.74 18 0	1.00 0.74 61	1.00 3 0.96 0 25 1	1.00 1 0.96 (1280	1.00 0.96 0	1.00 1.00 0.87 0.87 0 1272		1.00 0.87 22	User Adj: PHF Adj: PHF Volume:	0.56 0.56	. 56
Reduct Vol: Final Vol.:	0 0 0	:	00	61	25.1	1280	00	0 1	1272	22	Reduct Vol: Final Vol:	0 0	°°
Critical Gap Module: Critical Gp:xxxxx xxxx FollowUpTim:xxxxx xxxx	Module: XXXX XXXX XXXXX XXXX XXXX XXXXX	3.5	× × × × × × × ×	3.3	2.2	XXX	**************************************	4.1 xxxx xxxxx xxxxx xxxxx 2.2 xxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxx xxxx	× × × × × ×	×××× × × × × × × × × × × × × × × × × ×	Critical Gap Module: Critical Gp:xxxx xxxx FollowUpTim:xxxxx xxxx	Gap Module: Gp:xxxxx xxxx im:xxxxx xxxx	× × 1
Capacity Module: Cnflict Vol: xxxx xxxx Potent Cap.: xxxx xxxx Move Cap.: xxxx xxxx Volume/Cap:		x x 1973 x 556 0.33	× × × × × × × × × × × × × × × × × × ×	647 418 418 0.15	7 1294 2 8 542 2 8 542 2 5 0 0 05 2 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	XXXXX XXXX XXXXX XXXX	× × × × × × × × × × × × × × × × × × ×		× × × × × × × × × × × × × × × × × × ×		Capacity Module: Cnflict Vol: xxxx xxxx Potent Cap.: xxxx xxxx Move Cap.: xxxx xxxx Volume/Cap: xxxx xxxx	tule: xxxx xxxx xxxx xxxx xxxx xxxx	X X X X
Level Of Service Module: Queue: xxxxx xxxx x Stopped Del:xxxx xxxx x	Level Of Service Module: Level Axxxx xxxx xxxx xxxx xxxx xxxx xxxx x	***** **** *		- xxxxx	-0	××	* × × × × × × × × × × × × × × × × × × ×	***** **** *****	× × × × × × ×	xxxx	Level Of Service Modul. Queue: xxxxx xxxx xxxx Stopped Del:xxxxx xxxxx	<pre>tvice Modul xxxxx xxxx xxxx</pre>	dul
LOS by Move: Movement:	* * * T		· LIR	* EL	II B	- LTR -	- RT	LT - LTR		- RT	Movement: LT - LTR	LT - LTR	LTR
Shared Cap.: SharedQueue:x Shrd StpDel:x	Shared Cap.: xxxx xxxx xxxx xxxx xxxx SharedQueue:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx	x xxxx 156 x x xxxxx 2.3 x x xxxxx 45.0 x	166 2.3 45.0	X X X X *	***** ***** ***** *****	X	× × × × × × × × × × × × × × × × × × ×	***** **** **** **** **** **** **** ****	× × × × × × × × × × ×	***** *****	Shared Cap AXXX XXXX SharedQueue:xxxxx xxxxx xxxx Shrd StpDel:xxxxx xxxxx xxxx xxxx xxxx xxxx xxxx	× × × × × × × × × × × × × × × × × × ×	****
Shared LOS: ApproachDel: ApproachLOS:	*	•	45.0 E	:	×	* * * * * * * * * * * * * * * * * * * *		××	* * * * * * * * * * * * * * * * * * *		ApproachDel: ApproachLOS:		14.3 B
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NTWP-PM		wed	dae p	7,51	00 0007	07:00:			•	5	4
; 1 1 1 1 1 1 1	O 	CLAREMONT NEAR TERM	! " -	INN/OLD WITH PR	NN/OLD SCHOOL WITH PROJECT PM PEAK HOUR	HOUSE TIA	TIA				1
Lev. 2000 HCM Uns. 2000 HCM Uns. 2000 HCM Uns. 2000 HCM Uns. 2000 HCM Untersection #4 Foothill.	Level Of Service Computa 2000 HCM Unsignalized Method (Base ************************************	Level C nsignal ******	Level Of Service Computation Report Unsignalized Method (Base Volume Alternative) ************************************	ice C ethod *****	Service Computation Report ed Method (Base Volume Alt ************************************	tion Report Volume Alternative ************************************	Report	ernati	(B) * * * * * * * * * * * * * * * * * * *	* *	* *
**************************************	**************************************	* * * * * *	1.2	Worst	t Case	Level	OF S.	Service	C[18.6]) C [18.6]
Street Name: Approach: Movement:	Berkeley North Bound L - T -	ey Ave	Ave/Project South R L = '	ct Dwy th Bour T -	Dwy Bound - R	म् स्र	Foot st Bound T -	Foothill ound	1 Blvd West L - '	r T	Bound - R
Control: Rights: Lanes:	Stop Sign Include	Sign Slude	St	Stop Sign Include	gn de 0 1	Unc	Uncontrolled Include 0 1 1 0	11ed de 1	Unce	ontro Inclu	lled de 1 0
Volume Module	- 0		-	0	27.2		1911			1161	130
Growth Adj:	1.0	1.00	1.00	1.00	1.00	0 -	1.00	1.00		1.00	1.00
Initial Bse: User Adj:	Н	•	1.00		1.00	00.	1.00	1.00	.8	1.00	1.00
	0	0.56	0.73	0.73	0.73	0.98	0.98	98.0	0.87	0.87	0.87
PHF Volume: Reduct Vol:		0	00	0	n 0		0	0			0
Final Vol.:		50	0	0	66	73	1218	20	0	1333	149
Critical Gap	Gap Module:	 	-	! 	1	<u> </u>					
	Gp:xxxx xxxx	6.9	xxxxx	xxxx	6.9	4.1	xxxx			XXXX	xxxxx
FollowUpTim:xxxxx	xxxx xxxx	٤. ا	XXXXX	XXXX			XXXX	XXXXX	xxxxx	XXXX	XXXX
	ule:				-	-		•			
Cnflict Vol:	XXXX XXXX	619	XXXX	XXXX	741		×××	××××		××××	XXXXX
		436	××××	XXX	363		×××	xxxxx		XXX	XXXX
Move Cap.:		446	XXX	××× ×	503	1400	****	××××	XXXX	XXXX	XXXX
VOLUME/Cap.			=					Ī	- 1		
Level Of Ser	Service Module:	 4	× × × ×	×	1.1	9.0	×××	××××	××××	×××	××××
Stopped Del:xxxx		14.3		××××	18.6	14.3	XXXX	xxxx		xxxx	xxxxx
LOS by Move:		В	*	*	ပ	Ш	*	*	*	*	*
Movement:	LT - LTR	- RT	7	- LIR	- RT	H	LTR	- RI	rı -	LIR	- RT
Shared Cap.:	xxxx xxxx	XXXXX	xxxx	××××		xxxx xxxx	xxxx	xxxxx		XXXX	XXXXX
(II)		XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	××××		×××××××××××××××××××××××××××××××××××××××	XXXX
Shrd StpDel:xxxxx	****	××××	××××	* * *	××× ×	× × × × × ×	× *	× * *	× × × × × ×	× *	× * *
Shared LUS:	14.3	t		18.6		×	xxxxx		××	xxxxx	
ApproachLOS:	. m			ပ			*			*	
4.7											

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NTWP-PM		Wed Sep 13,	2006 08:03:1	:03:13		Page	7-1	NTWP-PM	
	CLARE	CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM WITH PROJECT CONDITIONS PM PEAK HOUR	NN/OLD SCHOOL WITH PROJECT PM PEAK HOUR	HOUSE TIA					
**************************************	2000 HCM **********	Level Of Service Computation Report Operations Method (Base Volume Alternative)	Computa (Base ' *******	tion Report		* * * *	* * *	2000 HCM ************************************	2000 HCM ********
Cycle (sec): Loss Time (sec): Optimal Cycle:	* * * * * * * * * * * * * * * * * * * *	100 Critical Vol./Cap. (X): 4 (Y+R = 4 sec) Average Delay (sec/veh): 60 Level Of Service:	****** Critica Average Level O	rxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx	(X): c/veh):	* * *	**************************************	Cycle (sec): Loss Time (sec): Optimal Cycle:	* () ()
Street Name: Approach: Movement:	North L -	Indian Hill Blvd Bound South Bound - R L - T -	ound - R	Foot East Bound	Foothill ound - R	, y E	d est Bound - T - R	Street Name: Approach: North Movement: L - T	North L - T
Control: Rights: Min. Green: Lanes:	Protected Include 0 0 1 0 1 0 1	Protected Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ted tred 0	Protected Include 0 0 1 1	ted ted or	Protected Include 0 0 1 0 2 0	ted ude 0	Control: Rights: Min. Green: Lanes:	Prote Inc 0
Volume Module: Base Vol: Growth Adj: 1 Initial Bse:	e: 276 413 164 1.00 1.00 1.00 276 413 164	121 309 14 121 309 14 121 309	1.00	100 905 1.00 1.00 100 905	201	189 914 1.00 1.00 189 914	237	Volume Module: Base Vol: Growth Adj: 1	246 65 1.00 1.0
User Adj: PHF Adj: PHF Volume: Reduct Vol:	1.00 1.00 0.93 0.93 296 442 0 0	1.00 1	0.	0	70	-0-	-0	User Adj: User Adj: PHF Adj: PHF Volume:	- 0
Reduced Vol: PCE Adj: MLF Adj: Final Vol.:	296 442 176 1.00 1.00 1.00 1.00 1.00 1.00 296 442 176	20.1	1.0	97 1.0 1.0 97	1.0 1.0 1.0	212 1027 1.00 1.00 1.00 1.00 212 1027	266 1.00 1.00 266	Reduced Vol: Reduced Vol: PCE Adj: MLF Adj: Final Vol::	270 71 1.00 1.00 1.00 1.01 270 1.01
ration Lane: Stment: S:	Flow Module: 1900 1900 1900 0.95 1.00 0.85 1.00 1.00 1.00	0 1900 1900 5 0.95 1.00 0 1.00 1.00	1900 0.85 1.00 1615	1900 1900 0.95 0.92 1.00 1.64 1805 2874	1900 0.92 0.36 638	1900 1900 0.95 0.95 1.00 2.00 1805 3610	1900 0.85 1.00	Saturation Flow Modulo Sat/Lane: 1900 1900 Adjustment: 0.92 0.30 Lanes: 2.00 2.00 Final Sat.: 3502 3610	.ow Module 1900 1901 0.92 0.95 2.00 2.06 3502 3610
Capacity Analysis Vol/Sat: Orit Moves: **** Green/Cycle: 0.19 Volume/Cap: 0.84 Delay/Veh: 55.1 User DelAdj: 1.00 Adjbal/Veh: 55.1 HCMARANG:	1ysis Modile: 0.16 0.23 0.11 **** 0.19 0.31 0.31 0.84 0.74 0.35 55.1 35.8 26.9 1.00 1.00 1.00 1.2 14 4	1 0.08 0.19 1 0.10 0.22 5 0.74 0.84 9 58.6 51.3 9 58.6 51.3 9 58.6 51.3	0.03 0.22 0.16 31.6 31.6 31.6	0.06 0.34 0.09 0.40 0.03 0.40 0.63 0.84 551.1 31.5 51.1 31.5 51.1 31.5	0.34 0.40 0.40 0.84 31.5 1.00 31.5	0.12 0.28 **** 0.14 0.45 0.84 0.63 0.84 0.63 1.00 1.00 63.4 22.0 63.4 22.0	0.16 0.45 0.37 18.4 1.60 1.60 1.60	Capacity Analysis Vol/Sat: 0.08 Crit Moves: 0.08 Grit Moves: 0.08 Green/Cycle: 0.14 Volume/Cap: 0.55 Delay/Veh: 41.5 User DelAdj: 1.00 AdjDel/Veh: 41.5 HCMZ&Avg: 41.5	ysis Mod 0.08 0.22 0.14 0.28 0.15 0.76 0.16 0.10 1.00 1.00 41.5 34.4 41.5 34.4

		*****	****					
Cycle (sec): Loss Time (sec) Optimal Cycle:	* * *	ኒ ነ	= 4 sec)	Critica C) Average Level O	Critical Vol./Cap Average Delay (se Level Of Service:	* • • •	****** 0.703 29.3	703 9.3
Street Name: Approach: Movement:	North L -	Mon Bou	ista Ave South L - 7	Bound T - R	East L - T	Foothill Bound	Blvd Best West	Bound - R
	Prote	ted	1 4	ted	 Prote Inc	ted ude	 Protected Include	ted
Min. Green: Lanes:	0 0 7	2 0 1	° ° °	2 1 0	1 0 2	0 1	1 0 1	10
ī		1	168	!	76 984	210	181 757	200
Growth Adj: Initial Bse:	1.00 1.00	00 1.00	1.00 1	.00 1.00	1.00	1.0	_	1
}	00.		1.00 1		-		-	1.00
PHF Adj: PHF Volume:	0.91 0.91		0.87 0	0.	0.89	0.89	0	0
Reduct Vol:			, 0		0			
iced			194	80			on.	231
PCE Adj: MLF Adj:		.00 1.00	1.00 1	00 1.00	1.00 1.00	1,00	1.00 1.00	Н.
	270 71		194			-	⊢	
Saturation Fl	low Module	e:						-
Sat/Lane:		_	00	7	1900		190	190
Adjustment:	0.92 0.95	٥,	0 0	0	0.95 0		6.	0.92
Final Sat.:	3502 361	1615	3502 44	407 677	1805 3610	1615	1.00 1.58	731
Capacity Anal	 ysis Modul	 ule:						
Vol/Sat: Crit Moves:	.08		0.06 0.	.12 0.12	0.05 0.31	0.15	0.12 0.32	0.3
Green/Cycle:	**			0		0		C.
Volume/Cap:	0.55 0.70			0				0.61
		4 29.3	6.	35.2 35.2	52.0 24.5	19.0	46.8 17.3	17.3
John DelAdj:	1.00 1.00	_		_				0.1
		000	c	٢				

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Wed Sep 13, 2006 08:03:13
CLAREMONT INN/OLD SCHOOL HOUSE TIA
NEAR TERM WITH PROJECT CONDITIONS
PM PEAK HOUR

Intersection #8 Arrow	### PROJECT CONDITIONS PM FEAK HOUR HILL Blod #### Blod (Base Volume Alternative) #### Blod (Base Volume Alternative) ##### Blod (Base Volume Alternative) ##### Blod (Base Volume Alternative) ###################################	
Decree Court Cou	Decree Court Cou	13 ~
		2000 HCM O
		Intersection #8 Arrow F
Optimal Cycle: ************************************	Optimal Cycle: ************************************	Cycle (sec): 10
Street Name: Street Name: Onthe Deliver North Movement: L - North Movement: L - North Movement: L - North Include	Street Name: Street Name: North Nort	. *
Controlled Stop Sign Include Stop Sign Include	Controlled Stop Sign Include	7 7 7 7
1	100 100	#1 ! !
393 19 33 8 74 4 0 2 Lanes: 1 1 C	393 19 33 8 74 0 2 Lanes: 1 1 C	-
100 1.00 1	100 1.00 1	0
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	0 1
1.00 1.00 1.00 1.00 1.00 1.00 Base Vol: 185 0.99 0.99 0.83 0.83 0.88 0.38 0.38 0.99 0.99 0.83 0.83 0.83 0.38 0.38 0.38 0.99 0.99 0.83 0.83 0.83 0.38 0.38 0.90 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.00 1.00 1.00 1.00 1.00 1.00 Base Vol: 185 0.39 0.99 0.99 0.83 0.83 0.83 0.38 0.38 0.39 Initial Bse: 190 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
10,599 0.59 0.59 0.59 0.59 0.59 0.59 0.59 0	10.59	185
100	100	185
397 19 40 10 89 11 0 5	197 19 40 10 89 11 0 5	1,00
	xxxx xxxxx	0.93
XXXX XXXX	XXXX XXXX	0
Name	New York	
xxxx xxxxx	xxxx xxxxx	1.00 1
XXXX XXXX	XXXX XXXXX 205 148 804 154 XXXX 632 Saturation Flow MoxXXX XXXXX XXXX XXXX 0.21 0.07 0.11 0.09 XXXX 0.01 Lanes: 1.00 Adjustment: 0.95	
XXXX XXXX XXXX XXXX XXXX XXXX XXXX X	XXXX XXXX	Saturation Flow Module
xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx	1900
Final Sat.: 1805 XXXX XXXXX XXXX XXXX XXXX XXXX XXXX	Final Sat.: 1805 XXXX XXXXX XXXXX XXXXX XXXX XXXXX XXXXX	1.00
xxxx xxxx xxxxx xxxx xxxx	xxxx xxxx xxxx xxxx xxxx	1805
xxxx xxxx xxxxx xxxxx xxxxx Capacity Analysis x x x x x x x x x x x x x x x x x x	xxxx xxxxx xxxxx xxxxx xxxxx	1 -
1.R - RT II - IIR - RT Green/Cycle: 0.13 1.8 xxxxx xxxxx 165 xxxxx 1.8 xxxxx xxxxx 29.2 xxxxx 21.7 xxxxx xxxxx 29.2 xxxxx 22.7 xxxxx xxxxx 29.2 xxxxx 29.2 xxxxx 29.2 Adjbel/Veh: 72.1 21.7 C + 29.2 D + 40000000000000000000000000000000000	1.R - RT II - LTR - RT Green/Cycle: 0.13 1.8 xxxxx xxxxx 165 xxxxx 1.8 xxxxx xxxxx 29.2 xxxxx 21.7 xxxxx xxxxx 29.2 xxxxx C	ys18
1.1	LTR - RT LY - KT Green/Cycle: 0.13 352 xxxxx xxxx xxxx 165 xxxxx 1.8 xxxxx xxxxx 0.3 xxxxx 1.8 xxxxx xxxxx 29.2 xxxxx 21.7 xxxx xxxxx 29.2 xxxxx C * Delay/Veh: 72.1 21.7 29.2 HCM2kavg: 9 C D C Adjol/Veh: 72.1 21.7	
552 XXXXX XXXX 103 XXXXX 108 XXXXXX 108 XXXXXX 108 XXXXXX 108 XXXXXXX 108 XXXXXXX 108 XXXXXXX 108 XXXXXXX 108 XXXXXXX 108 XXXXXXX 108 XXXXXX 108 XXXXXX 108 XXXXXX 108 XXXXXX 108 XXXXX 108 XXXXX 108 XXXXX 108 XXXXX 108 XXXXX 108 XXXX 108 XXXX 108 XXXX 108 XXXX 108 XXX 108 XX	552 XXXXX XXXXX 103 XXXXX 103 XXXXX 103 XXXXX 103 XXXXX 103 XXXXX 10.0	: 0.13
21.7 xxxx xxxxx 29.2 xxxxx Delay/Veh: 72.1 C * * D * User DelAdj: 1.00 C AdjDel/Veh: 72.1 C D D PHCMXAvg: 9	21.7 xxxx xxxxx 29.2 xxxxx	0.88
* C * * D * User DelAdj: 1.00 21.7 29.2 AdjDel/Veh: 72.1 C D HCMXRAvg: 9	* C * * D * User DelAdj: 1.00 21.7 29.2 AdjDel/Veh: 72.1 C D HCMXRAvg: 9 C D ***********************************	72.1
21.7 29.2 AdjDel/Veh: C D HM2kAvg:	21.7 29.2 AdjDel/Veh: C D HOM2kAvg: ************************************	1.00
C D HCM2kAvg: 9	C D HCM2kAvg: 9	<u>:</u>
****	*************************************	6

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1 1 1 1 1 1 1 1 1		LAREMOI	CLAREMONT INN/OLD SUBAR TERM WITH PRO	SCHOOI COJECT	HOUSE TIA			1
**************************************	2000 HCM 0	Level Of Same	Service ns Metho	ı nd ∗	tion Re Volume	port Alternative) *******	**************************************	*
Cycle (sec): Loss Time (sec) Optimal Cycle:	*	******** 0 4 (Y+R =	***** 4 Sec	***** Critic Averag Level	1 Vol./Ca Delay (s E Service	p. (X):	**************************************	* 60 0
**************************************	******* North B	******* Indian Hi Bound - R	******* 11 Blvd South L - T	*	East T - T	k a'	West T T	Bound
Control: Rights: Min, Green: Lanes:	Protected Include 0 0 0 1 1	ed o	Protected Include 0 0 1	tected nclude 0 0 1 1 0	Protected Include 0 0 0 0 1 0 2 0	otected Include 0 0 0	Protected Include 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ted 1
Volume Module Base Vol: Growth Adj: Initial Bse:		158 1.00 158	~	1.08	000		223 .00 1 223	1
User Adj: PHF Adj: PHF Volume: Reduct Vol:	0	1.00 0.93 171	1.00 1.00 0.91 0.91 196 1027 0 0	40 000	1.00 1.00 0.95 0.95 159 978 0 0	0	1.00 1.00 0.85 0.85 263 667 0 0	H 0
Reduced Vol: PCE Adj: MLF Adj: Final Vol.:		171 1.00 1.00 1.00		7 94 0 1.00 0 1.00		0 1.00 0 1.00 8 195	263 667 1.00 1.00 1.00 1.00 263 667	101 1.00 1.00 101
Saturation F. Sat/Lane: Adjustment: Lanes: Final Sat.:	low Module: 1900 1900 0.95 0.93 1.00 1.70 1805 2991	1900	1900 1900 0.95 0.95 1.00 1.83	0 1900 4 0.94 3 0.17 4 300	1900 1900 0.95 0.91 1.00 2.00 1805 3610	0 1900 5 0.85 0 1.00 0 1615	1900 1900 0.95 0.93 1.00 1.74 1805 3071	1900 0.93 0.26 467
Capacity Ana. Vol/Sat: Crit Moves: Green/Cycle: Grounme/Cap:	1ysis Mo 0.11 0. 0.13 0. 0.88 0.	1 0	0.11 0.31 **** 0.12 0.36 0.88 0.88 73.3 37.0		0.09 0.27 **** 0.14 0.31 0.64 0.88 46.6 41.0	7 0.12 * 1 0.31 8 0.39 0 27.7	0.2 0.3 0.6 29.	0.22 0.34 0.64 29.3
Deigy/Ven. User DelAdj: AdjDel/Veh: HCM2kAvg:	2.1 37 2.1 37 9 1	37.1 1.90	1.00 1.00 73.3 37.0 9 19	0 1.00 0 37.0	.00 1. 6.6 41 6 1	7 7	1.00 1.00 65.1 29.3 11 11	. 2
. 6	•		+	1	* * * * * * * * * * * * * * * * * * * *	* + + +	,	***

Page 10-1

Page 11-1		2000 H		25.8 Loss Time (sec): C Optimal Cycle:		Split Phase Control: Per Include Rights: Ir 0 0 0 Min. Green: 0	0 1:0 1 Lanes: 0	469 5 329 Base Vol. 00 1.00 1.00 Growth Adi: 1 00	329 Initial Bse:	0.91 PHF Adj:	0 0 0 Reduct Vol: 0 516 6 362 Reduced Vol: 0	1.00 1.00 MLF Adj: 1.0 1.00 1.00 MLF Adj: 1.0 1.00 MLF Adj: 1.0 1.00 MLF Adj: 1.0 1.00 MLF Adj: 1.00 1	1900 1900 Saturation Flow 0.08 0.88 0.88 Adjustment: 1.0 0.01 1.41 Lanes: 0.0 5.1 2357 Final Sat.:	Capacity Analysis 0.27 0.15 Vol/Sat: 0.00 crit Moves: 0.37 0.37 Green/Cycle: 0.00 0.72 0.42 Volume/Cap: 0.00 29.1 23.6 Delay/Voh: 0.00	29.1 14
6 08:03:13	HOOL HOUSE TIA	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative)	Intersection #9 I-10 WB Ramps/Indian Hill Blvd ************************************	4 (Y+R = 4 sec) Average Delay (sec/veh): 25.8 37 Level Of Service: C	I East Bound R L - T - R L	Split Phase Include 0 0 0	1 0 0 0 0 0 1	303 0 0 0 48	0 0 0 0 1.00	1.00	0 0 0 0 0 354 0 0 6 51	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1900 1900 1900 1900 0.080 0.085 1.00 1.00 0.00 0.00 0.00 1.58 0.615 0.00 0.00 0.00 0.648	0.22 0.00 0.00 0.00 0.19 0.31 0.00 0.00 0.00 0.37 0.72 0.00 0.00 0.00 0.53 0.72 0.00 0.00 0.00 0.53	********
Wed Sep 13, 2006	CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM WITH PROJECT CONDITIONS PM PEAK HOUR	Level Of Service Comp Operations Method (Ba	Intersection #9 I-10 WB Ramps/Indian Hill Blvd ************************************	4 (Y+R = 4 Sec) Aver 7 Leve	Indian Hill Blvd Bound South Bound T - T -	ed Permitted	0 0 0 0 3 0	0 0 950 3 1.00 1.00 1.00 1.		0.86 0.86 0 1110	0 0 0 0	1.00 1.00 1.00 1. 1.00 1.00 1.00 1. 0 0 1110 3	1900 1900 190 19 1.00 1.00 0.91 0. 0.90 0.00 3.00 1.	0.00 0.00 0.31 0.00 0.00 0.31 0.00 0.00 0.70 0.00 0.00 0.70	0.0 32.1 0 11 *********
NTWP-PM		2000 HCM (<pre>Intersection #9 I-10 WB ************************************</pre>	ec):	Street Name: Ir Approach: North Bc Movement: L - T	Control: Protected Rights: Include Min. Green: 0 0	Lanes: 1 0 2	le: 349 1.00 1	Initial Bse: 349 888 User Adi: 1.00 1.00	370	ol: 0 Vol: 370	PCE Adj: 1.00 1.00 MLF Adj: 1.00 1.00 Final Vol.: 370 941	Saturation Flow Module: Sat/Lane: 1900 1900 Adjustment: 0.95 0.95 Lanes: 1.00 2.00 Final Sat.: 1805 3610	Capacity Analysis Module Vol/Sat: 0.20 0.26 Crit Moves: *** Green/Cycle: 0.29 0.59 Volume/Cap: 0.72 0.44 Delay/Veh: 37.0 11.5	37.0 12 *****

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NTWP-PM		32	Wed Sep 1	3, 2006 08	8:03:13			Page	12-1
		CLAREMONT NEAR TER	INN. W M	OLD SCHOOL FH PROJECT PEAK HOUR	L HOUSE TIA	TIA			
* U ·	2000 H ******	Level Operat	Of Servi ions Met	compod (Ba	tion Volum	eport	rnativ *****	* * * * * * * * * * * * * * * * * * *	
Cycle (sec): Loss Time (se	: (p:	100 100 4 (Y+R 180	*	******* Critic) Averag Level	***** 1 Vol Dela f Ser	/Cap. (Sec/ ice:	* * * (X)	* 1 4.0 4.0	3.4 * * * * * * * * * * * * * * * * * * *
Street Name: Approach: Movement:	North L -	Indian Bound I - R	Sout	Boun	* H	s * * * + * + * + * + * + + + + + + + + +	1-10 EB ound	Ramps West Bo	****** Bound
	Permirol Incl	+ 2 3 1	Prot	rotected Include 0 0	Sp1	plit Phas Include 0 0	- 0	Split Phas Include 0 0 0	Phase lude 0 0
Volume Modul Base Vol: Growth Adj:	e: 0 1.00 1	1.00 to 0.00	7	34 0	352		677	0 0 0 1.00 1.00	1.00
	10	.00 1.00	10	00.1.00.	1.00	101	1.00	1.0	1.00
Far volume: Reduct Vol: Reduced Vol: PCE Adj: MTE Adi:		64 64 1.0	7 77	1.0	45. 0.	81089	883 883 1.00	000 1.0	1.00
Αα] t1 V	. 0 1	→	534 10	037 00	1.00	00.1	1.00 883	1.00 1.00	
Saturation F Sat/Lane: Adjustment: Lanes: Final	1900 1 1900 1 1.00 0 0.00 2	ule: 900 1900 .86 0.86 .43 1.57 950 2557	1900 19 0.95 0. 1.00 2. 1805 36	900 1900 .95 1.00 .00 0.00	1900 0.82 0.82 1.33 2065	1900 0.82 0.03 141	1900 1900 0.82 1.64 2542	1900 1900 1.00 1.00 0.00 0.00	1900
g	lysis 0.00	ule: :5 0.25	0	29 0.00	0.22	0.44	0.35	0.00 0.00	00.00
<pre>Green/Cycle: Volume/Cap: Delay/Veh: User DelAdj: AdjDel/Veh:</pre>	0.00 0.2 0.00 1.0 0.0 69. 1.00 1.0	4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	29 0. 03 0. .3 15 00 1.	53 0.00 54 0.00 .8 0.0 00 1.00	0.43 (0.52 121.1 (60 00 00 00	0.43 0.81 27.9 1.00	000.00000000000000000000000000000000000	0.00
HCM2 kAvg:	****	* *	*	O * * * *	o *	* * * *	1.8	* 0 *	

во-ам	Wed Sep 13, 2006 08:03:02	Page 1-1	BO-AM
	Claremont Inn/Old School House TIA BUILDOUP BASELINE CONDITIONS AM PEAK HOUR		Cla
Scenario:	Scenario Report BO-AM		
Command: Volume:	ВО-АМ НО-АМ		Intersection
Geometry: Impact Fee:	NT mitigated Default Impact Fee		# 1 Foothill Blvd/Towne
Trip Generation: Trip Distribution:	Default Trip Generation Default Trip Distribution		# 2 Foothill Blvd/Mounta
Paths: Routes:	Default Paths Default Routes	•	# 3 Foothill Blvd/Colby
Configuration:	Ex-AM	****	# 4 Foothill Blvd/Berkel

BO-AM Wed	ep 13,	Wed Sep 13, 2006 08:03:03	03:03			i	7 age 7	7.7
Claremont Inn/Old School House TIA BUILDOUT BASELINE CONDITIONS AM PEAK HOUR	Inn/old T BASEL	remont Inn/Old School House 'BUILDOUT BASELINE CONDITIONS AM PEAK HOUR	House	TIA				
dwI	ct Anal	Impact Analysis Report Level Of Service	ort	! ! !				
Intersection		Base Del/	/^		Future Del/ V/	_	Change in	ge
# 1 Foothill Blvd/Towne Ave	O O	LOS Veh C D 45.0 0.920	920	207	LOS ven C D 45.0 0.920		A/G 000.0 +	o o
# 2 Foothill Blvd/Mountain Ave	υ	24.0 0.727	727	υ	24.0 0.727		+ 0.000	D/V
# 3 Foothill Blvd/Colby Cir	۵	34.8 0.000	000	_	34.8 0.000		+ 0.000	D/V
# 4 Foothill Blvd/Berkeley Ave/Pro	Pro C	15.4 0.000	000	υ	15.4 0.000	0	+ 0.000	D/V
# 5 Foothill Blvd/Indian Hill	Blvd D	43.5 0.	0.946	Ω.	43.5 0.946	ø	+ 0.000	D/V
# 6 Foothill Blvd/Monte Vista Ave	Ave C	28.2 0.	0.595	Ü	28.2 0.595	ē.	0000.0 +	D/V
# 7 Colby Cir/Indian Hill Blvd	E	48.0 0.000	000	ы	48.0 0.000	0	+ 0.000	D/V
# 8 Arrow Hwy/Indian Hill Blvd	υ	32.9 0.725	725	O	32.9 0.725	ις	4 0.000 b/v	Δ
# 9 I-10 WB Ramps/Indian Hill	Blvd C	29.1 0.	0.891	S	29.1 0.891	1	+ 0.000	Λ/α
# 10 I-10 EB Ramps/Indian Hill Blvd	Blvd C	32.9 0.916	916	Ç	32.9 0.916	9	+ 0.000	D/V

BO-AM	1 25.	Wed Sep 13, 20	2006 08:03:03	03:03		Page	3-1	BO-AM	
 	Clarem	Claremont Inn/Old School House TIA BUILDOUT BASELINE CONDITIONS AM PEAK HOUR	school WE COND HOUR	House TIA			1 1 1 1 1 1		
intersection	2000 HCM ************************************	Level Of Service Computation Report Operations Method (Base Volume Alternative)	mputat Base V	ion Report	c ernatíve ******	***************************************		2000 H **********************************	± * 0
<pre>************************************</pre>	**************************************	**************************************	***** itical erage vel Of	Critical Vol./Cap. (X): Average Delay (sec/veh): Level Of Service:	(X): (Veh):	*	**************************************	<pre>cycle (sec): Loss Time (sec): Optimal Cycle:</pre>	*
Street Name: Approach: Movement:	Towne North Bound	Ave South I - T	nd R	Foothill East Bound	Foothill Bound	**************************************	** ** ** ** ** ** ** ** ** ** ** ** **	**************************************	* # 1
Control: Rights: Min. Green: Lanes:	Prot+Permit Include 0 0 0 0 1 0 2 0 1	Prot+Permit Include 0 0 0 1 1		Protected Include 0 0 1 1	red 0 0 1 0	Protected Include 0 0 1 1 1 1 1	ted ude 0	Control: Prot-Rights: Ir Min. Green: 0 Lanes: 1 0	o Fr
Volume Module Base Vol: Growth Adj: 1 Initial Bse: User Adj: 1 PHF Volume.	219 633 273 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	486 1027 1.00 1.00 486 1027 1.00 1.00 1.00 1.00	241 1.00 1 241 1.00 1	113 617 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00	322 957 1.00 1.00 322 957 1.00 1.00 1.00 1.00		150 1.00 1.00 1.00	
Reduct Vol: Reduct Vol: PCE Adj: MLF Adj: Final Vol.:	633 1.00 633 633	486 1027 1.00 1.00 1.00 1.00 486 1027			160 160 1.00 1.00	322 957 0 0 322 957 1.00 1.00 322 957	239 239 1.00 1.00 239	PHF Volume: 150 Reduct Vol: 0 Reduced Vol: 150 PCE Adj: 1.00 MLF Adj: 1.00 Final Vol: 150	2 2 1 1 2
Saturation F3 Sat/Lane: Adjustment: Lanes:	Flow Module: 1900 1900 1900 0.95 0.95 0.85 1.00 2.00 1.00	1900 1900 0.95 0.92 1.00 1.62 1805 2842	1900 1 0.92 0 0.38 1 667 1	1900 1900 0.95 0.92 1.00 1.59 1805 2778	1900 0.92 0.41 720	1900 1900 0.95 0.92 1.00 1.60 1805 2802	!	-1 Flow Mc 1900 0.95 1.00 1805	odu 19 19 0.
Capacity Analyology Vol/Sat; Crit Moves; Green/Cycle; Volume/Cap; User DelAdj; AdjDel/Veh; HCMZ&Agg	Appacity Analysis Module: Vol/Sat: O.12 0.18 0.17 Crit Moves: *** Volume/Cap: 0.34 0.21 0.21 Volume/Cap: 0.70 0.85 0.82 Delay/Veh: 33.1 47.1 52.3 Jear DelAdi: 1.00 1.00 1.00 AdjDel/Veh: 33.1 47.1 52.3 GWZkAvg: 8 12 10	0.27 0.36 (0.53 0.39 (0.75 0.92 (0.75 0.92 (0.75 0.92 (0.75 0.92 (0.75 0.92 (0.75 0.93 (0.75 0.93 (0.75 0.93 (0.75 0.93 (0.75 0.75 0.93 (0.75 0.75 0.93 (0.75 0.75 0.93 (0.75 0.75 0.93 (0.75 0.75 0.75 0.93 (0.75 0.75 0.75 0.93 (0.75 0.75 0.75 0.93 (0.75 0.75 0.75 0.75 0.75 0.75 0.75 0.75	0.36 0 0.39 0 0.92 0 0.92 0 39.1 10 1.00 1 33.1 10 23	0.06 0.22 0.07 0.24 0.03 0.92 106.0 52.1 1.00 1.00 106.0 52.1 7 16	0.22 0.24 0.24 0.92 52.1 1.00 52.1	0.18 0.34 **** 0.19 0.37 0.92 0.93 0.92 0.93 0.92 0.93 0.92 0.93 0.92 0.93 1.00 1.00 68.2 42.1 1.4 22 1.4 22 ***********************************	0.34 0.37 0.93 42.1 1.00 22 22 2.2	Capacity Analysis No.1/Sat: 0.08 (Crit Moves: Green/Cycle: 0.23 (Volume/Cap: 0.51 (Delay/Veh: 33.9 9 (USE Delay/Veh: 33.9 9 (USE MOZRAvg: 5 5 *********************************	X 00 * 00 * 00 * 00 * 00 * 00 * 00 * 00

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		Claremont	ont Ton/Old	20406				
1			UT BA		DITIONS	¥		
**************************************	Le 2000 HCM Op ************************************	Level Operat	Level Of Service Computation R Operations Method (Base Volume ************************************	Computa d (Base *******	I W * +	1 54∗ .		
(sec ime 1 Cy	ec):	00 4 (Y+R 38	= 4 sec)	Critic Averac Level	Vol./ Delay Servi		×*************************************	- C1 .
Street Name Approach: Movement:	North L -	Mou Bound	Ave South		* * * * * * * * * * * * * * * * * * *	******** Foothill Bound - R	******* Blvd West	* * * * * * * * * * * * * * * * * * *
Control: Rights: Min. Green: Lanes:	Prot+Permi Include 0 0	t+Permit Include 0 0	Prot+Permi Include 0 0	+Permit nclude 0 0	Prot+Permi Include 0 0	t+Permit thermit Include 0 0 0	Prot+Permi Include	rmit ude
	e: 150		1	1	173 1070	124	109 1219	125
Growth Adj: Initial Bse	1.00 1.00	0 1.00	1.00 1.00 264 228				0.	1.00
r Adj:	.00	Ϊ.	7		00.	1.00	1.0	1.00
PHF Adj: PHF Volume:	1.00 1.00	-i	1.00 1.00				1.00 1.00	1.00
Reduct Vol:	0 1						771	0
Reduced Vol: PCE Adj:	-	1.	_		m c		109 1219	125
MLF Adj: Final Vol.:	.00	Τ.	1.00 1.00 264 228	1.00	.00	1	.00 1.0	1.00
Saturation F	low Module							
Sat/Lane:	1900 1900	(- <	190	900	190	900	1900
najustment: Lanes:	60	95.0 2	1.00 1.06	98.0	1.00 1 79	00	0 -	0.94
Final Sat.:	805	1	-	157	805 3	36	1805 3228	331
Capacity Ana. Vol/Sat: Crit Moves:	1ysis Mod 0.08 0.0	ule: 8 0.08	0.15 0.13	0.13	0.10 0.34	0.34	0.06 0.38	0.38
Green/Cycle:	.23 0.1		.32 0.	0.1	0 99.		2 0.5	0.52
Volume/Cap: Delav/Veh·	.51 0.7		.60 0.	9.5	.54 0		1 0.7	0.73
User DelAdj:	1.0	0 1.00	00	1.00	1.00 1.00	15.7	10.9 20.0	20.0
AdjDel/Veh:	3.9 50.		9.9 41	41.	3.4 1		3 20.	20.0
HCM2kAvg:	ı,							

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Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative) ***********************************	AM PEAK HOUR Level Of Service Computation Report ************************************	BUILDOUT BASELINE CONDITIONS AM PEAK HOUR Level Of Service Computation Report ***********************************	(0) **** **** **** **** **** **** ****		Claremox BUILL Level OO 000 HCM Unsignal: ************************************	Claremont inn/old School House TIA BUILDOUT BASELINE CONDITIONS AM PERK HOUR Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alter Intersection #4 Foothill Blud/Berkeley Ave/Project Dwy Average Delay (SeC/veh): 0.7 Worst Case Level Of Ser	ASELINE CONDITIONS PEAK HOUR LOCE COMPUTATION REPORT THE STATE OF THE
North Bound L - T - R L Stop Sign Include	Cisuth Bound L T R Stop Sign Include	East Bound L - T - R	Blvd West Bound L - T - R Uncontrolled Include 0 0 1 0	Street Name: Approach: Movement:	North Bound South Bound South Bound L - T - R L - T -	/Project Dwy South Bound L T R	East Boun L T -
Lanes: 0	24 0 106 24 0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 24 0 1.06 24 0 1.06 24 0 1.06 24 0 1.06 25 0 1.06 26 8 xxxx 6.9	1 0 2 0 0 1 0 2 0 0 1 0 1 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 95 1227 0 95 1227 0 95 1227 0 95 1227 0	00 1116 00 1.00 1.00 1.00 1.00 1.00 1.00	Module ol: Adj: l Bse: dj: lume: Vol: Vol: al Gap:		000 1.00 1.00 1.00 1.00 1.00 1.00 1.00	12 1201 00 1.00 1.00 1.00 1.00 00 1.00 00 1.00 1.00
Capacity Module: Capacity Module: Capacity Module: Cofflict Vol: xxxx xxxx xxxxx Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxx xxxx	xxx 3. xxx 57 xxx 46 xxx 46 xxx 46	2.2 1142 619 619 0.15	XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX	FollowUpTim:xxxx xxxx xxxx Capacity Module: Cnflict Vol: xxxx xxxx Potent Cap.: xxxx xxxx Move Cap.: xxxx xxxx Volume/Cap:		0	
Level of Service Module: Level of Service Module: Loopped Del:xxxx xxxx xxxx 1.7 xxxx Stopped Del:xxxx xxxx xxxx 1.2.5 xxxx LOS by Move: Movement: LI - LIR - RI	xxx 0. LITR - RI LITR - XXX XXXX XXXX XXXX XXXX XXXX XXXX X	0.5 xxxx xxxxx 11.9 xxxx xxxxx 11.9 xxxx xxxxx XXX - LTR - RT XXX XXXX XXXX XXXX XXXXX XXXX XXXX	XXXXX XXXXX XXXX XXXXX X	el Of Ser nue: ppped Del: by Move: ement: red Cap.: redQueue: de StpS! roachDel: proachDel:		15.4 XXXXX XXXX 0.1 15.4 XXXXX XXXX 14.2 - FT	0.1 xxxx xx 12.0 xxxx xx B * * LT - LTR - xxxx xxxx xxxx xxxx xxxx xxxx xxxx x

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				AM	PEAK	HOUR						!
	2000 HCM	1 D *	Level Of nsignali	f Service ized Metho	ice C ethod ****	Level Of Service Computation Report Uniqualized Method (Base Volume Alternative)	tion Re Volume	Report	ernati:	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative)	*	* *
t 1).	#4 Foothill	thil.	Blvd	/Berke	ley A	Blvd/Berkeley Ave/Project	ject D	Dwy ******	***	****	* *	*
Average Delay	y (sec/	(sec/veh):		0.7	Worst	t Case	Level Of	of S	Service	Of Service: C[15.	15.4]
***************** Street Name: Approach: Movement:	*	********* Berkeley North Bound	***** ey Ave und	Ave/Project Dwy South Bour	ct Dw th Bo	Brealey Ave/Project Dwy Berkeley Ave/Project Dwy South Bound D T T R L T R L T		East Bound	Foothill ound - R	. ↓ E	Bound	, a
Control: Rights: Lanes:	sto	Stop Sign Include	gn de 0 1	St	Stop Sign Include 0 0 0	gn ide 0 1	0 1 1	Uncontroll Include	11ed de 1 0 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0	Uncontroll Include	ontrollo Include	
Volume Module Base Vol: Growth Adj:	1.0	00.1	94	1.00	1.00	1.00		1201	26		H Q .	13
Initial Bse: Hser Adi:	1,00	00.1	1.00	1.00	1.00	1.00	1.00	1201	1.00	1.00 1.00		1.00
, cp,	00.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.00	-	00.
PAF Volume: Reduct Vol:		0	, O	0	0	0	10	0	0		0.	0 ;
Final Vol.:	٥ .	0	94	0	0	16	12	1201	26	0 1311	- 1	113
Critical Gap Modu Critical Gp:xxxxx FollowUpTim:xxxxx		xxx xxx xxx	6.6 6.6	× × × × × × × × × × × × × × × × × × ×	××××	3.3	4.1	××××	x xxxx x x x x x x x x x x x x x x x x	**** *****	ĺ	XXXXX
Capacity Module:	l ×	×××	614	××××	XXXX	662	1324	×××	xxxx	xxx xxxx		xxxx
Potent Cap.:	xxxx	xxxx	440	×××	××××	409	528	××××	xxxxx			xxxxx
Move Cap.:	× × × ×	×××	440	X X X X	× × × × ×	409	528	× × × × ×	××××	**** ****		××××
												1
ΟĘ	25.	odule	α 	>	***	¢	C	×××	XXXX	xxxx xxxx		xxxxx
Stopped Del:	Del:xxxxx	XXXX	15.4	XXXXX		14.2	7		xxxx			xxxxx
	*	*	U	*	*		æ	*	* !		٤ ـــ	* E
	Ľ	LTR	- RA	Li	- LTR		5	- LIK	ı X	LI - LIK		14 2
Shared Cap.: xxxx		××××	XXXXX	××××	× × × × × ×	× × × × × ×	XXXXX	XXX		XXXX XXXXX		xxxx
Shrd StpDel:xxxxx		XXXX	XXXXX	XXXXX	××××		XXXXX	×××	XXXX	XXXX XXXXX		××××
Shared LOS:	*	*	*	*	* ,	*	*	k	ĸ	* * *	. }	,
ApproachDel:		15.4			14.2 B		3	****			ć .*	
Appropriate.)			ì							

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	3 :	Wed Sep 13, 20	06 08	2006 08:03:03		Pac	Page 7-1	BO-AM
	Clarem	Claremont Inn/Old School House TIA BUILDOUT BASELINE CONDITIONS AM PEAK HOUR	chool E CON HOUR	House TIA				
2000 HCM ************************************	Level Operat: ******;	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) Attacks Tresection #5 Foothill Blvd/Indian Hill Blvd	mputa Base ***** Blvd	tion Repor Volume Alt	cernativ ****	* * *	**	2000 HCJ ************************************
77	100 4 (Y+R = 126	100 Cr. 4 (Y+R = 4 sec) Ave 126 Lev	tica tica erage vel O	Critical Vol./Cap. (X): Average Delay (sec/veh) Level Of Service:	(X): c/veh):	* *	******** 0.946 43.5 D	<pre>cycle (sec): Loss Time (sec): Optimal Cycle:</pre>
India: North Bound	Indian F Bound	k on k en	a Ba	www.xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx	******* Foothill ound - R	* m	**************************************	************* Street Name: Approach: Movement: L -
Protected Include	otected Include 0 0 0	Protected Include 0 0 0 1 0		Protected Include	ted ted of	Protected Include 0 0 1 0 2 0	otected Include 0 0 0	Control: Prote Rights: Inc Min. Green: 0 Lanes: 2 0 2
: 217 404 1.00 1.00 217 404 1.00 1.00		637 1,00 637 1,00	246 1.00 246 1.00	102 890 1.00 1.00 102 890 1.00 1.00	!	215 951 1.00 1.00 215 951 1.00 1.00	1	dule: 237 j: 1.00 se: 237
1.00 1.00 217 404 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.00 1.00 1.00 1.00 1.00	264 637 264 637 264 637 1.00 1.00 1	246 246 246 246 1.00 1.00		1.00 271 271 271 1.00 1.00	1.0 95 1.0 1.0 95	1.00 1.00 1.00 1.00 1.00 1.00 1.00	User Adj: 1.00 1.0 1
Saturation Flow Module: Sat/Lana 1900 1900 Adjustment: 0.95 1.00 Lanes: 1.00 1.00 Final Sat:: 1805 1900	1900 0.85 0.85 1.00	1900 1900 1 0.95 1.00 0 1.00 1.00 1	1900 1900 0.85 1.00 1615	1900 1900 0.95 0.92 1.00 1.53 1805 2670	1900 0.92 0.47 813	1900 1900 0.95 0.95 1.00 2.00 1805 3610	0 1900 5 0.85 0 1.00 0 1615	Saturation Flow Modul Saturation 1900 190 Sat/Lane: 1900 190 Adjustment: 2.00 2.0 Lanes: 2.00 2.0 Final Sat.: 3502 361
Capacity Analysis Module Vol/Sat: 0.12 0.21 Crit Moves: *** Green/Cycle: 0.13 0.29 Volume/Cap: 0.95 0.75 Delay/Veh: 87.6 38.0 Jest DelAdj: 1.00 1.00 Adjbel/Veh: 87.6 38.0 HCMZkAvg: 11 13	0.29 0.29 0.50 30.7 30.7	0.15 0.34 0 0.20 0.35 0 0.75 0.95 0 46.2 53.6 2 1.00 1.00 1	0.15 0.35 0.43 25.1 1.00 25.1	0.06 0.33 0.08 0.35 0.07 0.95 55.3 46.0 55.3 46.0	0.33 0.35 0.95 46.0 1.00 46.0	0.12 0.26 0.13 0.39 0.95 0.67 87.9 26.2 1.00 1.00 87.9 26.2	6 0.12 9 0.39 7 0.31 2 21.2 2 1.00 2 21.2	Capacity Analysis Mod Vol/Sat: 0.075 Not Crit Moves: *** Green/Cycle: 0.11 0.2 Volume/Cap: 0.06 0.5 Delay/Veh: 44.6 31. User DelAdi: 1.00 1.0 Adjbel/Veh: 44.6 31. HCMXRAW: 44.6 31.

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****	2000	HCM C	Level Of Se Operations *******		ervice (Method	Comput.	ation Report Volume Alterna	ation Report Volume Alternat	* 1.	ve)	,	,
Intersection	#6 F	oothil.	* *	Blvd/Mont	e V1	sta Ave	* * * *	* *	*	*	* **	t +
		100	_		Ÿ	Critical	il Vol.,	~	: X		0.50	25
me	(sec):	4	(Y+R	= 4	sec) 1	Average	ы	(Se	c/veh)		28	2 2
Optimal Cycle	***	27	*	*	*	Level O	f Se		- 1			o i
Street Name:		MC	Monte Vi	Sta.	ve	t :		k	Foothil	1 Blvd	* * * * *	*
Approach: Movement:	Nor	rth Bo - T	Bound - R	s 1	outh Bo	Bound	ы -	ast E	ound - R	.≩ -	West Bo	Bound
						-	- 1	1		- {	-	4
Control: Bights:	P.	Protected Taglada	ed g	Δų	Н	p q	ч	rotec	ted	<u>م</u> .	Protected	eq.
Min. Green:	0	0	9	0	on Tucing	ide 0	C	Includ	ge	C	Includ	ge Ge
Lanes:	2 0	- 2	0 1	7	0 2	1 0		2 0	0 1	, _ 		1 0
Volume Moduli							<u> </u>			<u> </u>		
Base Vol:	237	477	147	156	61	106	8		132	191	922	178
a:	1.00	1.00	1.00	1.00	1.0	1.00	1.00	-	1.00	1.00	1.00	1.00
Initial Bse:	237	2	147	\vdash	61	106	89		132	191	92	178
User Adj:	1.00	•	1.00	•	1.0	1.00	1.00	~	1.00	1.00	°	1.00
PHF Adj:	1.00	F. CC	1.00	1.00	0.5	1.00	o	-	1.00	1.00	1.00	1.00
	707	, ,	67	9CT	10	106	on 0		132	191	922	178
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A	1.00	1.00	1.00	1.00	-	1.00	1.00		1.00		000	1.00
Final Vol.:	237	417	147	_	61	106	ω		132	191	922	178
on	low Mo	Module:		<u> </u>					-	-	-	
Sat/Lane:	1900	1900	90	1900	1900	90	90	1900		06	90	1900
Adjustment:	0.92	0.95	0.85	0.92		0.89	0.95	0.95	0.85	0.95	0.93	0.93
Lanes:	2.00	2.00	٥.	2.00	2.56	4.	٥.	2.00		0	9	0.32
Final Sat.:	3502	3610	61	3502	32	746	80	3610	1615	80	2953	570
	.ysis	Modul		1 0	-	-	1 4	,	1 '	1 '	1 '	1
Crit Moves:	*	-	•		* * *	. ⊥ . ⊥	0 * 0 *	0.I/	0.08	0.11	****	0.31
Green/Cycle:	.11	0.26	0.26	0.09	7	0.24	0	m,	0.37	0.23	0.52	0.52
Volume/Cap:	09.	0.50	0.35	0.50	09.0	09.0	0.60	4.	0.22	0.46	09.0	0.60
	4.6	31.7	30,3	44.7	4	34.6	0	ω.	21.5	33.7	17.0	17.0
User DelAdj:	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.	31.7	30.3	14.7	4	34.6	50.6	m	21.5	33.7	17.0	17.0
HCM2 kAvg:	ď	٢	•	٢	ľ	•						

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Wed Sep 13, 2006 08:03:03

Claremont Inn/Old School House TIA
BUILDOUT BASELINE CONDITIONS

BO-AM	Wed	Wed Sep 13, 2006 08:	08:03:03	1	Pé	Page 9-1	-	BO-AM		Z.	Wed Sep 13,	13, 2006	08:03:03)3	1	Page 10-1	10-1	:
	Claremont BUILDO	Claremont Inn/Old School House TIA BUILDOUT BASELINE CONDITIONS AM PEAK HOUR	House TIA							Clarem BUI)	ont Inn LDOUT BA	Claremont Inn/Old School House ' BUILDOUT BASELINE CONDITIONS AM PEAK HOUR	ool Hous CONDITIC	se TIA				!
2000 HCM Unsignalized Method (# 1972) Intersection #7 Colby Cir/Indian Hill Blvd	Level Of HCM Unsignaliz ************************************	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative)	tion Repor	t ternat: *****	ative) *******	. * ! * ! * ! * ! *	* * *	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) ************************************	2000 HCh ************************************	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) ************************************	Of Servious Me.	Level Of Service Computation Report Operations Method (Base Volume Alte ************************************	utation se Volum	Report	native) ******	* * *	* * *	* *
**************************************	**************************************	**************************************	Level Of	***** Servic		********* E[48.0] *********	***	Cycle (sec): Loss Time (sec):	ec):	100 4 (Y+R	= 4	Critical Sec) Average I avel Of	ical Vol./Cap age Delay (se	Critical Vol./Cap. Average Delay (sec/	(X): /veh):	32	0.725 32.9 C	
Street Name: Approach: Movement:	Indian Hill Blvd North Bound South	<pre>L1 Blvd South Bound L - T - R</pre>	Colby Ci East Bound L - T -	y Cir/ ound - R	r/Via la Salle West Bo R L - T	a Salle West Bound - T -		Uptimal Cycle: ************************************	* * *		****** Hill Bl	* T) * } * 4 *) *	*	***** Arrow	**************************************	* * * * * * * * * * * *	*
1	Uncontrolled	Uno	Stop Sign	ign	Stol	Stop Sign		Approach: Movement:	North	North Bound - T - R	nos - 1	South Bound	я 	East Double	- B	1 - 1		-
Rights: Lanes: 1	1nciude 0 1 1 0	1 0 1 1 0	0 1 0	0 1	0 0 1	1:0	0	Control: Rights:	ч	ted		Protected Include		rote		S.J	otected Include	
- e	21		- o	•	16	m 6	90	Min, Green: Lanes:	0 1	1 1 0	1 0	1 1	0 1	0 0 0	100	1 0 1	100	5 -
) : Se :	742 2	3,6	9 2		1.00		9 0	Volume Module Base Vol:	298	811 243	133			8 385	156			6
User Adj: 1.00 PHF Adj: 1.00 BHF Volume: 35	1.00 1.00 742 2	1.00 1.00 1.00 47 870 36	1.00 1.00		1.00	1.00 1	1.00	Growth Adj: Initial Bse:			1.00			78 385		246 755		ဝ၈၀
		870			:	0 M	0 9 "	User Adj: PHF Adj: pur volumo:	1.00 1.00 1.00 1.00	00 1.00	1.00	1.00 1. 1.00 1. 725 1	1.00 1.00 1.00 1.00 106 78	00 1.00 00 1.00 78 385	1.00	1.00 1.00 1.00 1.00 246 755	0 1.00 5 139) O 0
Critical Gap Module:		4.1 xxx xxxx	!	6.9	7.5	6.5	6.9	Reduct Vol: Reduced Vol:	200		133	725				246 75		000
	2 xxxx xxxxx	2 xxxx xxxxx	3.5 4.0	- }	<u> </u>	4.0	3.3	PCE Adj: MLF Adj: Final Wel:	1.00 1.00 1.00 1.00	00 1.00 00 1.00 11 243	1.00	1.00	1.00 1.00 1.00 1.00	0 1.00	1.00	1.00 1.00 246 755	0 1.00 5 139	500
Capacity Module: Cnflict Vol: 90 Potent Cap.: 75	XXXX XXXX 9	744 xxxx xxxxx 873 xxxx xxxxx	1425 1796 98 81		1343		372 631	Saturation Flow Module:	.low Modu	1	=	-	_		-		!	<u> </u>
0	XXXX XXXX	873 xxxx xxxxx 0.05 xxxx xxxx	87 73 0.10 0.03	3 559 3 0.13	89 0.18	0.04 0	631 0.01	Sat/Lane: Adjustment:	1900 1900 0.95 0.92	92 0.92	1900	1900 19 0.93 0.	1900 1900 0.93 0.95	5 0.95	0.85	0.95 0.93	0.93	2 2 -
Level Of Service Module:								Lanes: Final Sat.:	1805 2680		1805		-	5 3610	_		. !	
Queue: 0.1 xxxx xxxxx Stopped Del: 10.0 xxxx xxxxx xxxxx 10c hy Move: A * * *	0.1 xxxx xxxxx 0.0 xxxx xxxxx	0.2 xxxx xxxxx xxxxx xxxx 9.4 xxxx xxxxx xxxx	* * * * * * * * * * * * * * * * * * *		* * * * * * * * * * * * * * * * * * *		* * * * * * * * *	Capacity Analysis Vol/Sat: 0.17		Module: 0.30 0.30	0.07		0.23 0.04	4 0.11	0.10	0.14 0.25	5 0.25	Ši
		LT - LTR - RT xxxx xxxx xxxxx	LT - LTR - RT 84 xxxx xxxxx	A - RT	XXXX		- RT xxxx	Crit Moves: Green/Cycle:	****	0.44 0.44	0.11					0.23 0.3	5 0.35	ឃុំ
SharedQueue:xxxxx xxxx xxxxx Shrd StpDel:xxxxx xxxxx xxxxx		***** **** *****	0.4 xxxx xxxxx 54.3 xxxx xxxxx	XXXXX	XXXXX	0.8 xx 48.0 xx	×××××	Volume/Cap: Delay/Veh:	42.1 23	23.5 23.5	52.5	0.73 0. 32.2 32	32.2 67.9 1 00 1.00	9 39.2		36.7 30.5 1.00 1.00		j ru Ö
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Approachius:	· ·	ı	;			1		*****	* * * * * * * * * * * * * * * * * * * *	* * * * *	* * * *	* * * *	* * *	* * * *	* * * * *	* * * * * * * * * * * * * * * * * * * *	* * * *	*

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11-1 BO-AM		* *		######################################	it Phase Control: Perr Include Rights: Inc 0 Min. Green: 0 0 1! 0 1 Lanes: 0 0 0	826 Base Vol: Base Vol: Base Vol: Base Vol: Crowth Adj: 1.0 Initial Bse: User Adj: 1.0 PHF Adj: 1.0 PHF Volume:	0 Reduct Vol: 0 1.33 Reduced Vol: 0 100 1.00 PCE Adj: 1.00 1.00 1.00 MLF Adj: 1.00 1.0 1.33 Final Vol:: 0 103	Saturation Flow Modul 1900 Sat. Lane: 1900 190 0.90 Adjustment: 1.00 0.8 1.56 Lanes: 0.00 2; 2662 Final Sat.: 0.373	0.28 Vol/Sat: 0.00 0.30 Crit Moves: 0.31 Green/Cycle: 0.00 0.30 0.89 Volume/Cap: 0.00 0.30 0.20 Delay/Veh: 0.0 41.00 0.20 Adjbel/Veh: 0.0 41.00 1.20 Adjbel/Veh: 0.00 41.00 Adjbel/Veh:
)3:03 Page	louse TIA TIONS	* *	Critical Vol./Cap. (X): 0.8 Average Delay (scc/vch): 2 Level Of Service:	Indian Hill Blvd I-10 WB Ramps Bound South Bound East Bound West Bound I - R L - T - R L - T - R L - T - R	Split Phase Split Phase Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.00 1.00 1.00 1.0 1.00 1.00 0.89 0.8 1.00 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1900 1900 1900 1900 1900 1000 1.00 1.00	0.00 0.00 0.00 0.23 0.00 0.00 0.00 0.00 0.31 0.00 0.00 0.00 0.00 0.75 0.00 0.0 0.0 0.0 0.75 0.00 0.0 0.0 0.0 0.0 1.00 1.00 0.0 0.0 0.0 33.0 0.0 0 0 0 0 13 0 0.0
Wed Sep 13, 2006 08:03:03	Claremont Inn/Old School House TIA BUILDOUT BASELINE CONDITIONS AM PEAK HOUR	Level Of Service Computation Report HCM Operations Method (Base Volume Alternative) ************************************	Critical Vol./Cap = 4 sec) Average Delay (se	Indian Hill Blvd Bound South Bound - R L - T - R	Protected Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1238 641 1.00 1.00 1.00 0 1238 641 0.85 0.85 0.85 1.00 1.00 1.00	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1900 1900 1900 1.00 0.00 3.00 1.00 0.10 0.00 3.00 1.00 0.10 0.1	0.00 0.20 0.34 0.00 0.38 0.38 0.00 0.54 0.89 0.0 24.5 44.3 1.00 1.00 1.00 0.0 24.5 44.3
BO-AM	Claren BUI	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) Alternative A	Cycle (sec): 100 Loss Time (sec): 4 (Y+R Optimal Cycle: 80	North L - '	Control: Protected Rights: Include Min. Green: 0 0 0 Lanes: 1 0 2 0 0	Volume Module: Base Vol: 464 1322 0 STOWATH Add: 1.00 1.00 1.00 Linital Bse: 464 1322 0 USER Adj: 0.94 0.94 0.94 PHF Adj: 1.00 1.00 1.00 Boduct Vol: 438 1247 0	Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Saturation Flow Module: Sat/Lane: 1900 1900 Adjustment: 0.95 0.95 1.00 Lanes: 1.00 2.00 0.00 Final Sat.: 1805 3610 0	Capacity Analysis Module: Vol/Sat: O.24 0.35 0.00 Crit Moves: *** Creen/Cycle: 0.27 0.65 0.00 Volume/Cap: 0.89 0.53 0.00 Delay/Veh: 53.1 9.5 0.0 AdjDel/Veh: 53.1 9.5 0.0 HCMZ&Avg: 17 10 0

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## MARK HOUR SEARCH House TIA TILDOUT BASELINE CONDITIONS AM PEAK HOUR				מת הפול דיי		50:00:0		Page	12-1
Time (sec) 100 Cartica Computation Report 100 Cartical Volume Alternative) 100 Cartical Volume	1		rd i	ont Inn/Old LDOUT BASEL AM PEA	School INE CON	L House Ti	Ą		
## (sec): 100	**************************************	2000 HCM ******** #10 I-10	Lev Ope	Of Service ions Method	Compute (Base ******	ιω ∗	rrt ternatí: *****	1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 * 1 *	
et Name: Indian Hill Blvd South Bound South Bound East Bound North Bound South Bound East Bound North Bound South Bound East Bound North Bound Frotected Split Phase Split Split Phase Split	Time nal Cy	: (o	00 4 (Y+R 96	sec	Critica Average Level (Vol./ elay Servi	· · · · · · · · · · · · · · · · · · ·	* * * * * * * * * * * * * * * * * * *	** ** 916 0.5 0.5
Tol: Fermitted Protected Split Phase Split Creen: O 0 2 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Street Name: Approach: Movement:	North	ian nd R	ill Blvd South L - T	* <u>c</u>	****** East L -	****** I-10 E Bound - R	******* Ramps West L - T	****** Bound - R
### Module: Vol. V		d 0		a 0	. 0	Split Inc 0	se I	Split Inc 0	Phase clude 0
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Add: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	ct Vol			1 .	000			000	00
ration Flow Module: 100 0.85 0.85 0.95 0.95 1.00 0.91 1.00 1900 1900 1900 1900 1900	aj: aj: Vol.	00.00		.00 1. .00 1. .98 13	0.0	.00 1. .00 1. 737		.00 1.0	1.00
ity Analysis Module: 21. Analysis Module: 22. Analysis Module: 23. Analysis Module: 24. Analysis Module: 25. Analysis Module: 26. Analysis Module: 27. Analysis Module: 28. Analysis Module:	ation ane: ment: Sat.:	1 900 M	1 0 0 2	1 -022	1900 1.00 0.00	1 000 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	190 0.9 1.4 247	000.	1900
7/Cycle: 0.00 0.30 0.30 0.36 0.66 0.00 0.30 0.00 0.30 0.00 0 0 0 0 0 0 0	ity at: Move	sis	e: 0.2	33 0.3	0	.27 0.	0.2	00.	0.00
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		.00.1 0.0 4	1, 41	.00 1 8.2 23	1.00	.00 1 3.5 18			0.0

Page 12-1

Claremont Inn/Old School House TIA BUILDOUT BASELINE CONDITIONS	
Impact Analysis Report Level Of Service	
Base Del/ LOS Veh C I Blvd/Towne Ave R 1133.4 1.410 I Blvd/Mountain Ave R 71.3 1.093 I Blvd/Berkeley Ave/Pro C 15.1 0.000 I Blvd/Indian Hill Blvd F 141.8 1.364 I Blvd/Monte Vista Ave C 33.7 0.804 Ir/Indian Hill Blvd F 162.2 1.443 Ramps/Indian Hill Blvd F 162.2 1.443 Ramps/Indian Hill Blvd F 123.5 1.355	
105 Veh C 1 105 Veh C 105 Veh 105 Veh C 105 Veh C 105 Veh C 105 Veh C 105 Veh	ture/
2 Foothill Blvd/Mountain Ave	C C 4 1.410 + 0.000 D/V
3 Foothill Blvd/Colby Cir D 33.6 0.000 4 Foothill Blvd/Indian Hill Blvd C 15.1 0.000 5 Foothill Blvd/Indian Hill Blvd F 141.8 1.364 6 Foothill Blvd/Monte Vista Ave C 33.7 0.804 7 Colby Cir/Indian Hill Blvd D 30.7 0.000 8 Arrow Hwy/Indian Hill Blvd F 162.2 1.443 9 I-10 WB Ramps/Indian Hill Blvd F 94.2 1.355 10 I-10 FR Ramps/Indian Hill Blvd F 123.5 1.344	71.3 1.093 + 0.000 D/V
4 Foothill Blud/Berkeley Ave/Pro C 15.1 0.000 5 Foothill Blud/Indian Hill Blud F 141.8 1.364 6 Foothill Blud/Monte Vista Ave C 33.7 0.804 7 Colby Cir/Indian Hill Blud D 30.7 0.000 8 Arrow Hwy/Indian Hill Blud F 162.2 1.443 9 I-10 WB Ramps/Indian Hill Blud F 94.2 1.355 10 I-10 FR Ramps/Indian Hill Blud F 123.5 1.344	33.6 0.000 + 0.000 D/V
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	5 1.344 + 0.000 D/V
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Claremont Inn/Old School House TIA BUILDOUT BASELINE CONDITIONS PM PEAK HOUR

Scenario Report

BO-PM

Scenario:

BO-PM
BO-PM
Nr mitigated
Nr mitigated
Default Impact Fee
Default Trip Generation
Default Trip Distribution
Default Routes
Ex-PM

Command:
Volume:
Geometry:
Geometry:
Trip Generation:
Trip Distribution:
Paths:
Routes:
Configuration:

Wed Sep 13, 2006 08:03:04

BO-PM

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BO-PM		Wed	Sep 13,	- 1	2006 08:03:06			Page	3-1	ВО-РМ		We	Wed Sep 13,		2006 08:03:06	9(Page	e 4-1
	0	aremon' BUILD(Claremont Inn/Old School House TIA BUILDOUT BASELINE CONDITIONS PM PEAK HOUR	nn/Old Schoo Baseline CO PM PEAK HOUR	ol House	TIA					r U 	laremon BUILI	our BAS	Claremont Inn/Old School House BUILDOUT BASELINE CONDITIONS PM PEAK HOUR	ol Hous	se TiA	 1 6 1 1		
	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative)	vel Of eration	Level Of Service Computation Report Operations Method (Base Volume Alte	Comput d (Base	ation Re	sport Alternat	tive)	!		1	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative)	evel Or	Servic	Level Of Service Computation Report Operations Method (Base Volume Alte	tation 9 Volum	Report	lative		
Intersectio	%*************************************	Blvd/1	Towne Ave	*		* * * * * * * * * * * * * * * * * * * *	* * *	* * * * * * * * * * * * * * * * * * * *	* * * * * * * *	Intersection	**************************************	****** 1 Blvd/	**************************************	****** n Ave	* * *	* * * *	* * * * *	***	* * * *
Cycle (sec): Loss Time (sec): Optimal Cycle:	sec): 100 1e: 180	0 4 (Y+R = 0	4 sec)	Critic Averag Level	Critical Vol./Cap. Average Delay (sec/ Level Of Service:	Critical Vol./Cap. (X): 4 sec) Average Delay (sec/veh): Level Of Service:); h);	1.410 133.4 F	01 4. F	Cycle (sec): Loss Time (sec): Optimal Cycle:	Cycle (sec): 100 (V+R = 4 sec) Average Delay (sec/veh): Optimal Cycle: 180 Level Of Service: 180 Level Of Serv	* * * * * * * * * * * * * * * * * * *	*****. . 4 sec	Critic Critic Averac Level	<pre>**************** Critical Vol./Cap Average Delay (se Level Of Service:</pre>	**************************************	(X): reh):	*********** 1.093 71.3	****** 1.093 71.3
Street Name: Approach: Movement:	or '	* * * * * * * * * * * * * * * * * * *	Ave South Bound L - T - 1	Bound R	* * * * * * * * * * * * * * * * * * *	* m	**************************************	lvd West Bo	* 0	******** Street Name: Approach: Movement:	******** North Bc	Mountain Ave	.n Ave South	Ave South Bound	* E	********* Foot East Bound	********* Foothill E ound R	**************************************	***** Bound
Control: Rights: Min. Green: Lanes:	Prot+Per Inclu	- 0,	Prot+Permit Include 0 0 1 0 1 1	0 1		Protected Include 0 0 0 1 1 0		Protect Inclu	ted ude	Control: Rights: Min. Green: Lanes:	Prot+Permit Include 0 0 1 1	mit de 0 1 0	Prot+	Prot+Permit Include 0 0 0 0	Pri	Prot+Permit Include 0 0	0 1	Prot+Permit Include 0 0 0	t+Permit Include 0 0 0
Volume Module: Base Vol: Growth Adj: 1	le: 297 1100 1.00 1.00	-	612 630	1.0	275			990	618	Volume Module: Base Vol:	e: 298 266	_		!	-	914	_		!
Initial Bse: User Adj:	: 297 1100 1.00 1.00		612 630		275			367 990		Initial Bse:	298 298					1.00			
PHF Adj: PHF Volume:	1.00 1.00 297 1100	378	1.00 1.00	0 1.00	1.00	1.00 1.00	00 1.00	00 1.00		OSEL AGJ: PHF AGJ: PHF Volume:	1.00 1.00	1.00	1.00 1.	1.00 1.00	1.00	1.00		1.00 1.00	
Reduct Vol: Reduced Vol:	0 0 0 : 297 1100		0 0 0		0 27.5					Reduct Vol:	0 0	20 0				91. 0		0 1040	
PCE Adj: MLF Adj:	1.00 1.00		7	-	1.00			1.00		PCE Adj:			421 4 1.00 1.	416 453 1.00 1.00		914			
Final Vol.:	1100	_	612	191	275	- 1	-	990 7	618	MLF Adj: Final Vol.:	1.00 1.00 298 266	1.00		.00 1.00 416 453		1.00 914	1.00 1. 295 2		
Saturation F Sat/Lane:	dule: 1900		1900 1900		1900		-	0 1900		Saturation F Sat/Lane:	Flow Module:	1900	1900 1900	0001 00	1,900	0061	91 0001		1
Adjustment:			0.44 0.92		0.95	0.93 0.9		5 0.89		Adjustment:	0.73 0.89		0.95 0.88			0.91		0.95 0.92	0.92
Final Sat.:	3610	1.00 I	.00 1.53 841 2673	3 810	1805	1.70 0.30 3007 524	30 1.00 24 1805	0 1.23 5 2094	0.77 1307	Lanes: Final Sat.:	1.00 1.21 1390 2063		1.00 1.00	00 1.00	1.00	1.51		1.00 1.55	
Capacity Ana Vol/Sat:	Capacity Analysis Module: Vol/Sat: 0.16 0.30 0	.23	0.73 0.24	1 0.24	0.15	0.34 0.34	94 0.20		0.47	Capacity Analysis	1ysis Module: 0.21 0.13 0	.13	0.23 0.25	0.2	0.57	0.35 0	=		0
Green/Cycle:	0.43 0.23		0.50 0.29		0.12	0.30 0.30	30 0.18			Graen/Cycle:	***				* (•			
Volume/Cap:	0.68 1.32			0.82	1.32			1.32		Volume/Cap:	0.89 0.96		0.39 0.24 0.82 1.06	24 0.24 06 1.16	0.0 0.0 0.0	0.40		0.52 0.33 0.71 1.16	0.33
Delay/Veh: User DelAdj:	25.4 192 1.00 1.00		99.8 38.8 1.00 1.00	38.8	7.00	115 114.8		183		Delay/Veh:	56.1 74.6		35.2 87.8	.8 123.7	48.2	33.9	33.9 28.1	1 114	-
AdjDel/Veh:	4 192		99.8 38.8	38.8	218.6	115 114.8		183	182.8	Vser DelAdj: AdjDel/Veh:	56.1 74.6		1.00 1. 35.2 87.	00 I.UU 8 123.7	1.00	1.00		1.00 1.00	1.00
HCM2kAvg: 9	ις: (*)	ď														,			

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		Claremont	In	n/Old Sc BASELINE M PEAK H		nool House CONDITIONS	ALL SIN	 	!		
****	2000 HCM	Level Operat		ervice (Method	Compute (Base	ation R	Report le Alterna	 rnati	ive)	,	
Intersection	#2 Foot		Blvd/Mounta	ri **	√ ve * * *	* * *	*				
Cycle (sec): Loss Time (sec) Optimal Cycle:	; ();	(Y+R	4	(c)	ritic veraç evel	l Vol Dela f Ser	/Cap (se ice:	(X): veh)		.0	
*********** Street Name: Approach: Movement:	****** North L - T	****** Mounta Bound - R	* 44.02.11	* * * T	****** Bound	* 1	***** ast Bo	****** Foothil ound	* * * ± E	* + +	******* Bound - R
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User Adj:			1.00	1.00	0 0	1.00	1.00				1,00
	98 2	•	421	416	. 4.	1.00 520	914	295	1.00	1.00	305
Reduct Vol: Reduced Vol:	0 0 298 266	172	42.1	416	4 0 4 7 0	100	0 0	0 0	0 0	0 0	0 0
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Capacity Ana	Ivers Modul	0	-	-			1 1	Ī) [3	١i
B	* . 21		0.23	0.25	0.27	0.57	0.35	0.35	0.16	0.39	0.39
	.28 0.1	0.13	.39	7	3	S		0.40	. 52	m	•
Volume/Cap: Delav/Veb:	0.9 74.	74.6	2 82	٦.	∵.~	ი. α		0.87	0.71	7.5	
·	00.	1.00	1.00	1.00	1 (1.00	1.00	1.00	1.00	1.00	1.00
Adjuel/Ven: HCM2kAvg:	11	74.6	5.2	۲۰۶	. ر ب	æ ć		33.9	28.1	114	4 0
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BO-PM		Wed	Wed Sep 13,		2006 08:03:06	90:20			Page	5-1		BO-PM	1
	CLi	aremon BUILD	t Inn/ OUT BA	nn/Old Schoo BASELINE COI PM PEAK HOUR	chool E CONE	Claremont Inn/Old School House TIA BUILDOUT BASELINE CONDITIONS PM PEAK HOUR	TIA TI	1					
Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative)	1000 HCM Unsignalized Method (Base Volume Alternative)	vel of	Servi	ice Cc	mputat (Base	Level Of Service Computation Report	Dort Alter	ative	***	***************************************		2000 HCM U	2000 HCM U
Intersection #3 Foothill Blvd/Colby Cir	Footh111	Blvd/	Colby	Cir			,	,	******	****		Intersection #4 Foothi	44 Foothi
**************************************	*******	* * *	* 0 .	Worst	. Case	Worst Case Level Of Service:	of Ser	vice:	0 *	D[33.6]		Average Delay (sec/veh	(sec/veh
**************************************	**************************************	Colby Cir	Cir	r South Bound	ind	Eas	Foot East Bound	Foothill Blvd cound We	Blvd West Bound	Bound		Street Name: Approach: Movement:	Berke North B L - T
Movement: L		<u>-</u> ا بر	7	-	٦ -	1		= 	i	- [1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Control:	Stop Sign	<u>-</u>	Sto	Stop Sign	<u> </u>	Unco	Uncontrolled Include	ال	Uncontrolled Include	ontrolled		Control: Rights:	Stop S Incl
Rights: Lanes: 0	0 0 0 0	O	1 0	0 0	0 1	1 0 T	2 0	0	0 0 1	1 0		Lanes:	0 0 0
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			1.00 1.00	1.00	1.00	1.00 1			1.00 1.00				1.00 1.00
ie:			16	0	53	26 1397	397		0 120	6 24			00
Reduct Vol:	0 0	0 0	0 5	0	0 "	0 90	0 6 6 6	> c	0 1206	24		Final Vol.:	. 0
Final Vol.:		- - - -	١٩	>	2	1 07	760		2	-		- (
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Critical Gp:xxxx xxxx xxxxx	X XXXX X	XXXX	n co	× × × × ×	ם ת מ	4. C.	× × × × × × ×	× × × × ×	4.1 XXXX XXXXX XXXXX XXXX XXXX 2.2 XXXX XXXXX	XXXXX X		FollowUpTim:xxxxx xxxx	XXX XXX
FOLLOWUDITH: XXXXX XXXX XXXXX	X XXXX X	7777	, ,	(i) !	1 1							
Capacity Module:	×××	XXXX	1969	×××	615	1230 ×	××××	×××	xxxx xxxx xxxx	xxxxx x		Capacity Module: Cnflict Vol: xxxx xxx;	le: xxxx xxx;
Potent Cap.: xxxx xxxx xxxxx	X XXXX X	XXXX	56	56 xxxx	439	574 x	574 xxxx xxxxx		XXXX XXXX	xxxxx x		•:	XXX XXX
Move Cap.: xxx	XXXX XXXX XXXX		54	xxxx	439	× 274		×××	XXXX XXXX	****		Move Cap.: Volume/Cap:	
Volume/Cap: xxx	XXXX XXXX XXXX	_	0.30	XXX I	71.0	X 00.0 ZI.	V V V V V V V V V V V V V V V V V V V		e i	- 1	_		
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d Del:	x xxxx x	XXXX	97.3	XXXX	14.3	11.6 x	XX XXX	× ××	11.6 xxxx xxxxx xxxxx xxxx xxxxx	* * * * *		Stopped Del:xxxxx xxxx xxxx 10% by Mowe. *	***
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Movement: Li	LT - LTR -	- X	1 2		14 2	XXXX XXXX		XXXX	XXXX XXXX XXXX	XXXXX		Shared Cap.: xxxx xxx	XXX XXX
shared cap:: xxxx xxxx xxxx xxxxx	* ****		XXXX XXXX			XXXX XXXX			XXXXX XXXX	XXXXX X		SharedQueue:xxxxx xxxx	XXX XXX
Shid Stoffel xxxxx xxxx xxxxx	. xxxx		XXXX XXXX	XXXX		XXXXX XXXX XXXXX	XXXX		XXXXX XXXX XXXXX	XXXXX		Shrd StpDel:xxxxx xxx	XXX XXX
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	HCM	Level Of Ser Unsignalized	Of Serv	vice C	Service Computation ed Method (Base Volu	mputation Report (Base Volume Alternative)	Report	ernati	(O)	* *	* *
**************************************	n #4 Foothill	1 Blvc	//Berke	ley A	Blvd/Berkeley Ave/Project Dwy	ject Dwy	× × × × × × × × × × × × × × × × × × ×	***	***	* * *	***
**************************************	y (sec/veh): 0.6 Worst Case	* *	* 9 * 0	Worst	t Case	Level	* 14	Of Service: ********	* * * *	C[1	5.13
Street Name: Approach: Movement:	Berkeley North Bound L - T -	ey Ave und - R	Ave/Project Dwy South Bour R L - T -	oject Dwy South Bound	y und	ह्य । भ	ast Bo	Foothill Bound - R	Blvd West	T Bo	und - R
Control: Rights: Lanes:	Stop Sign Include	gn de 0 1	St.	Polit	Sign Slude 0 1	Unc	ontro Inclu	11ed 11ed de 1 0	Unco 1 1	Uncontroll Include 0 1 1	11ed de 1 0
du1		1 0			1 2	1 0	1253	35		1285	1 4
Base Vol: Growth Adj:	1.00 1.00	1.00	1.0	1.00	1.00	1.00	· ·	1.00		1.00	1.00
Initial Bse:	00 00	35	0 0	0 0	32	1.00	1353	1.00	1.00 1	1285	1.00
PHF Ad1:	000	1.00	٠.	1.00	1.00	1.00	•	1.00	00.	1.00	1.00
PHF Volume:	0	35		0	35	48	1353	25	0 0	1285	24.0
Reduct Vol: Final Vol.:	00	35	5 0	0	350	Δ. εδ	1353	25	0 0	28	49
		1	-	1					1111	-	
Critical Gap Modu Critical Gp:xxxxx FollowUpTim:xxxxx	<pre>Gap Module: Gp:xxxxx xxxx im:xxxxx xxxx</pre>	3.9	XXXXX	××× ×××	9.9	4.1	XXXX	XXXXX	× ××××	XXXX	XXXXX
		9	:		9		>	>	*	×	× × ×
Cnflict Vol:	××××	9 6 9 6 9 6	× × × ×	× × × × ×	406	524	XXXX	XXXXX			XXXX
Move Cap.:		393			406	524	××××	××××			XXXXX
Volume/Cap:	xxxx xxxx	0.09	XXXX	×××	60.0	0.0	XXXX	XXXX	XXXX	XXX	XXXX
Of.	Service Module		- >	>	~	ć	×××	XX XX		×××	××××
Stopped Del:	XXXX XXXXX:	15.1		XXXX	14.7	12.6	×××	×××××		××××	xxxxx
LOS by Move:	* * T.T.	U E-	* [+ LIR	en E	ا 5 ش	· LTR	+ RT	LT -	LTR	. RT
Shared Cap.:	××××	XXXXX	×	XXX	xxxxx	XXXX	XXXX	xxxxx		xxxx	xxxxx
SharedQueue:xxxxx Shrd StpDel:xxxxx	**************************************	*****	*****	* * * * * * * * * * * * * * * * * * *	×××× ×××××	*****	* * * * * *	* * * * * * * * * * * * * * * * * * *	~ ×××××	× × * × × ×	× × × * * × × × × × × × × × × × × × × ×
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BO-PM		2000 H	Intersection #6 Foor	Cycle (sec): Loss Time (sec):	Optimal Cycle:	Street Name: Approach: North		Rights: Ir	. 8	- dule:	Growth Adj: 1.00 l.		User Adj: 1.00 1.			Reduced Vol: 229 B		Final Vol.: 229 8	Saturation Flow Modu	٠.	Lanes: 2.00 2. Final Sat.: 3502 36	1		60.0	: 0.74	Delay/Veh: 53.3 37		cAvg:	*****
Page 7-1		e) **********	****	1.364 141.8	****************	1 Blvd West Bound L - T - R	Protected	Include 0 0 0	0 2 0 1		1.00 1	1183	1.00 1.00 1.00	262 1183 198	0 0 0	1.00	1.00 1	262 1183 198	0001 0001	0.95	1.00 2.00 1.00 1805 3610 1615		0.15 0.33 0.12	0.40	0.82	238.4 30.8 20.9	30.8	20 18 4	****
2006 08:03:06	NDITIONS	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative)	Intersection #5 Foothill Blvd/Indian Hill Blvd	Critical Vol./Cap. (X): Average Delay (sec/veh):	180 Level Of Service:	Foothill East Bound L - T - R	Protected	include 0 0 0	0 1 1 0	00 00 00 00 00 00 00 00 00 00 00 00 00	1.00 1	92 1138	1.00 1.00 1.00	92 1138	0 0 0 0	1.00 1	1.00	92 1138 525	1900 1900 1900	0.91	1.00 1.37 0.63 1805 2354 1086		0.05 0.48 0.48	0.35 0.35	1.36	202 201.6 2	9 202 201.6 2		K H I K K K K K K K K K K K K K K K K K
Wed Sep 13, 2006 08:03:06	BUILDOUT BASELINE CONDITIONS PM PEAK HOUR	Of Service Computation Report ions Method (Base Volume Alte	#5 Foothill Blvd/Indian Hill Blvd	4 sec)	Tevel: Tevel: Tevel:	Indian Hill Blvd Bound South Bound T - R	Protected	0 0 0 0	1 0 1 0 1	801 707 700	1.00 1.00 1	207 724	1.00 1.00 1.00	207 724	0 0 0 0	1.00 1.00	1.00 1.00 1	207 724 123	1900 1900 1900	0.95 1.00			0.11 0.38 0.08		1.17 1.36	1.00 1.00	-	- 1	E
W Clarem	BUI	Level Of 2000 HCM Operation	n #5 Foothill Blv	::	* * *	Nor L	Protected	include 0 0 0	1 0 1 0 1	le: 542 805 247	1.00 1.00 1	542 895	1.00 1.00 1.00	542 895	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.00 1.00	1.00 1.00 1	542 895 247	Flow Module: 1900 1900 1900		1.00 1.00 1.00 1805 1900 1615	- alysis Module:	0.30 0.47 0.15	0.22 0.40	1.36 1.17 0.38	1.00	21.5	38 47 5	: : : : : : : : : : : : : : : : : : :
ВО-РМ		***	Intersection	Cycle (sec): Loss Time (sec):	Optimal Cycle:	Street Name: Approach: Movement:	Control:	Min. Green:	Lanes:	Volume Module	Growth Adj:	Initial Bse	PHF Ad1:	PHF Volume:	Reduce Vol:	PCE Adj:	MLF Adj:	Final Vol.:	tion ne:	Adjustment:	Lanes: Final Sat.:	Capacity Analysis	Vol/Sat: Crit Moves:	Green/Cycle:	Volume/Cap:	User DelAdi: 1.00 1.00	AdjDel/Veh:	HCM2kAvg:	

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		Claremont	TD P	Old SELI PEAK	1201	conditions	e TIA NS	 		 	
****	2000 HCM	Level Operat	Of Service tions Method		Computa (Base	tion Volum	tion Report Volume Alternat	rnativ	ive)	1 *	
Intersection ********	#6 Footh	B1	vd/Monte	Vista		* * *	*	*	*	•	
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al C	* * * * * * * * * * * * * * * * * * *	* * *	*	*	evel 0	مد دستا			,	, ;	ا ،
Street Name: Approach: Movement:	North L - T	nte V und - R	a so 1	h Bo	ď		٠ -3 ص	0 5 1	1 B1v	St.	Bound
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Wolumb Modul	>	Ì	- [1	1		7 0	I	1	-	1
Base Vol:	229	21	281	921	200	188	1293	201	154	967	269
∢	Н	-	00 1	0	1.00	1.00	•	1.00	1.00	1.00	1.00
Initial Bse:	229 843	•	281	- (4	188	\sim	201	-	o	26
PHF Adj:			00		1.00	1.00		1.00	1.00	00.1	1.00
PHF Volume:			281	-	~ (2)	188	~ ~	201	.5	٠ ص	26
Reduct Vol:				0 6	0 0	-	•	0 :	L	0 !	0
>	.00	_	787	- c	V	188	N	\sim	5	σ.	26
Æ	1.00 1.00	1.00	1.00 1	200	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	σ !	!	31	921	200	188	7	201	5	196	269
ĹŁı	low Mod 1900 1	190	900 1		8	90	1900	06	1900	90	1900
Adjustment:	.92 0	0.8	. 92 0	68	68.0	φ.	0.95	ω.	0.95	σ.	0.92
Lanes: Final Sat.:	3502 3610	1.00	A 4.	.46 147	900	1.00	2.00 3610	1.00	1.00	1.56	760
y Ana	is Mod	u	;								-
Vol/Sat: Crit Moves:	0.07 0.23	0.13	0.08 0.0	.22 (0.22	0.10	0.36	0.12	60.0	0.35	0.35
Green/Cycle:	0 1	0.29	10 0	30	wi.	0.13	<u>ما</u> ر	4.	11.	0.44	0.44
Delay/Veh:	3.3 37.		6.73	# m		<u>.</u>		٧.	. c	0.80	0.80
User DelAdj:	.00 1.0	0	.00 1	0	1.00	0	1.00	1.00	00	1.00	1.00
AdjDel/Veh:	۳. س	έ,	6.73	ش	÷ ۲	60.3	5	6.	0.1	27.4	27.4
********	* * *	*****	*****	*****	****	* * *	* * * * * * * *	* * *	/****	18	18 * * * *

BO-PM	Wed Sep 13, 20	2006 08:03:06	3:06	1	Page	9-1	BO-PM		wed	Sep 13,	2006 08:03:06	3:06		Page 10-1	10-1
	Claremont Inn/Old School House TIA BUILDOUT BASELINE CONDITIONS PM PEAK HOUR	School Hc ME CONDIT	ouse TIA						Claremont BUILDOU	remont Inn/Old School House TIA BUILDOUT BASELINE CONDITIONS PM PEAK HOUR	chool H E CONDI HOUR	ouse TIA			
2000 HCM ************************************	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Altern	omputatic (Base Vo	on Report	** ** ** ** ** ** ** ** ** ** ** ** **	* * * *	* * * * * * * * * * * * * * * * * * *	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) ***********************************	2000 HCM ************************************	Level Of ************************************	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) ***********************************	mputati Base Vo *******	on Report lume Alte ********	rnative) *******	* * * * * *	* * *
**************************************	Average Delay (sec/veh): 2.4 Worst Case Level Of Service: D[30.7] ************************************	Case Le	evel Of S	Of Service:	D[D[30.7] ***********	Cycle (sec): Loss Time (sec): Optimal Cycle:	:	0 4 (Y+R = 0	100 Critical Vol./Cap. (X): 4 (Y+R = 4 sec) Average Delay (sec/veh): 180 Level Of Service:	Critical Average D Level Of	Critical Vol./Cap. (X): Average Delay (sec/veh) Level Of Service:	(X): /veh):	1.443 162.2 F F	143 FF
h: No	South Bo	<u>.</u>	East Bound	ound - R - R	West Bound	Sound - R	Street Name:	Nort	Indian Hill Blvd Bound South	11 Blvd South Bound	pq	East Bo	Arrow Hwy Bound	≅	punos
Control: Uncont Rights: Inc	Uncontrolled Uncontrolled Include Include 0 1 1 0 1 1 0 1 1 0	11ed	Stop Si Inclu	gn ide 0 1	Stop Sign Include 0 0 1! 0	Sign nclude 1: 0 0	Movement:	Protected	red ted	L - T - 	- B	L - T	ed III	L - T - Protected Include	- R cred
Volume Module: Base Vol: 112 77	20 2 431	_	46	77	4 60	2 9 5	Min. Green: Lanes:	1 0 1	100	1 0 1	1 0	1 0 2	0 1	1 0 1	1 0
Growth Adj: 1.00 1.00 Initial Bse: 112 776 User Adj: 1.00 1.00	1.00 1.00 1.00 20 2 431 1.00 1.00 1.00	200 1. 1.00 1.	⊣	1.00			Volume Module: Base Vol:	676 971		374 1009	130	152 961	719	441 610	
PHF Adj: 1.00 1.0 PHF Volume: 112 73 Reduct Vol: 0	1.00 1.00 1.00 20 2 431 0 0 0		1.00 1.00 34 9 0 0	1.00	1.00 1.00 4 0		Growth Adj: Initial Bse: User Adj:	676 971 1.00 1.00	392	374 1009 1.00 1.00					253
112	776 20 2 431	20	34 9	77	-		PHF Adj: PHF Volume:	1.00 1.00 676 971		1.00 1.00 374 1009	1.00	1.00 1.00	719	1.00 1.00 441 610 0 0	
Critical Gap Module: Critical Gp: 4.1 xxx FollowUpTim: 2.2 xxx	lodule: 4.1 xxxx xxxxx 4.1 xxxx xxxxx 2.2 xxxx xxxxx 1.2 xxxx xxxxx	1	7.5 6.5	9.9	7.5 xxxx 3.5 xxxx	< 6.9 < 3.3	Reduct Vol: Reduced Vol: PCE Adj: MLF Adj:		392	374 1009 1.00 1.00 1.00 1.00			1.00	61 1.0	1.0
Capacity Module: Cnflict Vol: 451 xxx			1057 1465	226	1234 xxxx	398	Final Vol.:	676 971 - Flow Module	- 1	374 1009	130	152 961	719	441 61(- 1
Potent Cap.: 1120 xxxx xxxxx Move Cap.: 1120 xxxx xxxxx Volume/Cap: 0.10 xxxx xxxxx	835 XXXX 2 835 XXXX 2 0.00 XXXX	_		١		0	• •	1900 1900 0.95 0.91 1.00 1.42	0.91	1900 1900 0.95 0.93 1.00 1.77	1900 0.93 0.23		1900 0.85 1.00		
Level of Service Module: Queue: 0.3 xxxx x stormed Del' 8.6 xxxx x	x 0.0 xxxx	:	***** *****	0.3 ×	***** **** ***** ****	. xxxx x	Final Sat.: 1805		F :		_		1615	243	!
×	×		* * LT - LTR 153 xxxx	* B - LTR - RT xxxx xxxxx	* * * LT - LTR xxxx 146	x - rt 6 xxxxx	Vol/Sat: Crit Moves: Green/Cycle:		9 0.39	0.32 **** 0.22			 	5.0 6.0	
SharedQuee:xxxx xxxx xxxx Shrd StpDel:xxxx xxxx xxxx Shared LOS:	**************************************	xxxxx xxxxx 3.	1.1 xxxx xxxxx 37.4 xxxx xxxxx E * *		xxxxx 0.1 xxxxx 30.7 * D	1 xxxxx 7 xxxxx *			153.7	1.44 245 1.00	1.00	0.70 0.85 51.9 39.7 1.00 1.00	244.9 2 1.00	258.4 29.3 1.00 1.00	2 29.3
ApproachDel: xxxxxx ApproachLOS: *	******		19.9 C		30.7 D	7	AdjDel/veh: HCM2kAvg: **********	248.1 154 50 40 ********	105.7 40 ****		*		200	34 12 34 12 *******	*

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ВО-РМ	Ē	Wed Sep 13, 2	2006 08:03:06	03:06		Page	je 11-1	BO-PM
	Clarem	Claremont Inn/Old School House TIA BUILDOUT BASELINE CONDITIONS PM PEAK HOUR	School NE CONE HOUR	House TIA	i 	! ! !	1 1 1 1 1 1	
Level Of Service Computa 2000 HCM Operations Method (Base '************************************	Level (RCM Operat.	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) ************************************	omputat (Base V ******	ion Report	t ernative ******	* * *	1 * 1 * 1 * 1 * 1 * 1 *	2000 HC
	100 4 (Y+R = 180	4 4 8 6 C)	****** ritical verage evel Of	<pre>Critical Vol./Cap. (X): Average Delay (sec/veh): Level Of Service:</pre>	(X): 2/veh):	* * *	**************************************	Cycle (sec): Loss Time (sec): Optimal Cycle:
·	Indian E North Bound	Indian Hill Blvd Bound South Bound	und - R	East Bound	1-10 WB ound - R	Ramps West	**************************************	**************************************
een:	Protected Include 0 0 0 0	Protected Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ed 6d 0	Split Phase Include 0 0 0 0	nase nde 0 0	Split In 0	Split Phase Include 0 0 0 0	Control: Per Rights: In Min. Green: 0 Lanes: 0 0
odule: 544 4j: 1.00 3se: 544	1498 1.00 1498		_		1.00	567 1.00 1. 567 1.00 1.	!	odule : ij: 3se:
PHF Ad]: 1.00 PHF Volume: 544 Reduced Vol: 0 Reduced Vol: 544 PCE Adj: 1.00 MLF Adj: 1.00	1.00 1.00 1498 0 1498 0 1.00 1.00 1.00 1.00 1498 0	1.00 1.00 0 1668 0 0 0 0 1668 1.00 1.00 1.00 1.00	1.00 1127 0 1127 1.00 1.00	1.00 1.00 0 0 0 0 1.00 1.00 1.00 1.00	1.00 0 1.00 1.00	1.00 1. 567 0 567 1.00 1.	1.00 1.00 0 814 0 0 0 1.00 1.00 1.00 1.00 0 814	PHF Adj: 1.00 1. PHF Volume: 0 11 Reduct Vol: 0 Reduced Vol: 0 11 PCE Adj: 1.00 1. MLF Adj: 1.00 1. Final Vol: 0 11
Saturation Flow Module Sat/Lane: 1900 0900 Adjustment: 0.95 0.95 Lanes: 1.00 2.00 Final Sat.: 1805 3610	odule: 1900 1900 0.95 1.00 2.00 0.00	1900 1900 1.00 0.91 0.00 3.00 0 5187	1900 0.85 1.00 1615	1900 1900 1.00 1.00 0.00 0.00	1900 1,00 0,00	1900 1900 0.89 1.00 1.41 0.00 2395 0	00 1900 00 0.89 00 1.59 0 2699	Saturation Flow Modu SatUrane: 1900 190 Safustment: 1,00 0.1 Lanes: 0.00 2.1 Final Sat.: 0.43
Gpacity Analysis Module: Vol/Sat: 0.30 0.41 0 Crit Moves: *** Green Cycle: 0.22 0.74 0 Volume/Cap: 1.36 0.56 0 Volume/Cap: 1.36 0.56 0 User DelAdj: 1.00 1.00 1 Adjbel/Veh: 214.2 6.2 HCKZAAG: 38 11	Module: 0.41 0.00 0.74 0.00 0.56 0.00 6.2 0.0 1.00 1.00 1.1 0.00	0.00 0.32 0.00 0.52 0.00 0.62 0.0 17.8 1 0.0 17.8 1 0.0 17.8 1	0.70 0.70 0.52 1.36 1.00 1.00 1.10	0.00 0.00 0.00 0.00 0.00 0.00 1.00 1.00 0.0	0.00	0.24 0.00 0.22 0.00 1.06 0.00 82.6 0.0 20 0.0	00 0.30 00 0.22 00 1.36 00 1.36 00 1.00 0.0 205.1	Capacity Analysis Movels Vol/Sat: 0.00 0.3. Crit Moves: *** Green/Cycle: 0.00 0.1 Volume/Cap: 0.00 1.3 Delay/Veh: 0.0 1.3 AdjDel/Veh: 0.0 20 HCM2KAvg: 0.2

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BO-PM			Wed Sep	13,	2006 08	3:03:0	9		Page	e 12-1
		Clar B	aremont Ir BUILDOUT	AB M	SCH	conditions CONDITIONS	e TIA			
**************************************	2000 H ******* #10 I-	Leve Oper **EF	Of Se tions *****		Comput (Base *****	ation Volum ******	Report	ttion Report Volume Alternative	* * * * * * * * * * * * * * * * * * *	* * *
(sec) ime (1 cyc	k + + + + + + + + + + + + + + + + + + +	* ~ *	* 5	**** sec)	Critical Vol. Cherage Delay Level Of Serv	al Vol	******** Vol./Cap. Pelay (sec. Service:	* ~ > :	* * * * *	**** 344 3.5
Street Name Approach: Movement:	North	India Bound T - 1	Hill L	lvd uth B	Bound	* 1	* ⊢	**** -10 E und -	******** B Ramps West L - T	***** Bound
ontrol: ights: in. Green: anes:	Per Ir	Permitted Include 0 0		Protected Include 0 0 0	red o o	Sp]	plit Pha Includ 0 0	Phase slude 0 0	Split Inc 0	t Phase nclude 0
Mod 1: Adj	1.00	-	577 1167 .00 1.00		1.00	, 916 1.00	1.00	416	0.1	0 1.0
Initial Bse: User Adj:	1.00 1.	-					1,00	416	0 1.0	0 0 0 0 0
FHF Ad]: PHF Volume:	00.	-	7 1167		1.00	1.00	1.00	1.00	1.0	_
Reduct Vol: Reduced Vol:	-		0 0 577 1167		00	0 816	0 0	0 416	00	00
PCE Adj: MLF Adj:	1.00 1.	0 0	-; -;	П ещ	1.00	1.00	1.00	1.00	1.0	0 1.00
Final Vol.:	- !	:	11	1	0	916		416		
ns ns ro no	low Mc 1900 1.00 0.00	dule: 1900 1900 0.86 0.86 2.63 1.37 4318 2245	0 1900 6 0.95 7 1.00 5 1805	1900 0.95 2.00 3610	1900 1.00 0.00	1900 0.91 1.68 2909	1900 0.91 0.01 5	1900 0.91 1.31 2263	1900 1900 1.00 1.00 0.00 0.00	0 1900 0 1.00 0 0.00
Capacity Ana Vol/Sat: Crit Moves:	lysis 0.00	i ⊃ 'o ∗	6 0.65	0.33	0.00	0.31	6 * * * * *	0.18	0.00 0.00	00.00
Green/Cycle: Volume/Cap:	Ф		9 0.48	00	0.00	0.29	0.29	0.29	0.00 0.00	
Delay/Veh: User DelAdj: AdjDel/Veh:	0.0 2 1.00 1. 0.0 2	201 200.8 188 .00 1.00 1 201 200.8 188	8 188.7 0 1.00 8 188.7	_	1.00	91.0	1.00	31.7	1.0	0 0.0
HCM2kAvg:	1 (1				. 0	28	45	10	0.0	

Wed Sep 13, 2006 08:03:27	Page 1-1	BOWP-AM Wed Sep 13,	Wed Sep 13, 2006 08:03:29		Page 2-1
Claremont Inn/Old School House TIA BUILDOUT PLUS PROJECT CONDITIONS AM PEAK HOUR		Claremont Inn/Old BUILDOUT PLUS PR	Clarement Inn/Old School House TIA BUILDOUT PLUS PROJECT CONDITIONS AM PEAK HOUR	 	
Scenario Report		Impact Anal Level Of	Impact Analysis Report Level Of Service		
BOWP-AM ROMP-AM		Intersection	0 /A	Future Del/ V/	Change in
NT mitigated Default Impact Fee		LC # 1 Foothill Blvd/Towne Ave D	LOS Veh C LOS Veh D 45.3 0.921 D 45.3	0.921	4 0.000 b/v
Default Trip Generation Default Trip Distribution		# 2 Foothill Blvd/Mountain Ave C	24.1 0.729 C	24.1 0.729	v/d 0000 +
Default Paths Default Routes		# 3 Foothill Blvd/Colby Cir E	35.6 0.000 E	35.6 0.000	v/d 000.0 +
Ex-AM		# 4 Foothill Blwd/Berkeley Ave/Pro C	15.5 0.000	c 15.5 0.000	4 0.000 D/V
		# 5 Foothill Blvd/Indian Hill Blvd D	44.4 0.954 D	44.4 0.954	A/0 000 +
		# 6 Foothill Blvd/Monte Vista Ave C	28.3 0.599 C	28.3 0.599	A/G 000.0 +
		# 7 Colby Cir/Indian Hill Blvd E	49.0 0.000 E	000.00	49.0 0.000 + 0.000 D/V
		# 8 Arrow Hwy/Indian Hill Blvd C	32.9 0.727 C	9 0.727	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	4 0.000 D/V
		# 10 I-10 EB Ramps/Indian Hill Blvd C 32.9 0.917	υ	9 0.917	32.9 0.917 + 0.000 D/V

Command:
Volume:
Geometry:
Impact Fee:
Trip Generation:
Trip Distribution:
Paths:
Routes:
Configuration:

Scenario:

BOWP-AM

Class	Wed Sep 13, 2006 08:03:29	2006 08:03:29	Page 3-1	BOWP-AM
	BUILDOUR PROJECT CONDITIONS AM PEAK HOUR	CONDITIONS IR		;
	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) ************************************	tation Report e Volume Alterne ***********************************	tive) ********	2000 HCN ************************************
	* 60	**************************************	*	
	Towne Ave North Bound South Bound T R L - T - R	********** East B	**************************************	**************************************
	Prot+Permit Prot+Permit Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Protected Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Control: Prot+F Rights: Inc Min. Green: 0 Lanes: 1 0 1
	487 1027 1.00 1.00 487 1027 1.00 1.00	113 618 1.00 1.00 113 618 1.00 1.00	324 959 1.00 1.00 324 959 1.00 1.00	Volume Module: Dase Vol: Growth Adj: 1.00 1.0 Initial Bse: 150 22 User Adj: 1.00 1.0
	1.00 1.00 1.00 1.00 274 487 1027 241 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1.00 1.00 113 618 0 0 113 618 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 160 324 959 244 0 0 0 0 0 160 324 959 244 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.60 324 959 244	
	1900 1900 1900 1900 0.85 0.92 0.92 1.00 1.00 1.62 0.38 1615 1805 2842 667	1900 1900 0.95 0.92 1.00 1.59 1805 2779	1900 1900 1900 1900 0.92 0.92 0.92 0.41 1.00 1.59 0.41 710	Flow Moc 1900 1 0.95 C 1.00 1
	0.17 0.27 0.36 0.36 0.36 0.21 0.53 0.39 0.39 0.39 0.39 0.39 0.39 0.39 0.3	0.06 0.22 0.07 0.24 0.93 0.92 106.9 52.3 1.00 1.00 1.00 1.00 1.00 1.00	0.22 0.18 0.34 0.34 0.34 0.34 0.34 0.39 0.92 0.92 0.93 0.93 0.93 0.93 0.93 0.93 0.93 0.93	Capacity Analysis Mod Vol/Sat: 0.08 0.00 Crit Moves: *** Green/Cycle: 0.23 0.1 Volume/Cap: 0.51 0.7 Delay/Veh: 34.0 50. User DelAdi: 1.00 1.0 AdjDel/Veh: 34.0 50. AdjDel/Veh: 34.0 50. AdjDel/Veh: 34.0 50.

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BOWP-AM		35	Wed Sep 1	3, 2006 0	08:03:29		Page	4-1
		Claremont BUILDOUT	Inn/ PLUS AM	Old School PROJECT C PEAK HOUR	House	TIA	 	!
****	2000 HCM	Level Opera	ervi Met	U = ;	ation Re Volume	port Alternative)		
Intersection	#2 Fo	11 B1	/Mount	Ave	* * * * * * * * *	* * * *	k + + + + + + + + + + + + + + + + + + +	* 1
Cycle (sec): Loss Time (s Optimal Cycl	ec):	(Y+R	4 86	Critic Averag Level	l Vol. Delay f Serv		0.7	k (V) •
treet pproa oveme	North	Mount Bound - R	ain Av	Bound F R	* EQ * II	******* Foothi Bound T - R	**************************************	****** Bound
ntrol: ghts: n. Green: nes:	Pro 1 0	t+Permit Include 0 0 1 1 0	Prot	+Permit nclude 0 0	Prot+ In 0	rot+Permit Include 0 0 0	Prot+Permi Include 0 0 0	cmit ide 0 1 0
ι ψ		!	-	!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	1			
Base Vol:	50 2	4 50	,	28 20	10.	27.	115 122	125
ial Bs	. 2	24 50	264	28 20	- 01		D 1.0 5 122	125
User Adj:	00 1.	i .	1.00 1	0.1.0	, i		.00 1.0	1.00
	150 2	÷	1.00 1 264		,00, 173 1	.00 I.00 072 124	1.00 1.00	1.00
Reduct Vol:	0 0		0 (0 0	•			0
٥.	00 1	-	1 00 1	28 20		12	115 1	125
Adj	1.00 1.00		1.00 1.	00 1.00	1 00.	00.1.00.	1.0	1.00
		-	Ì		7	77	771	
Sat/Lane:	1900	190	900		900 19	190		1900
Adjustment:	0.95 0.92	2 0.92	95 0	00	95.0.	0.0	95 0.9	6
Final Sat.:	805	64	805 1		805 31	79 U.21 84 368	1.00 1.82 1805 3231	0.18 329
Capacity Ana Vol/Sat: Crit Moves:	lysis Modul 0.08 0.08	ule: 8 0.08	0.15 0.	13 0.13	0.10 0.3	34 0.34	0.06 0.38	0.38
	0.23 0.1	0.1	32 0	1.0	0 99.	0 0	0.5	0.52
	4.0 50.	m	30.	1.2 41.2	8.91	5.5	11.0 20.0	20.0
User DelAdj:	00 1.0	1.0	00	0.1	100.		0.1.0	1.00
HCM2kAvg:	5 6	. 0	. w	41.	9.9 	5.9 15.9 13 13	1 20.	20.0
****	*******	*****	*****	****	*****	* *	* * *	****

BOWP-AM	Wed	d Sep 13,		2006 08:03:29	3:29			Page	5-1	BOWP-AM	
	Claremo	Claremont Inn/Old School House TIA BULLDOUT PLUS PROJECT CONDITIONS AM PEAK HOUR	nn/Old Schoo LUS PROJECT (AM PEAK HOUR	hool I	douse T	IA S		 			
Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative)	Level O	Level Of Service Computation Report	chod (putat Base	ion Rep	ort Alternat	ive)	* * *	**	*****	T 2000 HCM Un ************************************
Intersection #3 Foothill Blvd/Colby Cir	ill Blvd	/Colby C	i i				1	•	**	Intersectio	Intersection #4 Foothil
**************************************	* * * * * * * * * * * * * * * * * * *	2.2	v****	Case	Level C	Worst Case Level Of Service:	* * * * * * * * * * * * * * * * * * *	· · · · · · · · · ·	E[35.6]	Average Del	Average Delay (sec/veh)
************ Street Name: Co Approach: Movement: L - T	Colby Cir Bound Sc	Cir South L -	r South Bound	ے م	East	Footh: East Bound - T - R	Foothill Blvd ound We - R L -	lvd West Bound	und - R	Street Name: Approach: Movement:	Berkel North Bo
Control: Stop Sign Rights: Include	cop Sign Include	stop S Incl	Stop Sign Include	<u> </u>	Uncon Ir	Uncontrolled Include 0 2 0 0	50	Uncontrolled Include	11ed 11ed 10e	Control: Rights: Lanes:	Stop Si Inclu
	1			=	1			1			
lule :: se:		24 0 1.00 1.00 24 0			1.00 1. 1.00 1.			0 1128 1.00 1.00 0 1128	26 1.00 26	Volume Module: Base Vol: Growth Adj: 1 Initial Bse: User Adj:	11e: 0 0 1.00 1.00 1.00 1.00
User Adj: 1.00 1.00 PHF Adj: 1.00 1.00	00 1.00	1.00 1.00			1.00 1.00	1.0		1.00 1.00		PHF Adj:	1.00 1.0
		24		108	96			0 1128	26 0	Reduct Vol:	
	0	24	0	108		1234		0 1128	26	Final Vol.:	0
Critical Gap Module: Critical Gp:xxxxx xxxx xxxxx FollowUpTim:xxxxx xxxx xxxxxx	XXXXX XX	6.8 xxxx 3.5 xxxx	XXX	3.3	4.1 xy	XXXX XXXXX XXXXX XXXX	**** **** *****	××××	× × × × × × × × × × × × × × × × × × ×	Critical Gap Module: Critical Gp:xxxxx xx FollowUpTim:xxxxx xx	Critical Gap Module: Critical Gp:xxxxx xxxx FollowUpTim:xxxxx xxxx
				-							
Capacity Module: Cnflict Vol: xxxx xxxx xxxxx Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxx xxxx	XX XXXX XX X			577 465 465 0.23	7 1154 x0 5 613 x0 5 613 x0 3 0.16 x0	****** ***** ************************		XXXX XXXX XXXX XXXX XXXX XXXX	XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX	Capacity Module: Cnflict Vol: xxx Potent Cap.: xxx Move Cap.: xxx Volume/Cap: xxx	Capacity Module: Cnflict Vol: xxxx xxxx Potent Cap.: xxxx xxxx Move Cap.: xxxx xxxx Volume/Cap: xxxx xxxx
Town Of Spraine Module:				_					-	Level Of S	Level Of Service Module
Queue: xxxx xxxx xxxx 1.8 xxxx Stopped Del:xxxxx xxxx 128.1 xxxx	XX XX XX	1.8 xxxx 128.1 xxxx		0.9	0.6 x 12.0 x	XXX	X X X X X X X X X X X X X X X X X X X	XXXX	×××××	Queue: Stopped De	Queue: xxxx xxxx Stopped Del:xxxx xxxx
<u></u>	* 6 * 6	* [υ _E	* € • • •	* E		* E	* E- ¢x	Movement:	LI - I
Movement: LT - LTK - KT Shared Cap:: xxxx xxxx xxxxx	TK - KT	XXXX XXXX XXXX	XXX	XXX	XXXX			XXXX XXXX		Shared Cap	Shared Cap.: xxxx xxxx
SharedQueue:xxxx xxxx xxxx xxxx xxxx xxxx	xx xx xx	×××××	×××		×××××	XXXXX XXXX XXXXX XXXXX XXXXX	XXXX	XXXX	XXXXX	SharedQueu	SharedQuene:xxxxx xxxx shrd StnDel:xxxxx xxxx
Shrd StpDel:xxxxx xxxx xxxxx shared LOS: * * *	******	* * * * *	χ χ χ		× × × ×	* * * * * * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * * *	*	*	Shared LOS:	*
ApproachDel: xxxxx	××	m	35.6		XXXXXX	xxx		xxxxx		ApproachDel:	1.5
ApproachLOS:	*		í Li			*		*		ApproachIOS:	ς: α:

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BOWP-AM		Wed	Sep	13, 2	2006 08	:03:29			Page	6-1
		Claremont	1	Old PRC PEAK	School JECT CO	ol House TL CONDITIONS	TIA	; ; ; ; ;		
!		Level Of Unsignali	Of Service lized Metho	Service Co	Computation od (Base Volu	mputation Report (Base Volume Alternative)	Report	ernativ		* * * * * * * * * * * * * * * * * * *
Intersection #4		* 10 *	***** /Berke *****	167 **	**************************************) ect * * * * *	Dwy * * * * * * * * * * * * * * * * * * *	* *	* * * * * * * * * * * * * * * * * * *	* * * * * *
Average Delay	t +K	*	****	Worst	t Case	Level Of Service:	S #0	Service	O * * * * * * *	[15.5]
Street Name: Approach: Movement:	Berkeley North Bound	ley Ave ound - R	Ave/Project South R L -	oject Dwy South Bound - T - 1	y und - R	I Ba	East Bo	Foothill Bound	Blvd West L - T	Bound - R
Control:	Stop S	 Sign	St	Stop Si	Sign	Unc	Uncontrolled	lled	Uncontrolled	colled
Rights: Lanes:	Include 0 0 0 0	nde 0 1	0 0	Include	de 0 1	1 0	1 1	1 0 .	1 0 1	1 1 0 ,
ne Modul		1 0			3.1	60	1211	26	0 131	3 53
Growth Adj:	1.0		1.00	1.00	1.00		1.00	1,00	1.0	1.
Initial Bse:	00 00	94	0 6	0 0	31	29	1211	1.00	1.00 1.00	1.00
PHF Adi:	1 00	ä	1.00		1.00	1.00	1.00	0.	00.	
PHF Volume:	0		0	0	31	29	1211	26	0 1313	23
Reduct Vol:	00	0 0	0 0	00	31	0 6	1211	7e o	0 131	3 53
	1	'	, <u> </u>	, ;			1	1 1 1	1 1 1 1 1 1 1	
Critical Gap Critical Gp:x	Gap Module: Gp:xxxxx xxxx	ø.	××××	×××			×××	×××××	xxxx xxxx	
⊣		ις.	××××	XXXX	3.3		×××	xxxxx	XXXX XXXX	XXXXX
Capacity Module:	ule:				-	_		-	_	
Cnflict Vol:	xxxx xxxx		XXXX	XXXX	683	1366	xxxx	XXXXX		
Potent Cap.:	××××		××××	××××	396	509	XXXX	XXXXX	×××× ××××	×××××
Move Cap.: Volume/Cap:	****	0.22	XXXX	× × × × × × ×	90.0	0.06	XXXX	XXXX		
Level Of Ser	Service Module:	!			1 1 1	-			i.	i
		•		XXXX	0	0.2	XXXX	XXXX	****	×××××
Stopped Del:	Del:xxxxx xxxx	יי נינר	× * × × × ×	× × ×	դ դ. . ա	16.3 B	* *	****	****	
	LT - LTR	1	LI	- LTR	- RT	LI	LTR	- RT	LT - LTR	
Shared Cap.:	xxxx xxxx	XXXXX	XXXX			XXXX	XXXX	XXXXX		
			XXXXX	XXX		XXXX	XXXX	XXXXX	**** ****	××××× ×
Shrd StpDel:xxxxx Shared LOS: *	****	* * *	* * *	***	***	***	*	*		
ApproachDel:	15.5			14.9		ž	xxxxxx		xxxxx	×
Approach LOS:	Ų			æ			*		*	

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BOWP-AM		Wed Sep 13,	2006 08	08:03:29		Page	7-1	BOWP-AM	
	Clare	Claremont Inn/Old BUILDOUT PLUS PR	nn/Old School LUS PROJECT C AM PEAK HOUR	Inn/Old School House TIA PLUS PROJECT CONDITIONS AM PEAK HOUR			 		}
***************************************	2000	Level Of Service Computation Report HCM Operations Method (Base Volume Alternative)	Computa (Base		eport Alternative)	***	* * *	H *** 7000 Z	H *
Intersection #	5 ± 50	Foothill Blvd/Indian Hill Blvd ************************************	11 Blvd	***	****	***	***	Intersection #6 Foo	РО.
Cycle (sec): Loss Time (sec)	··	R = 4 sec)	Critica	Critical Vol./Cap. (X): Average Delay (sec/veh):	(X): c/veh):	0.0	0,954 44,4	Cycle (sec): Loss Time (sec):	*
************		Tevel Of Service:	Level 0.	Level Of Service: ****************	****	* * * * *	**** ****	Optimal Cycle:	*
Street Name: Approach: Movement:	Indian Hill North Bound L - T - R L	Hill Blvd South Bound	ound - R	East Bo	Foothill Bound	Blvd West Bound L T -	ound - R	Street Name: Approach: Movement: L -	North
Control:	Protected	Protected	ted	Protected	1 0	Protector	1 1	1004400	1 2
Rights:	Include			Include	nde	Include	nde		H
Min. Green: Lanes:	1 0 1 0 1	0 0 0	0	100	1 0	1 0 0	0 - 0	Min. Green: 0	0 0
									,
Volume Module: Base Vol:	219 405		247	102 899	273	215 954	&&	Volume Module:	o
Growth Adj:	1.00 1.00 1.00	1.00 1	П		1.00	Т	П	j: 1	.0
Initial Bse:		269		102 899	273	215 954			
DHE Adi:		0 1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00		0 0
PHF Volume:	219 405 232	269		102 899	273	215 954		PHF Volume: 239	പ ് ഗര
Reduct Vol:	0	0			0				0
Reduced Vol:	219 405 232	269		102 899	273			Vol:	ا
MLF Adi:	00.1	0 1.00 1.00		1.00 1.00	1.00	1.00 1.00	1.00	PCE Adj: 1.00 1.	0
Final Vol.:		269	247	102 899	273			Final Vol.: 239	⊣് ⊃ത
0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	MODEL TO SECTION AND ADDRESS OF THE PERSON				11	1			i
Sat/Lane:	1900 1900 1900	0 1900 1900	1900	1900	0001	מסמר מספו	000	n Fl	Modi
÷.		0.95		0.95 0.92	0.92			Adjustment: 0.92 0	ر ک ر
		1.00		1.00 1.53	0.47			2.00	
Final Sat.:	1805 1900 1615	5 1805 1900	1615	1805 2672	811	1805 3610	1615	Final Sat.: 3502	2 36
Capacity Anal	ysis Module		- 		_		1	Analysis	S Mo
Crit Moves:	V:12 V:61 V:14 ****	4 0.15 0.34	o	0.06 0.34	0.34	0.12 0.26	0.12	0.07	7 0.
	0.13 0.28 0.28	0.20	0.36			0.12 0.39	0.39	Green/Cooles: ****	* -
٠.	0.75	0.75	0.43	0.67 0.95				09.0	
	38.4		25.1	55.6 47.5		90.4 26.3		44.6	
	1.00	1.00	1.00	1.00 1.00				1.00	
Adjuel/ven: HCM2kAvg:	89.8 38.4 30.9 11 13 6	9 46.3 55.3 10 25	25.1	55.6 47.5	23	90.4 26.3	21.3		5 31
*****	**********	******	****	¥	*		*	. Para Arra Arra Arra Arra Arra Arra Arra	* * * *

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		J	Claremont BUILDOUT	į	Inn/Old : PLUS PRO. AM PEAK	Inn/Old School House TI PLUS PROJECT CONDITIONS AM PEAK HOUR	1 House	e TIA		 	 	
**************************************	2000 * * * * # 6 F	HCM C	Level Of Service C 10 HCM Operations Method 10 HCM Service C 10 HCM Operations Method 10 HCM Ope	Of Ser ions M ******	vice ethod *****	Computation d (Base Volum ************************************	Computation Reference (Base Volume ************************************	10) * .	rnat ****	76) ***) * * * * *	* * *
e (sec Time mal Cy	; ; ;	100	(Y+R	₹† 	(C)	Criti Avera Level	* 一의 나	Cap (se (se	(X): (veh)	* * *	* 5.00	* * * o m U * o m U
treet pproac	Nor	k	Te Te	r t *	ve ve uth	* * * * * * * * * * * * * * * * * * *	* [12] * * * *	**************************************	****** Foothil Bound - R	******* 11 Blvd 12 We:	* ±	****** Bound
Control: Rights: Min. Green: Lanes:	Pro D I	tect nclu 0	ed de 0	2 0	rotected Include 0	ted ted 10	- I	Protecter Include	ed of 0	1 0 L	rotected Include 0	ed de 0
Mod	e: 239	477	14	156	61	107	1 0	1	139	191	923	178
Growth Adj: Initial Bse:	-	477	1.00	1.00	-	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User Adj: PRF adi		00.	1.00	1.00	_	1.00	1.00		1.00	1.00	1.0	1.00
PHF Volume:	239	477	147	156	-	107	o	4	139	191	923	1.00
		477	147	0 156	615	107	0 60 0 80		139	191	923	178
CE Adj LF Adj	1.00 1	00.	1.00	1.00	1	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1	477	147	156	61	107	93		139	191	923	178
Saturation F Sat/Lane: Adjustment: Lanes: Final Sat.:	W Mod 900 1 .92 0 .00 2 502 3	ule: 900 .95 .00 610	1900 0.85 1.00 1615	1900 0.92 2.00 3502	1900 0.89 2.56 4321	1900 0.89 0.44 752	1900 0.95 1.00 1805	1900 0.95 2.00 3610	1900 0.85 1.00	1900 0.95 1.00 1805	1900 0.93 1.68 2954	1900 0.93 0.32 570
Capacity Ana. Vol/Sat: Crit Moves:	1ysis M 0.07 0	odul.	e: 0.09	0.04	0 * 1 * 4 *	0.14	0.05	0.17	0.09	0.11	0.31	0.31
Green/Cycle: Volume/Cap:	.60	.26	0.26	0.09	0.24		0.09	0.38	0.38	0.23	0.52	0.52
Delay/Veh: User DelAdj:	9.6	31.7	30.4	44.8 1.00	34.7	34.7	50.3	23.7	21.5	33.8	17.2	17.2
AdjDel/Veh: HCM2kAvg:	44.6 3	1.7	30.4	44.B	34.7	4	50.3	23.7	21.5	33.8	17.2	17.2
*******	*****	****	****	****	* * * *	****	****	* * * *	***	* * * * *	* * * *	4 4

Page 8-1

	2000 HCJ	Cycle (sec): Loss Time (sec):	Optimal Cycle: ************************************	1 -	een	Volume Module: Base Vol: 298 8	j: 1.00 l se: 298 1.00 l 1.00 l		Final Vol.: 298 8	Final Sat.: 1805 26
		**************************************	Nest Bound L T R	Stop Sign Include 0 0 1: 0 0			1.00 1.00 1.00 16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7.5 6.5 6.9 3.3	1345 1817 372 112 79 631 87 71 631 0.18 0.04 0.01	XXXXX XXXXX XXXXX XXXXX
House TIA	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative)	Intersection #7 Colby Cir/Indian Hill Blvd ************************************	Colby Cir/Via la Salle East Bound West Bo	Stop Sign Include 0 1 0 0 1	77	1.00	1.00 1.00 1.00 1.3 2 77 0 0 0 0 13 2 77	7.5 6.5 6.9 3.3	1428 1800 454 97 81 559 86 73 559 0.15 0.03 0.14	XXXX XXXX 0.5 XXXXX XXXX XXXX 12.5 XXXXX XXXX XXXX 18
Claremont Inn/Old School House TIA BUILDOUT PLUS PROJECT CONDITIONS AM PEAK HOUR	Level Of Service Computation Report nsignalized Method (Base Volume Alt	an Hill Blvd ************************************	ill Blvd South Bound L - T - R	Uncontrolled Include		1.00	1.00 1.00 1.00 1.00 1.00 1.00 47 871 37 0 0 0 47 871 37	XXXX 4.1 XXXX XXXXX XXXX 2.2 XXXX XXXXX	744 xxxx xxxxxx 873 xxxx xxxxxx 873 xxxx xxxxx 0.05 xxxx xxxxx	XXXX XXXXX * XXXX XXXXX * LITR - RI XXXX XXXXX XXXX XXXXX XXXX XXXXX XXXX XXXXX XXXX XXXXX XXXX XXXXX
Claremont BUILDOUT	Level Of	Intersection #7 Colby Cir/Indian Hill Blvd ************************************	Indian Hill Blvd North Bound South L - T - R L -	Uncontrolled Include 1 0 1 1 0	36 742 2	742	11.00 1.00 1.00 1.00 1.00 1.00 36 742 2 0 0 0 36 742 2	× × ×	8 8 X X X X X X X X X X X X X X X X X X	XXXX XXXX XXXXX *
		Intersection #7 Colby Ci: ************************************	Street Name: Approach: Movement:	Control: Rights: Lanes:	Volume Module: Base Vol:	Growth Adj: Initial Bse:	User Adj: PHF Adj: PHF Volume: Reduct Vol: Final Vol:	Critical Gap Module: Critical Gp: 4.1 xx FollowUpTim: 2.2 xx	Capacity Module: Cnflict Vol. Potent Cap.: 75 Move Cap.: 75 Volume/Cap: 0.0	Level Of Service Module: Queue: Queue: Queve: Queve: Queve: Queve: Queverent: Cos by Move: A Movement: LT - LTR Shared Cap:: Xxxx xxxx xxxx xxxx xxxx xxxx xxxx xx

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****** ection	0 * 6	Lev HCM Ope	el rat ***	I (1) * +	1 + DOC	* * * *	<u>कू</u> के ∳	Report A************************************	native *****	* * *	* * * * * *	* * *
cycle (sec): Loss Time (sec)	*	100	. ኢ	x 4. 4	C) (2)	tio rag el	Vol./ Delay Servi	(Se (Se		**	32.9 C	* * *
**************************************	North L -	t H M L	K C X	. I S J		Bound	В .	ш Н	Arrow ound - R	Hwy West	t Bound T -	pu K
Control: Rights: Min. Green:	Pr	otected Include 0	de d	Pr.	otect Inclu	ed de 0	Prc Prc	rotecte Includ 0	d	Prot	Protected Include 0 0 1 1	. o
ne Modul Vol:	e: 298	812	243	135	730	10	7.8	385	156	! '	755	140
Growth Adj: Initial Bse:	1.00	1.00	1.00	1.00	1.00 730	1.00		385	1.00	.UU 1 246	755	140
	1.00	00.1	1.00	1.00	1.00	1.00		1.00	1.00		00.	1.00
PHF Volume:	298	812	243	135	- 1	10	78	385	156	246	755	140
Reduct Vol:	0 60	0 2	243	135	730	106	780	385	156	246	755	140
Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	00 1	000	1.00
MLr Adj: Final Vol.:	298	812	243	135	9 60	2.0	. 60	385	156	246	755	140
Saturation F	low Mo	170 1		1 (1 8	1 8		000	1 900	1900	G	1900
Sat/Lane: Adiustment:		1900	1300	0.95	30.	0.93		0.95	0.85		ζ.σ.	0.93
Lanes: Final Sat.:	.00		0.46	1.00	3092	0.25	1.00	2.00 3610	1.00	1.00 1 1805 2	975	0.31 552
Capacity Ana	lysis	 odul		1	1 0)	3				25	25.0
Vol/Sat: Crit Moyes:	0.17	0.30	0.30	0.0	* * * *	0.24	* * *	₹.	-	,	* *	,
3 🗟	0.23		0.44	0.11	0.32	0.32	0.06	0.18	0.18	0.23 0	.35	0.35
Volume/Cap: Delav/Veh:	42.2	23.6	23.6	52.4		. 0	68.2	• 65	39.3	8.9		30.6
User DelAdj:	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00 1	۰. د	1.00
AdjDel/Veh:	42.2	v) -	23.6	52.4 6	32.2	\vee \vdash	7.00	7		, w	13	

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ВОМР-АМ	2000 HCM ************************************	****** North L - T	Control: Permi Rights: Incl Min. Green: 0 0 Lanes: 0 0	Module: 0 10 10 11 1 1 10 11 1 10 11 1 10 11 1 10 1 1 1 10 1	Saturation Flow Module Sat/Lane: 1900 1900 Adjustment: 1.00 0.85 Lanes: 0.00 2.31 Final Sat.: 0.3738
Page 11-1	* * * * * * * * * * * * * * * * * * *	Ramps	Split Phase Include 0 0 0 1 0 1:0 1	0 0 1. 0 0 1. 0 0 0 1. 0 0 0 1. 0 0 0 1. 0 0 0 1.	1900 1900 1900 0.90 1.00 0.90 1.44 0.00 1.56 2444 0.2662 0.23 0.00 0.28 0.31 0.00 0.31 0.75 0.00 0.89 33.1 0.0 40.5 1.00 1.00 1.00 13.1 0.0 40.5 1.00 1.00 1.00
:03:29 House TIA	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) ***********************************	**************************************		00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1	1900 1900 1900 1.00 0.00 0.00 0.00 0.00
wed Sep 13, 2006 08:03:29 nont Inn/Old School House TIA COUT PLUS PROJECT CONDITIONS AM PEAK HOUR	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternation Anternations Method (Base Volume Alternations Anternations Method (Base Volume Alternations Anternations Antern	**************************************	Protected Include 0 0 0 0 0	0 1240 645 0 1240 645 0 1240 645 0 1240 645 0 105 0 100 0 105 549 1.00 1.00 0 1.00 1.00 1.00 1.00 1.00 0 1.00 1.00 1.00	1900 1900 1900 1.00 0.91 0.85 0.00 3.00 1.00 0.00 0.20 0.34 0.00 0.38 0.38 0.00 0.53 0.89 0.00 0.53 0.89 0.00 24.4 44.5 0.00 24.4 44.5 0.00 24.4 44.5
Wed S Claremont BUILDOUT	2000 HCM Operation # 100 HCM Operation # 9 I-10 WB Ramps ************************************	* 10 -	Protected Include 0 0 0 1 0 2 0 0	6: 6: 1.00 1.00 1.00 464 1323 0.94 0.94 0.94 1.00 1.00 1.00 438 1248 0 0 0 438 1248 0 1.00 1.00 1.00 1.00 1.00 1.00 438 1248 0 1.00 1.00 1.00 438 1248 0 1.00 1.00 1.00	Module: 1900 1900 2.00 0.00 3610 0 Module: 0.35 0.00 0.53 0.00 0.53 0.00 9.5 0.00 9.5 0.00
BOWPAM	200 ***********************************	**************** Street Name: Approach: Novement: L	Control: Rights: Min. Green: Lanes:	Volume Module Base Vol: Growth Adj: Initial Bse: User Adj: PHF Adj: PHF Volume: Reduct Vol: Reduced Vol: MLF Adj: IMLF AMJ: IM	Saturation Flow Modules Sat/Lane: 1900 1900 Adjustment: 0.95 0.95 Lanes: 1.00 2.00 Final Sat.: 1805 3610 Colysat: 0.24 0.35 Volysat: 0.27 0.65 Volume/Cap: 0.27 0.65 User Delady: 1.00 1.00 Adjbel/Veh: 53.5 9.5 HCM2kAvg: 17 10

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 		Claremont BUILDOUT		Inn/Old School PLUS PROJECT C AM PEAK HOUR	CONDITIONS	TIA		1 1 1 1 1 1	
**************************************	2000 HCM ******* #10 I-10	Lev Ope	el Of Service (rations Method ************************************	ervice Computation R Method (Base Volume ************************************	tion Re Volume	port Alterna *****	****		*
Cycle (sec): Loss Time (se	ec):	0 4 7	4 sec)	Critical Average Level Of	Vol.	<pre>// Cap. (X): (sec/veh) ice:</pre>	* * ::(::	******** 0.91 32.	***** 917 2.9 C
Street Name: Approach: Movement:	North L - T	ndian ound - R	ill Blvd South L - T	ound - R	* * 11 .	****** I-10 t Bound T -	* * EI * EI	******* Ramps West Bo	Bound
Control: Rights: Min, Green: Lanes:	Permitt Includ 0 0 0	tted ude 1 1	Protected Include	tected nclude 0 0	Spli	t Phase nclude 0	- 0 [Split Phas Include	Phase lude 0 0
Volume Modul Base Vol: Growth Adj:	e: 1.00	-	1	1.00	738	<u>}</u>	59 1	0 0 0	1.00
}	1.00 1.00	1.00	1.00 1.00	-	1.00 1	9.6	203	0.0	1.00
PHF Volume: Reduct Vol: Reduced Vol:	000				738			3000	
	1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.0	00 1 98 1		200		11	1.0	1.00
Saturation F Sat/Lane: Adjustment: Lanes: Final Sat.:	10w Module 1900 1900 1.00 0.85 0.00 2.31	: 1900 0.85 1.69 2743	1900 1900 0.95 0.95 1.00 2.00 1805 3610	1900	1900 1 0.91 1 1.57 0 2709	900 1900 .00 0.91 .00 1.43	- 7	900 1900	1900 1.00 0.00
Capacity Ana Vol/Sat: Crit Moves:	lysis Mo 0.00 0.	0	33 0 .3	:	.27 0	1	=	00.000.	00.0
Green/Cycle: Volume/Cap: Delay/Veh: User DelAdj: AdjDel/Veh:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0	36 0 92 0 92 0 93 0 1 0 1 0 1 0	.00.40	00000	1.00 0.30 1.00 0.76 0.0 34.0 0.0 34.0		0.00 0.00 0.00 0.00 0.0 0.0 1.00 1.00	0.00
HCMZ KAVG: *******	7.T 0	17	, ⊢ *	0 * * * *	18	,	*	0	0

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BOWP~PM	Wed Sep 13, 2006 08:03:30	Page 1-1	MG-MW-PM
	Claremont Inn/Old School House TIA BUILDOUT PLUS PROJECT CONDITIONS PM PEAK HOUR		Cla
Scenario:	Scenario Report BOWP-PM		
Command:	BOWP - PM Mq - dMOR		Intersection
Geometry: Impact Fee:	NT mitigated Default Impact Fee		# 1 Foothill Blvd/Towne
Trip Generation: Trip Distribution:	Default Trip Generation Default Trip Distribution		# 2 Foothill Blvd/Mounte
Paths: Routes:	Default Paths Default Routes		# 3 Foothill Blvd/Colby
Configuration:	EX-PM		# 4 Foothill Blvd/Berkel

BOWP-PM Wed Se	р 13, 200	Wed Sep 13, 2006 08:03:31		Page 2-1	
Claremont	nn/Old Schoo LUS PROJECT (PM PEAK HOUR	laremont Inn/Old School House TIA BUILDOUT PLUS PROJECT CONDITIONS PM PEAK HOUR	TIA		
pdwI	Impact Analysis Report Level Of Service	s Report			
Intersection		93e	Future Del/ V/	Change in	
# 1 Foothill Blvd/Towne Ave	LOS Ven F 136.7	LOS Veh C F 136.7 1.433	LOS Ven C F 136.7 1.433	4 0.000 b/v	5
# 2 Foothill Blvd/Mountain Ave	77	72.5 1.096	E 72.5 1.096	4 0.000 D/V	>
# 3 Foothill Blvd/Colby Cir	ж д	34.8 0.000	D 34.8 0.000	4 0.000 0	۸/۵
# 4 Foothill Blvd/Berkeley Ave/Pro	Ų	16.7 0.000	C 16.7 0.000	1 0000 t	D/V
# 5 Foothill Blvd/Indian Hill Blvd	(z,	147.0 1.385	F 147.0 1.385	4 0.000 b/V	8
# 6 Foothill Blvd/Monte Vista Ave	O	34.0 0.810	C 34.0 0.810	1 0000.0 +	۸/۵
# 7 Colby Cir/Indian Hill Blvd	Ω Ω	32.2 0.000	D 32.2 0.000	+ 0.000 t	Λ/α
# 8 Arrow Hwy/Indian Hill Blvd	F 16.	163.6 1.445	F 163.6 1.445	+ 0.000 +	Λ/q
# 9 1-10 WB Ramps/Indian Hill Blvd	Ĺ	94.8 1.359	F 94.8 1.359	+ 0.000 t	D/V
# 10 I-10 EB Ramps/Indian Hill Blvd		F 124.2 1.347	F 124.2 1.347	4 0.000 1	D/V

3-1 BOWP-PM		2000 H	######################################	*	Control: Prot. Pro	Volume Module:
Page	1 1 1 1 1 1 1 1	(G) ************************************	**************************************	.*************************************	Protected Include 0 0 1 1	70 993 993 993 993 993 993 993 993 993 99
08:03:31	House TIA	Lion Report Volume Alternati	**************************************	Foothill East Bound L - T - R	Protected Include 0 0 0 1 0 1 0	75 1031 179 75 1031 179 75 1031 179 75 1031 179 75 1031 179 75 1031 179 76 1030 1.00 77 1031 179 78 1031 179 78 1031 179 78 1031 179 78 1031 179 78 1031 179 78 1031 179 78 1031 179 78 1031 179 78 1031 179 78 1031 179 78 1031 179 78 1031 179 78 1031 179 78 1031 179 78 1031 179 78 1031 118 118 12
Sep 13, 2006	it Inn/Old School House TIA IT PLUS PROJECT CONDITIONS PM PEAK HOUR	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative)	**************************************	******	Prot+Permit Include 0 0 0 1 0 1 1 0	23 630 191 29 630 190 20 1.00 1.00 20 1.00 1.00 21 630 191 22 630 191 23 630 191 24 64 64 64 64 64 64 64 64 64 64 64 64 64
Wed	Claremont BUILDOUT	Level Of Service 2000 HCM Operations Method	*	******* North B L - T	Prot+Permit Include 0 0 0 1 0 2 0 1	382 382 382 382 382 382 382 382 382 382
BOWP-PM	 	* * * * * * * * * * * * * * * * * * *	the section of the second of t	************ Street Name: Approach: Movement:	Control: Rights: Min. Green: Lanes:	Volume Module: Base Vol: Growth Adj: 1.00 1.00 1 Initial Bse: 297 1100 User Adj: 1.00 1.00 1 PHF Adj: 1.00 1.00 1 Reduct Vol: 0 0 Reduct Vol: 297 1100 CE Adj: 1.00 1.00 1 MLF Adj: 1.00 1.00 1 Authan Vol: 297 1100 Saturation Flow Module: Sat/Lane: 1900 1900 1 Adjustment: 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95

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		Claremont	j i	PRO PEAK	Schoo JECT HOUR	1 House TI CONDITIONS	TIA				
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na :	1ysis Modul 0.22 0.13	le: 0.13	0.23 0	.25	0.27	0.58 0	.35	0.35	0.16	0.39	0.39
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Delay/Veh:	6.6 75.	75.5	5.5 8		5.	9.03	n ~	35.2	7 6	1.16 116 1	1.16
User DelAdj: AdiDel/Veh:	• 4	1.00	1.00 1	00.	1.00		00.	1.00	1.00 1	1.00	1.00
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BOWP-PM	Wed Sep 13,	13, 2006 08:03:31	:03:31	Page 5-1	BOWP-PM		Wed Sep 13, 2006 08:03:31	3:03:31	Page 6-1
	Claremont Inn/Old School House TIA BUILDOUT PLUS PROJECT CONDITIONS PM PEAK HOUR	nn/Old School LUS PROJECT CO	House TIA			Claremont BUILDOUT	Haremont Inn/Old School House TIA BUILDOUT PLUS PROJECT CONDITIONS PM PEAK HOUR	House TIA	
2000 **********************************	Level Of Service Computation Report 2000 HCW Unsignalized Method (Base Volume Alternative) ***********************************	Of Service Computation Report lized Method (Base Volume Alut Assessed Ass	tion Report Volume Alternati ************************************	ative) ************************************	**************************************	Level .000 HCM Unsign .********** #4 Foothill Bl	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative) Intersection # Foothill Blud/Berkeley Ave/Project Dwy ************************************	ation Report Volume Alternativ ***********************************	* * * * * * * *
**************************************	Average Delay (sec/veh): 1.0 Worst Case Level Of Service: D[34.8] ************************************	Worst Case	1.0 Worst Case Level Of Service:	D[34.8]	Average Delay (sec/veh):	(sec/veh):	<pre>querage Delay (sec/veh): 0.9 Worst Case Level Of Service: C[16.7] ************************************</pre>	Worst Case Level Of Service: ************************************	C[16.7] ************************************
Street Name: Approach: No Movement: L	Colby Ci nd R L	r South Bound - T - R	Foothill Blvd East Bound Wee	1 Blvd West Bound L - T - R	Street Name: Approach: Movement:	Berkeley A North Bound L - T - R	Berkeley Ave/Froject Dwy orth Bound South Bound - T - R L - T - R	East Bound L - T - R	West Bound L - T - R
Control: S Rights: 0	Stop Sign Stronglude	Stop Sign Include	Uncontrolled Include	Uncontrolled Include 0 0 1 1 0	Control: Rights: Lanes:	Stop Sign Include	Stop Sign Include 0 0 0 0 1	Uncontrolled Include 1 0 1 1 0	Uncontrolled Include 1 0 1 1 0
— o			1422	_	Volume Module: Base Vol: Growth Adi: 1	0 0	.5 0 0 72 15 1.00 1.00 1.00	71 1370	1297
Growth Adj: 1.00 Initial Bse: 0	1.00 1.00 1.00 1.00 1.00 0 0 0 0 0 0 0 0	1.00 1.00 1.00 1.00		0 1226 1.00 1.00		1.00 1.00 1.00	1.00 1.00	71 1370	1.00 1.00 1.00
	1.00		1.00 1.00 1.00 29 1422 0	1.00 1.00	PHF Adj: PHF Volume:	1.60 1.00 1.0		1.00 1.00 1.00 71 1370 25 0 0 0	1297 0
	0 0 0 0	0 56	29 1422 0	0 1226 2	1			71 1370 2	0 1297 130
Critical Gap Module: Critical Gp:xxxxx xxxx xxxx FollowUpTim:xxxxx xxxx xxxxx	xx xxxxx 6.8 xx xxxxx 3.5	xxxx 6. xxxx 3.	9 4.1 xxxx xxxxx xxxxx 3 2.2 xxxx xxxxx xxxxx	4.1 xxxx xxxx xxxx xxxx xxxx 2.2 xxxx xxxx	Critical Gap Module: Critical Gp:xxxxx xxxx FollowUpTim:xxxxx xxxx	××	6.9 xxxx xxxx 6.9 3.3 xxxxx xxxx 3.3	2.2	2.2 xxxx xxxxx xxxx xxxx xxxxx xxxx xxx
Capacity Module: Cnflict Vol: xxxx xxxx xxxxx	XXXX XXXX X	xxxx 62	250 xxxx	XXXX	Capacity Module: Cnflict Vol: xxxx xxxx		698 xxxx xxxx 714 388 xxxx xxxx 379	1427 xxxx xxxxx 483 xxxx xxxxx	XXXX XXXX XXXX
Potent Cap.: xxxx xxxx xxxx Move Cap.: xxxx xxxx xxxxx Volume/Cap: xxxx xxxx xxxx	53 51 0.32	xxxx 433 xxxx 433 xxxx 0.13	564 xxxx xxxxx 564 xxxx xxxxx 0.05 xxxx xxxxx	XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX	Move Cap.: Volume/Cap:	0	0 xxxx xxxx 0 xxxx 0	483 xxxx 0.15 xxxx	XXXX XXXX XXXX XXXX
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Wed Sep 13, 2006 08:03:31 Suremont Inn/Old School House TIA SUILDOUT PLUS PROJECT CONDITIONS PM PEAK HOUR Veel Of Service Computation Report Service Computation Report Blvd/Indian Hill Blvd Critical Vol./Cap. (X): (Y*R = 4 sec) Average Delay (sec/veh): Level Of Service: L	Page 7-1 BOWP-PM		* * *	*	Yvest Bound Approach: L	Protected Control:	1209 202 1.00 1.00 1209 202	1.00 1.00 BAF Adj: 1209 202 PHF Volume: 0 Reduct Vol: 1209 202 Reduced Vol: 1.00 1.00 MLF Adj: 1209 202 Final Vol: 1209 202 Final Vol: 1209 202 Final Vol: 1	1900 1900 Saturation Flow 0.95 0.85 Adjustment: 0.0 0.95 0.85 Final Sat.: 350 1.00 Pinal Sat.: 350 0.00 Pinal Sat.	0.33 0.13 Capacity Analysis of the control of the c
Wed Sep 13, 2006 0 Claremont Inn/Old Schoo BUILDOUT PLUS PROJECT PM PEAK HOUR Level Of Service Comput. Operations Method (Base A (Y+R = 4 sec) Average Critica Critica Old No. 100 100 100 247 216 736 126 1.00 1.00 1.00 1.00 247 216 736 126 1.00 1.00 1.00 1.00 247 216 736 126 1.00 1.00 1.00 1.00 247 216 736 126 1.00 1.00 1.00 1.00 247 216 736 126 1.00 1.00 1.00 1.00 247 216 736 126 1.00 1.00 1.00 1.00 247 216 736 126 1.00 1.00 1.00 1.00 247 216 736 126 1.00 1.00 1.00 1.00 247 216 736 126 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	8:03:31	1 House TIA CONDITIONS	ation Report Volume Alternative)	* *	. B .	rotected Include 0 0 0	1152 528 1.00 1.00 1152 528	1.00 1.00 1.00 1.00 1.152 528 0 0 1.152 528 1.00 1.00 1.50 1.00	1900 1900 0.91 0.91 1.37 0.63 2359 1081	0.49 0.49 0.35 0.35 1.38 1.38 1.00 1.00 211 210.7 56 56
### BOWP-PM 2000 HCM ***********************************			Level Of Service Compute Operations Method (Base ************************************	100 Critica 4 (Y+R = 4 sec) Average 180 Level C	Hill Hill	brotected Include 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	247 216 736 1.00 1.00 1.00 247 216 736	1.00 1.00 1.00 1.00 1.00 1.00 247 216 736 0 0 0 247 216 736 1.00 1.00 1.00 247 216 736	1900 1900 1900 0.85 0.95 1.00 1.00 1.00 1.00 1615 1805 1900	le: 0.15 0.12 0.39 0.40 0.10 0.28 0.38 1.18 1.38 21.5 1.68.1 221 1.00 1.00 1.00 21.5 168.1 221 5 14 49

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**************************************	200 * * * * * * * *	* ድ * ይ	evel Of ************************************	vel Of Ser erations M ********* Blvd/Mont	vice ethod ***** e Vis	Computation [Base Volum ************************************	Action R	Report	tion Report Volume Alternative) ************************************	(e) * * * *		
e (sec Time mal Cy	:. ; () ;	100	¥+¥	4	sec)	riti vera	(- 4 - 1	/Cap (se ice:	(X Ve	k k k	0.81	* * * * 000
Street Name Approach: Movement:	Nort	Mon n Bou	Υ	t a ×	, ₄ ,	und - R	* El * +	* * * * * * * * * * * * * * * * * * *	***** cothi und	****** 11 Blvd 12 We	* # #	****** Bound
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: Adj:	П	-	00.	1.00	1.00	1.00	1.00		1.00	10.	1.00	1.00
PHF Adj:	.00.	7	00.	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Par volume: Reduct Vol:			/17	787	921	208	194	1299	213	154	975	269
			217	281	921	208	194	1299	213	154	975	269
	.00	Н	00.	1.00	1.00	1.00	0		1.00	1.00	1.00	1.00
MLF Adj: Final Vol	1.00 1	.00.	.00	1.00	1.00	1.00	1.00	Τ,	1.00	1.00	1.00	1.00
	- !	1	- 1	1 1	177	2004		1633	273	104 -	ν υ	763
Saturation F Sat/Lane: Adiustment:	low Mod 1900 1	dule: 1900 1: 0 95 0	006	1900	1900	1900	1900	1900	96	1900	190	1900
Lanes:	00.	- (000	20.0	. 4	, o	, c	200	9 0	0.0		26.0
Final Sat.:	3502 36	-	615	3502	4113	92.5	1805	3610	1615	1805		756
Capacity Ana Vol/Sat: Crit Moves:	1ysis 0.07	Module: 0.23 0.	13	80.4	0.22	0.22	0.11	0.36	0.13	0.09	0.36	0.36
Green/Cycle:	60.	0	59	0.10	m	0.30		0.46	4	0.11	0.44	0.44
Volume/Cap:	.76	0	47	0.81	-	0.76	•	0.78	2	0.78	0.81	0.81
//veh:		37.9 30	0	57.4 34	34.3	34.3	60.4	24.9	16.8	6.09	27.7	27.7
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Adjuel/ven: ucwolara	n .	7)	٠.	57.4	·	34.3	60.4	24.9	co	6.09	27.7	27.7
			v	r		,	,	•		•		

Page 8-1

Claremont Inn/Old School House BUILDOUT PLUS PROJECT CONDITION PM PERK HOUR Level Of Service Computation Retail House (Sec): 100 Amme: Sec): 4 (Y+R = 4 sec) Average Delay. North Bound South Bound Earl L. T R L T R L T R L T R North Bound South Bound Earl L. T R L T R L T R L T R North Bound Control O 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOWP-PM Wed Sep 13,	ap 13, 2006 08:03:31	Page 9-1	BOWP-PM Wed Sep 13, 2006 08:03:31 Page 10-1
The control of the	Claremont I BUILDOUT P	nn/Old School House TIA FIUS PROJECT CONDITIONS PM PEAK HOUR		
1.45 1.45	Level Of Se 2000 HCM Unsignalized ************************************	arvice Computation Report ***********************************	* * *	* * *
Thirding Hill Blyd Colby (LV) September **************************************		**************************************		
	me: Indian Hill North Bound L - T - R I	Colby Cir/Via Bound East Bound [- R L - T - R	la Salle West Bound L - T -	180 ************************************
1 0 11 0 1 0 1 1 0 1 0 0	Uncontrolled	ed	Stop Sign Include	L T - R L - T - R L - T - T - T - T - T - T - T - T - T -
100 100 100 1.00 1.00 1.00 1.00 1.00 1	1 0 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 0 0 1 0 0 1	0 11 0	Protected Protected Protected Protected Include Include Include
100 100	120 776 20	23 40 9 89	1.00	
100 1.00 1	120 176 20	23 40 9 89	1.00	dule: 676 982 392 377 1018 130 152 961 719 441 610
100 100	1.00 1.00 1.00 e: 120 776 20	1.00 1.00 1.00 1.00 23 40 9 89	1.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Reduct Vol: 0	120 776	436 23 40 9	00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
2.2 xxxx xxxxx	· · · · · · · · · · · · · · · · · · ·	7.5 6.5	××××	: 676 982 392 377 1018 130 152 961 719 441 610
9 xxxx xxxxx	2.2 xxx xxxxx	xxx xxxx 3.5 4.0 3.	xxxx 3	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
xxxx xxxxx xxxxx xxxx xxxx xxxx xxxx xxxx	XXXXX XXXX 6	1079 1488 230 175 125 779	XXXX	Flow Module:
Table Lanes Lane	XXXX XXXX	xxxx xxxx 160 112 779 xxxx xxxx 0.25 0.08 0.11 0	× × × ×	1900 1900 1900 1900 1900 1900 1900 1900
xxxx 0.0 xxxx xxxx xxxx xxxx xxxx xxxx	1			1.00 1.43 0.57 1.00 1.77 0.23 1.00 2.00 1.00 1.00 1.41 Sat.: 1805 2469 986 1805 3147 402 1805 3610 1615 1805 2428
LT - LTR - RT LT - LTR - RT LT - LTR - RT Crit Moves: **** XXXX XXXX XXXXX XXXXX XXXXX XXXXX XXXXX XXXX	****	0.4 10.2 B	× × * * * * * * * * * * * * * * * * * *	Module: 0.40 0.40 0.21 0.32 0.32 0.08 0.27 0.45 0.24 0.25
xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx	LT - LTR - RT xxxx xxxx xxxxx	LT - LTR - RT 148 xxxx xxxxx	- LTR 138	**** **** 0.32 0.32 0.17 0.22 0.22 0.12 0.31 0.31 0.17 0.36 1.45 1.26 1.26 1.26 1.26 1.45 1.45 0.70 0.86 1.45 1.45 0.70
XXXXX XXXXXX 21.1 32.2 AGIDELIVEN: 249.5 15/ 150.5 161.6 27.5 51 54 12	aredQueue:xxxxx xxxx xxxxx xxxi rd StpDel:xxxxx xxxx xxxxx xxxi ared LOS: * * * *	40.9 xxxx xxxxx E * *	32.2	249.3 157 156.9 181.2 246 246.3 52.3 39.8 246.1 259.6 29.4 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.
			3 2. 2 D	249.3 13/ 130.9 101.6 240 240.3 05.0 05.0 17 13.0 12.0 12.0 12.0 13.0 13.0 13.0 13.0 13.0 13.0 13.0 13

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BOWP-PM		Wed	Sep 13,	2006 08	08:03:31		Page	11-1	BOWP-PM
\$ 1 3 1 1 1 1	2 4	Claremont BUILDOUT	laremont Inn/Old School House TI. BUILDOUT PLUS PROJECT CONDITIONS PM PEAK HOUR	School OJECT (House TIA	 	 	 	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
**************************************	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) ************************************	Level Of Operation *******	f Service ons Method	Computa (Base ******	Level Of Service Computation Report Operations Method (Base Volume Alternative) ************************************	t ernativ *****	***************************************	! * * * * *	
**************************************	**************************************	* * *	* * * * * * * * * * * * * * * * * * * *	****** Tritica	**************************************	******	* * *	1.359	**************************************
Loss Time (sec): Optimal Cycle: ***********	*	(Y+R *	4 (Y+R = 4 sec) 1 180	werage level (sec) Average Delay (sec/veh): Level Of Service:	c/veh):		94.8	Loss Time (Optimal Cyc
Street Name: Approach: Movement:	India North Bound L - T -	Indian Hill Bound S	ill Blvd South Bound L T - T -	ound - R	East B	I-10 WB Bound - R	Ramps Wes	30und - R	******** Street Name Approach: Movement:
Control: Rights: Min. Green: Lanes:	Protected Include 0 0	d d 0	Protected Include 0 0 3 0	ed (de 0 0 0 1	Split Phase Include 0 0 0 0 0	hase ude 0	Split Phase Include 0 0 0 0 1 0	it Phase Include 0 0 0	Control: Rights: Min. Green:
Volume Medial or	·			-				1	
Volume Module Base Vol: Growth Adi:	544 1509	0 1	0 1671	1133	0 0	0 6	567		Volume Modu Base Vol:
Initial Bse:	1509	0		1133	0 0			0 1.00 0 814	Growth Adj: Initial Bse
User Adj: 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	User Adj:
PHF Volume: Reduct Vol:	1509	00	0 1671	1133	0				PHF Volume:
Reduced Vol:	1509	0 0		1133	0		567 0		Reduced Vol:
MLF Adj:	1.00	1.00	1.00 1.00	1.00	1.0	0.1	1.0	1.00	PCE Adj:
Final Vol.:	544 1509	- - -	0 1671	1133	0	0	567 0		Final Vol.:
tion ne: ment:	odule: 1900 0.95	1900	006	1900	1.00 1.00	1900		!	Saturation Bat/Lane:
Lanes: Final Sat.:	1.00 2.00 (0.00 0	0.00 3.00	1.00	0.00 0.00	0.00	1.41 0.00 2395 0	1.59 2699	Lanes: Final Sat.:
Capacity Analysis Vol/Sat: 0.30	Module 0.42	00.00	0.00 0.32	0.70	0.00 0.00	00.0	0.24 0.00	!	Capacity Ana Vol/Sat:
••	0.74		0.00 0.52	0.52	0.00 00.00	00.0		0.22	Crit Moves: Green/Cvcle:
Volume/Cap: Delay/Veh: 2		0.00	0.62	1.36	0.00 0.00	0.00	1.07 0.00	1.36	Volume/Cap:
	1.00		1.00	1.00	_	1.00	\vdash		Delay/ven: User DelAdi:
AdjDel/Veh: 2 HCM2kAvq:	215.9 6.2 38 11	0.0	0.0 17.7	193.5	0.0 0.0	0.0	83.7 0.0	206.8	AdjDel/Veh:
****	***	*	*	* * * * * * * * * * * * * * * * * * * *	*	* * * * *	*	* * 7 * 1 * *	#*********

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BOWP-PM		38	Wed Sep	13,	2006 08	:03:	31		Pa	age 12	7
		Claremont BUILDOUT	1	Inn/Old PLUS PRO	Schoo JECT HOUR	CONDITIONS	e TIA		 		
***	2000 HCM	Level Of S Operations	ı00 ∗	Service (s Method	rvice Computation R Method (Base Volume	tion Re Volume	, w, ,	port Alternative)	/e)		
Intersection	#10 I-10	EB	⊊ *	ian Hi	Hill Blvd	رة 1		. ,	K 4 K 4 K 4	k ;	* * *
Cycle (sec): Loss Time (sec)	: (c) :	100 4 (Y+R	П Д	sec)	Critical Average	al Vol.	$\frac{1}{2}$	(X): /veh)	* * * * * * * * * * * * * * * * * * *	1.347	* * * *
**************************************	*****	* ! * ! * !	*	*	*	*	D *	*	*	4 * *	* * *
Approach: Movement:		ound B	HIIII Sol		Bound - R	٦ 9	ast Bo - T	I-10 EE Bound - R	B Ramps West L -	t Bound T -	D CC
Control: Rights:	Permi	ermitted Include	[A]	rotected Include	ed	Spl	Lit Phase	 ase	Split	t Phas	
Min. Green: Lanes:	0 0 0	1 1	1 0	0 2 0	0 0	0 7	0 1:	0 1	000		00
Volume Module		1 6	}	1 0		<u> </u>					-
h.		_	4 7	1.00	1.00	1.00	1.00	416	1.00 1	0 0	0 6
Initial Bse:	001	•		1204		924	•	416			
PHF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	0 0	1.00
	111			1204		92	7	416	. 0	0	
Reduced Vol:	0 0		1167	1204	00	924	00	0 4 7	00	0 0	00
Adj:	000			1.00	0	1.00	1.00	; 0.	.000	.00.	
MLr Adj: Final Vol.:	0 1114	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00 1.	.00.	000
uration Fl /Lane:	w Modul 900 190		1900	1900	1900	1900	1900	1900	1900 19	. 00	006
ment:	oo u	0.86	0.95	0.95	1.00	0.91	0.91	0.91	.00.1		00.
Sat.:	90	2240	1805	3610	0.00	1.68 2918	0.01	1.31 2264	0 0 0	00.	00.
acity Anal /Sat: t Moves:	ysis Modul 0.00 0.26	le: 0.26	0,65	0.33	0.00	0.32	0.39	0.18	0.00 0.0	0 00	00.00
ω -	0.00 0.19	0.19		0.67	00.00	0.29	0.29	0.29			0.00
/veh:	0.0	201.9	189.7		0.0	92.1	1.35	31.7			0.00
User DelAdj:] AdiDel/Veh:	=	1.00	ή α	1.00	1.00	1.00	1.00	1.00	1.00 1.00	-	1.00
HCM2 kAvg:	7	29	7	. 0		28	46	10			0.0
*****	******	****	***	****	*****	* * * * * .	****	****	******	***	* * *

APPENDIX C Mitigation Level of Service Worksheets

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NEAR	TERM	NI THE PRINCE A	NN/OLD SCHOO PROJECT MITIC AM PEAK HOUR	SCHOC MITI	CLAREMONT INN/OLD SCHOOL HOUSE TIA NEAR TERM WITH PROJECT MITIGATED CONDITIONS AM PEAK HOUR	CONDI	TIONS	 	i ! !	1 1 1 1 1	<u> </u>	! ! !
Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative) ************************************	Level Of Service Computation Report 2000 HCM Unsignalized Method (Base Volume Alternative)	evel (Of Ser lized	vice C Method	Comput (Bas	Level Of Service Computation Report nsignalized Method (Base Volume Alt.	Repor me Al	t :ernat ****	1.ve)	, * ! * ! *	* *		1 0 2 *** ** * * * * * * * * * * * * * *
Intersection #3 Foothill Blvd/Colby Cir	#3 Foothil	1 Blv	d/Colb	V Cir	*	****	* *	* * * * * *	* * *	* * * * *	***	Int ***	Intersection #
Average Delay (sec/veh): 3.4 Worst Case Level Of Service: E[42.1]	(sec/veh)	* * *	3.4	WOrs	t Cas ****	Worst Case Level Of Service:	1 Of :	Servic	* * *	***** !	E[42.1]	Ave	Average Delay
Street Name:	:	Colby	Colby Cir					Poothi	Foothill Blvd	75		Str	Street Name:
Approach: Movement:	North Bound	und R	Š 1	South Bound	und R	H H	East Bound - T - 1	ound - R	ĭ.	West Bound - T - 1	und - R	App	Approach: Movement:
Control:	Stop Sign	db		Stop Sign	gn		Uncontrolled	11ed	I	Uncontrolled			Control:
Aights: Lanes:	o o o o	0 0	7	Include 0 0 0	de 0 1	1	Include 0 2 0	o o	0	Include 0 1 1	de 1 0	Rig	Rights: Lanes:
Volume Module:		-	-	 	!			1				-	
Base Vol:	0 0	0		0	86	17	1094	0	0	1028	20	Vol	Volume Module: Base Vol:
Growth Adj: 1	1.00 1.00	1.00		1.00 1.00	1.00	ij	1.00	1.00	1.00	1.00 1.00	1.00	Gro	Growth Adj:
•	00 1 00	5	7 5	190	9 0		1094	0 0	0 0	0 1028	20	Ini	Initial Bse:
,	1.00 1.00	1.00	0.56	0.56	0.56	0.90	0.90	00.1	1.00	1.00	1.00	Use	User Adj:
	0 0	0	34	0	155		1212			1149	22	THO THO	FRE AGJ: PHF Volume:
Reduct Vol:	00	0 0	0 ;	0 0	0 .	0 ;	0	0	0	0	٥	Red	Reduct Vol:
	-	0	J. 1	5 i 1	Los	£ 2	1212	ο ¯	o	1149	22	Fin	Final Vol.:
Critical Gap Module:	odule:	•	_		_			- !	! ! !	1 4		5	1 1 1 1 1 1 1 1 1 1
Critical Gp:xxxxx xxxx xxxxx	xxx xxx	xxxxx	8.9	××××	6.9	4.1	xxxx	××××	4.1 XXXX XXXXX XXXXX XXXX	xxxx	xxxxx	i i	Critical Gp:xxx
FOILOWUPTIM:XXXXX XXXX XXXXX	XXX XXX	xxxxx 3.	ഗ¦	XXXX	3.3	2.2	xxxx	×××××	2.2 xxxx xxxxx xxxxx xxxx	xxxx	xxxx	Fol	FollowUpTim:xxx
Capacity Module:		-	-		-	_		-	 	; ; ;		Cap	 Capacity Module
Dotont Can	××××	××××	1936 xxxx	xxxx	585	1171		xxxx xxxx	XXXX XXXX	××××	xxxxx	Cnf	Cnflict Vol: xx
Move Cap : x	**** ****	××××	υ η υ ς	7 XXXX	4.0 9.0 9.0 9.0	604	××××	xxxx xxxx	xxxx xxxx		xxxxx	Pote	Potent Cap.: xx
	XXXX XXXX XXXX	XXXX	0.65 xxxx	XXXX	0.34	0.14	**** ****	×××× ××××	**** **** ****		××××	Move Vov	Move Cap.: Volume/Cap.
Tevel Of Service Module.	Modulo.					-	-					1	
Oueue:	C XXXX XXX	××××	2 6			C						Leve	Level Of Servic
Stopped Del:xxxxx xxxxx 156.8 xxxx	XXXX XXX	XXXXX	156.8		16.0	0.0	X X X X	××××	**** **** **** ***** ***** *****	. XXXX	XXXX	Onene:	е: -
LOS by Move:	*	*	Ŀ		Ų	e e	*	*	*	, , , , ,	***	105 105	stopped Del:xxx LOS by Move:
Movement:]	LT - LTR	- RT	LT -	- LTR -	- RT	LT -	LT - LTR	- RT	LT - LTR	LTR	- RT	W W	Movement:
Shared Cap.: xxxx xxxx xxxxx	**** ***	XXXX	XXXX	XXXX XXXX XXXX		xxxx	XXXX XXXX XXXX	KXXXX	xxxx xxxx	xxxx	xxxxx	Shar	Shared Cap.: xx
SharedQueue:xxxxx xxxx xxxxx xxxx xxxx xxxx xxx	CXX XXX	XXXX	XXXX	××××	xxxx	XXXXX XXXX	XXXX	XXXXX	XXXXX XXXX XXXXX	xxxx	XXXX	Shar	SharedQueue:xxx
Shared LOS: * * * * * * * * * * * * * * * * * * *	^ ××× ×××	* *	××× ××××	× ××× *	×××	××××	× * *	****	* ***	* ×××	****	Shro	Shrd StpDel:xxx
ApproachDe1:	××××××			42.1		>	2					Spar	Spared LUS:
						Ç	X X X X X		××	XXXXXX		-	

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		NEAR	[]	H =	INN/OLD S PROJECT AM PEAK	", E+ ≥<	CHOOL HOUSE MITIGATED CHOUR	CONDITIONS	TIONS		1 1 1 1		
*	2000	HCM U	Level nsigna	Level Of Service Co	Service ed Metho	Level Of Service Computation University of Service Computation Moral Unsignalized Method (Base	, to *	tion Report Volume Alt	5H *	native)	* * *	* * * * * * * * * * * * * * * * * * *	
Intersection ********	* *	Foothill *******	ll Blv *****	Blvd/Berkeley *************	eley ****	Ave/Pr	Foothill Blvd/Berkeley Ave/Project Dwy ************************	Dwy ****	* * * * *	****	* * *	* * * * * *	
Average Delay	· *	(sec/veh):	* * * * * * *	1.5	Worst	st Case	Sec/veh): 1.5 Worst Case Level Of Service:	1 Of :	Service: ******	*	10	15	
Street Name: Approach: Movement:	Nor L -	Berkeley North Bound	ley Av bund - R	Berkeley Ave/Project Dwy rth Bound South Bou - T - R L - T -	oject D South B	Dwy Bound - R	in En	East Bo	Foothill Bound - R	T 13	st T	und - R	
Control: Rights:	St	Stop Sign Include	Sign		Stop Sign	ign	 nn	Uncontroll	olled	UII	Uncontrolled	 oiled	
Lanes:	0 0	0	0 1	0	0 0	1	1	0 1 1	1 0	-	1 1 1 1	1 0	
Volume Module			L	. · ·	,	1	1		!	-			
Growth Adj:	1.00	1.00	1.00	1.00	1.0	-	-	1077	21	112	1061	53	
Initial Bse:	0			ı	1		29		•			53	
User Adj:	1.00	1.00	1.00	4	_				1.00	1.00	-		
PHF Volume:	, H C		. y.	0.0	0.60	0.60	0	0.87		0.87	0.87	0.87	
ct Vol	0	0	,0	0	0			4	A. C.	671	5221	19	
Final Vol.:	0	0	82	0	0	Ŋ	33	1232	24	129	1225	61	
Critical Gap	Gap Module		1	<u> </u>	!			1	-		-		
Critical Gp:x		xxxx	6.9	XXXXX	×××	6.9	4.1	XXXX	xxxxx	4.1	XXXX	XXXXX	
FOLLOWUPTIM: XXXXX	- 1	XXXX	ຕຸ້	XXXX	××××	3.3	2.2	xxxx	XXXXX	2.2	xxxx	xxxxx	
Capacity Module:	le:				1	1	-		!	-		-	
		xxxx	628	xxxx	XXXX	643	1286	XXXX	XXXXX	1256	xxxx	xxxx	
Morre Cap.:		XXXX	4 50	XXXX	XXXX	421	546	XXXX	XXXXX	561	XXXX	XXXXX	
	× × × × × ×	X X X	2 4 0	XXXX	XXXX	421	546		XXXXX	561	XXXX	xxxxx	
7	- 1		C T	X 1	XXXX	7 1 1 1 1 1 1 1	0.00	XXXX	XXXX	0.23	XXXX	XXXX	
of S	ervice Mc	Module		-		-				! !	 	1	
Queue: x		xxxx	0.7	xxxxx	××××	0.5	0.2	xxxx	XXXXX	0.9	XXXX	XXXXX	
Stopped Del:xxxxx IOS by Move: *		××××	15.3	XXXXX	XXXX	14.9	12.0	×	XXXXX	3	XXXX	XXXXX	
Movement:	LT -	LTR	TE C	1 E	E-1	ά ά	ב ב ב	, E	* E	m F	* É	* E	
Shared Cap.:		xxxx	xxxx	××××	×××	xxxx	×××		XXXXX	٠.	X X X	* * * * * * * * * * * * * * * * * * *	
SharedQueue:xxxxx			XXXXX	xxxxx	xxxx	xxxxx	xxxxx		xxxxx		××××	XXXXX	
Shrd StpDel:xxxxx		· xxxx	XXXXX	XXXXX	××××	xxxxx	XXXXX	×	xxxxx	×		xxxxx	
ApproachDel:	,	, LC	×	×	* 5	*	*	*	*	*	*	*	
Approach LOS:	•	. 0			r		×	****		×	×××××		
4		,			3			t			×		

Page 6-1

Wed Sep 13, 2006 08:03:15

Network Comparison Network N					1 1 1	1	-		í ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! ! !			
Early Computation Report Early		ONEAR	LAREMON TERM W	H =	ທີ່	CHOOL MITIGA HOUR	HOUSE	TIA	SNO	į		
Average Delay (sec/veh): 4.6 Morst Case Level of Service: Fi167.5) Approach: North Bound	**************************************	1 000 HCM Un ********	level Onesignal	f Servi ized Me	ce Co thod *****	mputat (Base *****	Jon Re Volume	aport a Alte	ernati	ve) ***	* *	* *
#est Bounce L	********* rage Delay	.********* / (sec/veh)	* * * * * * * * * * * * * * * * * * * *	4 * * * * * * 4 * 4 * 4 * 4 * 4 * 4 * 6 * 6	**** Worst	* * * * * * * * * * * * * * * * * * *	Level	* * * * * O	ervice	* * * * * * *	F[1	67.5]
Uncontrolled Stop Sign Include	********* eet Name: roach:	.******** Ir North Bc L - T	dian H Jund R	ill Blv Sout	d d	nd R	iga i	Colby st Bo	Cir/V und	T T	Salle st Bo	und - R
1 0 1 1 0 0	trol:	Uncontro	011ed		ntrol	led -	St	op Sic	- - - - - - - - - - - - - - - - - - -	st.	op Signatur	de de
29 633 2 37 731 30 12 2 63 13 3 3 10 100 1.00 1.00 1.00 1.00 1.00	nts:	1 0 1		0	1	- 1	7	0	1	0	=	- 1
1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	ume Module	29			731		12			13	m (2.0
Fe: 1.07 1.00 1.00 1.00 1.00 1.00 1.00 1.00	wth Adj:	90.	1		731	•	1.00		1.00 63	1.00	_	5.05
Adj: 0.64 0.64 0.64 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67	tlal bse: r Adj:	00.			1.00	1.00	18.5	1.00	1.00	1.00	1.0	1.00
46 995 3 56 1099 45	Adj: Volumo:	64		~ 10	79.6	0.67 45	18	٠°.	9.0	17		_
46 995 3 56 1099 45	fuct Vol:					0	0	0	0	0	0	0 1
Gga Module: 1. 2.2 xxxx xxxxx	al Vol.:	9		9	0	45	18	m	9.55 -	17	4 4	7
11 11 12 13 14 15 15 15 15 15 15 15	tical Gap	Modul		-			ر. بر	6.	_ 	7.5	6.5	6.9
4 xxxx xxxxx		2.2		: 7		XXXXX	3.5	4.0	3.0	3.5	4.0	э. Э.
618 xxxx xxxxx	sacity Mod	1 7	***	1	1	- XXXX	1824	2323	572	1750	34	499
618 xxxx xxxx	Later Vol.	618				xxxxx		38	468	99	37	522
0.07 xxxx xxxx 0.08 xxxx xxxx 0.46 0.09 0.20 0.47 0.13	יישט כאוסט סאו					XXXXX	39	32	468	37	31	522
	lume/Cap:		×	0.08			4		0.20	0.47	7.1	0.01
11.3 xxxx xxxx		vice Modul	i ×	0.3	i	××××	××××	×××	0.7			xxxxx
POE: B * * B * * * B * * * B * * * B * B * * B * * B * * B * * B * * B * * B * B * * B * B * * B	eue: opped Del:	-		w		xxxxx	××××		14.6			****
D: XXXX XXXX XXXX XXXX XXXX XXXX 38 XXXX XXXX XXXX 46 D: XXXX XXXX XXXX XXXX XXXX XXXX 2.0 XXXX XXXX	s by Move:				* E:	, E		LTB	- RT			
xxxx xxxxx xxxxx 2.0 xxxx xxxxx 2.3 xxxx xxxxx 2.3 xxxx xxxx	vement:	477 - 17 477 - 17			XXX	XXXXX		XXX	xxxx	xxxx	46	XXXXX
xxx xxxxx xxxx xxxx 184.2 xxx xxxx xxxx 168 xxx xxxx x x x x x x x	ared cap	***** *****				xxxxx	2.0			XXXXX	2.3	xxxxx
* * * * * * * * * * * * * * * * * * *	rd StpDel:	XXXX XXXXX				xxxx	184.2			xxxxx	168	xxxxx
xxxxxx 45.5 16/-	ared LOS:	*		*	*	*	Įt.	*	*	*	ا ا ا	ĸ
	proachDel:			×	XXXX			75			167.5	

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647 1294 xxxx 418 542 xxxx 418 542 xxxx 0.15 0.05 xxxx 0.05 0.1 xxxx 15.1 12.0 xxxx xxxxx xxxx xxxxxxxxxxxxxxxxxxxxx
* * * * * * * * * * * * * * * * * * *

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 1 1 1 1 1 1 1	2	CLARI NEAR TER	CLAREMONT INN/OLD TERM WITH PROJECT	NN/OLD S PROJECT PM PEAK	ι ₁₀ Ε. Υ	HOUS		E TIA CONDITIONS			
****	2000 HCM	⊃ *	Of aliz	Service ed Metho	Computated (Base	Computation Rej	Report	oort Alternative)	ive)		
Intersection #4 Foothill Blvd/Berkstery Ave/Project Dwy ***********************************	#4 FOO	Foothill B.	Blvd/Berkeley Ave/Project Dwy *******************************	teley	Ave/Pr	oject	DWY	*	* + + + + + + + + + + + + + + + + + + +	* 1	* * * * * * * * * * * * * * * * * * * *
Average Delay	· *	sec/veh):	1.2	Worst	st Case	e Level	1 Of	Service:	k 4	K 0	* 60 .
Street Name: Approach: Movement:	Nort.	Berkeley Ave/Project North Bound South	ve/Pro-	oject D South B	Dwy Bound	FI FI	East B	Foothill Bound	T 81	st st	k O
Control: Rights:	Sto	Stop Sign Include	-	Stop Sign Include	Sign	 Ūū	Uncontroll Include	olled	I	Uncontrolled	olled
Lanes:	0 0	0 0	0	0 0	0 1	-	0	1	=	0 1	1 0 I
Volume Module Base Vol:	**	1	_		72	71	1191	20	0	1161	130
Growth Adj: Initial Bac:	1.00.1	00.1.00	1.0	1.00	1.00	Ä	:	i.	1.0		_
User Adj:		Ξ.	0 1.00	,	1.00	1.00	1191	20	0 5	1161	130
PHF Adj:	.56 0	0	0	0	0	0		- 0	0	- C	
PHF Volume:	0 (o.	73				133	149
Reduct vol: Final Vol :) c		0 0	00	-	0 [0 5	0 6		1	0
		1	-	-	, !	2 1111	1218	07	0	1333	149
Critical Gap Modul Critical Gp:xxxxx		e: xxxx	××××	× × ×	ď		,	2			
FollowUpTim:xxxx		xxxx 3.	·m ·		. m	. 63	XXXX	XXXXX	XXXXX	X X X X X X X X X X X X X X X X X X X	X
Capacity Module:	;		_				1	-	-		1
		AAAA		XXXX	/4T	1482		XXXXX	XXXX	XXXX	XXXXX
	× × × × × × × ×	XXXX 4.36 XXXX 4.36	××× ×		363	460		XXXX	XXXX		XXXXX
e/Cap:		0		X X X X X X X X X X X X X X X X X X X	0.27	0.16	× × × × ×	× × × × × × ×	×××	XXXX	××××
		1			-					1	
iac io:		wodule:	4 ×××××	×	-	9	>	>	2		
pec		xxxx 14.3		XXXX	18.6		XXXX	XXXXX	XXXXX	× × × ×	×××××
LOS by Move:			*	*	Ų		*	*	*	*	*
	ı		LI	- LTR	- RT	LT	- LTR	- RT	LI	- LTR	- RT
Shared Cap.: xxxx SharedOnene.xxxxx				×××	xxxx			xxxxx	xxxx	xxxx	×××××
Shrd StoDel.xxxx		****		XXXX	XXXXX			xxxxx	xxxx	××××	xxxxx
Shared LOS:			* **	***	××××	× * *	× × *	××××	××××	×××	****
ApproachDel:	14	ო.		18.6		>	>				•
							\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		*		

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NEAR TERM WITH PROJECT PROJECT	Wed Sep 13, 2006 08:03:18 CLAREMONT INN/OLD SCHOOL HOUSE TIA
* * * * * * * * * * * * * * * * * * *	TERM WITH PROJECT MITIGATED CONDITIONS PM PEAK HOUR
* 00 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ervice Computation Report d Method (Base Volume Altern ************************************
# Salle West Bou L	8 Worst Case Level Of Serv
100 100	Blvd Colby Ci outh Bound East Bound - T - R L - T -
393 19 33 8 74 4 0 0 1.00 1.00 1.00 1.00 1.00 1.00 1.	
393 19 33 8 74 4 0 0 393 1.00 1.00 1.00 1.00 393 19 33 8 74 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
393 19 33 8 74 4 0 0 0 1.00 1.00 1.00 0 0.99 0.99 0.99 0	393 19 33 8 1.00 1.00 1.00 1.00 1
0.99 0.99 0.83 0.83 0.50 0.50 0.99 0.99 0.99 0.99 0.99 0.99	393 19 33 8 1.00 1.00 1.00 1.00
	0.99 0.99 0.83 0.83 397 19 40 10
xxxx xxxxx	0 0 0 397 19 40 1
XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX	xxxx xxxx 7.5 6.5
XXXX XXXXX 205 148 804 154 XXXX XXXX XXXX 205 148 804 154 XXXX XXXX XXXX 188 134 804 120 XXXX XXXX XXXX 0.21 0.07 0.11 0.09 XXXX XXXX XXXX XXXX XXXX 10.0 XXXX XXXX XXXX XXXX XXXX XXXX 10.0 XXXXX XXXX XXX XXXX XXXX 11	
XXXX XXXX XXXX 188 8134 804 129 XXXX XXXX XXXX 188 134 804 120 XXXX XXXX XXXX 0.21 0.07 0.11 0.09 XXXX XXXX XXXX XXXX XXXX 0.4 XXXXX XXXX XXX XXXX XXXX 10.0 XXXXX XXXX XXX XXXX XXXX 10.0 XXXXX XXXX XXXX XXXX 117 - LTR - RT	xxxx xxxx 987 1367
XXXX XXXX 0.21 0.07 0.11 0.09 XXXX XXXX XXXX XXXX XXXX 0.4 XXXX XXXX XXX XXXX XXXX XXXX 10.0 XXXXX XXX * LITR - RT	xxxx xxxxx 205 148
**** **** **** ***	xxxx xxxx 0.21 0.07
** * * * * * * * * * * * * * * * * * *	**** ***** ****
- LTR - RT LT - LTR - RT LT - LTR xxxx xxxxx 174 xxxx xxxxx xxxx 165 xxxx xxxxx xxxx	* * * * * * * * * * * * * * * * * * *
xxxx xxxxx	LIR - RT LT - LTR
XXXX XXXX 33.6 XXXX XXXXX 29.2 * D * * D D D D D D D D D D D D D D D D	xxxx xxxxx 174 xxxx
* D * * * D 18.4 29.2 C D	XXXX XXXXX 33.6 XXXX
±•••⊺ ∪	۵ *
	07

BOWP-AM mit	108 108		Cycle (sec): Loss Time (sec): Optimal Cycle:	Street Name: Approach: North Movement: L - 1	Control: Prote Rights: Inc Min. Green: 0 Lanes: 1 0 1	Volume Module: Base Vol: Growth Adj: 1.00 1.C	PHF Adj: 1.00 1.0 PHF Adj: 1.00 1.0 PHF Volume: 219 40 Reduct Vol: 0 Reduct Vol: 1.00 1.0 PCE Adj: 1.00 1.0 MLF Adj: 1.00 1.0 Final Vol.: 219 40	Saturation Flow Modul Sat/Lane: 1900 190 Adjustment: 0,95 1.0 Lanes: 1.00 1.0 Final Sat.: 1805 190	Capacity Analysis Mod Vol/Sat: 0.12 0.2 Crit Moves: *** 0.12 0.2 Green/Cycle: 0.14 0.3 Volume/Cap: 0.86 0.6 Delay/Veh: 66.9 33. User DelAdj: 1.00 1.0 Adjbel/Veh: 66.9 33. HCM2KAvg: 10 12
Page 3-1		* * *	**************************************	1 B 1 S	Protected Ov1 0 0 1 0 2 0 1	959	324 959 244 0 0 0 324 959 244 1.00 1.00 1.00 1.00 1.00 1.00 324 959 244	1900 1900 1900 0.95 0.95 0.85 1.00 2.00 1.00 1805 3610 1615	0.18 0.27 0.15 *** 0.19 0.35 0.67 0.92 0.75 0.23 68.4 31.1 6.5 1.00 1.00 1.00 68.4 31.1 6.5
2006 08:03:38	Inn/Old School House TIA PROJECT CONDITIONS MITIGATED AM PEAK HOUR	Level Of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative) ************************************	Critical Vol./Cap. (X): Average Delay (sec/veh): Level Of Service:	Foothill East Bound L - T - R	Protected Include 0 0 0 0 1 0 1 1 0	113 618 1.00 1.00 113 618		1900 1900 1900 0.95 0.92 0.92 1.00 1.59 0.41 1805 2779 719	0.06 0.22 0.22 0.22 0.08 0.93 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
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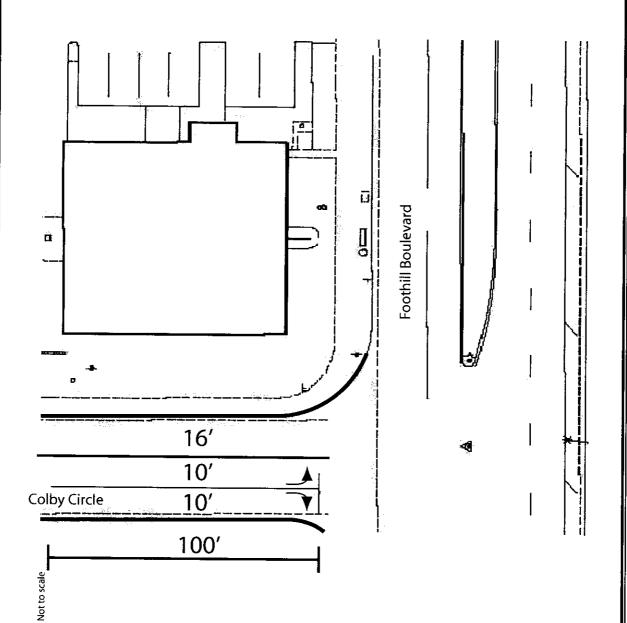
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APPENDIX D







Kimley-Hom and Associates, Inc. 095502000/Figures/colby_it geom si

Figure D-2 Colby Circle at Foothill Boulevard Proposed Lane Geometry

APPENDIX E Alternative 1 Intersection Level of Service Worksheets

NTWP-AM Alt 1	Wed Sep 13, 2006 08:03:19	Page 1-1	NTWP-AM Alt 1
 	CLAREMONT INN/OLD SCHOOL HOUSE TIAN NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS AM PEAK HOUR	 	
Scenario	Scenario Report NTWP-AM Alt 1		
Command: Volume:	NTWP-AM Alt 1 NTWP-AM Alt 1	-	Intersection
Geometry: Impact Fee:	Existing Default Impact Fee		# ************************************
Trip Generation: Trip Distribution:	Default Trip Generation Default Trip Distribution		# 2 ECCMIII B
Paths: Routes:	Default Paths Default Routes		# 3 FOOThill B
Configuration:	Ex-AM		

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CLAREMONT INN/OLD SCHOOL HOUSE TIA

NEAR TERM WITH PROJECT ALTERNATIVE 1 CONDITIONS

AM PEAK HOUR

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-40-	r)	Foothill	Blvd/Indian Hill Blvd	D	41.2 0.922	.922	Ω	41.2 0.922	+ 0.000	0 D/V	>
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