INTRODUCTION

This document is an Addendum to the Final Environmental Impact Report (EIR, State Clearinghouse No. 2007071020) prepared for the 680 East Colorado Boulevard Commercial Project, which was certified by the City of Pasadena on November 16, 2009. This Addendum was prepared to describe minor technical changes that have been proposed to the project description and to summarize the conclusions reached in a new technical Traffic Impact Study and Pedestrian Safety Study completed by the City of Pasadena Department of Transportation. According to Section 15164 of the *California Environmental Quality Act (CEQA) Guidelines*, an addendum to a previously certified Final EIR is the appropriate environmental document in instances when "only minor technical changes or additions are necessary" and when the new information does not involve new significant environmental effects beyond those identified in the certified Final EIR.

PROJECT DESCRIPTION

The change to the project description involves reducing the total square footage of the project and slightly changing the nature of the proposed uses. The original project included a total of 159,971 square feet dedicated to commercial office and retail uses. The current project includes a total of 145,428 square feet, with a minimum of 8,175 square feet dedicated to ground floor pedestrian oriented uses (4,500 square feet of restaurant and 3,675 square feet of ancillary retail). The remaining 137,253 square feet is dedicated to commercial office space. Table 1 below compares the characteristics of the original project and the revised project.

Table 1

Summary of Project Characteristics

	Original Project	*Revised Project*
Lot Size	1.3 acres (57,762 square feet)	1.3 acres (57,762 square feet)
Total Floor Area	159,971 square feet total • 14,407 SF of retail use • 145,564 SF of office use	145,428 square feet total • 4,500 SF of restaurant use • 3,675 SF of retail use • 137,253 SF of office use
Floor Area Ratio *	2.8	2.6
Maximum Building Height	75'0"	75'0"
Building Above Grade	5 levels	5 levels
Parking Below Grade	6 levels	4 levels
Parking Spaces	522 **	367 **

Sources: Gensler. Plan Set, June 2008, Traffic Impact Study Addendum, October 2011, Moule & Polyzoides Plan Set, September

2011

** The project site contains separate zones with floor area ratios of 2.0 and 3.0. The floor area ratio presented here is an average based on the total square footage proposed as allowed in each zone and the total area of the site.*

*** Under the Revised Project, all of the parking spaces may be offered for public parking at a rate set by the applicant during non-project hours of operation.*

In response to this minor project modification, the City of Pasadena Department of Transportation prepared a Traffic Impact Study and Pedestrian Safety addendum. This technical study analyzes the modified project's traffic impacts to various street segments and intersections consistent with the City's thresholds for determining significant impacts. In addition, this study analyzes the feasibility and potential traffic and pedestrian safety impacts associated with the construction of a "speed table" on El Molino Avenue, between Colorado Boulevard and Green Street as an additional traffic calming alternative for consideration by the City Council. The conclusions reached in the above-referenced study have also been summarized in this Addendum.

The preliminary project design has also been modified as set forth in Exhibits 1a through 1e. These exhibits are included in Appendix A. This design will be the one that is submitted for concept design review to the City of Pasadena's Design Commission for review pursuant to Pasadena Municipal Code Section 17.61.030.

ENVIRONMENTAL IMPACTS

This section addresses each of the environmental issues studied in the Final EIR, comparing the effects of the revised East Colorado Commercial Project with the original East Colorado Commercial Project that was the subject of the certified Final EIR. As discussed below, the proposed project revisions would have no new significant environmental effects. As such, an Addendum is the appropriate environmental document under CEQA.

Aesthetics

The revised 680 East Colorado Commercial project and its revised preliminary design would reduce aesthetic impacts when compared to those described in the Final EIR. As indicated in the Final EIR, the project is located adjacent to the Playhouse National Register Historic District, which includes most of the west side of El Molino Avenue across from the project site. To achieve a greater degree of consistency with the Pasadena Playhouse Sub-District Design Guidelines, the Playhouse National Register Historic District, and the Pasadena Playhouse, the revised project has incorporated specific changes into its architectural design. The revised preliminary design adopted a different architectural and massing strategy than the original preliminary project design. Changes made to the preliminary design reduced the massing of the building along El Molino, thereby reducing aesthetic impacts on the District and the Playhouse. Specifically, the revised project's massing strategy involves placing the five story office block at the corner of Colorado and El Molino. From there, an interconnected three- story office building extends all the way to the southern edge of the site, stepping down to two stories in the last 62 feet. In front of it, and along El Molino Ave., one- story building volumes have been proposed to specifically preserve the visual prominence of the Playhouse. Furthermore, the overall building volumes along El Molino Ave. have been expressly calibrated to respect the form and material of the Pasadena Playhouse and the Arcade Building.

The changes also embrace an architectural strategy that is more compatible with the historic resources in that all three sets of buildings are rendered in complimentary materials and styles. The two new retail/restaurant buildings facing El Molino are designed as vernacular Pasadena brick commercial blocks, with variations in form and detail, in the interest of architectural variety and consistency with the character of the Playhouse District. The three story office building in the middle of the block is designed in a serial composition typical of 1950's and 60's Southern California office block types, with a horizontal rhythm and a symmetrical entrance elevation facing the Playhouse. The massing and style of the five story office block at the corner of Colorado Blvd. and El Molino Ave. is inspired by some of the great proto- modern office buildings of the 1920's. The principal elevations of this office structure mimic the classic Deco style.

As discussed above, the revised preliminary design was undertaken to address potential aesthetic impacts to the National Register Historic District and to the historic Pasadena Playhouse. Accordingly, all potential aesthetic impacts to historic resources arising from the revised project remain less than significant, and indeed are reduced from the original project.

In addition, the revised project would not significantly increase or decrease the potential for light and glare resulting from the installation of exterior/interior light fixtures or exterior building finishes (such as glazed windows or other reflective building materials). Therefore, all mitigation measures proposed to reduce light and glare impacts to a less than significant level would still apply to the revised project.

Air Quality

The slightly revised project would have impacts similar to those identified in the Final EIR. Air pollutant emissions generated by construction of the proposed project would not exceed South Coast Air Quality Management District (SCAQMD) thresholds for NO_x, CO, SO_2, or PM_{10} or $PM_{2.5}$. However, as with the original project, ROG emissions would exceed SCAQMD thresholds due primarily to the application of paints and varnishes during project construction. This impact would continue to be potentially significant; therefore, all mitigation measures required to reduce potential ROG emissions to a less than significant level would still apply to the revised project.

Operation of the revised project would generate air pollutant emissions, but emissions would not exceed SCAQMD operational significance thresholds. Vehicle trips (mobile emissions) and the use of natural gas and landscaping maintenance equipment (area emissions) during project operation would remain the primary source of operational emissions. As stated in the Traffic Impact Study and Pedestrian Safety Addendum prepared by the City of Pasadena Department of Transportation, the revised project would generate 1,724 daily trips, 200 AM peak hour trips, and 216 PM peak hour trips. This represents an approximate eight percent increase in total vehicle trips. To estimate the revised project's potential to impact air quality during project operations, the NO_x,CO, SO_2, PM_{10}, and $PM_{2.5}$ emissions calculated in Table 4.2-7 of the Final EIR were increased by eight percent. Even after the eight percent increase, operational air emissions remained well below the SCAQMD thresholds for NO_x, CO, SO_2, PM_{10}, or $PM_{2.5}$. The revised project would not significantly increase operational air emissions or exceed the emission thresholds established by SCAQMD; therefore, impacts would remain less than significant.

The slightly revised 680 East Colorado Commercial project would have CO "hotspot" impacts similar to those described in the Final EIR. Exceedance of CO standards is most likely to occur at those locations with significant traffic congestion, meaning LOS operations of E or F. Based on the LOS criteria and the results of the traffic study addendum prepared by the City of Pasadena Department of Transportation, the revised project would not change the findings of the original traffic study prepared by Linscott, Law, and Greenspan Engineers, which found that all intersections in the project area are expected to operate at LOS D or better for existing plus pending projects and ambient growth plus the proposed project. Moreover, project related intersection impacts would be mitigated to a level less than significant after mitigation. Therefore, no intersections in the project area would require a CO hotspot analysis and CO hotspot impacts would remain less than significant.

Noise and Vibration

The slightly revised 680 East Colorado Commercial project would have noise and vibration impacts similar to those described in the Final EIR. The revised project would temporarily generate intermittent high noise levels and could generate ground-borne vibration on and adjacent to the site. Construction generated noise levels and vibration would remain less than significant after compliance with the City of Pasadena's municipal code requirements for noise reduction. In addition, the project applicant has prepared a shoring plan that avoids the use of vibratory construction equipment.

The slightly revised 680 East Colorado Commercial project would have roadway noise impacts similar to those described in the Final EIR. The revised project's impacts to roadway noise levels generated during construction and operation of the project would remain less than significant based upon the Final EIR's conclusion that the potential increase in roadway noise would be 0.2 decibels (dBA), which would not be audible.

Similar to the project analyzed in the Final EIR, the slightly revised project would generate noise levels that may periodically be audible to existing uses near the project site. Such noise sources include stationary equipment, such as rooftop ventilation and heating systems, trash hauling, and parking garage operation, and general commercial activities. Therefore, all mitigation measures proposed to reduce noise impacts on existing uses nearby to a less than significant level would still apply to the revised project.

Geology

Similar to the project analyzed in the Final EIR, seismically-induced ground shaking could destroy or damage the proposed structures, resulting in a loss of property and risk to human health. The revised project would still be required to comply with applicable provisions of the Uniform and California Building Codes, which would reduce impacts to a less than significant level.

Similar to the original project analyzed in the Final EIR, various design considerations are necessary to ensure that the project is constructed in manner that reduces the potential for adverse effects from differential settlement, corrosive soils, and collapsible soils. The project site is suitable for the proposed development with incorporation of recommendations contained in the geotechnical report, located in Appendix D of the Final EIR.

Similar to the original project analyzed in the Final EIR, the revised project involves excavation for four levels of subterranean parking and is estimated to require 63,000 cubic yards of cut, which would be exported. Excavation and soil transport could result in dispersal of soil by air and water. The transport of soil by wind could result in adverse air quality, while the transport of soil by water could adversely affect the storm drain system through accumulation of sediment. Mitigation measure AQ-1c included in Final EIR Section 4.2, *Air Quality*, would ensure that the construction site is maintained through application of soil binders or watering and sweeping and that loose soil is not tracked onto the surrounding roadway or significantly entrained into the air. In addition, Mitigation measure AQ-1c requires covering of soil transport trucks to ensure that soil is not blown into the air during transport. With adherence to this mitigation measure, the potential for adverse erosional effect would be less than significant.

Traffic

In response to the revised project description described above, the City of Pasadena Department of Transportation prepared an Addendum to the Traffic Impact Study and Pedestrian Safety Study dated October 12, 2011, included as Appendix B of this Addendum. This study updated the original traffic study prepared by Linscott, Law & Greenspan, dated July 3, 2008, to reflect the changes in trip generation resulting from modifications to overall building square footage, and minor changes in land use type. The October 2011 study prepared by the City of Pasadena also analyzes the construction of a speed table on El Molino Avenue as an additional measure to promote pedestrian safety. The purpose of the pedestrian safety analysis was to update the previously approved Pedestrian Safety Study report, dated January 19, 2011, which was also prepared by Linscott, Law & Greenspan Engineers.

The updated Traffic Impact Study undertakes a multi-step process to determine the level of traffic impact associated with the revised project. This process involves calculating trip generation, trip distribution, trip assignment, and estimating the percent and volume-to-capacity increase of project traffic over existing traffic at proposed intersections and street segments.

The industry standard procedure for determining the number of daily and peak hour trips a project would generate is based on published trip generation estimates from the ITE Trip Generation manual. Utilizing the ITE Trip Generation, 8th Edition, the revised project would generate an estimated 1,724 daily trips, 200 AM peak hour trips, and 216 PM peak hour trips. Table 2 provides a detailed breakdown of the revised project's trip generation estimate.

Table 2

Trip Generation Rates (Revised Project)

Proposed Use Description	Land Use Code	Amount	Units	Measure	Daily	AM Peak Hour			PM Peak Hour		
						Total	In	Out	Total	In	Out
Quality Restaurant[1]	ITE 931	4,500	SF	1,000	364	3	3	0	30	20	10
Office[2]	ITE 710	140,928	SF	1,000	1552	218	192	26	210	36	174
Total Project Trips					1916	222	196	26	240	56	184
Volumes											
Total Project Trips (Less 10% Transit Credit)					(192)	(22)	(20)	(3)	(24)	(6)	(18)
Net Project Vehicle Trips					**1724**	**200**	**176**	**23**	**216**	**50**	**166**

[1] 10% Walk-in trip credit towards Quality Restaurant
[2]Office includes 3,675 sq ft of ancillary retail use

The following intersections and street segments were identified as those most likely to be impacted by the revised project:

Study Intersections
- El Molino Avenue at Union Street
- El Molino Avenue at Colorado Boulevard
- El Molino Avenue at Green Street

Study Street Segments
- El Molino Avenue between north of Walnut Street
- El Molino Avenue between Walnut Street and Union Street
- El Molino Avenue between Union Street and Colorado Boulevard
- El Molino Avenue between Green Street and Cordova Street
- El Molino Avenue between Cordova Street and Del Mar Boulevard
- Colorado Boulevard between Hudson Avenue and Lake Avenue
- Green Street between El Molino Avenue and Arcade Alley
- Green Street between Hudson Avenue and Lake Avenue

If no significant impacts were identified at these locations, it would be reasonable to infer that additional analyses are not required for the revised project. The revised project's change in intersection V/C ratios ranged from 0.008 to 0.053 when comparing Future with Project with Mitigation to Future Pre-Project with Ambient Grown plus Cumulative Projects. This incremental increase would not exceed the City's intersection level of service thresholds. As a result, it was determined that the project would not change the findings of the original traffic study prepared by Linscott, Law, and Greenspan, Engineers, which found that intersection impacts could been mitigated to less than significant levels. Therefore, additional intersection analysis is not warranted.

The revised project's street segment impacts were slightly higher than the original project's impact. As a result, significant street segment impacts would remain and therefore all proposed mitigation measures included in the Final EIR would apply to the revised project. Table 3

below compares the revised project's growth in street segment trips with the original project's growth in street segment trips along with the type of mitigation required.

Table 3
Street Segment Impacts (Original vs. Revised Project)

Location	Percent ADT Growth (%) Original Study	Percent ADT Growth (%) Revised Project	ADT Impact – No Change
El Molino Avenue north of Walnut Street	3.5	3.8	Soft mitigation required
El Molino Avenue between Walnut Street and Union Street	4.9	5.4	Soft mitigation required Physical mitigation may be required
El Molino Avenue between Union Street and Colorado Blvd	6.5	7.3	Soft mitigation required Physical mitigation may be required
El Molino Avenue between Green Street and Cordova Street	4.2	4.5	Soft mitigation required
El Molino Avenue between Cordova Street and Del Mar Blvd	3.4	3.7	Soft mitigation required
El Molino Avenue between Colorado and Playhouse Alley	12.3	13.2	Physical alternatives may be considered
Oak Knoll Avenue between Colorado Boulevard and Green Street	0.0	0.0	Staff review and conditions
Colorado Boulevard between Hudson Avenue and Lake Avenue	0.90	1.0	Staff review and conditions
Green Street between El Molino Avenue and Arcade Alley	1.80	2.0	Staff review and conditions
Green Street between Hudson Avenue and Lake Avenue	1.80	1.9	Staff review and conditions

The Los Angeles County CMP requires a detailed analysis of arterial and freeway mainline impacts if a project will meet any of the following criteria within the CMP's geographic area:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic.

- If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips.

- Mainline freeway monitoring locations where the project will add 150 or more trips

- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

The revised project would not add 150 or more trips onto the mainline freeway monitoring locations, nor would it add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic. Therefore, no formal CMP analysis is required as part of this Traffic Impact Study.

As shown above, the revised project does not trigger new traffic-related significant impacts; therefore, there is no change in the findings of the original traffic study. All mitigation measures required in the *Traffic and Circulation* Chapter of the Final EIR would be required for the revised project.

Pedestrian Safety

The original pedestrian safety study was prepared by Linscott, Law, and Greenspan Engineers (dated January 19, 2011). The study was undertaken as a result of subsequent litigation and it reviewed existing and future conditions with respect to pedestrian circulation and crossings in the vicinity of the 680 East Colorado Commercial project. Thirteen mid-block crossing alternatives were evaluated as part of this original study. The addendum prepared by Pasadena Department of Transportation Staff (dated October 12, 2011) analyzes the pros and cons of constructing a speed table on El Molino Avenue between Colorado Boulevard and Green Street as an additional mid-block pedestrian crossing alternative. This additional mid-block crossing alternative would be forwarded to the City Council for consideration as part of the final project review.

The speed table alternative was evaluated for consistency with the City of Pasadena's pedestrian policies, including the applicable policies within the Pasadena Mobility Element and the 2006 Pedestrian Plan. The speed table is consistent with applicable policies and objectives from the Mobility Element and the 2006 Pedestrian Plan in so far as it would: (1) provide a pedestrian crossing facility directly where activity occurs for the existing conditions based on observations of existing pedestrian crossings that occur prior to performances at the Pasadena Playhouse; (2) maintain one travel land in each direction on El Molino Avenue for vehicular access; (3) not increase traffic or traffic capacity on El Molino, a "de-emphasized" street; and (4) provide for convenient drop-off/pick up for Playhouse events for valet or self parkers.

Construction of the speed table along El Molino Avenue involves establishing a pedestrian walkway, south of Playhouse Alley. Safety enhancements such as in-pavement lighting and appropriate signage would also be considered if warranted. Roadway reconstruction would also be required to address grade changes and roadway drainage. Some issues that may be encountered in the execution of the speed table alternative include: (1) introduction of significant costs and engineering considerations during design and construction; (2) removal of some on-street parking along El Molino Avenue; and (3) aesthetic impacts of signage, if installed, on the nature of the Playhouse District.

To further evaluate the quality of El Molino Avenue after construction of the speed table, the Pedestrian Environmental Quality Index (PEQI) was used to determine the degree to which the environment (with a speed table) encourages non-motorized travel. Along El Molino Avenue, between Colorado Boulevard and Green Street, the PEQI score for existing conditions is 74 (high quality pedestrian conditions are present) for the east side of the street, and 89 (high quality pedestrian conditions are present) for the west side of the street. After construction of

the speed table, the PEQI score would be 79 for the east side of El Molino Avenue and 95 for the west side of El Molino Avenue. These scores are indicative of a high quality pedestrian environment.

Based upon the PEQI evaluation matrix shown below in Table 4, the speed table was determined to be an appropriate measure to accommodate mid-block crossings by pedestrians and slowing down vehicles in an urban environment. Construction of the speed table would not introduce any potentially significant impacts to pedestrian safety. Furthermore, the implementation of the speed table falls within the objectives stated in the Mobility Element and the Pedestrian Plan, and the speed table is an appropriate measure to slow down vehicles and accommodate the expected high volumes of mid-block crossing by pedestrians during events at the playhouse or other pedestrian attractions.

Table 4
Evaluation Matrix for the Speed Table on El Molino Avenue

Alternative Description	ADA Accessible	Impact to Historical Landmark	PEQI Score East/West side of El Molino	Sig. Impact at off-site Int. Operation	Cost	Relocate Valet	Remove on-street parking	Consistent w/ City policies	Potential for Pedestrian Violations	Selected for Further Considerati on
Existing Condition	N/A	N/A	74/89	N/A	N/A	No	No	N/A	Yes	Yes
Speed Table	Yes	No	79/95	No	High	No	Yes	Yes	No	Yes

Water Service

Similar to the original project analyzed in the Final EIR, the revised project would generate increased demand for water. The anticipated water demand attributable to the revised project is approximately 14.9 acre-feet/year. This is approximately nine percent (9%) less than the 16.4 acre-feet/year of water demand calculated for the original project. Nevertheless, the City of Pasadena requires that projects conserve at least 20% of potable water demand to reduce water service impacts to a less than significant level. Therefore, Mitigation Measure W-1 (LEED Water Efficiency Credit 3.1) would be required for the revised project. As with the original project, the use of water conserving fixtures in the proposed project's water system design as specified in Mitigation Measure W-1 would reduce water service impacts to a less than significant level.

Historic Resources

Similar to the original project analyzed in the Final EIR, the revised project would add a new building adjacent to the Pasadena Playhouse National Register Historic District (NRHP). The three district contributors within the NRHP district are located in the immediate vicinity of the project site, as described below.

- 21-27 S. El Molino Avenue. This two-story commercial building is described in the NRHP nomination as "one of the premier examples of Spanish Colonial Revival

commercial architecture in Pasadena." It was built in 1927-28 and designed by Pasadena architect Frederick Kennedy, Jr.

- 35-39 S. El Molino Avenue. The multistory Pasadena Playhouse building is described in the nomination as "the cultural focal point of the historic district," and "in style and function [related] to the Civic Center several blocks to the east." The building was constructed in two phases, 1924-25 and 1936-38, from designs by Pasadena architects Elmer Grey and Cyril Bennett. This property was also listed individually in the NRHP in 1975.

- 655 E. Green Street. This one-story commercial building was constructed in 1925 as an automobile dealership from a design produced by architects Marston, Van Pelt and Maybury, and described in the NRHP nomination as "typical of the luxurious auto showrooms common in 1920s Pasadena."

The boundaries of the NRHP district were not expanded to include the block on which the project site is located. The property located at 680 E. Colorado Boulevard does not appear to be eligible for its association with the event of the eastwards expansion of the Pasadena Playhouse district, as it is only generally associated with these events, and does not appear to have played any notable role in these events (NRHP Criterion A and CRHR Criterion 1). The property does not appear to be eligible for listing on the NRHP or CRHR for an association with historically significant individuals (Criterion B and 2). The Biggar family operated their furniture business at the project location for a substantial period of time, but it appears that their contribution to the development of the community was limited primarily to this business. The property does not appear to be eligible as an example of a type, period, or method of construction, or to represent the work of a master designer (NRHP Criterion C and CRHR Criterion 3). It is an ordinary and non-distinctive, example of postwar Modern commercial design. The architects responsible for the 1947 remodeling of the building, Harold Bissner and Harold Zook, made significant contributions to the postwar architectural development of Pasadena, but taken within the context of their work, this building is an unexceptional example, which has also been subsequently altered. NRHP Criterion D and CRHR Criterion 4 pertain to archaeological resources and consequently are not evaluated.

The City of Pasadena Landmark Criteria are substantially similar to the NRHP and CRHR criteria. Therefore, the subject property appears to be ineligible for local landmark designation on the basis of the above NRHP and CRHR analysis. The property located at 680 E. Colorado Boulevard is not eligible for any historic listing or designation, and consequently should not be regarded as a historic resource for the purposes of CEQA.

The revised preliminary design was undertaken to address potential impacts to the National Register Historic District, to the adjacent historic Pasadena Playhouse, and the two other nearby buildings contributing to the integrity of the district. Because of the modified architectural and massing strategy of the revised preliminary design, the revised project does not have the potential to significantly impact the historic integrity of the district overall, the Playhouse, or the two other nearby buildings' contribution to the integrity of the district. This conclusion is based upon a review of the revised project's modified site plans, architectural elevations, the project architect's design narrative, and the Playhouse District NRHP nomination form, which

references the setting and scale of the adjoining historic district as having a wide variety of scale and style, and the tall buildings on Colorado Boulevard impact a distinctly urban character to this portion of the district. The revised project's urban character is consistent with this environmental setting, and at the same time is more compatible with these surrounding historic resources than the original project, and would therefore not substantially reduce the integrity of the District's historic setting or impact the Playhouse or the two other buildings contributing to the integrity of the district. One specific example of how the revised project would help maintain the historic integrity of the district is the construction of a new courtyard located directly across the street from the existing Pasadena Playhouse courtyard. In addition to locational symmetry, the courtyard is also of complimentary geometry and dimensions. A paseo and second courtyard complete the open space network in a pattern that integrates the vertical, horizontal and service movements through the proposed project site, and connects to the public realm of the rest of the Playhouse District. The revisions in architectural strategy discussed above in the *Aesthetics* Section further reinforce the project's intent to compliment the NRHP district. Impacts to historic resources would therefore be less than significant.

Similar to the original project analyzed in the Final EIR, the revised project would be larger than the adjacent Arcade Building. However, a reduction of integrity of setting for this building has been occurring incrementally over the past two or three decades, due to the construction of numerous large-scale buildings both adjacent to, and within the immediate vicinity of the building. As designed, the revised project is within the 75-foot height limit of the Central District Specific Plan, and between the 75-foot high volume of the building on Colorado Boulevard and 696 E. Colorado Boulevard. Furthermore, the scale of the Arcade building is reflected into the base of the new Colorado office block. Access to light and air for the Arcade building are protected by stepping back the new building in plan and providing a 20 foot sideyard against its western side. This transitional feature follows the directive in the City's design guidelines for the Central District to "establish a harmonious transition between newer and older buildings." Consequently, this impact would be less than significant.

REFERENCES

City of Pasadena. *Final EIR prepared for the 680 East Colorado Commercial Project*. Certified November 16, 2009.

City of Pasadena Department of Transportation. *Traffic Impact Study and Pedestrian Impact Study Addendum.* October 12, 2011.

LIST OF PREPARERS

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Traffic Impact Study and Pedestrian Safety Study Addendum

City of Pasadena Department of Transportation
10/12/2011

Traffic Impact Study Addendum

Traffic Impact Study Addendum

The City of Pasadena Department of Transportation has conducted an in-house analysis to review potential traffic and pedestrian circulation impacts of the revised Playhouse Plaza project located at 680 E Colorado Boulevard. The project's original traffic study prepared by Linscott, Law & Greenspan, dated July 3, 2008, analyzed a 159,971 square feet of office building. This addendum will analyze the revised scope, limited to 145,428 square feet of development, and will analyze construction of a speed table on El Molino Avenue by updating the previously approved Pedestrian Safety Study report, dated January 19, 2011, prepared by Linscott, Law & Greenspan Engineers.

Project Description

The revised project consists of 140,928 square feet of general office, 4,500 square feet of quality restaurant and construction of a speed table on El Molino Avenue between Colorado Boulevard and Green Street.

Traffic Impact Analysis

Study Guidelines

Transportation impact analyses are an integral part of the environmental review process that is required for all proposed projects that are not categorically exempt under the California Environmental Quality Act (CEQA). Under CEQA, jurisdictions have the right to categorically exempt projects consisting of less than five housing units and non-residential projects with less than 2,500 square feet of floor area (CEQA 15303). Projects exempt under this class are qualified by consideration of where the project is located. If a project may impact an environmental resource or the location may be of critical concern, the project cannot be categorically exempt.

Thresholds for Determining Significant Impacts

Thresholds for determining significant impacts at intersections and street segments were developed to measure potential impacts of net new trips resulting from projects that intend to intensify an existing land use or alter existing traffic patterns. The thresholds are designed to capture a project's anticipated level of impact measured in terms of net new trips versus existing conditions.

Specific threshold criteria have been established to determine whether there would be any potential project impacts along street segments likely impacted by project traffic. A conservative approach is taken when calculating the traffic growth by basing the calculation on the increase relative to existing traffic volumes as follows:

Percentage of Increase = Net New Project Trips/Existing Daily Traffic

The following table summarizes the daily traffic growth thresholds for determining the level of street segment traffic impact:

Traffic Growth on Street Segment	Required Traffic Mitigation Measures
0.0 - 2.4% Daily Traffic Growth	Staff review and conditions
2.5% - 4.9% Daily Traffic Growth	- Initial study required if existing count is greater than 2,000 VPD - Soft mitigation required
5.0% - 7.4 % Daily Traffic Growth	- Initial study required - Soft mitigation required - Physical mitigation may be required
7.5% + Daily Traffic Growth	- Initial study required - Soft mitigation required - Extensive physical mitigation may be required - Project alternatives may be considered

Transportation Impact Studies must also include an intersection analysis. The significance of project-generated traffic impacts at intersections is determined by comparing the projected volume-to-capacity (V/C) change from Existing conditions with Existing Plus Project conditions, as well as from Future Without Project conditions with Future With Project conditions.

A project's traffic impact is considered significant if the change in capacity relative to the intersection level of service (LOS) meets or exceeds the thresholds contained in the following sliding scale:

Intersection Level of Service Thresholds

Intersection Level of Service Under Current Conditions	Change in Volume to Capacity (Future w/Project less Future w/o Project)
A	0.060
B	0.050
C	0.040
D	0.030
E	0.020
F	0.010

A multi-step process was undertaken to determine the level of traffic impact by the project. This process involved trip generation, trip distribution, trip assignment, and estimating the percent and volume-to-capacity increase of project traffic over existing traffic at proposed intersections and street segments.

Project Trip Generation

Trip Generation Rates (Revised Project)											
						AM Peak Hour			PM Peak Hour		
Proposed Use Description	Land Use Code	Amount	Units	Measure	Daily	Total	In	Out	Total	In	Out
Quality Restaurant[1]	ITE 931	4,500	SF	1,000	364	3	3	0	30	20	10
Office[2]	ITE 710	140,928	SF	1,000	1552	218	192	26	210	36	174
Total Project Trips					1916	222	196	26	240	56	184
Volumes											
Total Project Trips (Less 10% Transit Credit)					(192)	(22)	(20)	(3)	(24)	(6)	(18)
Net Project Vehicle Trips					**1724**	**200**	**176**	**23**	**216**	**50**	**166**

[1] 10% Walk-in trip credit towards Quality Restaurant
[2]Office includes 3,675 sq ft of ancillary retail use

The industry standard procedure for determining the number of daily and peak hour trips a project would generate is based on published trip generation estimates from the ITE Trip Generation manual. Utilizing the ITE Trip Generation, 8th Edition, it is estimated that project traffic for revised project would be 1,724 daily trips, 200 AM peak hour trips, and 216 PM peak hour trips.

Appendix A summarizes the trip generation rates and estimated traffic volumes generated by the revised project.

Project Study Area

The project is located at the southeast corner of Colorado Boulevard and El Molino Avenue. To determine the level of intersection and street segment traffic impacts of the project, the following intersections and street segments have been identified as those most likely to be impacted by the project for review in this amendment. If no significant impacts are identified at these locations, it would be reasonable to infer that additional analyses are not required.

Study Intersections
- El Molino Avenue at Union Street
- El Molino Avenue at Colorado Boulevard
- El Molino Avenue at Green Street

Study Street Segments
- El Molino Avenue between north of Walnut Street

- El Molino Avenue between Walnut Street and Union Street
- El Molino Avenue between Union Street and Colorado Boulevard
- El Molino Avenue between Green Street and Cordova Street
- El Molino Avenue between Cordova Street and Del Mar Boulevard
- Colorado Boulevard between Hudson Avenue and Lake Avenue
- Green Street between El Molino Avenue and Arcade Alley
- Green Street between Hudson Avenue and Lake Avenue

Appendix B describes the study intersection geometry.

Future Conditions Projections and Trip Assignment

It is estimated that traffic in the area will grow at a rate of 1.5% per year. Moreover, it is assumed that the completion date of this project will occur in 2014 with a projected start date to be in 2012. Therefore, an ambient growth rate of 3.0% was used.

Appendix C indicates the cumulative project traffic volumes at the study intersections. Also shown are the future pre-project plus ambient growth plus cumulative project traffic volumes at the study intersections.

In Appendix D Figure 6-1, taken from LLG's report dated July 3, 2008, describes the anticipated project trip distribution percentages at the study intersections.

Determination of Significant Impacts

Appendix E indicates that the change in intersection V/C ratios range from 0.008 to 0.053 when comparing Future with Project with Mitigation to Future Pre-Project with Ambient Grown plus Cumulative Projects. It was determined that the project would not change the findings of the original traffic study and intersection impacts have been mitigated to the level of insignificance.

Street Segment Impacts

Revised project alternatives impacts on street segments studied in the original traffic study and subsequent addendum were analyzed and the results are shown in the table below:

Street Segment Impacts

Location	Percent ADT Growth (%) Original Study	Percent ADT Growth (%) Revised Project	ADT Impact – No Change
El Molino Avenue north of Walnut Street	3.5	3.8	Soft mitigation required
El Molino Avenue between Walnut Street and Union Street	4.9	5.4	Soft mitigation required Physical mitigation may be required
El Molino Avenue between Union Street and Colorado Blvd	6.5	7.3	Soft mitigation required Physical mitigation may be required
El Molino Avenue between Green Street and Cordova Street	4.2	4.5	Soft mitigation required
El Molino Avenue between Cordova Street and Del Mar Blvd	3.4	3.7	Soft mitigation required
El Molino Avenue between Colorado and Playhouse Alley	12.3	13.2	Physical alternatives may be considered
Oak Knoll Avenue between Colorado Boulevard and Green Street	0.0	0.0	Staff review and conditions
Colorado Boulevard between Hudson Avenue and Lake Avenue	0.90	1.0	Staff review and conditions
Green Street between El Molino Avenue and Arcade Alley	1.80	2.0	Staff review and conditions
Green Street between Hudson Avenue and Lake Avenue	1.80	1.9	Staff review and conditions

While the street segment impacts of the revised project alternatives are slightly higher than the original project's impact, there is no change in the outcome of the original traffic study and significant street impacts will remain. The street segments analyzed in each of the three alternatives are summarized in Appendix F.

CMP Traffic Impact Analysis

The 2004 Congestion Management Program (CMP) for Los Angeles County requires an Environmental Impact Report for all projects that determine project traffic is a significant issue. The geographic area examined in the traffic study must include the following, at minimum:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic

- If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips.
- Mainline freeway monitoring locations where the project will add 150 or more trips
- Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

The mainline freeway monitoring locations in Pasadena are at the following locations:

- Arroyo Parkway at California Boulevard
- Pasadena Avenue/ St John Avenue at California Boulevard
- Rosemead Boulevard at Foothill Boulevard
- 110 Freeway at Pasadena Avenue
- 134 Freeway west of San Rafael Avenue
- 210 Freeway west of Routes 134 and 710
- 210 Freeway at Rosemead Boulevard

Since this project would not add 150 or more trips onto the mainline freeway monitoring locations, nor add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic, no further CMP analysis is required.

Conclusion

The revised project does not trigger new traffic-related significant impacts; therefore, there is no change in the findings of the original traffic study.

Pedestrian Safety Addendum

Pedestrian Safety Addendum

The City of Pasadena Department of Transportation has prepared and addendum to the Pedestrian Safety Study report, dated January 19, 2011, prepared by Linscott, Law & Greenspan Engineers. The original study reviewed existing and future conditions with respect to pedestrian circulation and crossings in the vicinity of the Playhouse Plaza project. This addendum will analyze the pros and cons of constructing a speed table on El Molino Avenue between Colorado Boulevard and Green Street as an additional alternative for mid-block pedestrian crossing on El Molino Avenue.

Introduction

The original pedestrian safety study reviewed the existing conditions in terms of the current settings as well as identification of current pedestrian amenities. Furthermore, the study reviewed current City policies and practices with respect to pedestrians. The report concluded with general comparison of the overall pedestrian environmental quality index for those alternatives considered feasible for further consideration by the City's decision-makers. This report will analyze the pros and cons of a speed table as an additional alternative for consideration by the city council. It must be noted that the public parking component considered in the original pedestrian study is not considered for the revised project and the expected number of pedestrians crossing mid-block would be less.

The following 13 alternatives were analyzed in the original pedestrian safety study:

1a. Uncontrolled mid-block crosswalk
1b. Signalized mid-block crosswalk
2a. Uncontrolled mid-block crosswalk with roadway narrowing along both sides of El Molino Avenue
2b. Signalized mid-block crosswalk with roadway narrowing along both sides of El Molino Avenue
3a. Uncontrolled mid-block crosswalk with roadway narrowing along west side of El Molino Avenue
3b. Uncontrolled mid-block crosswalk with roadway narrowing along west side of El Molino Avenue
4. Pedestrian tunnel
5. Pedestrian overpass/bridge
6. Partial northbound El Molino Avenue lane closure and mid-block crossing
7. Partial southbound El Molino Avenue lane closure and mid-block crossing
8a. Full-time full mid-block closure of El Molino Avenue and mid-block crossing
8b. Part-time full mid-block closure of El Molino Avenue during Playhouse events only
9. Installation of physical barriers along the east side of El Molino Avenue

Existing City of Pasadena Pedestrian Policies

Pasadena Mobility Element

"Pasadena will be a city where people can circulate without cars" is one of the seven guiding principles creating a vision for the City's future. In particular, Policy 2.7 of Section 3.2.2 of the City's Mobility Element states: "Promote improvements for pedestrians to support vibrant and active streets and major places of activity. The construction of a speed table would fall within the objectives of the Mobility Element.

2006 Pasadena Pedestrian Plan

Pasadena has many places of pedestrian activity, each with their own distinct identity. The policy goals and objectives for these neighborhoods seek to achieve a livable community, with vibrant and interesting streets and plazas, that is shaped by community values and reflect the views of the City's residents. Section 3.3 of the Pasadena Pedestrian Plan highlights several citywide policies and strategies to achieve a livable and walkable community. For instance, Strategy 1.7 states: "Enhance pedestrian circulation and create walkable places in neighborhoods, at community centers, and at appropriate locations such as major activity centers and along mixed-use boulevards. A plan for pedestrian-oriented development that encourages lively pedestrian circulation among parcels, uses, transit stops, and public spaces." In addition, Strategy 4.3 states: "Maintain a hierarchical distinction in the design of streets; nonetheless all streets should accommodate a diversity of users, multiple purpose and modes of transportation including walking." Furthermore, Strategy 6.3 states: "Parcels that include parking and buildings should be designed to achieve a cohesive and safe interaction between automobile and pedestrian circulation within the site and between adjacent properties and activities and immediately adjacent to transit stops." The construction of a speed table would fall within the objectives of the Pedestrian Plan.

Speed Table Alternative

As reviewed, various alternatives were proposed in the Linscott, Law and Greenspan Engineers report dated January 19, 2011 to address future pedestrian traffic along El Molino Avenue.

The speed table alternative involves the construction of a raised pedestrian walkway, south of Playhouse Alley, with pavement treatment differentiating it from the roadway. Installation of safety enhancement such as in-pavement lighting and appropriate signage would be considered if warranted. Reconstruction of the roadway to appropriately transition the grade change due to the speed table installation, and modifications to the roadway drainage system will also be required.

Positive Aspects of the Speed Table Construction Alternative

The speed table would fall within the objectives of the Mobility Element and Pedestrian Plan for the following reasons:

- Provides a pedestrian crossing facility directly where activity occurs for the existing conditions based on observations of existing pedestrian crossings that occur prior to and after performances at the Pasadena Playhouse
- Maintains one travel lane in each direction on El Molino Avenue for vehicular access
- Implementation does not increase traffic or traffic capacity on El Molino, a de-emphasized street.
- Provides for convenient drop-off/pick up for Playhouse events for valet or self-parkers.

Negative Aspects of the Speed Table Construction Alternative

Some issues that may be encountered in the execution of the implementation of the speed table alternative may be the following:

- May introduce significant cost and engineering considerations in design and construction
- Removes some on-street parking along El Molino Avenue
- Signage, if installed, may aesthetically impact the nature of the District

El Molino Avenue Pedestrian Environmental Quality Index Score

The Pedestrian Environmental Quality Index (PEQI) is a tool used to describe the quality of street and intersection conditions as it may affect pedestrian perception and behavior on a street. PEQI scores reflect the degree to which the environment encourages non-motorized travel. The PEQI scores quantitatively rank the intersections and street segments from highest quality (PEQI Score 100-81) to poor quality (PEQI Score 20 and below). Along El Molino Avenue between Colorado Boulevard and Green Street, the existing PEQI score is 74 (high pedestrian conditions are present) for the east side of the street, and 89 (highest quality) for the west side of the street. Introduction of a speed table is considered a traffic calming measure improving the PEQI score to 79 and 95 for east and west sides of El Molino Avenue, respectively. Appendix G summarizes the PEQI calculations for the project.

Conclusion

Based on the evaluation matrix shown below, it is determined that construction of a speed table on El Molino Avenue is an appropriate measure to accommodate mid-block crossing by pedestrians and slowing down vehicles in an urban environment.

Evaluation Matrix for the Speed Table on El Molino Avenue

Alternative Description	ADA Accessible	Impact to Historical	PEQI Score East/West side of El Molino	Sig. Impact at off-site Int. Operation	Cost	Relocate Valet	Remove on-street parking	Consistent w/ City policies	Potential for Pedestrian Violations	Selected for Further Consideration
Existing Condition	N/A	N/A	74/89	N/A	N/A	No	No	N/A	Yes	N/A
Speed Table	Yes	No	79/95	No	High	No	Yes	Yes	No	Yes

Findings

Traffic Impact Study Addendum

DOT analysis found that the project would not cause any additional project-related traffic impacts at the studied intersections. The project would cause similar project-related traffic impacts at the studied street segments as was previously analyzed in the original traffic study and subsequent street segment analysis. Therefore, there is no change in the findings of the original traffic study.

Speed Table on El Molino Avenue

The implementation of the speed table falls within the objectives stated in the Mobility Element and the Pedestrian Plan, the speed table is an appropriate measure on a minor arterial street in an urban setting to slow down vehicles and accommodate expected high volumes of mid-block crossing by pedestrians during events at the playhouse and on mid-day weekdays. The design and approval of the speed table shall be coordinated with the Departments of Public Works and Transportation.

Appendix A -
Trip Generation

TRIP GENERATION CALCULATION
Project Name: 680 E Colorado Blvd
Revised project - 140,928 sf general office; 4,500 sf quality restaurant

Trip Generation Rates (proposed)											
						AM Peak Hour			PM Peak Hour		
Proposed Use	Land Use Code	Amount	Units	Measure	Daily	In	Out	Total	In	Out	Total
General Office Building*	710	140,928	SF	1000	11.01	1.36	0.19	1.55	0.25	1.24	1.49
Retail	San Diego	0	SF	1000	40.00	0.72	0.48	1.20	1.80	1.80	3.60
Quality Restaurant	931	4,500	SF	1000	89.95	0.81	0.00	0.81	5.02	2.47	7.49
High-Turnover (Sit-Down) Restaurant	932	0	SF	1000	127.15	5.99	5.53	11.52	6.58	4.57	11.15
Fast-Food Restaurant without Drive-Through Window	933	0	SF	1000	716	26.32	17.55	43.87	13.34	12.81	26.15

Volumes									
Proposed Use			AM Peak Hour			PM Peak Hour			
		Daily	In	Out	Total	In	Out	Total	
General Office Building*		1552	192	26	218	36	174	210	
Retail		0	0	0	0	0	0	0	
Quality Restaurant		364	3	0	3	20	10	30	w 10% wall
High-Turnover (Sit-Down) Restaurant		0	0	0	0	0	0	0	
Fast-Food Restaurant without Drive-Through Window		0	0	0	0	0	0	0	
Total Project Trips		1916	196	26	222	56	184	240	
Internal Trip Capture	0%	0	0	0	0	0	0	0	
Walk-In	0%	0	0	0	0	0	0	0	
Transit Trips	10%	192	20	3	22	6	18	24	
Pass-By Trips	0%	0	0	0	0	0	0	0	
Net Project Vehicle Trips		1724	176	23	200	50	166	216	

* including 3,648 sq ft of ancillary retail use

Net total (proposed minus existing trips)	***1724***	***176***	***23***	***200***	***50***	***166***	***216***

Appendix B - Intersection Geometry

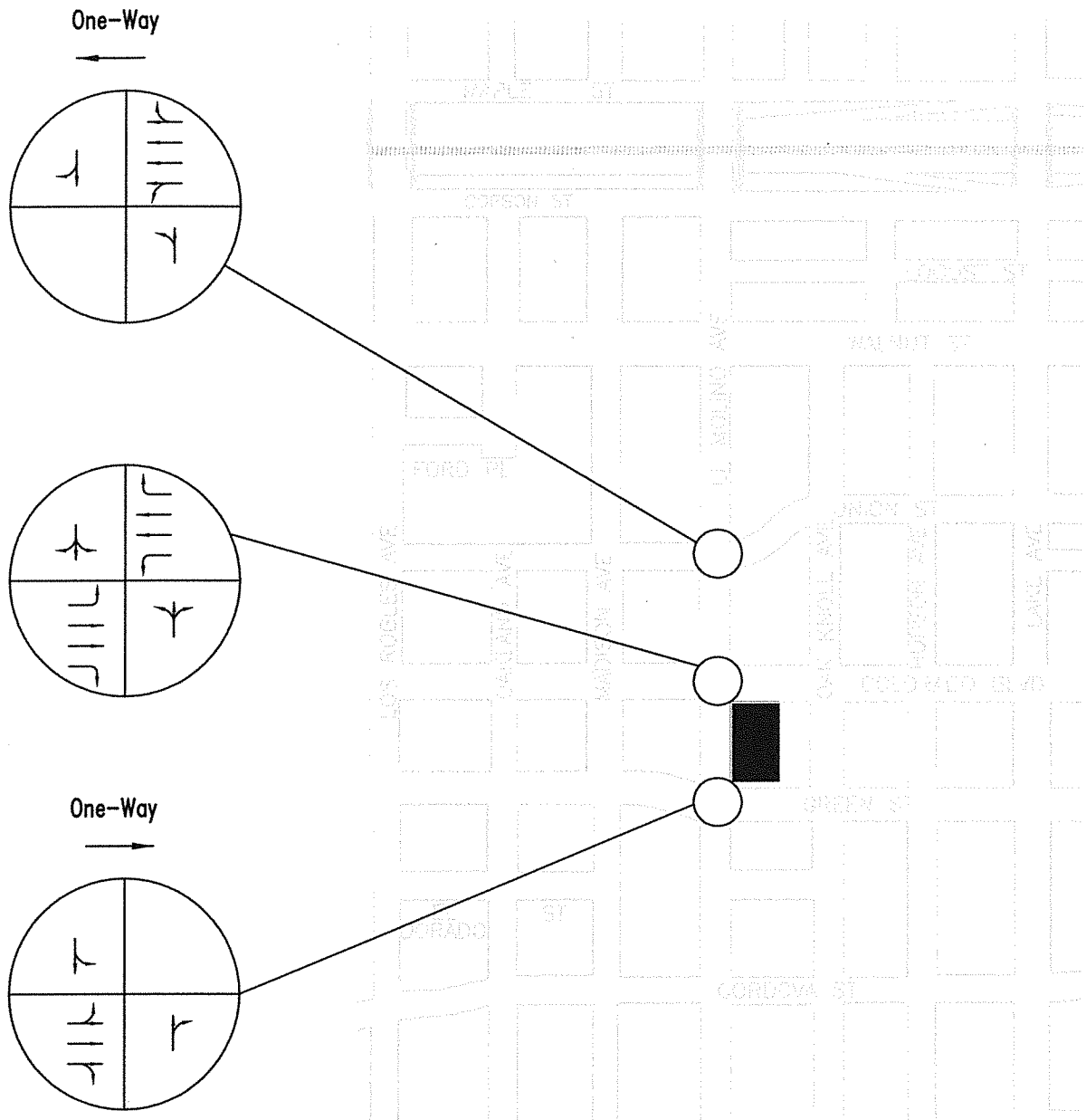


Figure 2: Existing Intersection Geometry

CITY OF PASADENA-DEPARTMENT OF TRANSPORATION

Appendix C - Intersection Volumes

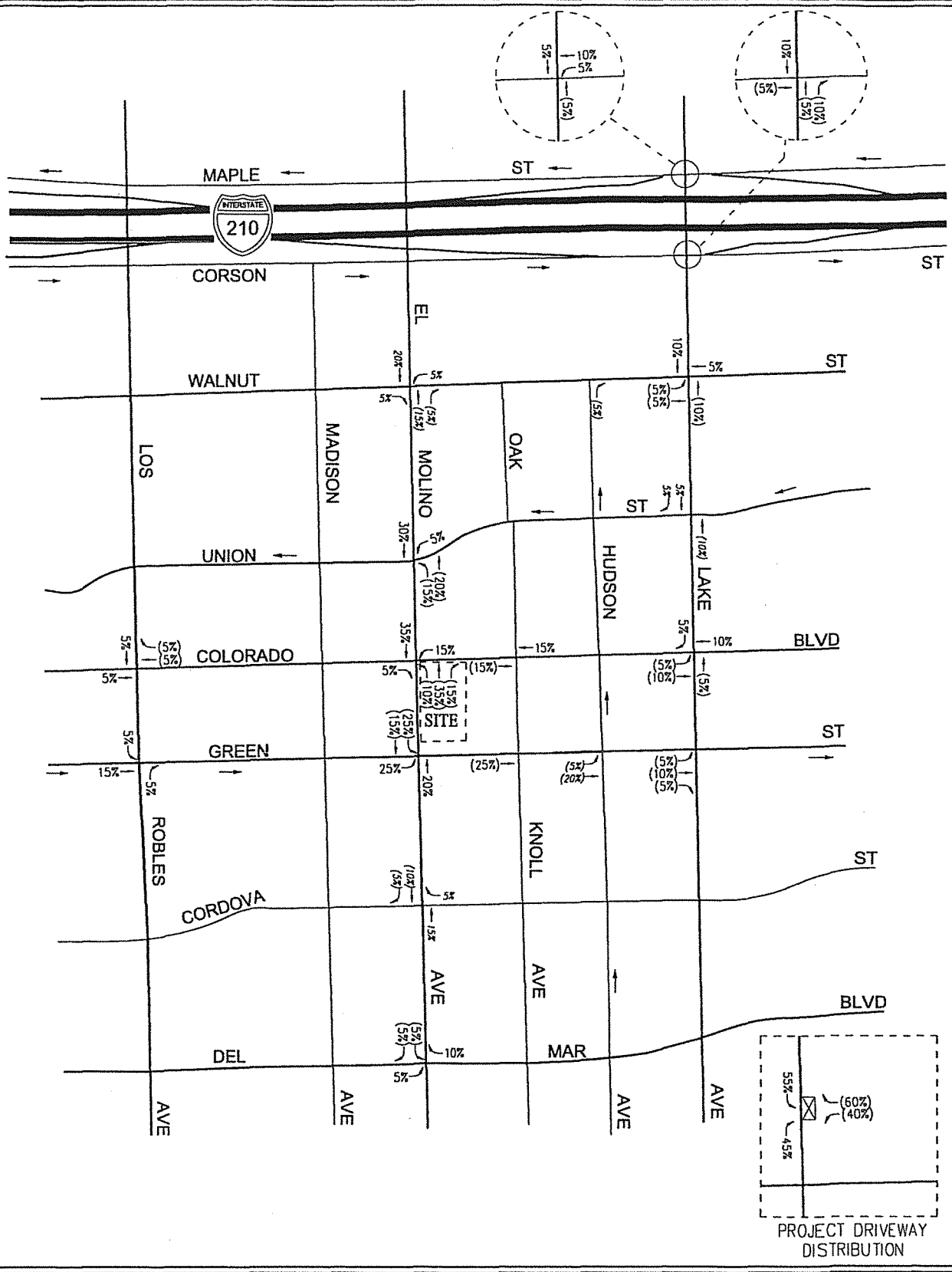
AM Peak IntersectionVolumes
680 E Colorado Blvd - Revised Project

Intersection	Direction	Existing Year (2011)	Project	Existing w/ Project	Future Pre-project (Assume Build-Out 2014)	Related Projects	Total Related Projects	Future Pre-Project w/ Ambient + Related Projects	Future w/ Project	Future w/ Project w/ mitigation
					Ambient Growth 3.0%	from previous study				
		Volumes	Volumes	Volumes	Volumes	Volumes	Volumes	Volumes	Volumes	Volumes
El Molino Ave at Union St	NBL	67	3	70	69	10	10	79	82	126
	NBT	176	5	181	181	7	7	188	193	193
	NBR	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0
	SBT	323	53	376	333	13	13	346	398	368
	SBR	54	0	54	56	0	0	56	56	56
	EBL	0	0	0	0	0	0	0	0	0
	EBT	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0
	WBL	32	9	41	33	30	30	63	72	72
	WBT	716	0	716	737	0	0	737	737	737
	WBR	25	0	25	26	0	0	26	26	26
El Molino Ave at Colorado Blvd	NBL	25	2	27	26	15	15	41	43	0
	NBT	140	8	148	144	17	17	161	169	212
	NBR	26	3	29	27	0	0	27	30	30
	SBL	28	0	28	29	12	12	41	41	0
	SBT	167	61	228	172	37	37	209	270	281
	SBR	26	0	26	27	19	19	46	46	46
	EBL	27	0	27	28	0	0	28	28	28
	EBT	480	0	480	494	160	160	654	654	685
	EBR	15	9	24	15	13	13	28	37	37
	WBL	37	26	63	38	0	0	38	64	64
	WBT	537	0	537	553	156	156	709	709	709
	WBR	36	0	36	37	0	0	37	37	37
El Molino Ave at Green St	NBL	0	0	0	0	0	0	0	0	0
	NBT	164	35	199	169	32	32	201	236	236
	NBR	65	0	65	67	0	0	67	67	67
	SBL	72	6	78	74	0	0	74	80	90
	SBT	149	3	152	153	50	50	203	207	207
	SBR	0	0	0	0	0	0	0	0	0
	EBL	29	44	73	30	0	0	30	74	74
	EBT	542	0	542	558	7	7	565	565	565
	EBR	32	0	32	33	0	0	33	33	33
	WBL	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0

PM Peak Intersection Volumes
680 E Colorado Blvd - Revised Project

Intersection	Direction	Existing Year (2011)	Project	Existing w/ Project	Future Pre-project (Assume Build-Out 2014) Ambient Growth 3.0%	Related Projects from previous study	Total Related Projects	Future Pre-Project w/ Ambient + Related Projects	Future w/ Project	Future w/ Project w/ mitigation
		Volumes	Volumes	Volumes	Volumes	Volumes	Volumes	Volumes	Volumes	Volumes
El Molino Ave at Union St	NBL	52	25	77	54	50	50	104	129	171
	NBT	217	33	250	224	30	30	254	287	287
	NBR	0	0	0	0	0	0	0	0	0
	SBL	0	0	0	0	0	0	0	0	0
	SBT	252	15	267	260	6	6	266	281	245
	SBR	89	0	89	92	0	0	92	92	92
	EBL	0	0	0	0	0	0	0	0	0
	EBT	0	0	0	0	0	0	0	0	0
	EBR	0	0	0	0	0	0	0	0	0
	WBL	44	3	47	45	20	20	65	68	68
	WBT	827	0	827	852	0	0	852	852	852
	WBR	61	0	61	63	0	0	63	63	63
El Molino Ave at Colorado Blvd	NBL	12	17	29	12	14	14	26	43	0
	NBT	229	58	287	236	38	38	274	332	375
	NBR	42	25	67	43	0	0	43	68	68
	SBL	66	0	66	68	4	4	72	72	0
	SBT	219	18	237	226	27	27	253	270	306
	SBR	28	0	28	29	5	5	34	34	34
	EBL	59	0	59	61	42	42	103	103	103
	EBT	1,007	0	1,007	1,037	144	144	1,181	1,181	1,217
	EBR	28	3	31	29	17	17	46	48	48
	WBL	46	8	54	47	0	0	47	55	55
	WBT	957	0	957	986	192	192	1,178	1,178	1,178
	WBR	41	0	41	42	15	15	57	57	57
El Molino Ave at Green St	NBL	0	0	0	0	0	0	0	0	0
	NBT	218	10	228	225	52	52	277	287	287
	NBR	49	0	49	50	0	0	50	50	50
	SBL	64	42	106	66	0	0	66	107	143
	SBT	263	25	288	271	44	44	315	340	340
	SBR	0	0	0	0	0	0	0	0	0
	EBL	60	13	73	62	0	0	62	74	74
	EBT	1,095	0	1,095	1,128	12	12	1,140	1,140	1,140
	EBR	73	0	73	75	0	0	75	75	75
	WBL	0	0	0	0	0	0	0	0	0
	WBT	0	0	0	0	0	0	0	0	0
	WBR	0	0	0	0	0	0	0	0	0

Appendix D -
Project Trip Distribution



XX = INBOUND PERCENTAGES
(XX) = OUTBOUND PERCENTAGES

NOT TO SCALE

FIGURE 6-1A

PROJECT ALTERNATIVE 1 TRIP DISTRIBUTION

ALL PARKING ON SITE; ACCESS ON EL MOLINO AVE

LINSCOTT, LAW & GREENSPAN, engineers

PLAYHOUSE PLAZA PROJECT

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Appendix E -
Intersection V/C Ratio

Level of Service Analysis
680 East Colorado Boulevard - Revised Project

Intersection	Peak Hour	Existing Year (2011)		Existing w/ Project		Change	Significant Impact?	Future Pre-project w/ Ambient Growth		Future Pre-Project w/ Ambient + Related Projects		Future w/ Project		Change	Significant Impact?	Future w/ Project w/ Mitigation		Change	Significant Impact?
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
El Molino at Union	AM	0.475	A	0.509	A	0.034	NO	0.486	A	0.504	A	0.538	A	0.034	NO	0.546	A	0.042	NO
El Molino at Colorado	AM	0.419	A	0.460	A	0.041	NO	0.429	A	0.523	A	0.565	A	0.042	NO	0.531	A	0.008	NO
El Molino at Green	AM	0.395	A	0.428	A	0.033	NO	0.404	A	0.424	A	0.457	A	0.033	NO	0.463	A	0.039	NO

Intersection	Peak Hour	Existing Year		Existing w/ Project		Change	Significant Impact?	Future Pre-project w/ Ambient Growth		Future Pre-Project w/ Ambient + Related Projects		Future w/ Project		Change	Significant Impact?	Future w/ Project w Mitigation		Change	Significant Impact?
		V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
El Molino at Union	PM	0.468	A	0.492	A	0.024	NO	0.480	A	0.516	A	0.540	A	0.024	NO	0.543	A	0.027	NO
El Molino at Colorado	PM	0.629	B	0.692	B	0.063	YES	0.637	C	0.751	C	0.810	D	0.059	YES	0.768	C	0.017	NO
El Molino at Green	PM	0.535	A	0.575	A	0.040	NO	0.549	A	0.582	A	0.614	B	0.032	NO	0.635	B	0.053	NO

Appendix F -
Street Segment Analysis

Street Segment Analysis
IDS - 680 E Colorado Blvd

Location	Existing Traffic Volume	Total Project Dist.	Daily Project Dist.[1]	Existing W/Project ADT Volume	Percent ADT Growth	Percent ADT[2] Growth
El Molino Avenue north of Walnut Street	7,606	15% Out 20% In	302	7,908	3.8%	3.5%
El Molino Avenue between Walnut Street and Union Street	7,619	20% Out 30% In	431	8,050	5.4%	4.9%
El Molino Avenue between Union Street and Colorado Blvd	7,660	35% Out 35% In	604	8,264	7.3%	6.5%
El Molino Avenue between Green Street and Cordova Street	6,414	20% Out 15% In	302	6,716	4.5%	4.2%
El Molino Avenue between Cordova Street and Del Mar Blvd	5,592	15% Out 10% In	216	5,808	3.7%	3.4%
El Molino Avenue between Colorado and Playhouse Alley	6,528	60% Out 55% In	992	7,520	13.2%	12.3%
Oak Knoll Avenue betwee Colorado Boulevard and Green Street	4,610	0% Out 0% In	0	4,610	0.0%	0.0%
Colorado Boulevard between Hudson Avenue and Lake Avenue	25,842	15% Out 15% In	259	26,101	1.0%	0.9%
Green Street between El Molino Avenue and Arcade Alley	10,726	25% Out	216	10,942	2.0%	1.8%
Green Street between Hudson Avenue and Lake Avenue	11,098	25% Out	216	11,314	1.9%	1.8%

[1] Daily project volume included inbound and outbound trips based on the proposed project net increase of 1,726 daily trip ends (approximately 863 inbound trips and 863 outbound trips.)

[2] Percent ADT shown from LLG's Final Traffic Impact Study dated July 3, 2008 and Additional El Molino Avenue Street Segment Analysis memo dated March 10, 2009. Daily project trips used for those reports are 1,585 daily trips (approximately 793 inbound

Appendix G -
PEQI Calculations

Indicator Category		Indicator Score	Indicator Response	N/E Indicator Response Category Score	N/E Weighted Indicator Response Category Score	Indicator Response	S/W Indicator Response Category Score	S/W Weighted Indicator Response Category Score
Traffic								
	Number of Lanes	2.4	No. Lanes	10	0	No. Lanes	10	0
			1	9.1	0	1	9.1	0
			2	7.7	19	2	7.7	19
			3	3.6	0	3	3.6	0
			4+	1.80	0	4+	1.80	0
	Two-Way Traffic	1.8	Yes	5.50	10	Yes	5.50	10
			No (One-way traffic)	3.60	0	No (One-way traffic)	3.60	0
	Vehicle Speed	2.7	Less than 20 mph	10.00	0	Less than 20 mph	10.00	0
			20-30 mph	7.30	22	20-30 mph	7.30	22
			30-40 mph	4.50	0	30-40 mph	4.50	0
			More than 40 mph	0.90	0	More than 40 mph	0.90	0
	Traffic Volume	2.4	Less than 1,000	9.10	0	Less than 1,000	9.10	0
			1000-5000	7.30	0	1000-5000	7.30	0
			5000-10,000	4.50	11	5000-10,000	4.50	11
			More than 10,000	2.70	0	More than 10,000	2.70	0
	Presence of Traffic Calming Features	2.4	Yes	8.20	20	Yes	8.20	20
			No	2.70	0	No	2.70	0
					82			82
Street design								
	Width of Sidewalk	2.4	Greater than 12 ft	9.09	22	Greater than 12 ft	9.09	22
			8-12 ft	7.73	0	8-12 ft	7.73	0
			5-8 ft	5.45	0	5-8 ft	5.45	0
			Less than 5 ft	2.73	0	Less than 5 ft	2.73	0
			No Sidewalk	0.61	0	No Sidewalk	0.61	0
	Sidewalk Impediments	2.4	None	10.00	0	None	10.00	0
			Few	5.45	13	Few	5.45	13
			Not Applicable	5.00	0	Not Applicable	5.00	0
			Significant	0.91	0	Significant	0.91	0
	Large Sidewalk Obstructions	2.1	No	7.27	15	No	7.27	15
			Yes, Temporary		0	Yes, Temporary		0
			Yes, Permanent		0	Yes, Permanent		0
			Yes, Perm & Temp	3.64	0	Yes, Perm & Temp	3.64	0
			Not Applicable	5.00	0	Not Applicable	5.00	0
	Presence of Curbs	2.1	Continuous Curb	8.18	17	Continuous Curb	8.18	17
			No Curb	3.18	0	No Curb	3.18	0
	Driveway Cuts	1.8	5 or more	2.73	0	5 or more	2.73	0
			Few (less than 5)	5.45	10	Few (less than 5)	5.45	0
			None	8.18	0	None	8.18	15
	Trees	1.8	Continuous Lined	9.09	0	Continuous Lined	9.09	0
			Sporadically Lined	6.36	11	Sporadically Lined	6.36	11
			None	3.64	0	None	3.64	0
	Planters/Gardens	1.2	Yes	7.73	0	Yes	7.73	0
			No	3.18	4	No	3.18	4
	Public Seating	1.8	Yes	7.27	0	Yes	7.27	0
			No	3.64	7	No	3.64	7
	Presence of Buffer	2.1	Bike Lane and Parallel Parking	10.00	0	Bike Lane and Parallel Parking	10.00	0
			Bike Lane and Time Restricted Parallel Parking		0	Bike Lane and Time Restricted Parallel Parking		0
			Bike Lane	7.00	0	Bike Lane	7.00	0
			Parallel Parking	6.00	0	Parallel Parking	6.00	0
			Time Restricted Parallel Parking	6.00	0	Time Restricted Parallel Parking	6.00	13
			None	2.00	4	None	2.00	0
					103			117
Land Use								
	Public Art/ Historic Sites	1.8	Yes	7.7	0	Yes	7.7	14
			No	3.20	6	No	3.20	0
	Restaurant and Retail Use	2.1	More than 2	9.1	0	More than 2	9.1	0
			1 or 2	6.4	13	1 or 2	6.4	13
			None	4.1	0	None	4.1	0
					19			27
Safety								
	Illegal Graffiti	1.4	Little to None	6.36	9	Little to None	6.36	9
			Yes	3.64	0	Yes	3.64	0
	Litter	1.8	Little to None	6.82	10	Little to None	6.82	10
			Yes-A Lot	2.73	0	Yes-A Lot	2.73	0
	Lighting	2.4	Yes, Public & Private		0	Yes, Public & Private		0
			Yes - Public	8.18	20	Yes - Public	8.18	20
			Yes - Private		0	Yes - Private		0
			No	2.73	0	No	2.73	0
	Construction Sites	1.8	No	7.27	13	No	7.27	13
			Yes	3.64	0	Yes	3.64	0
	Abandoned Buildings	1.8	No	8.18	15	No	8.18	15
			Yes	2.73	0	Yes	2.73	0
					105			121

Domain Summary	Score Weight	Min Score	Score	Min Score	Score
Traffic	0.76	27	82	27	82
Street Design	1.1	42	103	42	117
Land Use	0.18	15	19	15	27
Safety	0.43	29	105	29	121
	2.47	113	309	113	347

PECI Score 79
Northbound (East side)

PECI Score 95
Southbound (West side)

Appendix H - Traffix

Scenario Report

Scenario:	AM Existing
Command:	Default Command
Volume:	AM Existing
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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

Intersection #1 El Molino Ave/Union [680 E Colorado]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	El Molino Ave						Union St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 0	0 0	0	1 0	0 0	0	0 0	0 1	2	1 0
Volume Module:AM Peak												
Base Vol:	67	176	0	0	323	54	0	0	0	32	716	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	176	0	0	323	54	0	0	0	32	716	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	176	0	0	323	54	0	0	0	32	716	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	176	0	0	323	54	0	0	0	32	716	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	176	0	0	323	54	0	0	0	32	716	25
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.72	0.00	0.00	0.86	0.14	0.00	0.00	0.00	0.17	3.70	0.13
Final Sat.:	469	1231	0	0	1456	244	0	0	0	282	6299	220
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.02	0.11	0.11
Crit Moves:	****				****						****	

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

Intersection #2 El Molino Ave/Colorado Blvd [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	El Molino Ave						Colorado Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:AM Peak												
Base Vol:	25	140	26	28	167	26	27	480	15	37	537	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	140	26	28	167	26	27	480	15	37	537	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	140	26	28	167	26	27	480	15	37	537	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	140	26	28	167	26	27	480	15	37	537	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	140	26	28	167	26	27	480	15	37	537	36
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.73	0.14	0.13	0.75	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	223	1246	231	215	1285	200	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.02	0.13	0.13	0.02	0.14	0.01	0.02	0.16	0.02
Crit Moves:	****				****		****				****	

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

Intersection #3 El Molino/Green [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	El Molino Ave						Green St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 1	1 1	0	0 0	0 0	0
Volume Module:AM Peak												
Base Vol:	0	164	65	72	149	0	29	542	32	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	164	65	72	149	0	29	542	32	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	164	65	72	149	0	29	542	32	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	164	65	72	149	0	29	542	32	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	164	65	72	149	0	29	542	32	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.72	0.28	0.33	0.67	0.00	0.14	2.70	0.16	0.00	0.00	0.00
Final Sat.:	0	1217	483	554	1146	0	245	4584	271	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.04	0.13	0.00	0.02	0.12	0.12	0.00	0.00	0.00
Crit Moves:		****		****				****				

Scenario Report

Scenario:	PM Existing
Command:	Default Command
Volume:	PM Existing
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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

Intersection #1 El Molino Ave/Union [680 E Colorado]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.468
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	El Molino Ave									Union St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 0	0 0	0	1 0	0 0	0	0 0	0 1	2	1 0
Volume Module: PM Peak												
Base Vol:	52	217	0	0	252	89	0	0	0	44	827	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	217	0	0	252	89	0	0	0	44	827	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	217	0	0	252	89	0	0	0	44	827	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	217	0	0	252	89	0	0	0	44	827	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	217	0	0	252	89	0	0	0	44	827	61
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.81	0.00	0.00	0.74	0.26	0.00	0.00	0.00	0.19	3.55	0.26
Final Sat.:	329	1371	0	0	1256	444	0	0	0	321	6034	445
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.03	0.14	0.14
Crit Moves:	****				****						****	

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

Intersection #2 El Molino Ave/Colorado Blvd [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	El Molino Ave						Colorado Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module: PM Peak												
Base Vol:	12	229	42	66	219	28	59	1007	28	46	957	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	229	42	66	219	28	59	1007	28	46	957	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	229	42	66	219	28	59	1007	28	46	957	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	229	42	66	219	28	59	1007	28	46	957	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	229	42	66	219	28	59	1007	28	46	957	41
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.81	0.15	0.21	0.70	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	72	1376	252	358	1189	152	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.04	0.18	0.18	0.03	0.30	0.02	0.03	0.28	0.02
Crit Moves:		****		****				****		****		

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

Intersection #3 El Molino/Green [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	El Molino Ave						Green St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 1	1 1	0	0 0	0 0	0
Volume Module: PM Peak												
Base Vol:	0	218	49	64	263	0	60	1095	73	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	218	49	64	263	0	60	1095	73	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	218	49	64	263	0	60	1095	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	218	49	64	263	0	60	1095	73	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	218	49	64	263	0	60	1095	73	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.82	0.18	0.20	0.80	0.00	0.15	2.67	0.18	0.00	0.00	0.00
Final Sat.:	0	1388	312	333	1367	0	249	4548	303	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.04	0.19	0.00	0.04	0.24	0.24	0.00	0.00	0.00
Crit Moves:		****		****				****				

Scenario Report

Scenario:	AM Exist w/ Project Alt F
Command:	Default Command
Volume:	AM Exist w/ Project Alt F
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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

Intersection #1 El Molino Ave/Union [680 E Colorado]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	El Molino Ave						Union St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 0	0 0	0	1 0	0 0	0	0 0	0 1	2	1 0
Volume Module:AM Peak												
Base Vol:	70	181	0	0	376	54	0	0	0	41	716	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	181	0	0	376	54	0	0	0	41	716	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	181	0	0	376	54	0	0	0	41	716	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	181	0	0	376	54	0	0	0	41	716	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	181	0	0	376	54	0	0	0	41	716	25
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.72	0.00	0.00	0.87	0.13	0.00	0.00	0.00	0.21	3.66	0.13
Final Sat.:	474	1226	0	0	1487	213	0	0	0	357	6226	217
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.02	0.11	0.12
Crit Moves:	****				****							****

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

Intersection #2 El Molino Ave/Colorado Blvd [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	El Molino Ave						Colorado Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:AM Peak												
Base Vol:	27	148	29	28	228	26	27	480	24	63	537	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	148	29	28	228	26	27	480	24	63	537	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	148	29	28	228	26	27	480	24	63	537	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	148	29	28	228	26	27	480	24	63	537	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	148	29	28	228	26	27	480	24	63	537	36
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.73	0.14	0.10	0.81	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	225	1233	242	169	1374	157	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.02	0.17	0.17	0.02	0.14	0.01	0.04	0.16	0.02
Crit Moves:	****				****			****		****		

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

Intersection #3 El Molino/Green [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	El Molino Ave						Green St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 1	1 1	0	0 0	0 0	0
Volume Module:AM Peak												
Base Vol:	0	199	65	78	152	0	73	542	32	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	199	65	78	152	0	73	542	32	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	199	65	78	152	0	73	542	32	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	199	65	78	152	0	73	542	32	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	199	65	78	152	0	73	542	32	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.75	0.25	0.34	0.66	0.00	0.34	2.51	0.15	0.00	0.00	0.00
Final Sat.:	0	1281	419	577	1123	0	575	4272	252	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.05	0.14	0.00	0.04	0.13	0.13	0.00	0.00	0.00
Crit Moves:		****		****				****				

Scenario Report

Scenario:	PM Exist w/ Project Alt F
Command:	Default Command
Volume:	PM Exist w/ Project Alt F
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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

Intersection #1 El Molino Ave/Union [680 E Colorado]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	El Molino Ave						Union St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 0	0 0	0	1 0	0 0	0	0 0	0 1	2	1 0
Volume Module: >> Count Date: 28 May 2008 << PM Peak												
Base Vol:	77	250	0	0	267	89	0	0	0	47	827	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	250	0	0	267	89	0	0	0	47	827	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	250	0	0	267	89	0	0	0	47	827	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	250	0	0	267	89	0	0	0	47	827	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	250	0	0	267	89	0	0	0	47	827	61
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.76	0.00	0.00	0.75	0.25	0.00	0.00	0.00	0.20	3.54	0.26
Final Sat.:	400	1300	0	0	1275	425	0	0	0	342	6015	444
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.03	0.14	0.14
Crit Moves:	****				****						****	

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

Intersection #2 El Molino Ave/Colorado Blvd [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	El Molino Ave						Colorado Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 12 Apr 2007 << PM Peak												
Base Vol:	29	287	67	66	237	28	59	1007	31	54	957	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	287	67	66	237	28	59	1007	31	54	957	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	287	67	66	237	28	59	1007	31	54	957	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	287	67	66	237	28	59	1007	31	54	957	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	287	67	66	237	28	59	1007	31	54	957	41
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.75	0.17	0.20	0.72	0.08	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	129	1274	297	339	1217	144	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.04	0.19	0.19	0.03	0.30	0.02	0.03	0.28	0.02
Crit Moves:		****		****				****		****		

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

Intersection #3 El Molino/Green [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	El Molino Ave						Green St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 1	1 1	0	0 0	0 0	0
Volume Module: >> Count Date: 12 Apr 2007 << PM Peak												
Base Vol:	0	228	49	106	288	0	73	1095	73	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	228	49	106	288	0	73	1095	73	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	228	49	106	288	0	73	1095	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	228	49	106	288	0	73	1095	73	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	228	49	106	288	0	73	1095	73	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.82	0.18	0.27	0.73	0.00	0.17	2.65	0.18	0.00	0.00	0.00
Final Sat.:	0	1399	301	457	1243	0	300	4500	300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.06	0.23	0.00	0.04	0.24	0.24	0.00	0.00	0.00
Crit Moves:	****				****			****				

Scenario Report

Scenario:	AM Future Pre-Proj+Amb
Command:	Default Command
Volume:	AM Fut Pre-Proj+Amb
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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

Intersection #1 El Molino Ave/Union [680 E Colorado]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.486
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	El Molino Ave						Union St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 0	0 0	0	1 0	0 0	0	0 0	0 1	2	1 0
Volume Module: AM Peak												
Base Vol:	69	181	0	0	333	56	0	0	0	33	737	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	181	0	0	333	56	0	0	0	33	737	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	181	0	0	333	56	0	0	0	33	737	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	181	0	0	333	56	0	0	0	33	737	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	181	0	0	333	56	0	0	0	33	737	26
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.72	0.00	0.00	0.86	0.14	0.00	0.00	0.00	0.17	3.70	0.13
Final Sat.:	469	1231	0	0	1455	245	0	0	0	282	6296	222
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.00	0.00	0.23	0.23	0.00	0.00	0.00	0.02	0.12	0.12
Crit Moves:	****				****						****	

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

Intersection #2 El Molino Ave/Colorado Blvd [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.429
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	El Molino Ave						Colorado Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:AM Peak												
Base Vol:	26	144	27	29	172	27	28	494	15	38	553	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	144	27	29	172	27	28	494	15	38	553	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	144	27	29	172	27	28	494	15	38	553	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	144	27	29	172	27	28	494	15	38	553	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	144	27	29	172	27	28	494	15	38	553	37
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.73	0.14	0.13	0.75	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	224	1243	233	216	1282	201	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.02	0.13	0.13	0.02	0.15	0.01	0.02	0.16	0.02
Crit Moves:	****				****		****				****	

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

Intersection #3 El Molino/Green [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.404
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	El Molino Ave						Green St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 1	1 1	0	0 0	0 0	0
Volume Module:AM Peak												
Base Vol:	0	169	67	74	153	0	30	558	33	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	169	67	74	153	0	30	558	33	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	169	67	74	153	0	30	558	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	169	67	74	153	0	30	558	33	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	169	67	74	153	0	30	558	33	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.72	0.28	0.33	0.67	0.00	0.14	2.70	0.16	0.00	0.00	0.00
Final Sat.:	0	1217	483	554	1146	0	246	4583	271	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.04	0.13	0.00	0.02	0.12	0.12	0.00	0.00	0.00
Crit Moves:		****		****				****				

Scenario Report

Scenario:	PM Future Pre-Proj+Amb
Command:	Default Command
Volume:	PM Fut Pre-Proj+Amb
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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

Intersection #1 El Molino Ave/Union [680 E Colorado]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	El Molino Ave						Union St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 0	0 0	0	1 0	0 0	0	0 0	0 1	2	1 0
Volume Module: PM Peak												
Base Vol:	54	224	0	0	260	92	0	0	0	45	852	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	224	0	0	260	92	0	0	0	45	852	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	224	0	0	260	92	0	0	0	45	852	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	224	0	0	260	92	0	0	0	45	852	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	224	0	0	260	92	0	0	0	45	852	63
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.81	0.00	0.00	0.74	0.26	0.00	0.00	0.00	0.19	3.55	0.26
Final Sat.:	330	1370	0	0	1256	444	0	0	0	319	6035	446
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.03	0.14	0.14
Crit Moves:	****				****						****	

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

Intersection #2 El Molino Ave/Colorado Blvd [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	El Molino Ave						Colorado Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module: PM Peak												
Base Vol:	12	236	43	68	226	29	61	1037	29	47	986	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	236	43	68	226	29	61	1037	29	47	986	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	236	43	68	226	29	61	1037	29	47	986	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	236	43	68	226	29	61	1037	29	47	986	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	236	43	68	226	29	61	1037	29	47	986	42
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.81	0.15	0.21	0.70	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	70	1379	251	358	1189	153	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.04	0.19	0.19	0.04	0.31	0.02	0.03	0.29	0.02
Crit Moves:		****			****			****			****	

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

Intersection #3 El Molino/Green [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	El Molino Ave						Green St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 1	1 1	0	0 0	0 0	0
Volume Module: PM Peak												
Base Vol:	0	225	50	66	271	0	62	1128	75	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	225	50	66	271	0	62	1128	75	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	225	50	66	271	0	62	1128	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	225	50	66	271	0	62	1128	75	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	225	50	66	271	0	62	1128	75	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.82	0.18	0.20	0.80	0.00	0.15	2.67	0.18	0.00	0.00	0.00
Final Sat.:	0	1391	309	333	1367	0	250	4548	302	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.04	0.20	0.00	0.04	0.25	0.25	0.00	0.00	0.00
Crit Moves:		****		****				****				

Scenario Report

Scenario:	AM Fut Pre-Proj+Amb+RelProj
Command:	Default Command
Volume:	AM Fut Pre-Proj+Amb+RelProj
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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

Intersection #1 El Molino Ave/Union [680 E Colorado]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	El Molino Ave						Union St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 0	0 0	0	1 0	0 0	0	0 0	0 1	2	1 0
Volume Module:AM Peak												
Base Vol:	79	188	0	0	346	56	0	0	0	63	737	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	188	0	0	346	56	0	0	0	63	737	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	188	0	0	346	56	0	0	0	63	737	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	188	0	0	346	56	0	0	0	63	737	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	188	0	0	346	56	0	0	0	63	737	26
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.70	0.00	0.00	0.86	0.14	0.00	0.00	0.00	0.30	3.57	0.13
Final Sat.:	503	1197	0	0	1463	237	0	0	0	519	6067	214
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.04	0.12	0.12
Crit Moves:	****				****						****	

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

Intersection #2 El Molino Ave/Colorado Blvd [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	El Molino Ave						Colorado Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:	AM Peak											
Base Vol:	41	161	27	41	209	46	28	654	28	38	709	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	161	27	41	209	46	28	654	28	38	709	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	161	27	41	209	46	28	654	28	38	709	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	161	27	41	209	46	28	654	28	38	709	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	161	27	41	209	46	28	654	28	38	709	37
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.70	0.12	0.14	0.71	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	304	1195	200	235	1200	264	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.02	0.17	0.17	0.02	0.19	0.02	0.02	0.21	0.02
Crit Moves:	****				****		****				****	

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

Intersection #3 El Molino/Green [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.424
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	El Molino Ave						Green St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 1	1 1	0	0 0	0 0	0
Volume Module:AM Peak												
Base Vol:	0	201	67	74	203	0	30	565	33	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	201	67	74	203	0	30	565	33	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	201	67	74	203	0	30	565	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	201	67	74	203	0	30	565	33	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	201	67	74	203	0	30	565	33	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.75	0.25	0.27	0.73	0.00	0.14	2.70	0.16	0.00	0.00	0.00
Final Sat.:	0	1275	425	454	1246	0	244	4588	268	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.04	0.16	0.00	0.02	0.12	0.12	0.00	0.00	0.00
Crit Moves:		****		****				****				

Scenario Report

Scenario:	PM Fut Pre-Proj+Amb+RelProj
Command:	Default Command
Volume:	PM Fut Pre-Proj+Amb+RelProj
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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

Intersection #1 El Molino Ave/Union [680 E Colorado]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	El Molino Ave						Union St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 0	0 0	0	1 0	0 0	0	0 0	0 1	2	1 0
Volume Module: PM Peak												
Base Vol:	104	254	0	0	266	92	0	0	0	65	852	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	254	0	0	266	92	0	0	0	65	852	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	254	0	0	266	92	0	0	0	65	852	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	254	0	0	266	92	0	0	0	65	852	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	254	0	0	266	92	0	0	0	65	852	63
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.71	0.00	0.00	0.74	0.26	0.00	0.00	0.00	0.26	3.48	0.26
Final Sat.:	494	1206	0	0	1263	437	0	0	0	451	5912	437
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.00	0.00	0.21	0.21	0.00	0.00	0.00	0.04	0.14	0.14
Crit Moves:	****				****						****	

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

Intersection #2 El Molino Ave/Colorado Blvd [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	El Molino Ave						Colorado Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 2	0 1	1	0 2	0 1
Volume Module: PM Peak												
Base Vol:	26	274	43	72	253	34	103	1181	46	47	1178	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	274	43	72	253	34	103	1181	46	47	1178	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	274	43	72	253	34	103	1181	46	47	1178	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	274	43	72	253	34	103	1181	46	47	1178	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	274	43	72	253	34	103	1181	46	47	1178	57
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.80	0.12	0.20	0.71	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	129	1358	213	341	1198	161	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.20	0.04	0.21	0.21	0.06	0.35	0.03	0.03	0.35	0.03
Crit Moves:		****			****			****			****	

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

Intersection #3 El Molino/Green [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	El Molino Ave						Green St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 1	1 1	0	0 0	0 0	0
Volume Module: PM Peak												
Base Vol:	0	277	50	66	315	0	62	1140	75	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	277	50	66	315	0	62	1140	75	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	277	50	66	315	0	62	1140	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	277	50	66	315	0	62	1140	75	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	277	50	66	315	0	62	1140	75	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.85	0.15	0.17	0.83	0.00	0.14	2.68	0.18	0.00	0.00	0.00
Final Sat.:	0	1440	260	294	1406	0	248	4553	300	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.04	0.22	0.00	0.04	0.25	0.25	0.00	0.00	0.00
Crit Moves:		****		****				****				

Scenario Report

Scenario:	AM Future w/ Project Alt F
Command:	Default Command
Volume:	AM Future w/ Project Alt F
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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

Intersection #1 El Molino Ave/Union [680 E Colorado]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	El Molino Ave						Union St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 0	0 0	0	1 0	0 0	0	0 0	0 1	2	1 0
Volume Module:AM Peak												
Base Vol:	82	193	0	0	398	56	0	0	0	72	737	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	193	0	0	398	56	0	0	0	72	737	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	193	0	0	398	56	0	0	0	72	737	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	193	0	0	398	56	0	0	0	72	737	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	193	0	0	398	56	0	0	0	72	737	26
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.70	0.00	0.00	0.88	0.12	0.00	0.00	0.00	0.34	3.54	0.12
Final Sat.:	507	1193	0	0	1490	210	0	0	0	586	6002	212
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.04	0.12	0.12
Crit Moves:	****				****						****	

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

Intersection #2 El Molino Ave/Colorado Blvd [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	El Molino Ave						Colorado Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:AM Peak												
Base Vol:	43	169	30	41	270	46	28	654	37	64	709	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	169	30	41	270	46	28	654	37	64	709	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	169	30	41	270	46	28	654	37	64	709	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	169	30	41	270	46	28	654	37	64	709	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	169	30	41	270	46	28	654	37	64	709	37
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.70	0.12	0.11	0.76	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	302	1187	211	195	1286	219	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.02	0.21	0.21	0.02	0.19	0.02	0.04	0.21	0.02
Crit Moves:	****				****			****			****	

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

Intersection #3 El Molino/Green [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	El Molino Ave						Green St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	0	0	1 0	0 0	0	1 1	1 0	0	0 0	0 0
Volume Module:AM Peak												
Base Vol:	0	236	67	80	207	0	74	565	33	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	236	67	80	207	0	74	565	33	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	236	67	80	207	0	74	565	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	236	67	80	207	0	74	565	33	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	236	67	80	207	0	74	565	33	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.78	0.22	0.28	0.72	0.00	0.33	2.52	0.15	0.00	0.00	0.00
Final Sat.:	0	1324	376	474	1226	0	562	4288	250	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.05	0.17	0.00	0.04	0.13	0.13	0.00	0.00	0.00
Crit Moves:		****		****				****				

Scenario Report

Scenario:	PM Future w/ Project Alt F
Command:	Default Command
Volume:	PM Future w/ Project Alt F
Geometry:	Existing Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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

Intersection #1 El Molino Ave/Union [680 E Colorado]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	El Molino Ave						Union St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 0	0 0	0	1 0	0 0	0	0 0	0 1	2	1 0
Volume Module: PM Peak												
Base Vol:	129	287	0	0	281	92	0	0	0	68	852	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	287	0	0	281	92	0	0	0	68	852	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	287	0	0	281	92	0	0	0	68	852	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	287	0	0	281	92	0	0	0	68	852	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	287	0	0	281	92	0	0	0	68	852	63
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.69	0.00	0.00	0.75	0.25	0.00	0.00	0.00	0.28	3.47	0.25
Final Sat.:	527	1173	0	0	1281	419	0	0	0	470	5894	436
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.04	0.14	0.14
Crit Moves:	****				****						****	

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

Intersection #2 El Molino Ave/Colorado Blvd [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Street Name:	El Molino Ave						Colorado Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module: PM Peak												
Base Vol:	43	332	68	72	270	34	103	1181	48	55	1178	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	332	68	72	270	34	103	1181	48	55	1178	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	332	68	72	270	34	103	1181	48	55	1178	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	332	68	72	270	34	103	1181	48	55	1178	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	332	68	72	270	34	103	1181	48	55	1178	57
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.75	0.15	0.19	0.72	0.09	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	165	1274	261	326	1221	154	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.04	0.22	0.22	0.06	0.35	0.03	0.03	0.35	0.03
Crit Moves:		****		****			****				****	

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

Intersection #3 El Molino/Green [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	El Molino Ave						Green St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 1	1 1	0	0 0	0 0	0
Volume Module: PM Peak												
Base Vol:	0	287	50	107	340	0	74	1140	75	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	287	50	107	340	0	74	1140	75	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	287	50	107	340	0	74	1140	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	287	50	107	340	0	74	1140	75	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	287	50	107	340	0	74	1140	75	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.85	0.15	0.24	0.76	0.00	0.17	2.66	0.17	0.00	0.00	0.00
Final Sat.:	0	1448	252	407	1293	0	293	4510	297	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.06	0.26	0.00	0.04	0.25	0.25	0.00	0.00	0.00
Crit Moves:		****		****				****				

Scenario Report

Scenario:	AM Fut w/ Proj w/ mit Alt F
Command:	Default Command
Volume:	AM Fut w/ Proj w/ mit Alt F
Geometry:	Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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

Intersection #1 El Molino Ave/Union [680 E Colorado]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	El Molino Ave						Union St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 0	0	0 0	1 0	0	0 0	0 0	0	1 2	1 0
Volume Module:AM Peak												
Base Vol:	126	193	0	0	368	56	0	0	0	72	737	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	193	0	0	368	56	0	0	0	72	737	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	193	0	0	368	56	0	0	0	72	737	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	193	0	0	368	56	0	0	0	72	737	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	193	0	0	368	56	0	0	0	72	737	26
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.61	0.00	0.00	0.87	0.13	0.00	0.00	0.00	0.34	3.54	0.12
Final Sat.:	671	1029	0	0	1475	225	0	0	0	586	6002	212
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.04	0.12	0.12
Crit Moves:	****				****						****	

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

Intersection #2 El Molino Ave/Colorado Blvd [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	El Molino Ave						Colorado Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	0 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:AM Peak												
Base Vol:	0	212	30	0	281	46	28	685	37	64	709	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	212	30	0	281	46	28	685	37	64	709	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	212	30	0	281	46	28	685	37	64	709	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	212	30	0	281	46	28	685	37	64	709	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	212	30	0	281	46	28	685	37	64	709	37
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.88	0.12	0.00	0.86	0.14	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1489	211	0	1461	239	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.00	0.19	0.19	0.02	0.20	0.02	0.04	0.21	0.02
Crit Moves:	****				****			****			****	

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

Intersection #3 El Molino/Green [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	El Molino Ave						Green St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	0 1	0 0	0	0 1	1 1	0	0 0	0 0	0
Volume Module:AM Peak												
Base Vol:	0	236	67	90	207	0	74	565	33	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	236	67	90	207	0	74	565	33	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	236	67	90	207	0	74	565	33	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	236	67	90	207	0	74	565	33	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	236	67	90	207	0	74	565	33	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.78	0.22	0.30	0.70	0.00	0.33	2.52	0.15	0.00	0.00	0.00
Final Sat.:	0	1324	376	515	1185	0	562	4288	250	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.05	0.17	0.00	0.04	0.13	0.13	0.00	0.00	0.00
Crit Moves:		****		****				****				

Scenario Report

Scenario:	PM Fut w/ Proj w/ mit Alt F
Command:	Default Command
Volume:	PM Fut w/ Proj w/ mit Alt F
Geometry:	Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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

Intersection #1 El Molino Ave/Union [680 E Colorado]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	El Molino Ave						Union St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 0	0	0 0	1 0	0	0 0	0 0	0	1 2	1 0
Volume Module:	PM Peak											
Base Vol:	171	287	0	0	245	92	0	0	0	68	852	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	287	0	0	245	92	0	0	0	68	852	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	287	0	0	245	92	0	0	0	68	852	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	287	0	0	245	92	0	0	0	68	852	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	287	0	0	245	92	0	0	0	68	852	63
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.63	0.00	0.00	0.73	0.27	0.00	0.00	0.00	0.28	3.47	0.25
Final Sat.:	635	1065	0	0	1236	464	0	0	0	470	5894	436
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.00	0.00	0.20	0.20	0.00	0.00	0.00	0.04	0.14	0.14
Crit Moves:	****				****						****	

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

Intersection #2 El Molino Ave/Colorado Blvd [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	El Molino Ave						Colorado Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 1	0	0 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: PM Peak												
Base Vol:	0	375	68	0	306	34	103	1217	48	55	1178	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	375	68	0	306	34	103	1217	48	55	1178	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	375	68	0	306	34	103	1217	48	55	1178	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	375	68	0	306	34	103	1217	48	55	1178	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	375	68	0	306	34	103	1217	48	55	1178	57
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.85	0.15	0.00	0.90	0.10	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1439	261	0	1530	170	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.00	0.20	0.20	0.06	0.36	0.03	0.03	0.35	0.03
Crit Moves:		****			****			****			****	

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

Intersection #3 El Molino/Green [680 E Colorado Blvd]

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	El Molino Ave						Green St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 1 0	0	1	0 0 0	0	1	1 1 0	0	0	0 0 0
Volume Module: PM Peak												
Base Vol:	0	287	50	143	340	0	74	1140	75	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	287	50	143	340	0	74	1140	75	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	287	50	143	340	0	74	1140	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	287	50	143	340	0	74	1140	75	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	287	50	143	340	0	74	1140	75	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.85	0.15	0.30	0.70	0.00	0.17	2.66	0.17	0.00	0.00	0.00
Final Sat.:	0	1448	252	503	1197	0	293	4510	297	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.08	0.28	0.00	0.04	0.25	0.25	0.00	0.00	0.00
Crit Moves:		****		****				****				