

**April 30, 2025**

**Claremont Planning Division  
ATTN: Chris Veirs, Senior Planner  
207 Harvard Ave  
Claremont, CA 91711**

**RE: Support for Density Bonus Application and Housing Accountability Act  
Streamlining - 70-Unit Townhome Project at 840 S Indian Hill Blvd (the “Project”)**

Dear Mr. Veirs,

I am writing to express my strong support for the proposed 70-unit townhome project located at 840 S Indian Hill Blvd. This project, which sets aside 11 units for moderate- and low-income households, represents a significant step forward in addressing our community's housing needs.

### **1. Compliance with State Housing Laws**

The Project adheres to the requirements set forth by state housing legislation, including Senate Bill 330 and the Housing Accountability Act. These laws mandate that we evaluate housing projects based on objective criteria rather than subjective opinions. The Project checks all the necessary boxes, ensuring that it meets the legal standards for density bonuses, concessions, waivers, and parking ratios.

### **2. Addressing Housing Needs**

Our community has a pressing need for affordable housing. The Project sets aside 15.7% of its units for moderate- and low-income households, providing much-needed housing options for families and individuals who might otherwise be priced out of the market. This commitment to affordable housing is enforceable through deed-restricted covenants, ensuring long-term benefits for our community.

### **3. Thoughtful Development**

While high-density housing can be a concern for neighboring residents, the Project has been designed with consideration for its surroundings. The requested waivers and concessions, such as the utility undergrounding requirement and setback adjustments, are reasonable modifications that facilitate the development of affordable housing without compromising the integrity of the neighborhood.

#### **4. Positive Community Impact**

Housing developments like the Project contribute to the vibrancy and sustainability of our community. By providing living spaces for families and first-time homebuyers, we support the local economy and foster a diverse and dynamic community. The inclusion of affordable housing units further ensures that our community remains accessible to a wide range of residents.

#### **5. Avoiding Negative Consequences**

Rejecting projects that comply with state housing laws can have serious repercussions, including litigation and loss of local control. As seen in other communities, defying state housing mandates can lead to costly legal battles and unfavorable outcomes. Supporting this project is a proactive step that aligns with state requirements and avoids these negative consequences.

In conclusion, the Claremont townhome project is a well-planned development that addresses our community's housing needs while complying with state housing laws. I urge the Planning Division to approve this project and support the creation of new, attainable housing in Claremont.

Thank you for your consideration.

Sincerely,

*Nancy Osgood*

Nancy Osgood

[REDACTED], Claremont 91711

[REDACTED]

**From:** Darwin Gomez [REDACTED]  
**Date:** May 1, 2025 at 11:59:24 AM PDT  
**To:** City Clerk <[cityclerk@claremontca.gov](mailto:cityclerk@claremontca.gov)>  
**Subject:** Public Comment- May 6, 2025 Planning Commission Public Hearing, City Ventures Development

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Dear Planning Commissioners:

Please refer to the selected data obtained from the City of Claremont Local Roadway Plan that I have attached. The proposed development will be built within a 1/4 mile of 5 of the worst signalized traffic intersections based on collisions in Claremont. The #1 worst intersection at Auto Center Drive and Indian Hill Blvd is only about 300-feet from the proposed development. In preparation for the public hearing, I encourage you to walk Indian Hill Blvd from San Jose Ave to American Ave and then to the proposed project site.

The proposed development will only exacerbate unsafe traffic conditions by adding additional traffic pressure and I ask you to consider the Public Safety and Health ramifications of this project by considering the following items:

1. 5 of the 20 worst intersections, or 25%, based on collisions, are near the proposed site
2. Cumulative effects of over 700 dwelling units to be built about a mile away at Village South and I-10 being the closest freeway access
3. Another 90 units being built about a mile away at East End and Holt at Chris Hartmire Plaza.
4. Neglect by the City of Claremont to make improvements between San Jose and American Ave as outlined in the city's "Complete Streets Policy"
5. Parking issues on American Ave created by the proposed development due to lack of sufficient parking

Thank you,  
Darvin Gomez

# City of Claremont LOCAL ROADWAY SAFETY PLAN

**AUGUST 28, 2024**

Prepared for:  
**City of Claremont**  
207 Harvard Ave  
Claremont, CA 91711

Prepared By:



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KAJC23064

LRSP is discussed in Section 5 of this document.

## 2.5.4 IDENTIFY SAFETY MEASURES

In coordination with City staff, a list of engineering-related safety countermeasures and non-engineering safety measures were developed for use as recommendations in this LRSP. These countermeasures are discussed in Section 7 and Section 8 of this document.

## 2.5.5 TOP INTERSECTIONS

As mentioned previously, collisions were assigned to intersections based on the distance recorded from a particular intersection in the collision data. Collisions occurring within 250 feet of a signalized intersection were attributed to that intersection, and collisions occurring within 150 feet of a non-signalized intersection were then assigned to that intersection.

The top 20 intersections in total collisions are listed in [Table 2.1](#) below, along with EPDO calculations and ranks, as well as collision counts for collision severity, pedestrian- and/or bicyclist-involved collisions, PCF, and collision type. Given that each of the top 20 intersections in total collisions were signalized, a separate table was created listing the top 20 non-signalized intersections in total collisions (see [Table 2.2](#)).

Indian Hill Boulevard & Auto Center Drive had the largest number of collisions of any intersection (37), with a significant number of those collisions due to unsafe speed (14). Immediately to the north of that intersection, Indian Hill Boulevard & I-10 EB had 26 collisions – tied for the third highest total of any Claremont intersection. Multiple other Indian Hill Boulevard intersections were also featured in the top 20 intersections in terms of total collisions.

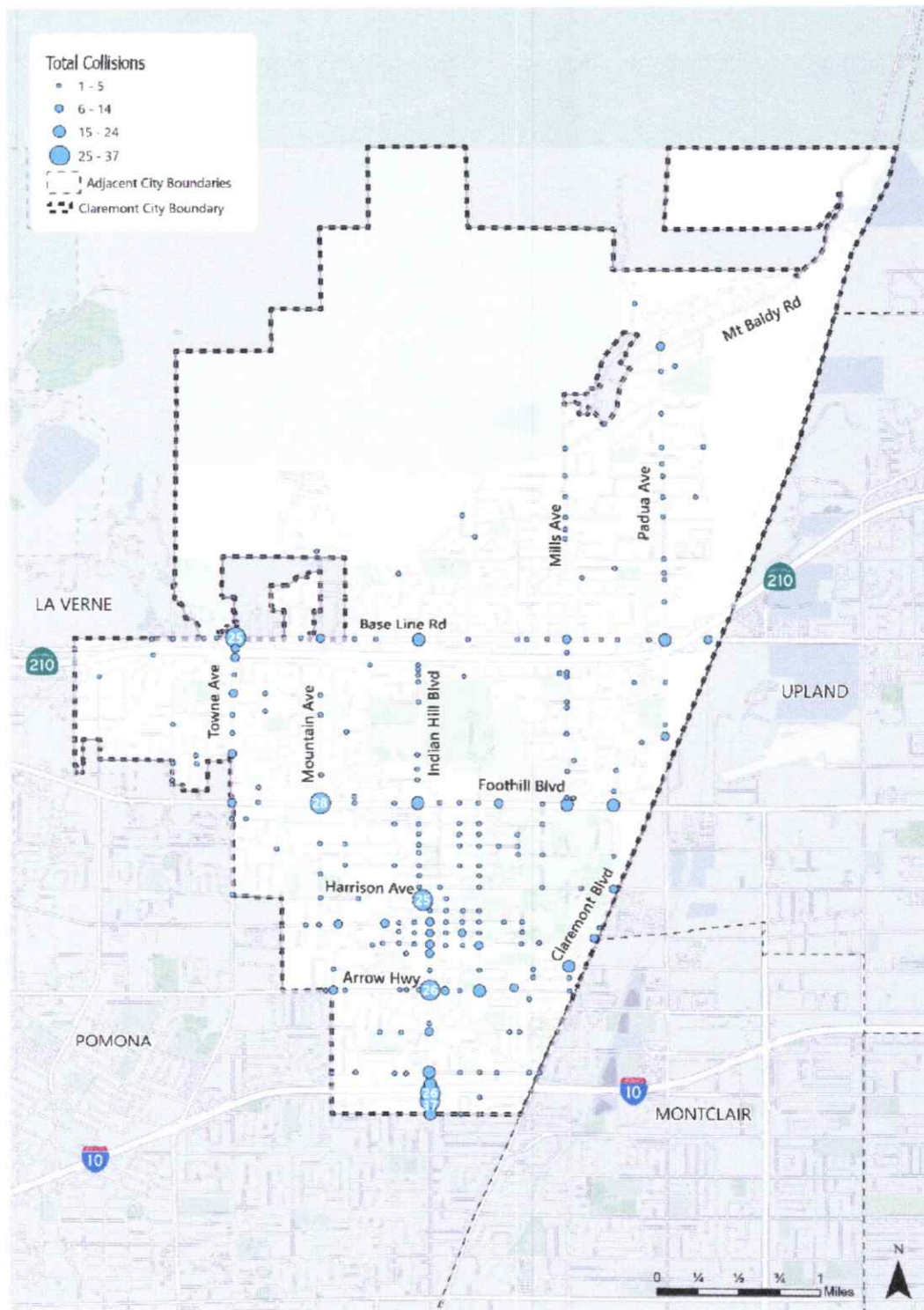
Reviewing EPDO scores, which prioritize collisions by severity, Baseline Road & Padua Avenue/Monte Vista Avenue was ranked highest, as 1 fatal and 1 severe injury occurred at that intersection.

[Figure 2.7](#) provides a map of total collisions at all intersections. [Figure 2.8](#) provides another map of only signalized intersections, and [Figure 2.9](#) provides another map of only non-signalized intersections.





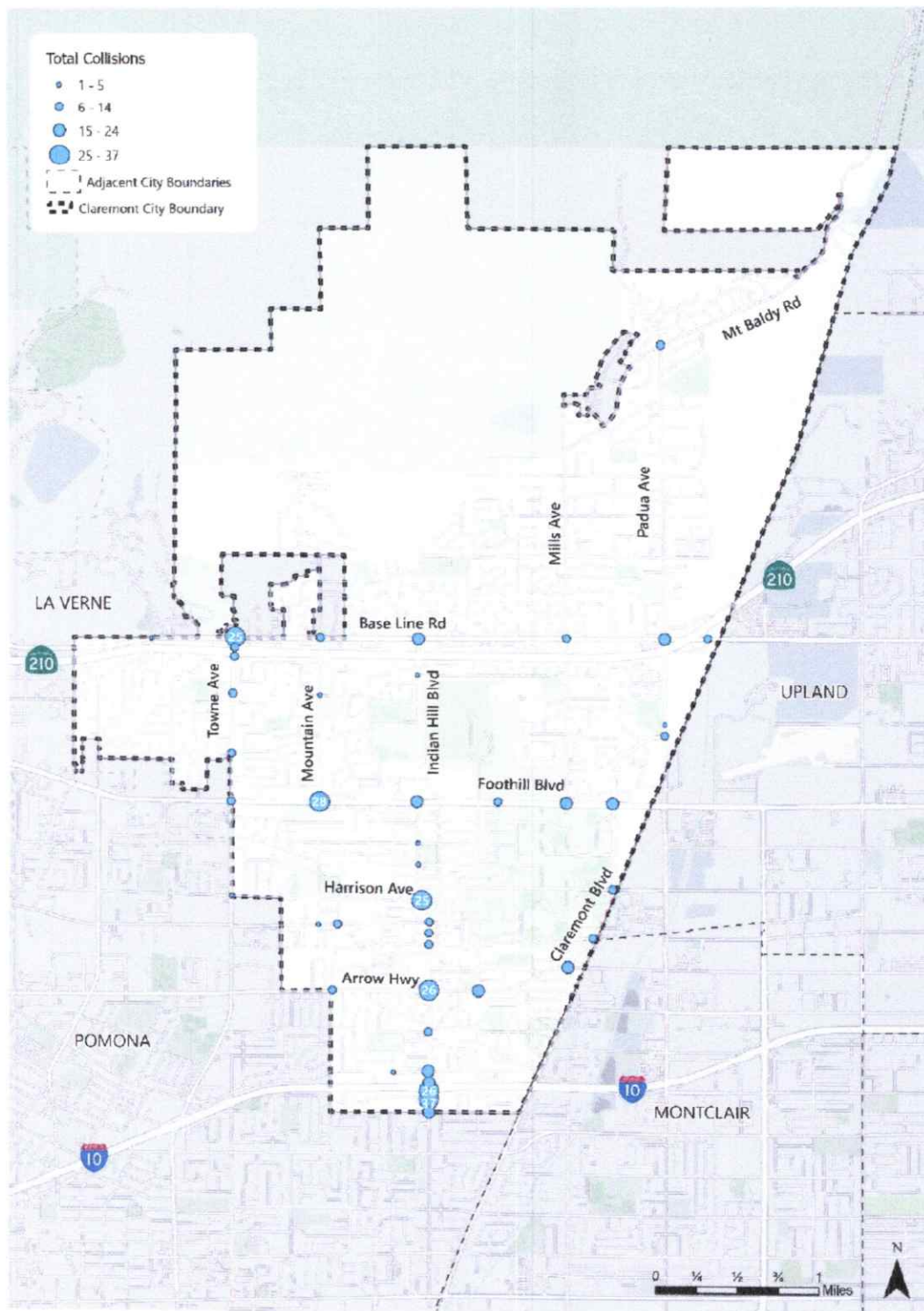
FIGURE 2.7: CLAREMONT COLLISIONS MAP – ALL INTERSECTIONS



Source: SWITRS and Claremont PD



FIGURE 2.8: CLAREMONT COLLISIONS MAP – SIGNALIZED INTERSECTIONS



Source: SWITRS and Claremont PD



## 3.0 METHODOLOGY

### 3.1 COLLISION DATA SOURCES

Citywide collision trends were collected between 2017 and 2021 from both CHP's SWITRS database and from data provided by Claremont Police Department (PD). The Claremont PD collision was used to augment the SWITRS collision data. Through conversations with the City, the project team identified the need to analyze the most complete collision dataset possible.

*Note that Claremont PD collision data from 2022 and 2023 was reviewed, though ultimately was not included in analysis due to the equivalent 2022-2023 SWITRS data still being provisional in early 2024.*

In addition to providing the foundation to the collision data analysis, the CHP's SWITRS collision database is utilized to compare the collision data within the County of Los Angeles.

#### 3.1.1 SWITRS

The CHP's SWITRS database collects and processes data on collisions throughout the state of California. The SWITRS application provides geographically- and temporally-targeted collision reports in an electronic format. The most recent five years of collision data (from 2017 to 2021) were extracted from the SWITRS database to identify long-term collision trends and patterns within the City. The analysis is aggregated and classified by control type (signalized, non-signalized, and midblock locations).

#### 3.1.2 CLAREMONT PD

Claremont PD maintains its own collision records. This data was used to augment the SWITRS collision data (from 2017 to 2021), as 107 collisions were found in the Claremont PD records that were not represented in SWITRS.

#### 3.1.3 RELEVANT COLLISIONS

From conversations with City staff, the project team conducted a close review of KSI collisions that were noted to be caused by extreme driver or roadway user behavior, such as a domestic dispute or pedestrian suicide. These collisions were confirmed by City staff and were ultimately deprioritized from countermeasure development, per City feedback.

### 3.2 IDENTIFYING LOCATIONS FOR ENGINEERING COUNTERMEASURES

Collision data analysis for this LRSP was conducted using collision data from the SWITRS collision database along with supplemental collision data from the Claremont PD. The collision records include a variety of information about each collision, including the location, date, time of the day, crash type, crash severity, primary violation category, transportation mode of the involved parties, and movement of the involved parties prior to the collision. Per California state law, motor vehicle collisions must be reported when vehicle or property damage exceeds \$1,000 or when any of the parties suffer an injury or fatality. Collisions with no injured parties or minor property damage might not be reported and, therefore, are not included in the collision database.