APPENDIX B

TIF SHARE OF PROJECTS 1, 2, 7, 8, AND 9

PN	F/P PN	Road Name	Condition	Am Peak	Pm Peak	Total	Reference		
1	32/37	Palo Comado						TIF am/pm peak trips	6540
			Existing			0	Fig 4C	less base	-4885
	32		2035 w/GP	1725	1520	3245	Fig 12C	Growth am/pm peak trips	1655
	37		2035 w/GP	1785	1510	3295	Fig 12C		
	32		2035 Base	1495	1080	2575	Fig 9C		
	37		2035 Base	1410	900	2310	Fig 9C		
									1655
								÷	6540
								TIF share of trips	25.3%
2	15,16,17,18	Reyes Adobe						TIF am/pm peak trips	8285
			Existing	3295	3025	6320	Fig 4A	less base	-6355
			2035 w/GP	3325	3030	8285	Fig 12A	Growth am/pm peak trips	1930
			2035 Base	4135	4150	6355	Fig 9A		
									1930
								÷	8285
								TIF share of trips	23.3%
7	35	Chesebro Rd						TIF am/pm peak trips	1635
			Existing			0	Fig 4C	less base	-1035
			2035 w/GP	760	875	1635	Fig 12C	Growth am/pm peak trips	600
			2035 Base	510	525	1035	Fig 9C		
									600
								÷	1635
								TIF share of trips	36.7%
8	27	Kanan Rd						TIF am/pm peak trips	3995
			Existing	1310	1345	2655	Fig 4B	less base	-3140
			2035 w/GP	1880	2115	3995	Fig 12B	Growth am/pm peak trips	855
			2035 Base	1545	1595	3140	Fig 9B		
									855
								÷	3995
								TIF share of trips	21.4%
9	na	Agoura/Kanan Roundabout						TIF am/pm peak trips	14580
			Existing	4170	4450	8620	Fig 4B	less base	-9780
			2035 w/GP	6700	7880	14580	Fig 12B	Growth am/pm peak trips	4800
			2035 Base	4755	5025	9780	Fig 9B		
									4800
								÷	14580
								TIF share of trips	32.9%

TIF SHARE OF PROJECT 3

PN	F/P PN	Road Name	Condition	Am Peak	Pm Peak	Total	Reference		
3.1	14	Agoura Road (east of westerly City limits)						TIF am/pm peak trips	1875
								less base	-1595
	32		2035 w/GP	830	1045	1875	Fig 12A	Growth am/pm peak trips	280
	32		2035 Base	710	885	1595	Fig 9A		
									280
								÷	1875
								TIF share of trips	14.9%
3.2	14	Agoura Road (west of Reyes Adobe Road)						TIF am/pm peak trips	1875
								less base	-1595
			2035 w/GP	830	1045	1875	Fig 12A	Growth am/pm peak trips	280
			2035 Base	710	885	1595	Fig 9A		
									280
								÷	1875
								TIF share of trips	14.9%
3.5	20	Agoura Road						TIF am/pm peak trips	3135
								less base	-2220
			2035 w/GP	1505	1630	3135	Fig 12A	Growth am/pm peak trips	915
			2035 Base	1120	1100	2220	Fig 9A		
									915
								÷	3135
								TIF share of trips	29.2%
3.6	25	Agoura Road							
								TIF share of trips	100.0%
3.7	na	Agoura Road (east of Kanan Road)							
								TIF share of trips	0.0%

PN	Project Cost	TIF %	TIF Amount	Other
3.1	$ 748,666	14.9%	$ 111,600	$ 637,066
3.2	$ 2,462,346	14.9%	$ 366,900	$ 2,095,446
3.5	$ 353,224	29.2%	$ 103,100	$ 250,124
3.6	$ 6,125,201	100.0%	$ 6,125,200	$ -
3.7	$ -	0.0%	$ -	$ -
Total	$ 9,689,437	69.2%	$ 6,706,800	$ 2,982,637
Less Measure R	$ (500,000)	69.2%	$ (346,000)	$ (154,000)
Net Total	$ 9,189,437		$ 6,360,800	$ 2,828,637

Funding	Amount
Measure R	$ 500,000
TIF	$ 6,360,800
Other	$ 2,828,637
Total	$ 9,689,437

APPENDIX C

LAND USE SUMMARY BY TAZ

TAZ	Land Use	AVSPITE Code	Size	Unit	ADT	Total AM	Total PM
1	Retail/Service	814	0.141	ksf	5		
2	MF	230	22	units	82	10	11
2	Retail/Service	814	28.575	ksf	1,093	21	77
3	SF	210	23	units	220	17	23
4	Retail/Service	814	9.467	ksf	378	7	26
5	MF	230	22	units	81	10	11
5	Retail/Service	814	53.919	ksf	2,022	39	146
5	Office/Business Park	750	159.584	ksf	1,890	321	299
6	SF	210	14	units	84	11	14
6	Retail/Service	820	201.010	ksf	7,184	238	992
6	Office/Business Park	750	9.027	ksf	430	29	117
6	Bus/Mfg	770	154.099	ksf	2,056	219	225
7	Retail/Service	814	20.440	ksf	783	15	55
7	Office/Business Park	750	32.992	ksf	687	85	146
8	MF	230	57	units	209	25	30
8	Specialty Retail	Yes 814	36.600	ksf	1,284	43	98
8	Retail/Service	814	11.473	ksf	407	8	31
8	Office/Business Park	750	114.771	ksf	1,464	243	245
8	Bus/Mfg	770	16.397	ksf	843	24	29
9	MF	Yes	19	units	72	9	11
9	Retail/Service	820	16.592	ksf	1,787	53	191
9	Office/Business Park	750	71.539	ksf	1,063	164	193
9	Bus/Mfg	770	46.118	ksf	1,146	67	74
10	Office/Business Park	750	128.132	ksf	1,657	267	261
11	MF	Yes	112	units	381	46	54
11	Office	Yes	75.250	ksf	926	134	147
11	Retail/Service	820	61.250	ksf	4,089	117	453
11	Office/Business Park	750	267.681	ksf	2,916	495	430
12	SF	210	53	units	340	40	54
12	MF	Yes	131	units	486	56	67
12	Sr Housing	Yes	31	units	65	2	3
12	Specialty Retail	Yes 814	61.000	ksf	2,103	73	170
12	Retail/Service	814	40.875	ksf	1,374	41	152
12	Office	Yes	100.000	ksf	1,105	169	172
12	Office/Business Park	750	41.504	ksf	736	104	156
13	SF	210	26	units	249	20	26
14	NA				0		
Subtotal					41,697	3,222	5,189
Summary by Land Use Category							
Single Family			116	units	893	88	117
Multi-Family			394	units	1,376	158	187
Retail/Service			262.490	ksf	9,449	247	755
Shopping Center			278.852	ksf	13,060	408	1,636
Office/Business Park			1,000.480	ksf	12,874	2,011	2,166
Business Park/Manufacturing			216.614	ksf	4,045	310	328
Total					41,697	3,222	5,189

Source: Exhibit C to Fehr & Peers Technical Memorandum dated November 17, 2009.

APPENDIX D

Fehr and Peers Traffic Study follows.

FEHR & PEERS
TRANSPORTATION CONSULTANTS

DRAFT TECHNICAL MEMORANDUM

Date: November 17, 2009

To: Linda Tatum, PBS&J

cc: Allison Cook, City of Agoura Hills Principal Planner

From: Tom Gaul, Sarah Brandenberg, and Caitlin Boon

Subject: ***Addendum to the Traffic Study for the Agoura Hills General Plan Update***

Ref: LA07-2198

As part of the Agoura Hills General Plan Update process, Fehr & Peers conducted a traffic analysis of land use development anticipated under the proposed Agoura Hills General Plan Reduced Density Alternative (RDA) in October 2009. This alternative was developed with the intent to reduce the potential traffic impacts of the proposed General Plan in the Canwood Street and Agoura Road corridors. The RDA assumes a 25 percent reduction in land use growth otherwise anticipated in TAZs 6, 8, 10, and 12 (with the exception of development approved by the Agoura Village Specific Plan within these TAZs, which was held constant).

Since October, the alternative analysis study section has undergone the following three changes:

1) The table summarizing the anticipated land use growth citywide for the proposed General Plan and the two alternatives which reflects changes made to the RDA's total number of single family residential units (p. 68);

2) The table summarizing the estimated net incremental trips generated by the land use growth anticipated under each alternative for the City as a whole, which reflects the change in the Daily, AM Peak, and PM Peak Hour trips for the reduced density alternative (p. 68); and

3) Revisions to Table 11, the RDA trip generation estimates table, (p. 71) corresponding to the changes made to single family residential unit assumptions reflected in items 1) and 2) above.

This memorandum summarizes and explains these report changes, as well, as outlines any subsequent changes to the October 2009 traffic study's key findings.

CHANGES TO OCTOBER 2009 STUDY ASSUMPTIONS

The three report changes described above are the result of two changes made to single family residential assumptions in the RDA analysis. It was originally assumed that the total number of single family residential units in TAZ 6 was 11 units and the total number of single family residential

units in TAZ 12 was 40 units. These assumptions reflected the 25 percent reduction in land use growth otherwise anticipated in TAZs 6, 8, 10, and 12 (with the exception of development approved by the Agoura Village Specific Plan within these TAZs, which was held constant) assumed for the RDA.

Since the traffic study was finalized in October, it has been determined that the number of single family residential units in TAZ 6 and TAZ 12 should have been held constant. Therefore, the revised total number of single family residential units in TAZ 6 is now 14 units and the total number of single family residential units in TAZ 12 is now 53 units.

These changes resulted in necessary revisions to the table summarizing the anticipated land use growth citywide for the proposed General Plan and the two alternatives (p.68), the table summarizing the estimated net incremental trips generated by the land use growth anticipated under each alternative for the City as a whole (p.68), and Table 11. Exhibits A, B, and C attached to this memorandum illustrate the revisions to these tables in bold font.

FINDINGS

The changes to the single family residential assumptions for TAZ 6 and TAZ 12 are relatively minor with respect to trip generation, as summarized below:

- For TAZ 6, the assumption of 14 versus 11 units results in one additional peak hour trip.
- For TAZ 12, the assumption of 53 versus 40 units results in nine additional peak hour trips.
- Citywide, the assumption of 116 versus 100 units results in ten additional peak hour trips.

The results of the analysis suggest that the level of land use intensification anticipated under the revised RDA analysis would not impact the key findings identified in the October 2009 alternative analysis.

FEHR & PEERS
TRANSPORTATION CONSULTANTS

EXHIBIT A

Alternative	Single Residential (Units)	Multi-Family Residential (Units)	Retail/ Service (sf)	Office/ Business Park (sf)	Business Park/ Manufacturing (sf)
Proposed General Plan*	116	413	625,794	1,098,291	273,445
1992 General Plan Buildout**	116	293	1,458,799	2,947,606	1,414,292
Reduced Density Alternative	**116**	394	451,342	1,000,480	216,614
*Includes the AVSP, which was approved in 2008, and is now part of the 1992 General Plan ** Does not include the AVSP.					

FEHR & PEERS
TRANSPORTATION CONSULTANTS

EXHIBIT B

Alternative	Daily	AM Peak Hour	PM Peak Hour
Proposed General Plan	45,302	3,026	4,775
1992 General Plan Buildout	100,686	7,548	10,364
Reduced Density Alternative	**41,697**	**2,749**	**4,398**

EXHIBIT C

TABLE 11
TRIP GENERATION ESTIMATES - REDUCED DENSITY ALTERNATIVE

TAZ & Land Uses	Size	Units	ITE Code	Trip Credit [d,e,f]	Trip Generation						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
TAZ 1											
Retail/Service	0.141	ksf	814		6	0	0	0	0	0	0
Pass-by Reduction				10%	*(1)*	*0*	*0*	*0*	*0*	*0*	*0*
TAZ 1 Subtotal					***5***	***0***	***0***	***0***	***0***	***0***	***0***
TAZ 2											
Multi-Family Residential	22	units	230		128	2	8	10	7	4	11
Internal Capture within TAZ				36%, 31%, 39%	*(46)*	*(1)*	*(2)*	*(3)*	*(3)*	*(2)*	*(4)*
Retail/Service	28.575	ksf	814		1,266	13	8	21	34	43	77
Internal Capture within TAZ				4%, 16%, 6%	*(51)*	*(2)*	*(1)*	*(3)*	*(2)*	*(3)*	*(5)*
Pass-by Reduction				*10%*	*(122)*	*(1)*	*(1)*	*(2)*	*(3)*	*(4)*	*(7)*
TAZ 2 Subtotal					***1,175***	***11***	***12***	***23***	***33***	***38***	***72***
TAZ 3											
Single-Family Residential	23	units	210		220	4	13	17	14	9	23
TAZ 3 Subtotal					***220***	***4***	***13***	***17***	***14***	***9***	***23***
TAZ 4											
Retail/Service	9.467	ksf	814		420	4	3	7	11	15	26
Pass-by Reduction				10%	*(42)*	*(1)*	*0*	*(1)*	*(1)*	*(2)*	*(3)*
TAZ 4 Subtotal					***378***	***3***	***3***	***6***	***10***	***13***	***23***
TAZ 5											
Multi-Family Residential	22	units	230		128	2	8	10	7	4	11
Internal Capture within TAZ				37%, 49%, 40%	*(47)*	*(1)*	*(4)*	*(5)*	*(3)*	*(2)*	*(4)*
Retail/Service	53.919	ksf	814		2,390	24	15	39	64	82	146
Internal Capture within TAZ				6%, 25%, 6%	*(143)*	*(6)*	*(4)*	*(10)*	*(4)*	*(5)*	*(9)*
Pass-by Reduction				*10%*	*(225)*	*(2)*	*(1)*	*(3)*	*(6)*	*(8)*	*(14)*
Office/Business Park	159.584	ksf	750		2,072	286	35	321	42	257	299
Internal Capture within TAZ				4%, 2%, 1%	*(83)*	*(6)*	*(1)*	*(6)*	*0*	*(3)*	*(3)*
TDM Reduction				*5%*	*(99)*	*(14)*	*(2)*	*(16)*	*(2)*	*(13)*	*(15)*
TAZ 5 Subtotal					***3,993***	***283***	***46***	***330***	***98***	***312***	***411***
TAZ 6 [g]											
Single-Family Residential	14	units	210		134	3	8	11	9	5	14
Internal Capture within TAZ				37%, 45%, 40%	*(50)*	*(1)*	*(4)*	*(5)*	*(4)*	*(2)*	*(6)*
Retail/Service	201.010	ksf	820		10,691	145	93	238	476	516	992
Internal Capture within TAZ				4%, 15%, 3%	*(428)*	*(22)*	*(14)*	*(36)*	*(14)*	*(15)*	*(30)*
Pass-by Reduction [a]				*30%*	*(3,079)*	*(37)*	*(24)*	*(61)*	*(139)*	*(150)*	*(289)*
Office/Business Park	9.027	ksf	750		503	26	3	29	16	101	117
Internal Capture within TAZ				10%, 8%, 5%	*(50)*	*(2)*	*0*	*(2)*	*(1)*	*(5)*	*(6)*
TDM Reduction				*5%*	*(23)*	*(1)*	*0*	*(1)*	*(1)*	*(5)*	*(6)*
Business Park/Manufacturing	154.099	ksf	770		2,404	184	35	219	52	173	225
Internal Capture within TAZ				10%, 8%, 5%	*(240)*	*(15)*	*(3)*	*(18)*	*(3)*	*(9)*	*(11)*
TDM Reduction				*5%*	*(108)*	*(8)*	*(2)*	*(10)*	*(2)*	*(8)*	*(11)*
TAZ 6 Subtotal					***9,754***	***272***	***92***	***364***	***389***	***601***	***989***
TAZ 7											
Retail/Service	20.440	ksf	814		906	9	6	15	24	31	55
Internal Capture within TAZ				4%, 13%, 3%	*(36)*	*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Pass-by Reduction				*10%*	*(87)*	*(1)*	*(1)*	*(1)*	*(2)*	*(3)*	*(5)*
Office/Business Park	32.992	ksf	750		753	76	9	85	20	126	146
Internal Capture within TAZ				4%, 2%, 1%	*(30)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(1)*
TDM Reduction				*5%*	*(36)*	*(4)*	*0*	*(4)*	*(1)*	*(6)*	*(7)*
TAZ 7 Subtotal					***1,470***	***77***	***13***	***91***	***40***	***146***	***186***
TAZ 8 [g]											
Multi-Family Residential	57	units	230		331	4	21	25	20	10	30
Internal Capture within TAZ				37%, 30%, 37%	*(122)*	*(1)*	*(6)*	*(8)*	*(7)*	*(4)*	*(11)*
Specialty Retail (AVSP) [h]	36.600	ksf	[b]		1,443	26	17	43	48	50	98
Internal Capture				11%, 29%, 13%	*(159)*	*(8)*	*(5)*	*(12)*	*(6)*	*(7)*	*(13)*
Retail/Service	11.473	ksf	814		508	5	3	8	14	17	31
Internal Capture within TAZ				11%, 29%, 13%	*(56)*	*(1)*	*(1)*	*(2)*	*(2)*	*(2)*	*(4)*
Pass-by Reduction				*10%*	*(45)*	*0*	*0*	*(1)*	*(1)*	*(2)*	*(3)*
Office/Business Park	114.771	ksf	750		1,605	216	27	243	34	211	245
Internal Capture within TAZ				4%, 3%, 1%	*(64)*	*(6)*	*(1)*	*(7)*	*0*	*(2)*	*(2)*
TDM Reduction				*5%*	*(77)*	*(11)*	*(1)*	*(12)*	*(2)*	*(10)*	*(12)*
Business Park/Manufacturing	16.397	ksf	770		924	20	4	24	7	22	29
Internal Capture within TAZ				4%, 3%, 1%	*(37)*	*(1)*	*0*	*(1)*	*0*	*0*	*0*
TDM Reduction				*5%*	*(44)*	*(1)*	*0*	*(1)*	*0*	*(1)*	*(1)*
TAZ 8 Subtotal					***4,207***	***242***	***58***	***299***	***105***	***282***	***387***
TAZ 9											
Multi-Family Residential	19	units	[b]		115	2	7	9	7	4	11
Internal Capture within TAZ				*37%, 48%, 40%*	*(43)*	*(1)*	*(3)*	*(4)*	*(3)*	*(2)*	*(4)*
Retail/Service	16.592	ksf	820		2,113	32	21	53	92	99	191
Internal Capture within TAZ				6%, 21%, 5%	*(127)*	*(7)*	*(4)*	*(11)*	*(5)*	*(5)*	*(10)*
Pass-by Reduction				*10%*	*(199)*	*(3)*	*(2)*	*(4)*	*(9)*	*(9)*	*(18)*
Office/Business Park	71.539	ksf	750		1,154	146	18	164	27	166	193
Internal Capture within TAZ				3%, 3%, 2%	*(35)*	*(4)*	*(1)*	*(5)*	*(1)*	*(3)*	*(4)*
TDM Reduction				*5%*	*(56)*	*(7)*	*(1)*	*(8)*	*(1)*	*(8)*	*(9)*
Business Park/Manufacturing	46.118	ksf	770		1,243	56	11	67	17	57	74
Internal Capture within TAZ				3%, 3%, 2%	*(37)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(1)*
TDM Reduction				*5%*	*(60)*	*(3)*	*(1)*	*(3)*	*(1)*	*(3)*	*(4)*
TAZ 9 Subtotal					***4,068***	***209***	***45***	***256***	***123***	***295***	***419***

TABLE 11 (continued)
TRIP GENERATION ESTIMATES - REDUCED DENSITY ALTERNATIVE

TAZ 10 [g]											
Office/Business Park	128.132	ksf	750		1,744	238	29	267	37	224	261
TDM Reduction					*(87)*	*(12)*	*(1)*	*(13)*	*(2)*	*(11)*	*(13)*
TAZ 10 Subtotal					***1,657***	***226***	***28***	***254***	***35***	***213***	***248***
TAZ 11											
Multi-Family Residential	112	units	[b]		606	8	38	46	36	18	54
Internal Capture within TAZ				37%, 40%, 40%	*(225)*	*(3)*	*(15)*	*(19)*	*(15)*	*(8)*	*(21)*
Office (AVSP)	75.250	ksf	[b]		965	119	15	134	21	126	147
Internal Capture within TAZ				4%, 3%, 2%	*(39)*	*(4)*	*0*	*(4)*	*0*	*(3)*	*(3)*
Retail/Service	61.250	ksf	820		4,938	71	46	117	217	236	453
Internal Capture within TAZ				8%, 28%, 8%	*(395)*	*(20)*	*(13)*	*(33)*	*(17)*	*(19)*	*(36)*
Pass-by Reduction				*10%*	*(454)*	*(5)*	*(3)*	*(8)*	*(20)*	*(22)*	*(42)*
Office/Business Park [c]	267.681	ksf	750		3,198	441	54	495	60	370	430
Internal Capture within TAZ				4%, 3%, 2%	*(128)*	*(13)*	*(2)*	*(15)*	*(1)*	*(7)*	*(9)*
TDM Reduction				5%	*(154)*	*(21)*	*(3)*	*(24)*	*(3)*	*(18)*	*(21)*
TAZ 11 Subtotal					***8,312***	***573***	***117***	***689***	***278***	***673***	***952***
TAZ 12 [g]											
Single-Family Residential	53	units	210		507	10	30	40	34	20	54
Internal Capture within TAZ				33%, 25%, 31%	*(167)*	*(3)*	*(8)*	*(10)*	*(11)*	*(6)*	*(17)*
Multi-Family Residential	131	units	[b]		725	10	46	56	45	22	67
Internal Capture within TAZ				33%, 25%, 31%	*(239)*	*(3)*	*(11)*	*(14)*	*(14)*	*(6)*	*(21)*
Senior Housing (AVSP) [h]	31	units	[b]		97	0	2	2	2	1	3
Internal Capture within TAZ				33%, 25%, 31%	*(32)*	*0*	*(1)*	*(1)*	*(1)*	*0*	*(1)*
Specialty Retail (AVSP) [h]	61.000	ksf	[b]		2,417	45	28	73	83	87	170
Internal Capture within TAZ				13%, 29%, 13%	*(314)*	*(13)*	*(8)*	*(21)*	*(11)*	*(11)*	*(22)*
Retail/Service [c]	40.875	ksf	814		1,755	25	16	41	74	78	152
Internal Capture within TAZ				13%, 29%, 13%	*(228)*	*(7)*	*(5)*	*(12)*	*(10)*	*(10)*	*(20)*
Pass-by Reduction				*10%*	*(153)*	*(2)*	*(1)*	*(3)*	*(6)*	*(7)*	*(13)*
Office (AVSP) [h]	100.000	ksf	[b]		1,201	150	19	169	24	148	172
Internal Capture within TAZ				8%, 7%, 3%	*(96)*	*(11)*	*(1)*	*(12)*	*(1)*	*(4)*	*(5)*
Office/Business Park [c]	41.504	ksf	750		842	93	11	104	22	134	156
Internal Capture within TAZ				8%, 7%, 3%	*(67)*	*(7)*	*(1)*	*(7)*	*(1)*	*(4)*	*(5)*
TDM Reduction				5%	*(39)*	*(4)*	*(1)*	*(5)*	*(1)*	*(7)*	*(8)*
TAZ 12 Subtotal					***6,209***	***283***	***115***	***400***	***228***	***435***	***662***
TAZ 13											
Single-Family Residential	26	units	210		249	5	15	20	16	10	26
TAZ 13 Subtotal					***249***	***5***	***15***	***20***	***16***	***10***	***26***
TAZ 14											
No Change in Land Use	*n/a*	*n/a*	*n/a*		*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*
TAZ 14 Subtotal					***0***	***0***	***0***	***0***	***0***	***0***	***0***
Total					**41,697**	**2,188**	**557**	**2,749**	**1,369**	**3,027**	**4,398**

Notes:

Source: City of Agoura Hills, table entitled "Agoura Hills, Existing Land Uses and Proposed General Plan Buildout by TAZ, 3-13-09", modified as described in footnote [g].

[a] Pass-by trips in TAZ 6 were assigned to the local street network to simulate diversion from their usual path of travel.

[b] Description, size, and trip generation taken from the Agoura Village Specific Plan EIR.

[c] Land use density reflects reduction of the Agoura Hills General Plan with the densities specified in the Agoura Village Specific Plan.

[d] Pass-by reductions for retail land uses were applied on a varying scale: <100 ksf - 10%; 100ksf to 300ksf - 30%; and > 300ksf - 20%.

[e] Internal capture credits represent trips between land uses within the TAZ and remaining internal to the TAZ. The credits were calculated based on the ITE internalization methodology and vary by time period. Credits were calculated by time period and the

[f] TDM reduction credit of 5% applied to estimate the effects of the current TDM requirements in the Municipal Code.

[g] Land uses specified in TAZs 6, 8, 10, and 12 (outside of AVSP areas) were reduced in size by 25% for the Reduced Density Alternative.

[h] Since description, size, and trip generation were obtained from the certified Agoura Village Specific Plan, land uses specified by the approved plan were not reduced for the Reduced Density Alternative.

AVSP = Agoura Village Specific Plan

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TRANSPORTATION CONSULTANTS

CITY OF AGOURA HILLS GENERAL PLAN UPDATE
MOBILITY ELEMENT

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TABLE OF CONTENTS

1. Introduction 1
   - Background 1
   - Study Scope 1
   - Organization of Report 6

2. Existing Conditions 8
   - Existing Street System 8
   - Existing Transit Service 10
   - Existing Traffic Volumes and Levels of Service 12

3. Future Traffic Projections 25
   - Future Base Traffic Projections 25
   - Proposed General Plan Traffic Volumes 26
   - Future with Proposed General Plan Traffic Projections 39

4. Traffic Impact Analysis 47
   - Future Base Traffic Conditions 47
   - Future with Proposed General Plan Analyses 47
   - Future Conditions without Improvements 52
   - Future Conditions with Proposed General Plan Improvements 52

5. Freeway Analysis 64

6. Alternatives Analysis 68
   - Trip Generation of Alternatives 68
   - Traffic Implications of Alternatives 73

7. Summary and Conclusions 74

References

Appendix A: Traffic Counts
Appendix B: TAZ Internalization Worksheets

LIST OF FIGURES

NO.

1	Traffic Analysis Zones	4
2	Study Locations	7
3	Current (1992) Circulation Plan	9
4	Existing Peak Hour Traffic Volumes	13
5	Existing Daily Traffic Volumes	16
6	Existing Level of Service – AM Peak Hour	23
7	Existing Level of Service – PM Peak Hour	24
8	Cumulative Projects Outside of Agoura Hills	28
9	Year 2035 Base Peak Hour Traffic Volumes	29
10	Year 2035 Base Daily Traffic Volumes	32
11	Trip Distribution	40
12	Year 2035 with General Plan Land Use Peak Hour Traffic Volumes	41
13	Year 2035 with General Plan Land Use Daily Traffic Volumes	44
14	Year 2035 Base Level of Service – AM Peak Hour	50
15	Year 2035 Base Level of Service – PM Peak Hour	51
16	Year 2035 with General Plan Land Use Level of Service – AM Peak Hour	53
17	Year 2035 with General Plan Land Use Level of Service – PM Peak Hour	54
18	Proposed General Plan Improvements	58
19	Proposed Circulation Plan	59
20	Year 2035 with General Plan Land Use and Proposed Improvements Level of Service – AM Peak Hour	60
21	Year 2035 with General Plan Land Use and Proposed Improvements Level of Service – PM Peak Hour	61
22	Freeway Volumes – AM Peak Hour	65
23	Freeway Volumes – PM Peak Hour	66

LIST OF TABLES

NO.		
1	Existing and Proposed General Plan Land Use Program by TAZ	2
2	Street Segment Level of Service Definitions and Descriptions	19
3	Existing Peak Hour Levels of Service	21
4	Cumulative Projects located outside of Agoura Hills – Approved or Pending Approval (not yet constructed)	27
5	Agoura Hills General Plan Update (Proposed General Plan Scenario) – Trip Generation Rates	35
6	Agoura Hills General Plan Update (Proposed General Plan Scenario) – Trip Generation Estimates	36
7	Future Peak Hour Levels of Service	48
8	Proposed General Plan Roadway Improvements	57
9	Freeway Peak Hour Levels of Service	67
10	Agoura Hills General Plan Update (1992 GP Buildout Alternative) – Trip Generation Rates	69
11	Agoura Hills General Plan Update (Reduced Density Alternative) – Trip Generation Rates	71

1. INTRODUCTION

This report documents the assumptions, methodologies, and findings of a study by Fehr & Peers to evaluate the potential traffic impacts of the City of Agoura Hills General Plan Update. This traffic impact analysis is also in support of the effort to update the Mobility Section of the Agoura Hills General Plan.

BACKGROUND

The purpose of the City of Agoura Hills General Plan is to help shape the development and growth of the city in a controlled manner. As part of the General Plan, the Circulation Element identifies the official policies adopted by the City to maintain goals and objectives relative to the circulation system. The current City of Agoura Hills General Plan, including the current Circulation Element, was adopted in 1992.

As part of the process of establishing the overall transportation goals and objectives for the update of the Mobility Section, this study analyzed the potential traffic impacts of the forecasted development growth in the City in accordance with the proposed Land Use Section of the General Plan. This traffic analysis aided in the development of specific physical improvements and strategies required to maintain the minimum acceptable level of traffic operation in the City, as feasible.

Growth patterns in the City and the region have evolved subsequent to adoption of the current General Plan in 1992. As part of the General Plan Update effort, City staff and the Agoura Hills General Plan Advisory Committee (GPAC) have developed a new Land Use Section that includes reassessment and updating of land use policies in 12 specific study areas throughout the City. City staff then developed specific estimates of growth anticipated to occur under the proposed Land Use Section that served as the basis for the transportation analysis in this study. The projected land uses and densities consistent with the proposed Land Use Element are detailed in Table 1. As indicated in the table, the land use categories for which growth is projected include single-family residential units, multi-family residential units, retail/service uses, office/business park uses, and business park/manufacturing uses. Figure 1 illustrates the traffic analysis zones (TAZ) that correspond to the proposed development of the General Plan.

The purpose of this analysis was to identify any deficient traffic locations as caused by growth under the proposed land use program. This analysis also identified potential improvements to support the transportation goals and objectives of the General Plan.

STUDY SCOPE

The scope of work for this study was developed in conjunction with the City of Agoura Hills staff. The base assumptions and technical methodologies were discussed with City staff as part of the study approach. The study, which analyzes potential traffic impacts of the projected General Plan buildout on the street system, anticipates that the General Plan horizon year would be 2035.

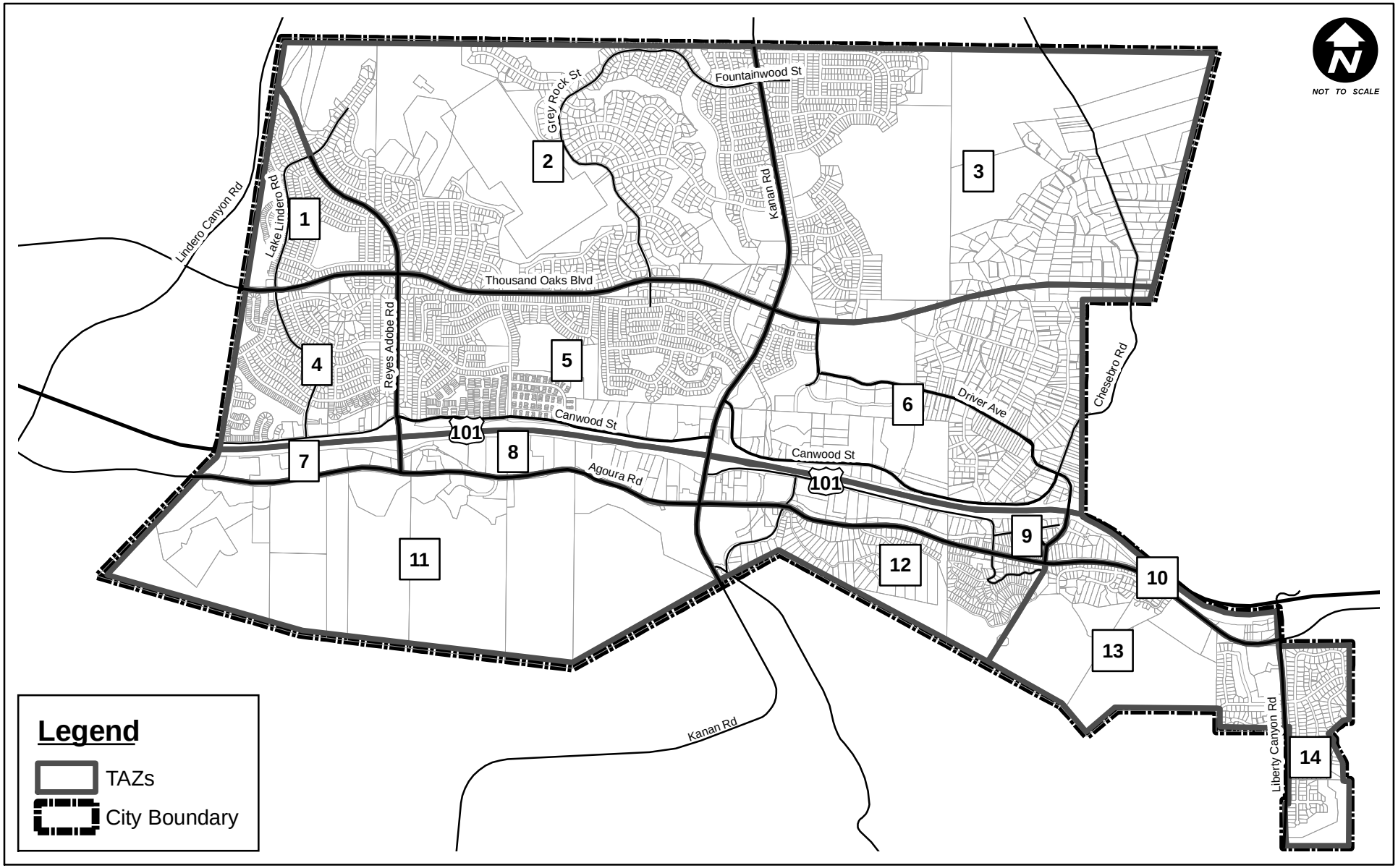
The analysis of future year traffic forecasts was based on projected conditions in 2035 with and without the addition of the proposed General Plan traffic. The following traffic scenarios have been developed as part of this study:

- Existing (2009) Conditions – The analysis of existing traffic conditions was intended to provide a basis for the remainder of the study. The existing conditions analysis included a description of the citywide street system, current traffic volumes, and an assessment of the operating conditions at the analyzed locations.

TABLE 1 (Continued)
EXISTING AND PROPOSED GENERAL PLAN LAND USE PROGRAM BY TAZ

TAZ				Residential		Non-Residential								
				Single-Family Units	Multi-Family Units	Retail/ Service Sq Ft	Office/ Business Park Sq Ft	Business Park/ Manufacturing Sq Ft	School Enroll	Hotel Rooms	Open Space Acres	Parks Acres	Institutional Sq Ft	Commercial Recreation Sq Ft
8	Incl. SA 5 (North side of Agoura Rd, west of Kanan)	Existing GP	Existing Use	0	0	224,139	544,926	174,594	0	0	0	0	11,476	0
			Buildout	0	0	314,501	977,161	615,735	0	0	0	0	11,476	0
			Difference	0	0	90,362	432,235	441,141	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	76	87,812	105,143	105,143	0	0	0	0	11,476	0
			Outside Study Area	0	0	188,224	592,811	91,313	0	0	0	0	0	0
			Total	0	76	276,036	697,954	196,456	0	0	0	0	11,476	0
			Diff Prop GP Bldout - Ex Us	0	76	51,897	153,028	21,862	0	0	0	0	0	0
9	Incl. SA's 6, 9 and 10 (Kanan Rd, South of Freeway)	Existing 2008	Existing Use	0	0	392,894	351,743	24,182	0	0	0	0	0	0
			Buildout	0	19	865,204	708,684	370,352	0	0	0	0	0	0
			Difference	0	19	472,310	356,941	346,170	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	222,326	333,815	70,300	0	0	0	0	0	0
			Outside Study Area		19	187,160	89,467	0	0	0	0	0	0	0
			Total	0	19	409,486	423,282	70,300	0	0	0	0	0	0
			Diff Prop GP Bldout - Ex Us	0	19	16,592	71,539	46,118	0	0	0	0	0	0
10		Existing GP	Existing Use	0	0	0	194,938	0	0	0	0	0	0	0
			Buildout	0	0	0	602,934	0	0	0	0	0	0	0
			Difference	0	0	0	407,996	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	0	0	0	0	0	0	0	0	0
			Outside Study Area	0	0	0	365,780	0	0	0	0	0	0	0
			Total	0	0	0	365,780	0	0	0	0	0	0	0
			Diff Prop GP Bldout - Ex Us	0	0	0	170,842	0	0	0	0	0	0	0
11	Incl. SA 4 (South side of Agoura, west of Reyes)	Existing GP	Existing Use	0	178	0	99,624	0	0	300	0	0	62,115	0
			Buildout	0	290	61,250	326,336			300	0	0	62,115	0
			Difference	0	112	61,250	226,712	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	0	0	0	0	0	0	0	0	0
			Outside Study Area	0	290	61,250	442,555	0	0	300	0	0	62,115	0
			Total	0	290	61,250	442,555	0	0	300	0	0	62,115	0
			Diff Prop GP Bldout - Ex Us	0	112	61,250	342,931	0	0	0	0	0	0	0
12	Incl. SA's 11 and 12 (South of Agoura Rd)	Existing GP	Existing Use	64	10	0	78,895	0	0	0	0		0	0
			Buildout	117	172	75,075	438,174	0	0	0	0	0	0	0
			Difference	53	162	75,075	359,279	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	10	0	79,939	0	0	0	0	0	0	0
			Outside Study Area	117	162	115,500	154,295	0	0	0	0	0	0	0
			Total	117	172	115,500	234,234	0	0	0	0	0	0	0
			Diff Prop GP Bldout - Ex Us	53	162	115,500	155,339	0	0	0	0	0	0	0
13		Existing GP	Existing Use	218	251	0	0	0	0	0	0	0	0	0
			Buildout	244	251	0	0	0	0	0	0	0	0	0
			Difference	26	0	0	0	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	0	0	0	0	0	0	0	0	0
			Outside Study Area	244	251	0	0	0	0	0	0	0	0	0
			Total	244	251	0	0	0	0	0	0	0	0	0
			Diff Prop GP Bldout - Ex Us	26	0	0	0	0	0	0	0	0	0	0
14		Existing GP	Existing Use	233	0	0	0	0	0	0	0	0	0	0
			Buildout	233	0	0	0	0	0	0	0	0	0	0
			Difference	0	0	0	0	0	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	0	0	0	0	0	0	0	0	0	0
			Outside Study Area	233	0	0	0	0	0	0	0	0	0	0
			Total	233	0	0	0	0	0	0	0	0	0	0
			Diff Prop GP Bldout - Ex Us	0	0	0	0	0	0	0	0	0	0	0
TOTAL CITY		Existing GP	Existing Use	5,312	2,298	1,225,113	2,333,157	844,681	4,189	519	21	47	92,011	22,000
			Buildout	5,428	2,591	2,683,912	5,280,763	2,258,973	4,189	519	21	47	92,011	22,000
			Difference	116	293	1,458,799	2,947,606	1,414,292	0	0	0	0	0	0
		Proposed GP Buildout	Study Area	0	356	707,835	1,123,081	175,443	0	0	0	0	11,476	0
			Outside Study Area	5,428	2,355	1,143,072	2,308,367	942,683	4,189	519	21	47	80,535	22,000
			Total	5,428	2,711	1,850,907	3,431,448	1,118,126	4,189	519	21	47	92,011	22,000
			Diff Prop GP Bldout - Ex Us	116	413	625,794	1,098,291	273,445	0	0	0	0	0	0

Source: City of Agoura Hills, 5-11-09.



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TRAFFIC ANALYSIS ZONES
FIGURE 1

- Future (2035) Base Conditions – Future traffic conditions without traffic growth associated with development growth consistent with the proposed General Plan. The objective of this analysis was to project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the Agoura Hills area by the year 2035.

- Future (2035) Conditions with Proposed General Plan – Future base traffic conditions plus the traffic associated with the proposed General Plan. The objective of this analysis was to forecast future traffic growth associated with development growth anticipated to occur under the proposed General Plan.

Forty-three street segments were identified, in consultation with City staff, for analysis:

1. Lake Lindero Road north of Thousand Oaks Boulevard
2. Thousand Oaks Boulevard west of Lake Lindero Road
3. Lake Lindero Road south of Thousand Oaks Boulevard
4. Reyes Adobe Road north of Thousand Oaks Boulevard
5. Thousand Oaks Boulevard west of Reyes Adobe Road
6. Thousand Oaks Boulevard east of Reyes Adobe Road
7. Reyes Adobe Road south of Thousand Oaks Boulevard
8. Kanan Road south of Fountainwood Avenue
9. Kanan Road north of Thousand Oaks Boulevard
10. Thousand Oaks Boulevard west of Kanan Road
11. Thousand Oaks Boulevard east of Kanan Road
12. Kanan Road south of Thousand Oaks Boulevard
13. Driver Avenue east of Argos Street
14. Agoura Road east of Flintlock Lane
15. Reyes Adobe Road north of Canwood Street
16. Canwood Street west of Reyes Adobe Road
17. Canwood Street east of Reyes Adobe Road
18. Reyes Adobe Road north of Agoura Road
19. Agoura Road west of Reyes Adobe Road
20. Agoura Road east of Reyes Adobe Road
21. Kanan Road south of Canwood Street East
22. Canwood Street west of Kanan Road
23. Canwood Street east of Kanan Road
24. Kanan Road north of Agoura Road
25. Agoura Road west of Kanan Road
26. Agoura Road east of Kanan Road
27. Kanan Road south of Agoura Road
28. Roadside Drive west of Lewis Road
29. Agoura Road east of Cornell Road
30. Chesebro Road north of Driver Avenue/Palo Comado Canyon Road
31. Driver Avenue west of Chesebro Road
32. Palo Comado Canyon Road east of Chesebro Road
33. Chesebro Road south of Driver Avenue/Palo Comado Canyon Road
34. Dorothy Drive between Lewis Road & US-101 SB ramps/ Chesebro Road
35. Chesebro Road south of Dorothy Drive
36. Agoura Road west of Chesebro Road
37. Palo Comado Canyon Road south of US-101
38. Chesebro Road north of Agoura Road
39. Liberty Canyon Road between US-101 NB ramps & US-101 SB ramps
40. Liberty Canyon Road north of Agoura Road
41. Agoura Road west of Liberty Canyon Road

42. Agoura Road east of Liberty Canyon Road
43. Liberty Canyon Road south of Agoura Road

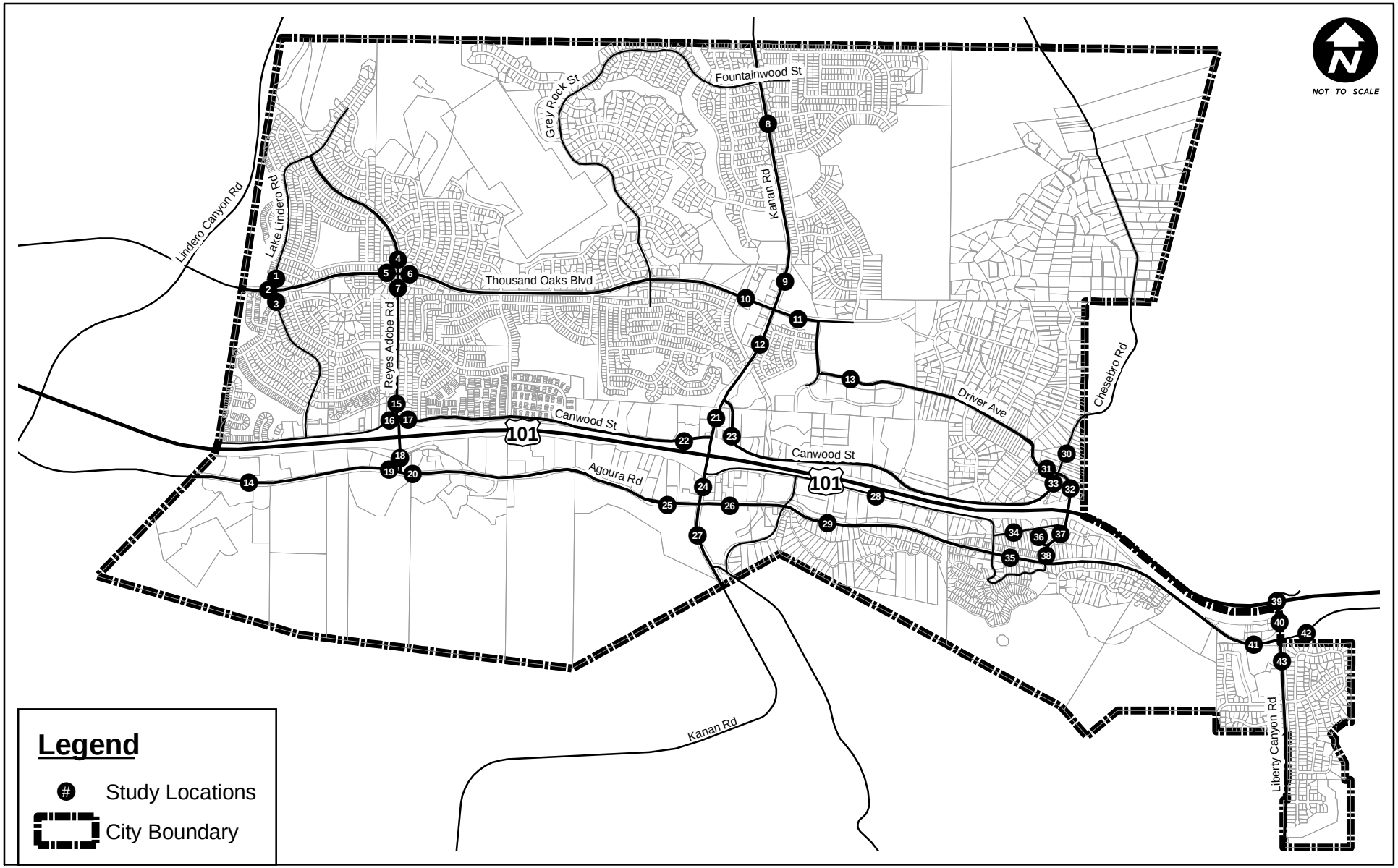
In addition to these street segments, five sections along the Ventura Freeway (US-101) were selected for analysis:

1. US-101 north of Reyes Adobe Road
2. US-101 north of Kanan Road
3. US-101 north of Chesebro Road
4. US-101 north of Liberty Canyon Road
5. US-101 south of Liberty Canyon Road

Figure 2 illustrates the locations of the analyzed street segments and freeway sections.

ORGANIZATION OF REPORT

This report is divided into six chapters, including this introduction. Chapter 2 describes the existing circulation system, traffic volumes, and traffic conditions in the study area. The methodologies used to forecast future traffic volumes are described and applied in Chapter 3. Chapter 4 presents an assessment of potential traffic impacts for the development growth anticipated under the proposed General Plan. Chapter 5 presents the results of the freeway analysis. Chapter 6 presents the alternatives to the project and their analysis. Chapter 7 presents the study conclusions.



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STUDY LOCATIONS
FIGURE 2

2. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing transportation conditions in the City of Agoura Hills. The assessment of conditions relevant to this study included an inventory of the street system, traffic volumes on these facilities and operating conditions at the analyzed segments.

EXISTING STREET SYSTEM

The City of Agoura Hills is bordered by the unincorporated Oak Park community of Ventura County to the north, unincorporated Los Angeles County/City of Calabasas to the east, the Santa Monica Mountains/ unincorporated Los Angeles County to the south, and City of Westlake Village to the west.

Primary regional access to the City is provided by the Ventura Freeway (US-101), which runs in an east-west direction generally through the southern portion of the City. US-101 provides access to Agoura Hills from Thousand Oaks and points north and west as well as the San Fernando Valley and points south and east. Four interchanges along US-101 provide access into the City: the Reyes Adobe Interchange, the Kanan Interchange, the Chesebro/Palo Comado Canyon Interchange, and the Liberty Canyon Interchange. Four through lanes are provided in each direction on the freeway, plus one auxiliary lane in each direction between the freeway interchanges.

Secondary regional access is provided by Kanan Road, which runs in a north-south direction providing access to Malibu to the south and Oak Park to the north; Thousand Oaks Boulevard, which runs in an east-west direction providing access to Westlake Village and Thousand Oaks to the west; and Agoura Road, which runs in an east-west direction providing access to Westlake Village to the west and Calabasas to the east.

Roadway Classification

The current Circulation Element (adopted in 1992) defines the following roadway types available in the City and is illustrated in Figure 3:

- Primary Arterials – Streets and highways that are designed to move relatively high volumes of traffic between the freeway and local circulation system. Intersections along major arterials are at-grade and typically signalized. Access from private property and collector streets is limited, as is on-street parking.

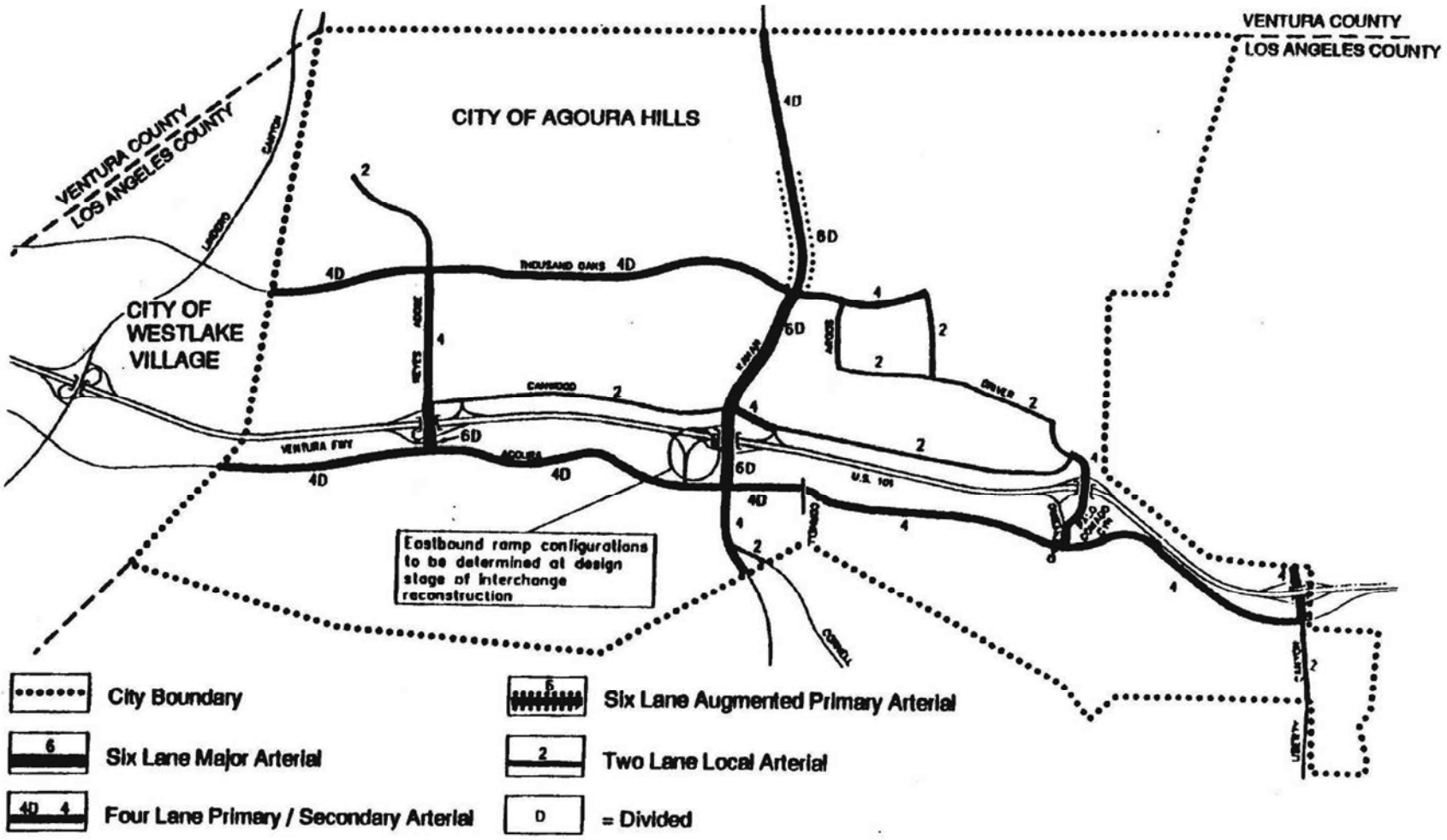
- Secondary Arterials – Streets that are similar to primary arterials, but serving a more localized function. Generally, have less access and parking restrictions and a narrower right-of-way than primary arterials.

- Collector Streets – Streets that are designed to distribute traffic from higher classified arterial streets to local access streets and adjacent properties.

- Local Streets – Streets that are designed to be low-volume and low-speed streets that provide access to individual properties. Residential streets are generally not intended to handle through traffic.

The following is a brief description of the main roadways serving the City:

- Kanan Road – Kanan Road is a north-south primary arterial. Generally two travel lanes per direction divided by a raised median are provided between the northerly city limit and just south of



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CURRENT (1992) CIRCULATION PLAN
FIGURE 3

Thousand Oaks Boulevard; as Kanan Road approaches the US-101, three lanes are provided in the southbound direction beginning at Canwood Street. Between the US-101 overpass and Agoura Road, two through travel lanes are provided in each direction. South of Agoura Road to the southerly city limit, Kanan Road provides one lane per direction. Limited access is provided to developments along this corridor and parking is prohibited along this facility. The posted speed limit is 45 mph south of Agoura Road, 35 mph between Agoura Road and Canwood Street, 40 mph between Canwood Street and Laro Drive, and 45 mph north of Laro Drive. Bicycle lanes are provided on both sides of Kanan Road between the northern city limit and Hillrise Drive.

- Agoura Road – Agoura Road is an east-west secondary arterial. Generally, one travel lane in each direction is available between the easterly city limits to just west of Kanan Road; two travel lanes in each direction are provided just west of Kanan Road to the westerly city limits. Most of the segment east of Cornell Road is rural in nature with no curb, gutter, sidewalk or street lights. Parking is permitted along this facility from Kanan Road to Cornell Road and in the Old Agoura commercial area. The posted speed limit is 45 mph. Bicycle lanes are provided on both sides of Agoura Road between the western city limit and Liberty Canyon Road.

- Thousand Oaks Boulevard – Thousand Oaks Boulevard is an east-west primary arterial. Two travel lanes are provided in each direction between the westerly city limits and just east of Kanan Road. There is limited access to developments along this corridor; parking is prohibited west of Kanan Road. The posted speed limit is 45 mph. Bicycle lanes are provided on both sides of Thousand Oaks Boulevard between the western city limit and Kanan Road. East of Kanan Road, a bike lane is provided on one side of Thousand Oaks Boulevard.

- Reyes Adobe Road – Reyes Adobe Road is a north-south secondary arterial. Two travel lanes are provided in each direction between Canwood Street and Lake Lindero Road; south of Canwood Street, one lane in each direction is provided over the US-101 overcrossing; south of US-101, two lanes are provided in each direction. There are no driveways along Reyes Adobe Road north of the US-101, and access is limited to the cross streets. Street parking is prohibited along this corridor. The posted speed limit is 40 mph. Bicycle lanes are provided on both sides of Reyes Adobe Road between Canwood Street and Lake Lindero Road.

- Canwood Street – Canwood Street is an east-west secondary arterial east of Reyes Adobe Road. One travel lane per direction is provided between Lake Lindero Road and Chesebro Road. There is access to developments along Canwood Street and on-street parking is provided west of Reyes Adobe Road; street parking is prohibited between Reyes Adobe Road and Chesebro Road. The posted speed limit is 35 mph except between Reyes Adobe Road and Chesebro Road, where it is 40 mph . Bicycle lanes are provided on both sides of Canwood Street between Lake Lindero Road and Forest Cove Lane. Due to the reconfiguration of the Kanan Road freeway interchange in 2005, Canwood Street was reconstructed and relocated 700 feet north on the east side where it intersects with Kanan Road.

- Driver Avenue – Driver Avenue is an east-west collector street. One travel lane is provided per direction between Argos Street and Chesebro Road. There is local access to the adjacent neighborhoods and on-street parking is allowed. The posted speed limit is 30 mph.

- Palo Comado Canyon Road – Palo Comado Canyon Road is a north-south secondary arterial connecting from the Driver Avenue/Chesebro Road intersection north of the US-101 freeway to Chesebro Road south of the US-101 freeway. One travel lane per direction is provided between Driver Avenue and Chesebro Road. There is limited development along Palo Comado Canyon Road and on-street parking is prohibited. The posted speed limit is 35 mph.

- Liberty Canyon Road - Liberty Canyon Road is an north-south secondary arterial between the US-101 and Agoura Road, and a collector street south of Agoura Road to Park Vista Road. One

travel lane is provided in each direction between Canwood Street and Park Vista Road. Bike lanes and street parking is permitted along both sides of the facility. The posted speed limit is 40 mph.

- Chesebro Road - Chesebro Road is an east-west collector street between Canwood Street and Palo Comado Canyon road north of the US-101 freeway and a north-south collector street between Agoura Road and the US-101 freeway eastbound on-ramp. One travel lane is provided in each direction. Sidewalk and street parking is provided on the north side of the road between Canwood Street and Palo Comado Canyon Road. Sidewalks and street parking are provided along both sides of the road south of Dorothy Drive and along the south side of the facility between Palo Comado Canyon road south of the US-101 freeway and Agoura Road. The speed limit is 45 mph along this facility.

EXISTING TRANSIT SERVICE

The Los Angeles County Metropolitan Transportation Authority (Metro) and the City of Los Angeles Department of Transportation (LADOT) provide existing regional public transit service in the City. The Metro line provides access between Thousand Oaks and the Warner Center in the west San Fernando Valley; the LADOT Commuter Express lines provide service between Downtown Los Angeles and Thousand Oaks/Newbury Park. The following transit lines serve the City of Agoura Hills:

- Metro Line 161 – Line 161 provides local service between Warner Center and Thousand Oaks. Within the City, this line generally runs along Agoura Road to Roadside Drive to Kanan Road to Thousand Oaks Boulevard. In the AM peak hour, the lines operate with 15 to 50 minute headways depending upon the direction of travel and 25 to 60 minute headways during the PM peak hour, depending upon direction of travel.

- LADOT Commuter Express 422 – CE 422 is an express commuter line that travels from Downtown Los Angeles to Thousand Oaks. Within the City limits, the line operates on US-101, Kanan Road, and Thousand Oaks Boulevard. Stops are provided locally along Kanan Road and Thousand Oaks Boulevard. During the AM and PM peak periods, this line operates on a 20-minute headway.

- LADOT Commuter Express 423 – CE 423 is an express commuter line that travels from Downtown Los Angeles to Newbury Park. Within the City limits, the line operates on US-101, Kanan Road, and Thousand Oaks Boulevard. Limited stops are provided at the US-101 park-and-ride lots and along Kanan Road and Thousand Oaks Boulevard. During the AM and PM peak periods, this line operates on 20-minute headway.

The park-and-ride lots served by the commuter express lines are located in the northwest and southeast quadrants of the US-101/Kanan Road interchange at the intersections of Kanan Road & Canwood Street and Kanan Road & Roadside Drive.

In addition to the regional transit services described above, the City of Agoura Hills operates two types of dial-a-ride service and specific shuttle services:

- Agoura Hills Dial-A-Ride (demand-responsive) – The Dial-A-Ride service provides a demand-responsive door-to-door transportation service to the general public within the city limits. Destinations in the adjacent communities of Los Angeles and Ventura counties are allowed when one end of the trip is based within city limits. This service operates on weekdays between 7:00 AM and 7:00 PM; Saturday service is provided between 9:00 AM and 5:30 PM.

- Agoura Hills Dial-A-Ride (by appointment) – The Dial-A-Ride service also provides a by-appointment transportation service to City residents only. There are several predetermined destinations available outside of the city limits. This service operates by appointment only on

Monday through Saturday , which are typically scheduled on or around 9:00 AM, 11:00 AM, 1:00 PM, 3:00 PM, and 5:00 PM.

- Summer Shuttle Express – The Summer Shuttle Express provides service in Agoura Hills during the summer season. Destinations generally include local activity centers, but are subject to change each summer season.

- Summer Beach Bus – The Summer Beach Bus provides service between Agoura Hills and local beach communities during the summer season, typically Zuma and Leo Carrillo beaches. This service operates Monday through Friday during the summer season. The bus makes four roundtrips each day.

- Ladyface Loop – The Ladyface Loop is a fixed-route service that connects Lindero Canyon Middle School, Agoura High School, the Agoura Hills Recreation Center, the Agoura Hills Library, and the Agoura Hills/Calabasas Community Center during the 3:00 PM to 4:00 PM hour.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following sections discuss the methodology used to analyze traffic operating conditions and present the existing peak hour traffic volumes and level of service (LOS) at each of the study segments.

Existing Traffic Volumes

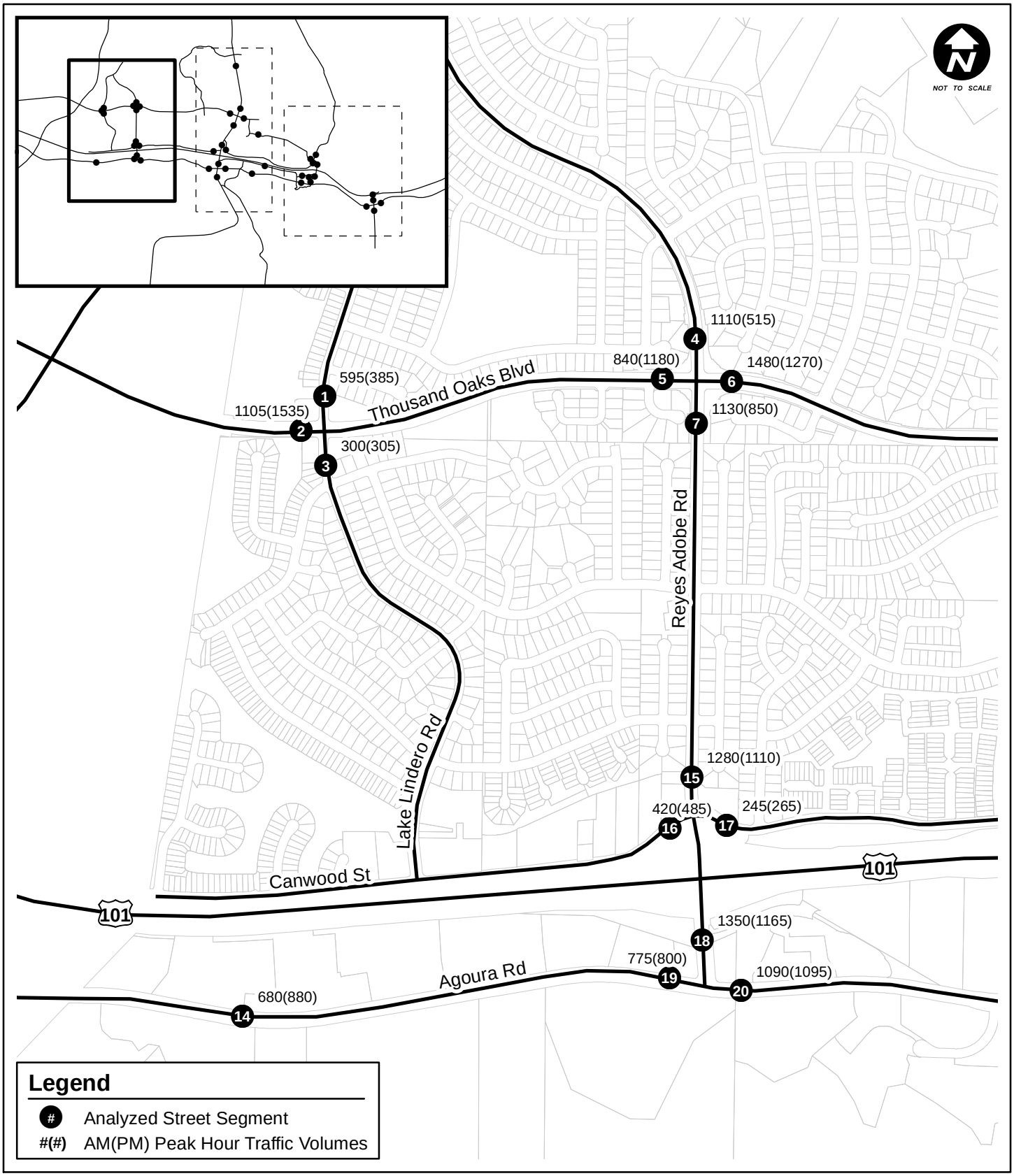
Weekday 24-hour hour traffic counts on the analyzed street segments were collected in the field in January and February 2009. Figure 4 illustrates the existing AM and PM peak hour volumes, and Figure 5 illustrates the existing average daily traffic (ADT) volumes for each study segment.

Level of Service Methodology

Traffic operations within the City of Agoura Hills are described in terms of weekday peak hour roadway segment capacities and level of service (LOS) for this study. Level of service (LOS) is a qualitative measure used to describe the operating and traffic flow conditions, ranging from excellent (LOS A) to overloaded (LOS F) conditions. A LOS C is considered a stable flow. Level of service definitions are provided in Table 2.

Roadway link analysis is typically the level of detail used in long-term programmatic analyses, such as general plans or community plans. This level of detail is consistent with identification of street system capacity from a functional class perspective. In addition, long-term land use projections evaluated as part of a general plan are traditionally not developed to the level of detail required to produce project specific intersection turning movement forecasts.

Roadway capacities can be based on daily volume thresholds that reflect travel conditions for various facility types (e.g., two-lane collectors, six-lane arterials, etc.). However, since peak hour traffic volumes are a better indication of roadway congestion during commute hours when traffic volumes are typically highest, peak hour roadway capacities were developed to reflect the roadway system within the City of Agoura Hills, and roadway operations were analyzed during the AM and PM peak hours. Roadway capacities were developed based on the concepts and procedures outlined in *Highway Capacity Manual* (Transportation Research Board, 2000 and the Florida Department of Transportation Research, 2002). Table 2 displays the peak hour service volumes for each level of service that were applied to the General Plan traffic analysis for the various roadway facility types.



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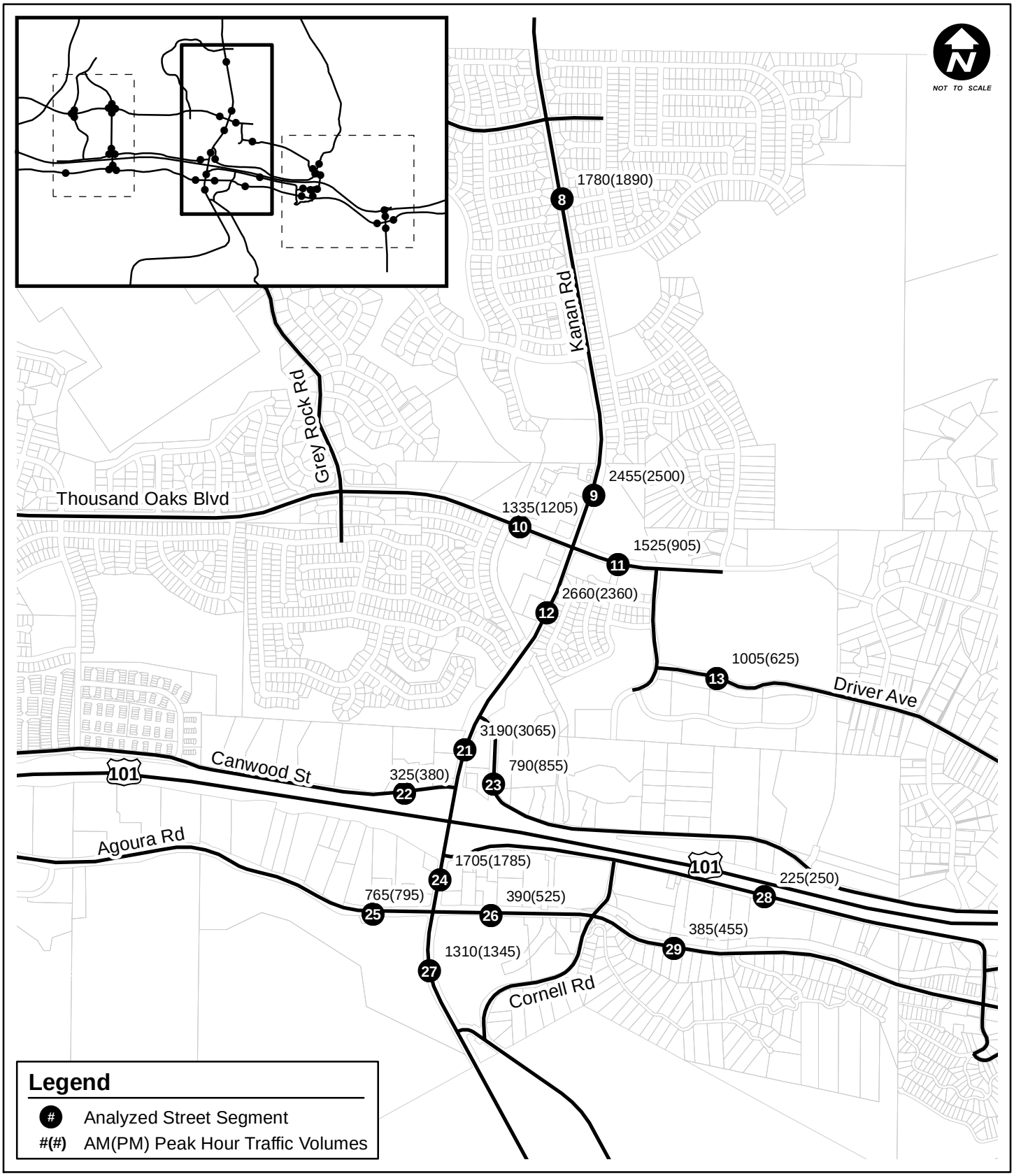
EXISTING PEAK HOUR TRAFFIC VOLUMES
FIGURE 4A



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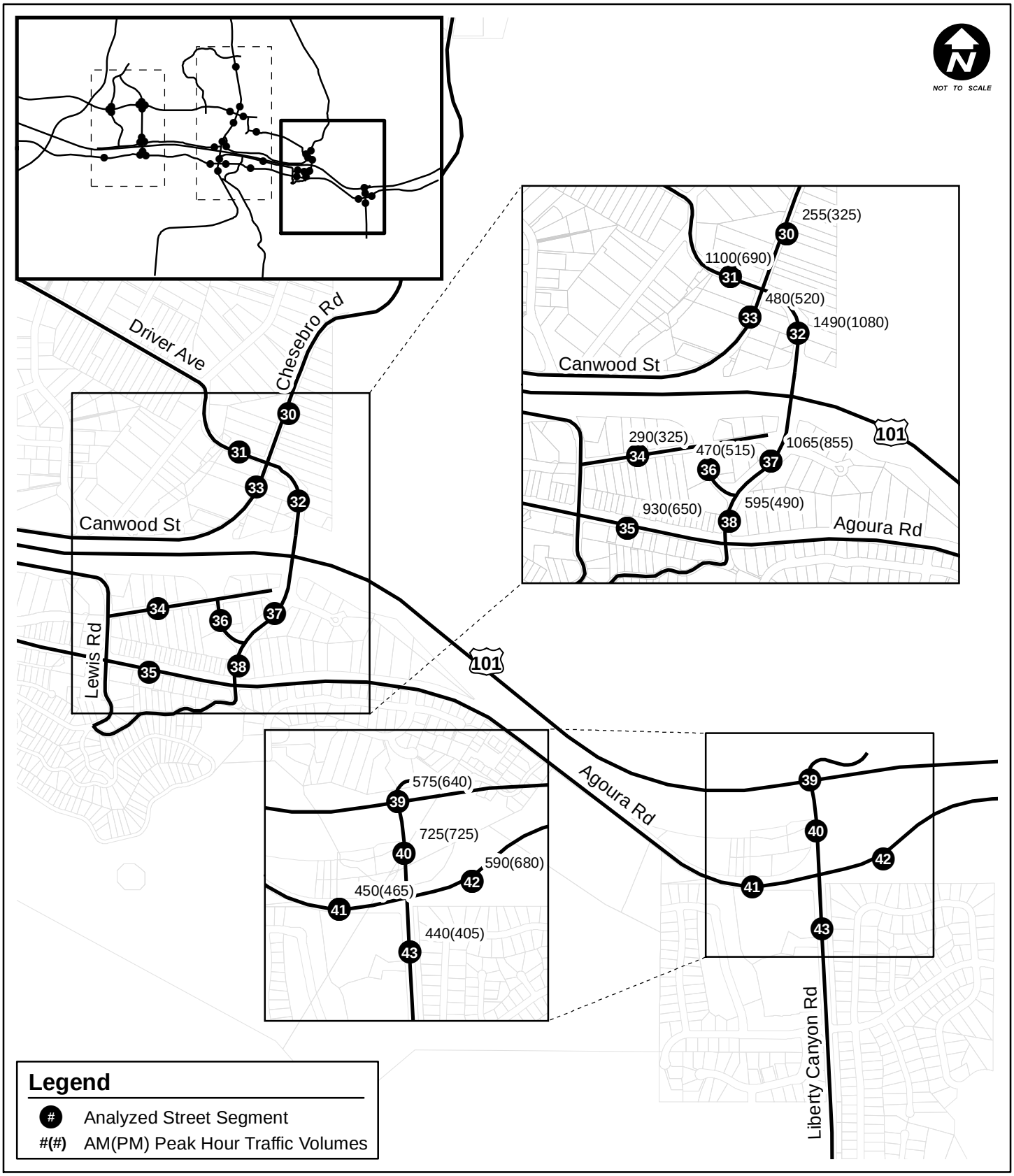
EXISTING PEAK HOUR TRAFFIC VOLUMES
FIGURE 4B



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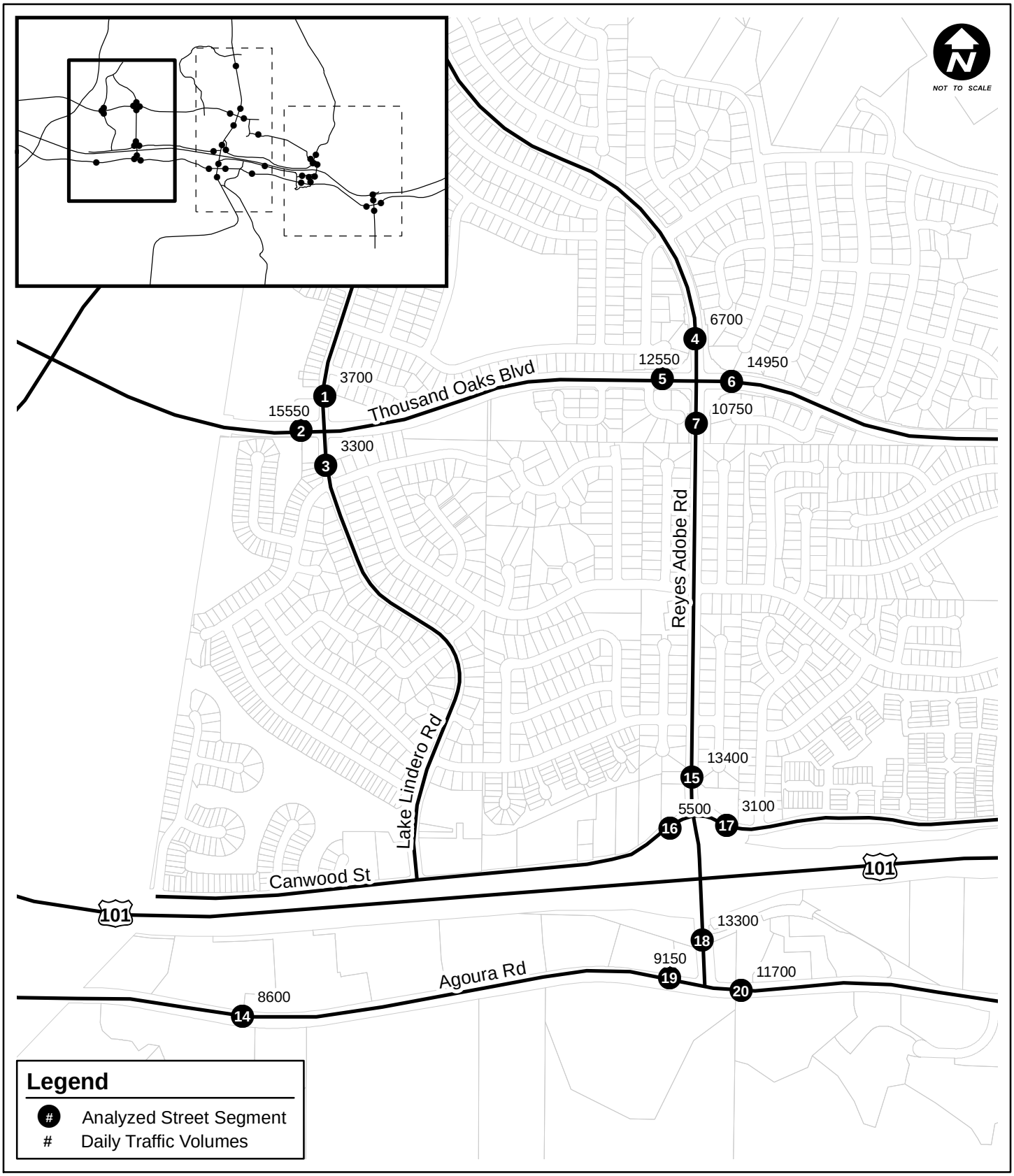
EXISTING PEAK HOUR TRAFFIC VOLUMES
FIGURE 4C



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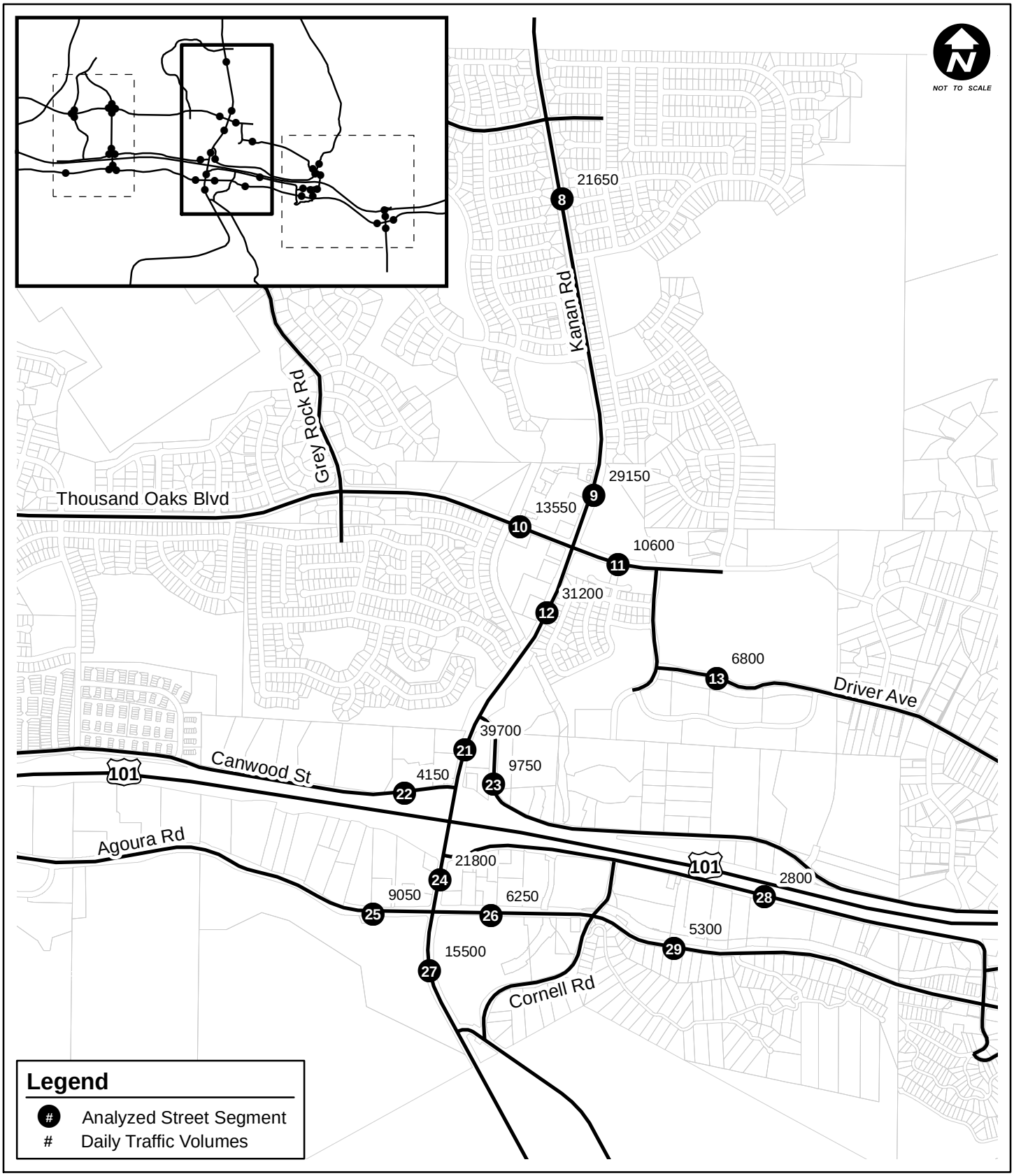
EXISTING DAILY TRAFFIC VOLUMES
FIGURE 5A



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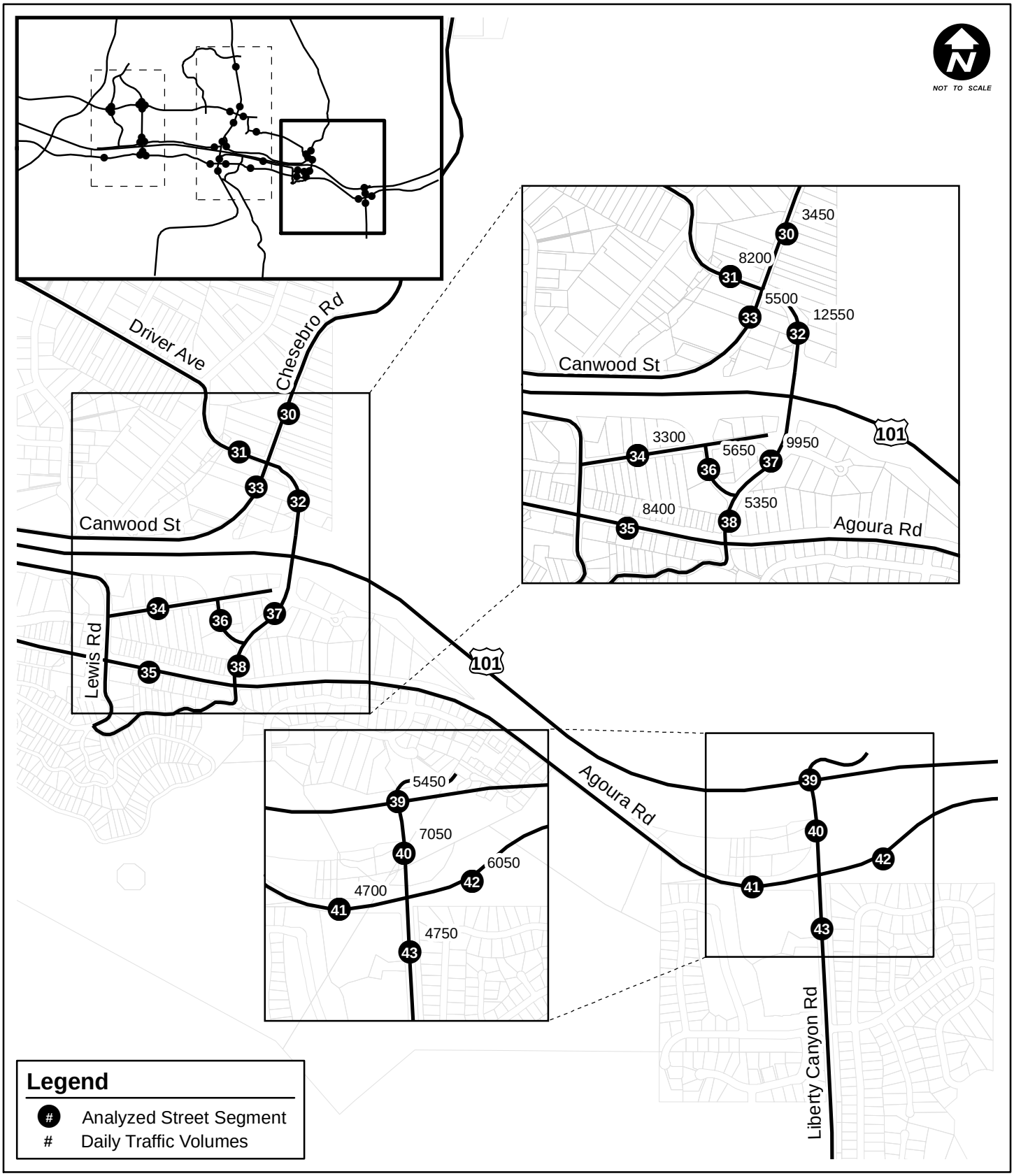
EXISTING DAILY TRAFFIC VOLUMES
FIGURE 5B



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EXISTING DAILY TRAFFIC VOLUMES
FIGURE 5C

TABLE 2
STREET SEGMENT LEVEL OF SERVICE DEFINITIONS AND DESCRIPTIONS

Roadway Class	Number of Lanes	Median Type	Service Volume Thresholds for Each Level of Service (vehicles per hour) [b]			
			C or Better	D	E	F
Collector	2	Undivided	≤ 450	≤ 950	≤ 1,200	> 1,200
Arterial	2	Undivided	≤ 870	≤ 1,390	≤ 1,480	> 1,480
	2.5[a]	Undivided	≤ 1,087	≤ 1,737	≤ 1,942	> 1,942
	4	Undivided	≤ 1,929	≤ 2,803	≤ 2,964	> 2,964
	4	Divided	≤ 2,030	≤ 2,950	≤ 3,120	> 3,120
	5	Divided	≤ 2,600	≤ 3,700	≤ 3,905	> 3,905
	6	Divided	≤ 3,170	≤ 4,450	≤ 4,690	> 4,690

Notes:

[a] Denotes three lane cross section with one through lane in each direction and a continuous two-way left-turn lane.

[b] Service volume thresholds for each level of service were derived and adapted from the Highway Capacity Manual (Transportation Research Board, 2000 and Florida Department of Transportation Research, 2002).

Level of Service	Description
A	Level-of-service A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience is good.
B	Level-of-service B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream. The general level of comfort and convenience is still relatively good.
C	Level of service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
D	Level of service D represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
E	Level of service E represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.
F	Level of service F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point. Queues form behind such locations.

Existing and future (Year 2035) peak hour traffic volumes on the study roadway segments were compared to the roadway service volumes and LOS thresholds presented in Table 2 to determine the operating conditions of the roadways during the AM and PM peak hours.

Existing Levels of Service

The traffic volumes presented in Figure 4 were analyzed using the street segment analysis methodology described above to determine current operating conditions at the study segments. Table 3 summarizes the existing weekday AM and PM peak hour LOS at each of the study locations. Figures 6 and 7 illustrate the LOS at each study location during the AM and PM peak hours, respectively.

Analysis of the existing conditions indicates that 32 of the 43 street segments currently operate at LOS C or better during both peak hours. Ten of the street segments operate at LOS D during at least one of the peak hours and one location currently operates at LOS F.[1] The following 11 locations currently operate below LOS C (i.e., LOS D or worse) under existing conditions during at least one peak hour period:

1. Lake Lindero Road north of Thousand Oaks Boulevard (AM peak hour)
9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of Thousand Oaks Boulevard (AM and PM peak hours)
13. Driver Avenue east of Argos Street (AM peak hour)
16. Canwood Street west of Reyes Adobe Road (PM peak hour)
21. Kanan Road south of Canwood Street East (AM and PM peak hours)
27. Kanan Road south of Agoura Road (AM and PM peak hours)
31. Driver Avenue west of Chesebro Road (AM peak hour)
32. Palo Comado Canyon Road east of Chesebro Road (AM and PM peak hours)
35. Chesebro Road south of Dorothy Drive (AM peak hour)
37. Palo Comado Canyon Road south of US-101 (AM peak hour)

Of these 11 locations, one location (#32 Palo Comado Canyon Road east of Chesebro Road) currently operates at LOS F during the AM peak hour. The remaining 10 locations currently operate at LOS D.

[1] For the purposes of counting the number of deficient locations, only the worst performing peak period is counted (i.e., if a segment operates at LOS C or better in the AM peak and LOS E in the PM peak, it is counted as operating at LOS E).

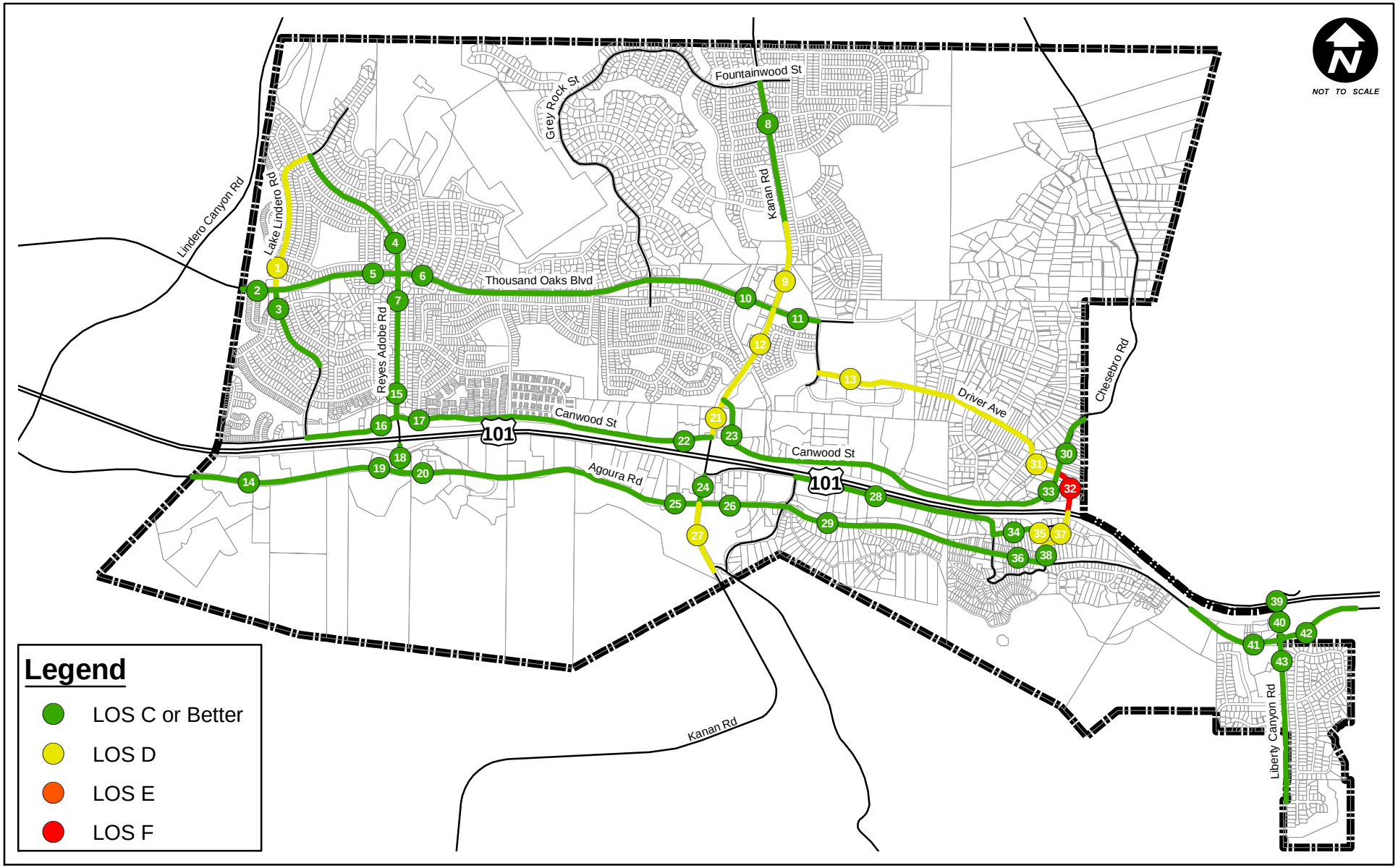
TABLE 3
EXISTING PEAK HOUR LEVELS OF SERVICE

	Street Segment	Classification	# of Lanes	Peak Hour	Volume	LOS
1	Lake Lindero Rd *n/o Thousand Oaks Bl*	Collector	2U 2U	AM PM	595 385	D C or better
2	Thousand Oaks Blvd *w/o Lake Lindero Rd*	Arterial	4D 4D	AM PM	1,105 1,535	C or better C or better
3	Lake Lindero Rd *s/o Thousand Oaks Bl*	Collector	2U 2U	AM PM	300 305	C or better C or better
4	Reyes Adobe Rd *n/o Thousand Oaks Bl*	Arterial	4U 4U	AM PM	1,110 515	C or better C or better
5	Thousand Oaks Blvd *w/o Reyes Adobe Rd*	Arterial	4D 4D	AM PM	840 1,180	C or better C or better
6	Thousand Oaks Blvd *e/o Reyes Adobe Rd*	Arterial	4D 4D	AM PM	1,480 1,270	C or better C or better
7	Reyes Adobe Rd *s/o Thousand Oaks Bl*	Arterial	4U 4U	AM PM	1,130 850	C or better C or better
8	Kanan Rd *s/o Fountainwood St*	Arterial	4D 4D	AM PM	1,780 1,890	C or better C or better
9	Kanan Rd *n/o Thousand Oaks Bl*	Arterial	4D 4D	AM PM	2,455 2,500	D D
10	Thousand Oaks Blvd *w/o Kanan Rd*	Arterial	4D 4D	AM PM	1,335 1,205	C or better C or better
11	Thousand Oaks Blvd *e/o Kanan Rd*	Arterial	4D 4D	AM PM	1,525 905	C or better C or better
12	Kanan Rd *s/o Thousand Oaks Bl*	Arterial	4D 4D	AM PM	2,660 2,360	D D
13	Driver Ave *e/o Argos St*	Arterial	2U 2U	AM PM	1,005 625	D C or better
14	Agoura Rd *e/o Flintock Ln*	Arterial	4D 4D	AM PM	680 880	C or better C or better
15	Reyes Adobe Rd *n/o Canwood St*	Arterial	4U 4U	AM PM	1,280 1,110	C or better C or better
16	Canwood St *w/o Reyes Adobe Rd*	Collector	2U 2U	AM PM	420 485	C or better D
17	Canwood St *e/o Reyes Adobe Rd*	Arterial	2U 2U	AM PM	245 265	C or better C or better
18	Reyes Adobe Rd *n/o Agoura Rd*	Arterial	4D 4D	AM PM	1,350 1,165	C or better C or better
19	Agoura Rd *w/o Reyes Adobe Rd*	Arterial	4D 4D	AM PM	775 800	C or better C or better
20	Agoura Rd *e/o Reyes Adobe Rd*	Arterial	4D 4D	AM PM	1,090 1,095	C or better C or better
21	Kanan Rd *s/o Canwood St E*	Arterial	5D 5D	AM PM	3,190 3,065	D D
22	Canwood St *w/o Kanan Rd*	Arterial	2U 2U	AM PM	325 380	C or better C or better

TABLE 3 (Continued)
EXISTING PEAK HOUR LEVELS OF SERVICE

	Street Segment	Classification	# of Lanes	Peak Hour	Volume	LOS
23	Canwood St *e/o Kanan Rd*	Arterial	2U 2U	AM PM	790 855	C or better C or better
24	Kanan Rd *n/o Agoura Rd*	Arterial	4D 4D	AM PM	1,705 1,785	C or better C or better
25	Agoura Rd *w/o Kanan Rd*	Arterial	2U 2U	AM PM	765 795	C or better C or better
26	Agoura Rd *e/o Kanan Rd*	Arterial	2U 2U	AM PM	390 525	C or better C or better
27	Kanan Rd *s/o Agoura Rd*	Arterial	2U 2U	AM PM	1,310 1,345	D D
28	Roadside Dr *w/o Lewis Rd*	Collector	2U 2U	AM PM	225 250	C or better C or better
29	Agoura Rd *e/o Cornell Rd*	Arterial	2U 2U	AM PM	385 455	C or better C or better
30	Chesebro Rd *n/o Driver Av*	Collector	2U 2U	AM PM	255 325	C or better C or better
31	Driver Ave *w/o Chesebro Rd*	Arterial	2U 2U	AM PM	1,100 690	D C or better
32	Palo Comado Canyon *e/o Chesebro Rd*	Arterial	2U 2U	AM PM	1,490 1,080	F D
33	Chesebro Rd *s/o Driver Ave*	Arterial	2U 2U	AM PM	480 520	C or better C or better
34	Dorothy Dr *between Lewis Rd & US-101 SB*	Collector	2U 2U	AM PM	290 325	C or better C or better
35	Chesebro Rd *s/o Dorothy Dr*	Arterial	2U 2U	AM PM	930 650	D C or better
36	Agoura Rd *w/o Chesebro Rd*	Arterial	2U 2U	AM PM	470 515	C or better C or better
37	Palo Comado Canyon *s/o Dorothy Dr*	Arterial	2U 2U	AM PM	1,065 855	D C or better
38	Chesebro Rd *n/o Agoura Rd*	Arterial	2U 2U	AM PM	595 490	C or better C or better
39	Liberty Canyon Rd *between US-101 NB & SB ramps*	Arterial	2U 2U	AM PM	575 640	C or better C or better
40	Liberty Canyon Rd *n/o Agoura Rd*	Arterial	2U 2U	AM PM	725 725	C or better C or better
41	Agoura Rd *w/o Liberty Canyon Rd*	Arterial	2U 2U	AM PM	450 465	C or better C or better
42	Agoura Rd *e/o Liberty Canyon Rd*	Arterial	2U 2U	AM PM	590 680	C or better C or better
43	Liberty Canyon Rd *s/o Agoura Rd*	Arterial	2U 2U	AM PM	440 405	C or better C or better

Notes:
2U = two-lane undivided
4U = four-lane undivided
4D = four-lane divided
5D = five-lane divided (three in one direction; two in other direction)



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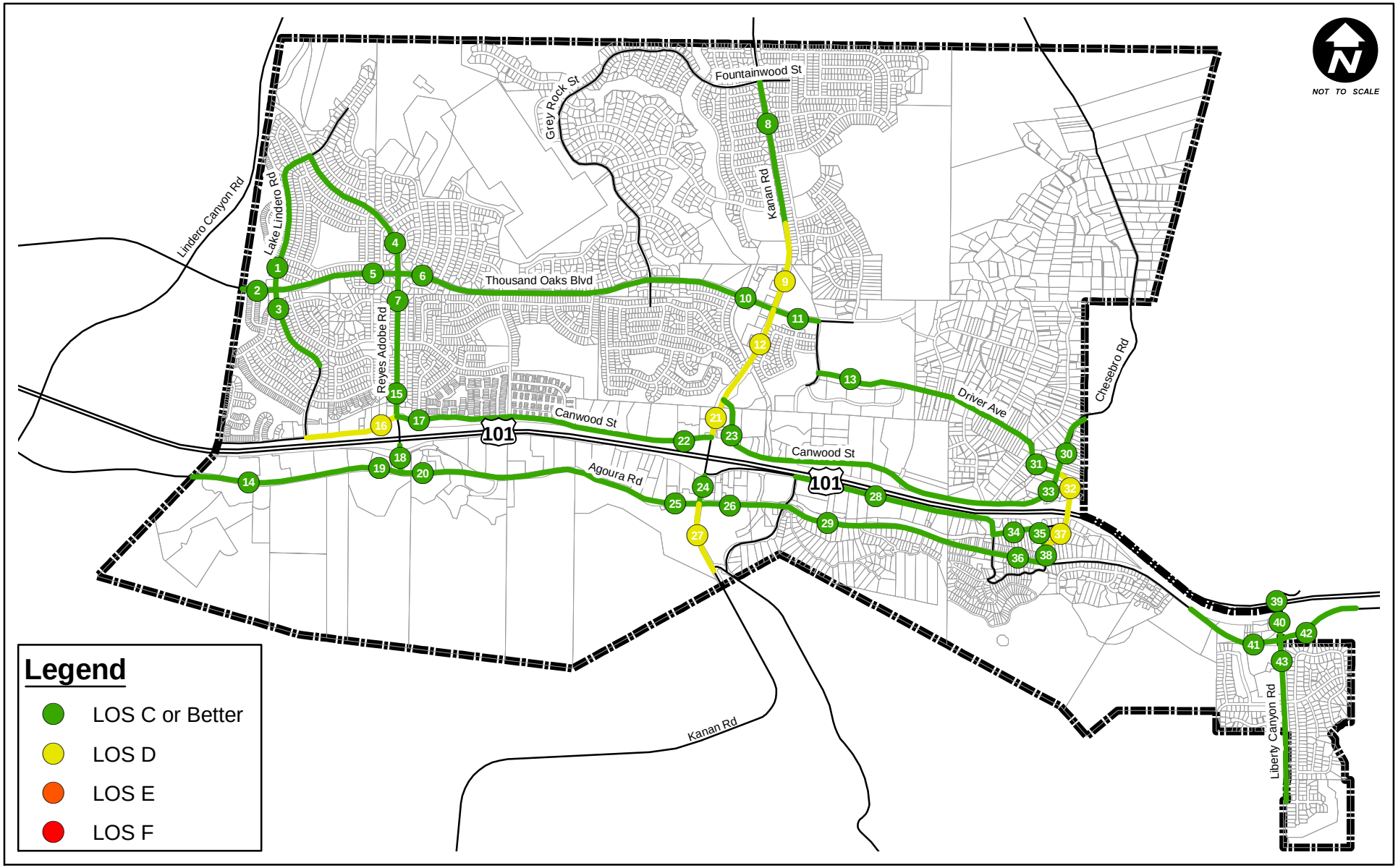
EXISTING LEVEL OF SERVICE - AM PEAK HOUR
FIGURE 6



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EXISTING LEVEL OF SERVICE - PM PEAK HOUR
FIGURE 7

3. FUTURE TRAFFIC PROJECTIONS

Estimates of future traffic conditions both without and with the proposed General Plan were necessary to evaluate the potential impacts of development anticipated under the proposed Plan on the local street system. The cumulative base traffic scenario represents future traffic conditions without growth anticipated under the proposed Plan, while the future plus General Plan represents future traffic conditions with the growth anticipated under the proposed Plan. Year 2035 was used as the horizon year for this analysis.

FUTURE BASE TRAFFIC PROJECTIONS

The cumulative base traffic projections reflect growth in traffic over existing conditions from two sources. The first source is the ambient growth in traffic. Ambient growth reflects increases in traffic passing through the City as a result of general regional growth and development. The second source is growth due to traffic generated by known specific development projects near the City. The cumulative base projections do not include trips generated by future development within the City of Agoura Hills; such traffic is included in the proposed General Plan scenario described later in this chapter. The methods and assumptions used to develop the cumulative base traffic projections are described in more detail below.

Background Regional Traffic Growth

Existing traffic is expected to increase between year 2009 and year 2035 as a result of general areawide and regional growth and development. Based on a review of the growth projections from the Southern California Association of Governments (SCAG) regional transportation demand forecasting model (TDFM), the average annual growth rate in the Agoura Hills sub-area over the duration of this analysis is estimated to be approximately 0.75% per year.

The SCAG TDFM takes into account the regional growth and development projected within the entire southern California area. While the TDFM encompasses the projected growth of the entire region, this analysis focused on the growth affecting the Agoura Hills sub-area of the TDFM. The areawide growth rate utilized in this analysis represents the growth that is projected outside of the immediate Agoura Hills city limits, but includes neighboring communities, such as Calabasas, Westlake Village, and Oak Park.

For the purposes of this analysis, the areawide growth rate described above was applied only to regional through trips in the Agoura Hills area. The regional through trips, in this analysis, are the component of the total area traffic that is regionally-generated without an origin or destination inside the City limits. Trips with either an origin or destination in Agoura Hills are local in nature and not considered as a regional through trip.

The SCAG TDFM was utilized to estimate the portion of traffic on the freeway and street network that is regional versus the portion that is local. Due to the nature of the Agoura Hills roadway system, regional through trips are generally confined to the major travel routes, including the US 101 freeway, Kanan Road and Thousand Oaks Boulevard. Based on the model, it was estimated that the percent of traffic that is regional pass-through on these facilities is as follows: Thousand Oaks Boulevard – 10%; Kanan Road north of Thousand Oaks Boulevard – 70%; Kanan Road, US-101 interchange to Thousand Oaks Boulevard – 40%, Kanan Road south of US-101 – 75%; and US 101 freeway – 85%.

In developing the future traffic projections, the background regional growth rate was only applied to the portion of traffic on the arterials that are estimated to be regional through trips.

Related Projects Traffic Generation and Assignment

Future base traffic forecasts include the effects of specific projects, called cumulative or related projects, expected to be implemented in the vicinity of the City. The list of related projects was developed with assistance from City staff. In the context of this analysis, these cumulative projects represent the anticipated developments outside of the City limits.

Table 4 summarizes the trip generation estimates for the cumulative projects. The locations of the projects are illustrated on Figure 8. Where available, the trip estimates were taken from previous environmental studies; otherwise, estimates were calculated using the trip generation rates contained in *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2008). Table 4 shows that the four cumulative projects would generate a combined projected total of approximately 10,900 daily trips. Approximately 1,400 vehicles per hour (vph) are estimated to travel during the weekday AM peak hour, and 975 vph would travel during the weekday PM peak hour.

Using the trip generation estimates and trip distribution patterns dependent on the type and density of the proposed land use, the geographic distribution of population from which the employees and potential patrons of proposed commercial projects could be drawn, the geographic distribution of employment and activity centers to which residents of proposed residential projects could be attracted, and the location of the projects in relation to the surrounding street system, traffic expected to be generated by the identified cumulative projects was assigned to the street network. These cumulative project only traffic volumes were then added to the existing traffic volumes after the adjustment for background regional traffic growth to represent future base conditions (i.e., future conditions without the proposed General Plan).

Figure 9 illustrates the projected future base traffic conditions for the weekday AM and PM peak hours in 2035 and Figure 10 illustrates the future base daily traffic volumes.

PROPOSED GENERAL PLAN TRAFFIC VOLUMES

Traffic generation estimates for the proposed General Plan involves the use of a three-step process consisting of traffic generation, trip distribution, and traffic assignment.

Trip Generation

Two sources were utilized for the development of trip generation estimates for the land use growth anticipated under the proposed General Plan: *Trip Generation*, *8th Edition* (Institute of Transportation Engineers [ITE], 2008) and the Agoura Village Specific Plan. The application of these sources was dependent upon the land uses projected in each TAZ. In those TAZs (TAZs 8, 9, 11, and 12) that indicate development through both the General Plan and the Agoura Village Specific Plan (AVSP), trip generation estimates for the Agoura Village land uses were obtained from the AVSP. Trip generation for the remaining land uses was developed using the ITE rates shown in Table 5.

Table 6 summarizes the trip generation estimates for the land use growth anticipated under the proposed General Plan. The land use growth anticipated under the proposed General Plan in total is estimated to generate an increase of approximately 45,300 weekday trips, including about 3,025 weekday AM peak hour trips and 4,775 weekday PM peak hour trips.

Trip Reduction Credits

Several trip reduction credits were applied in this analysis: internal capture, pass-by, and transportation demand management (TDM). The trip credits were applied to the appropriate land use in each TAZ, where applicable.

TABLE 4
CUMULATIVE PROJECTS LOCATED OUTSIDE OF AGOURA HILLS
APPROVED OR PENDING APPROVAL (NOT YET CONSTRUCTED)

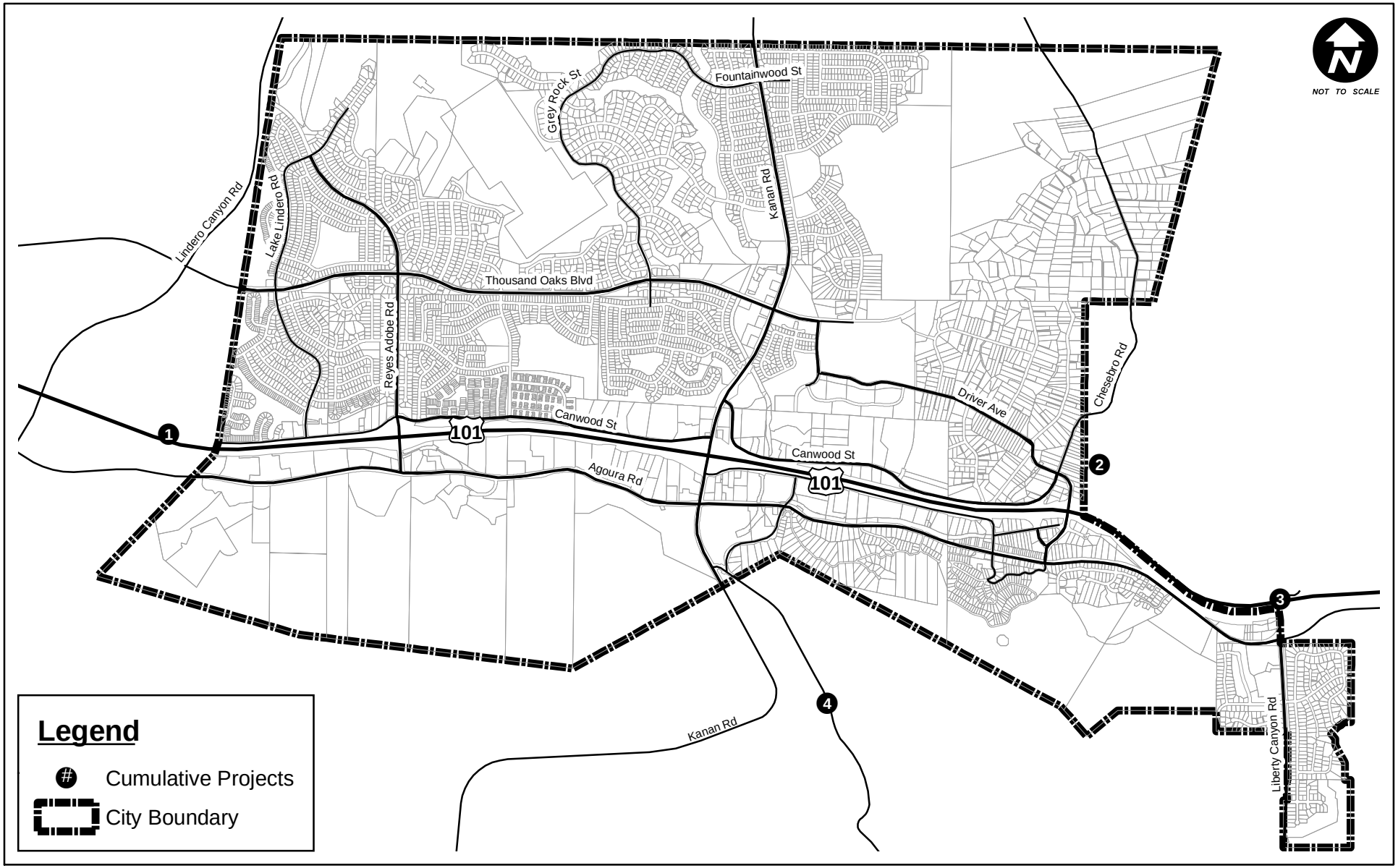
Related Project & Land Uses	Size	ITE Code	Trip Generation						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
1. OPUS West - Russell Ranch [a]									
Office	361.0 ksf	710	3,975	495	65	560	90	445	535
Adjustment			*(100)*	*(15)*	*0*	*(15)*	*0*	*(50)*	*(50)*
Retail	8.0 ksf	820	345	5	5	10	15	15	30
Adjustment			*(25)*	*0*	*0*	*0*	*(5)*	*0*	*(5)*
Restaurant	21.0 ksf	931	1,890	10	10	20	105	50	155
Adjustment			*(50)*	*0*	*0*	*0*	*(20)*	*0*	*(20)*
Fitness Center	45.0 ksf	492	1,480	25	35	60	95	90	185
Adjustment			*(100)*	*0*	*(15)*	*(15)*	*(25)*	*0*	*(25)*
Russell Ranch Subtotal			***7,415***	***520***	***100***	***620***	***255***	***550***	***805***
2. Heschel West School [b]									
K-8 Students	660 students	n/a	2,231	382	265	647	0	40	40
Pre-school Students	90 students	n/a	407	39	34	73	18	21	39
Heschel West School Subtotal			***2,638***	***421***	***299***	***720***	***18***	***61***	***79***
3. Minder-Saratoga [c]									
Single-Family Residential	23 units	210	220	4	13	17	14	9	23
Saratoga			***220***	***4***	***13***	***17***	***14***	***9***	***23***
4. Triangle Ranch [c]									
Single-Family Residential	66 units	210	632	12	38	50	42	25	67
Triangle Ranch Subtotal			***632***	***12***	***38***	***50***	***42***	***25***	***67***
Total			**10,905**	**957**	**450**	**1,407**	**329**	**645**	**974**

Notes:

[a] - Land use and trip generation data from the *OPUS West Russell Ranch Project FEIR* (City of Westlake Village, 2007).

[b] - Land use and trip generation data from *Revised Draft Environmental Impact Report - Heschel West School* (Los Angeles County Department of Regional Planning, 2005).

[c] - Land use data provided by City of Agoura Hills. Trip generation prepared with ITE 8th Edition rates.



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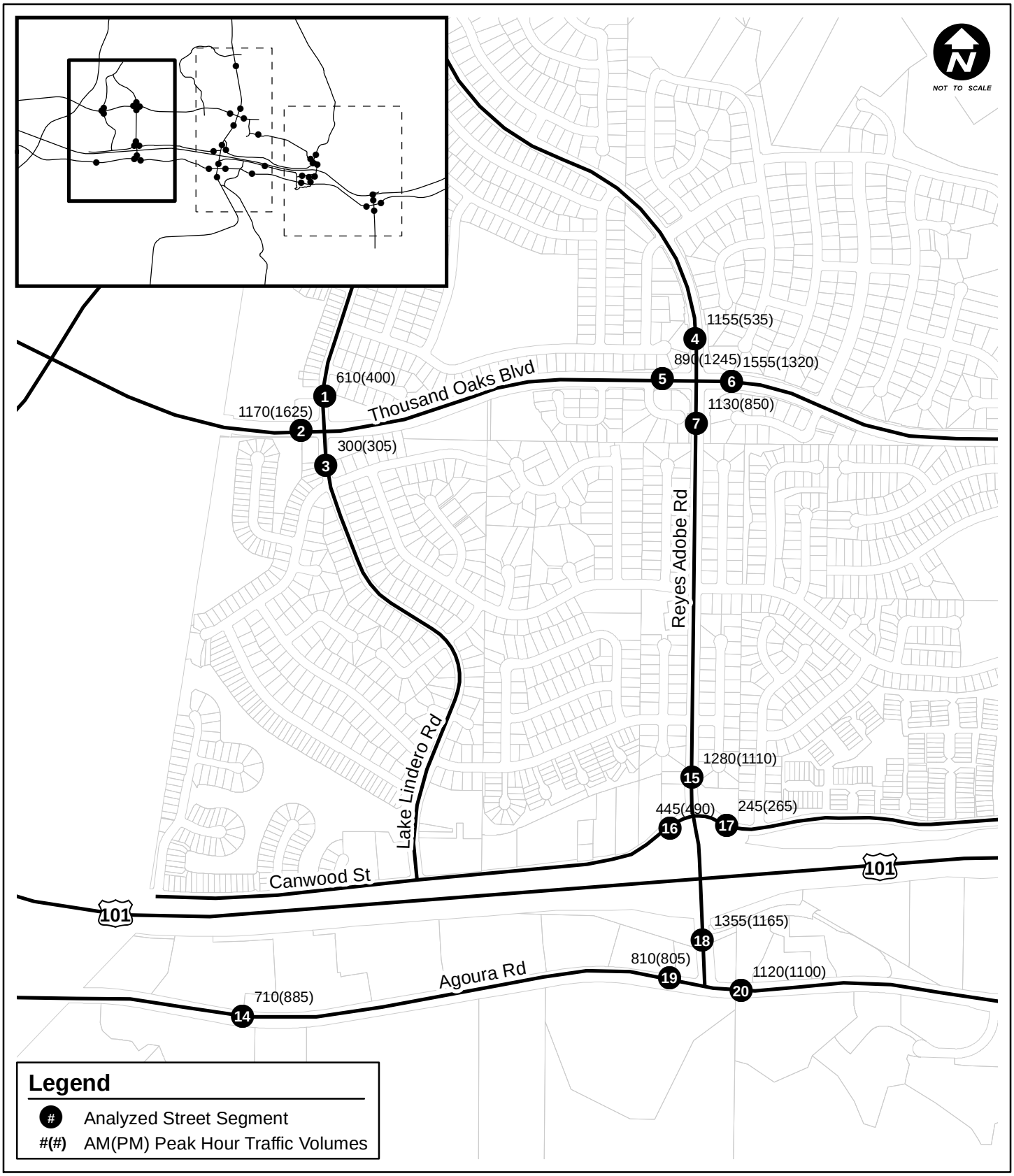
CUMULATIVE PROJECTS OUTSIDE OF AGOURA HILLS
FIGURE 8



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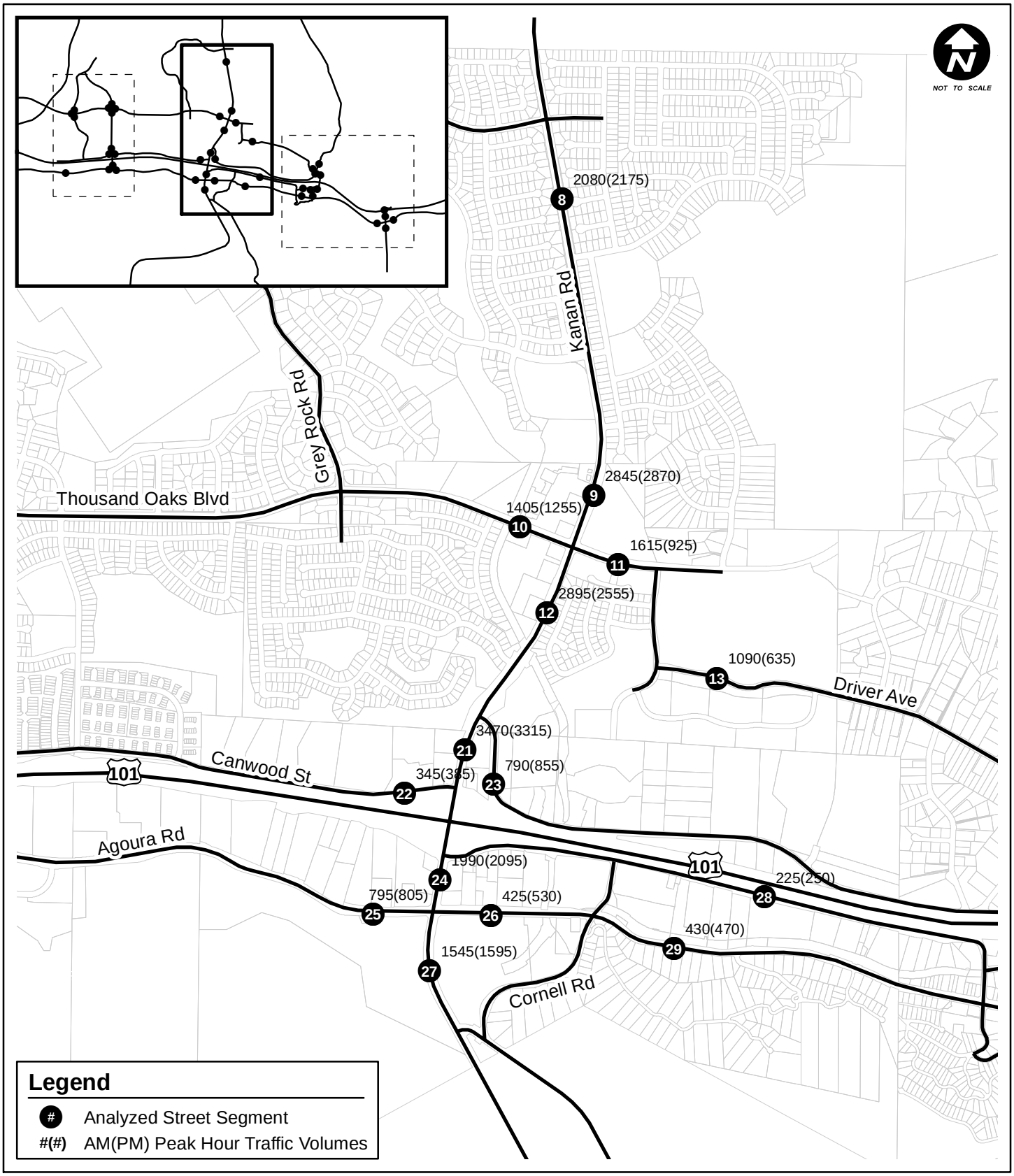
YEAR 2035 BASE PEAK HOUR TRAFFIC VOLUMES
FIGURE 9A



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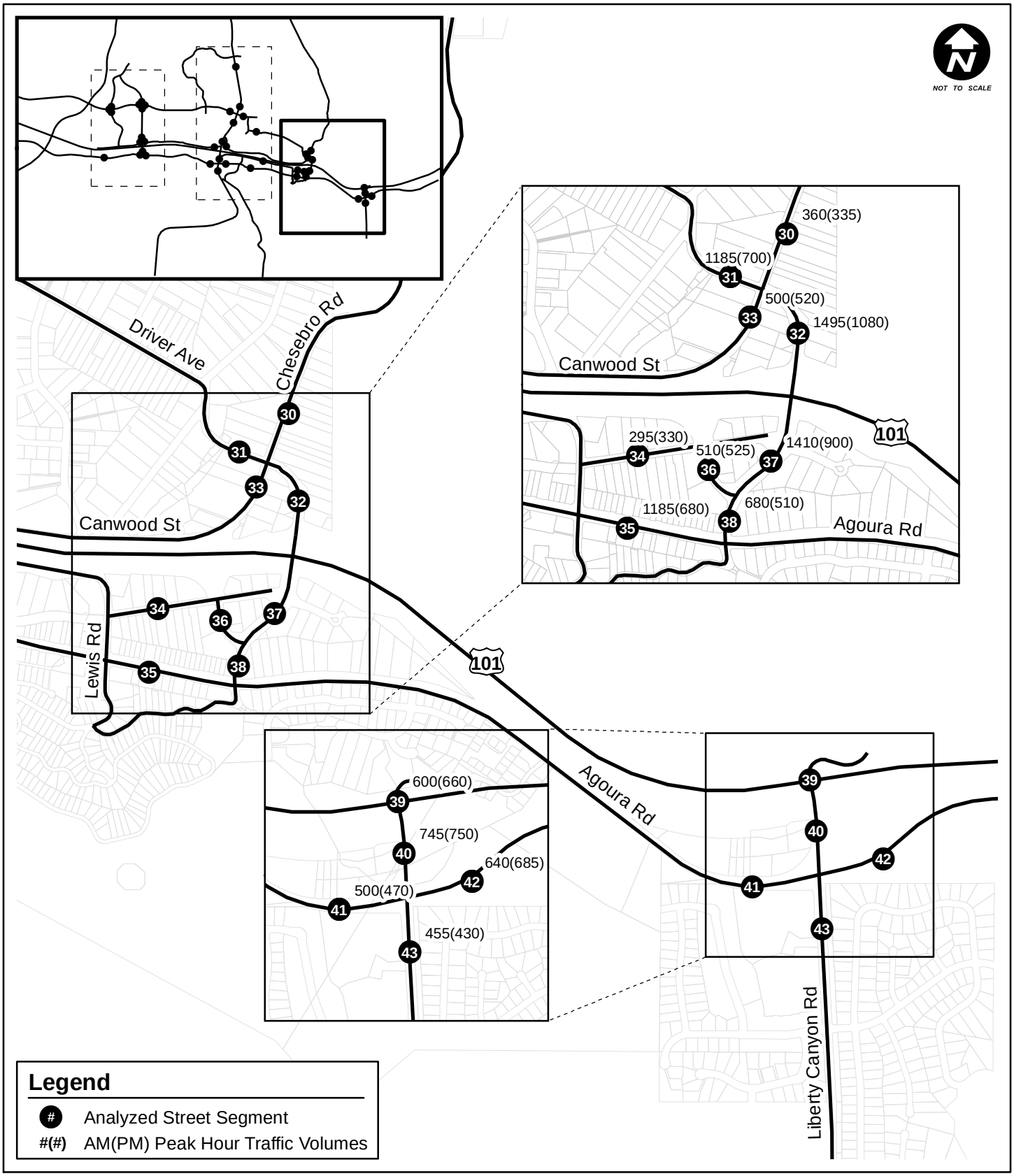
YEAR 2035 BASE PEAK HOUR TRAFFIC VOLUMES
FIGURE 9B



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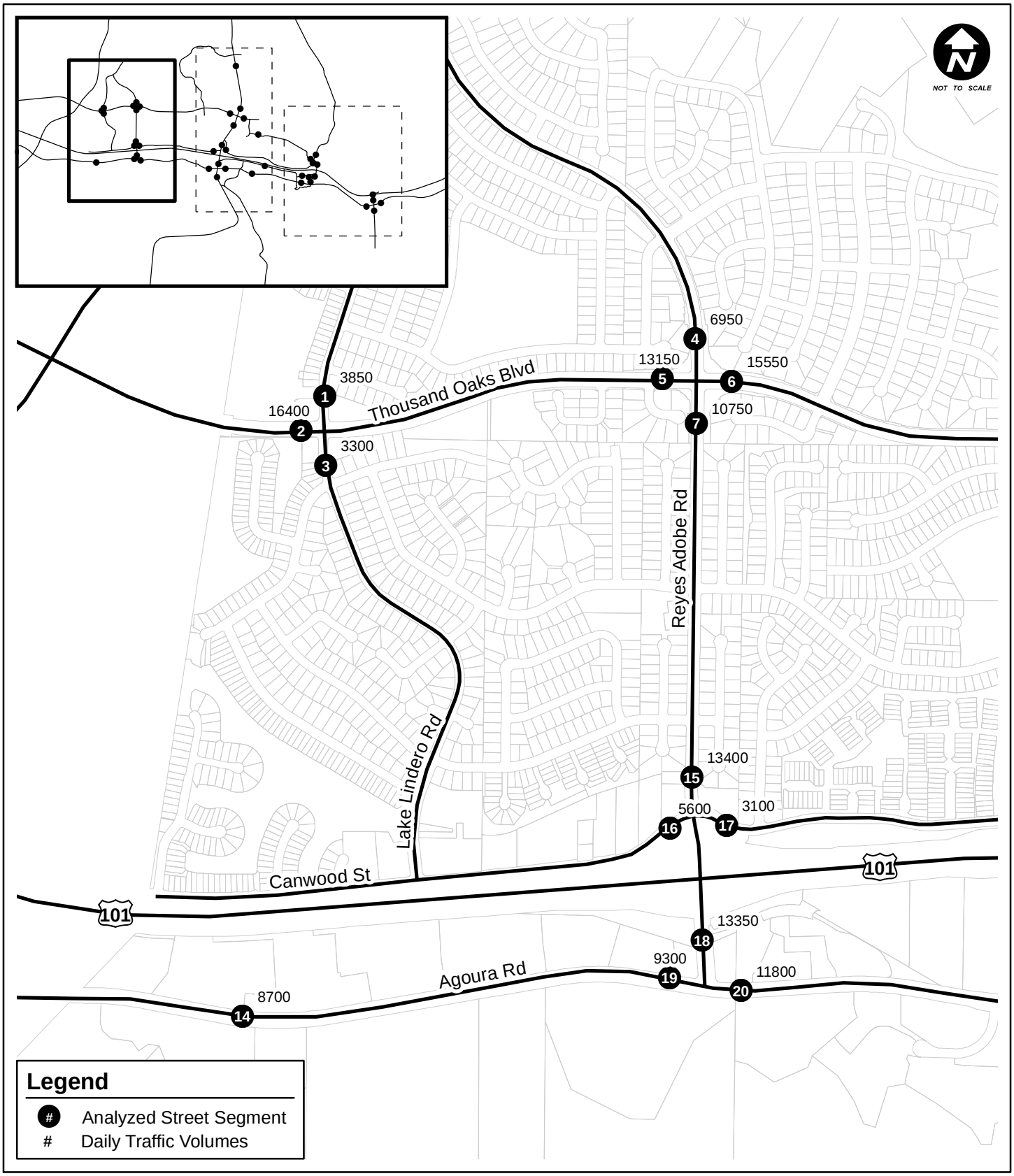
YEAR 2035 BASE PEAK HOUR TRAFFIC VOLUMES
FIGURE 9C



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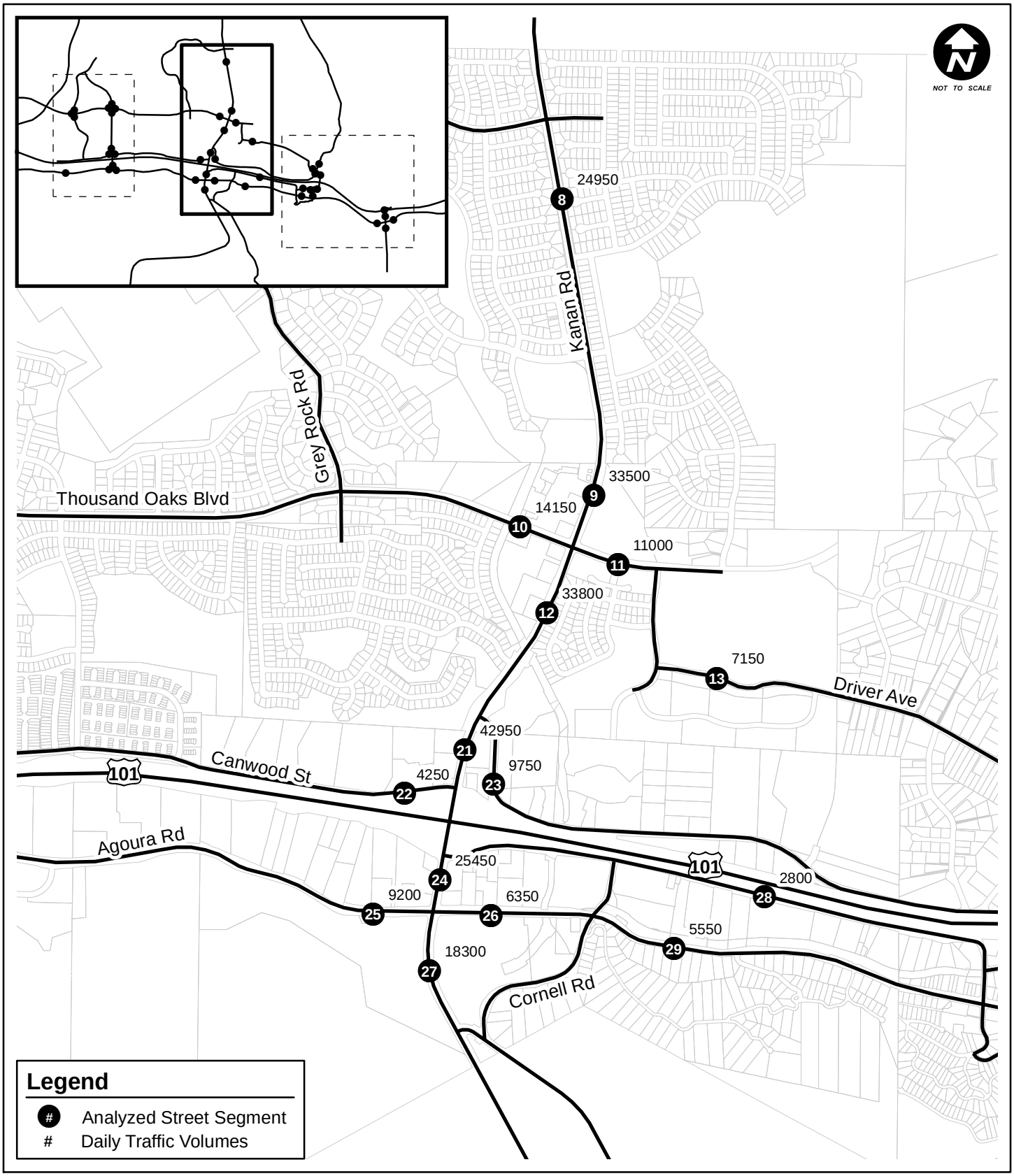
YEAR 2035 BASE DAILY TRAFFIC VOLUMES
FIGURE 10A



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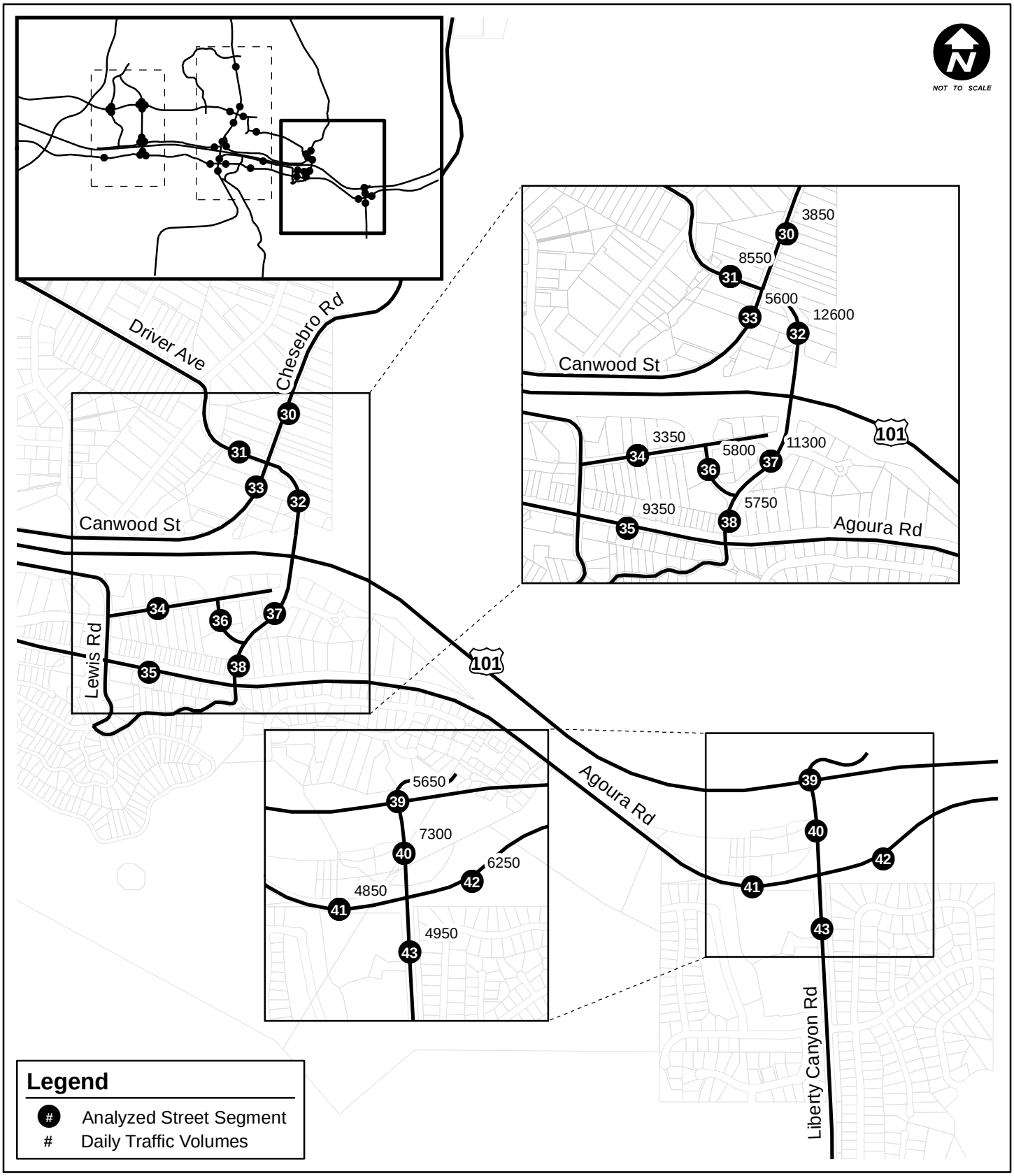
YEAR 2035 BASE DAILY TRAFFIC VOLUMES
FIGURE 10B



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YEAR 2035 BASE DAILY TRAFFIC VOLUMES
FIGURE 10C

TABLE 5
AGOURA HILLS GENERAL PLAN UPDATE (PROPOSED GENERAL PLAN SCENARIO) - TRIP GENERATION RATES

TAZ & Land Uses	Units	ITE Code	Trip Generation							
			Daily	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total
Single-Family Residential	units	210	9.57	25%	75%	0.75	63%	37%	1.01
Multi-Family Residential	units	230	5.81	17%	83%	0.44	67%	33%	0.52
Office/Business Park	ksf	750	[b]	89%	11%	[b]	14%	86%	[b]
Business Park/Manufacturing	ksf	770	[c]	84%	16%	[c]	23%	77%	[c]
Retail/Service	ksf	814 [a]	44.32	61%	39%	0.72	44%	56%	2.71
Retail/Service	ksf	820	[d]	61%	39%	[d]	48%	52%	[d]

Notes:

Pass-by reductions for retail land uses were applied on a varying scale: <100 ksf - 10% and 100ksf to 300ksf - 30%.
The varying of the pass-by reduction is related to the rate difference between the specialty retail and shopping center rates. The specialty retail rates are lower than the shopping center rate and some pass-by reduction is already inherent in the rate.

[a] - AM trip generation for ITE land use 814 is derived from the proportional relationship between the PM rates for specialty retail (ITE 814) and shopping center (ITE 820).
The specialty retail rate was applied to the retail land uses that are <100 ksf in size.

Land uses 750, 770 and 820 use logarithmic rather than linear equations in trip generation calculations as described below:

[b] Office Park — ITE 750
Daily: $Ln(T) = 10.42\ Ln(X) + 409.04$
AM: $Ln(T) = 0.84\ Ln(X) + 1.51$
PM: $T = 1.21\ (X) + 106.22$

[c] Business Park — ITE 770
Daily: $Ln(T) = 10.75\ Ln(X) + 747.41$
AM: $Ln(T) = 0.98\ Ln(X) + 0.45$
PM: $Ln(T) = 0.92\ Ln(X) + 0.78$

[d] Retail/Service — ITE 820
Daily: $Ln(T) = 0.65\ Ln(X) + 5.83$
AM: $Ln(T) = 0.6\ Ln(X) + 2.29$
PM: $Ln(T) = 0.66\ Ln(X) + 3.4$

TABLE 6
AGOURA HILLS GENERAL PLAN TRIP GENERATION ESTIMATES - PROPOSED GENERAL PLAN SCENARIO

TAZ & Land Uses	Size	Units	ITE Code	Trip Credit [d,e,f]	Trip Generation						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
TAZ 1											
Retail/Service	0.141	ksf	814		6	0	0	0	0	0	0
Pass-by Reduction				10%	*(1)*	*0*	*0*	*0*	*0*	*0*	*0*
TAZ 1 Subtotal					***5***	***0***	***0***	***0***	***0***	***0***	***0***
TAZ 2											
Multi-Family Residential	22	units	230		128	2	8	10	7	4	11
Internal Capture within TAZ				36%, 31%, 39%	*(46)*	*(1)*	*(2)*	*(3)*	*(3)*	*(2)*	*(4)*
Retail/Service	28.575	ksf	814		1,266	13	8	21	34	43	77
Internal Capture within TAZ				4%, 16%, 6%	*(51)*	*(2)*	*(1)*	*(3)*	*(2)*	*(3)*	*(5)*
Pass-by Reduction				10%	*(122)*	*(1)*	*(1)*	*(2)*	*(3)*	*(4)*	*(7)*
TAZ 2 Subtotal					***1,175***	***11***	***12***	***23***	***33***	***38***	***72***
TAZ 3											
Single-Family Residential	23	units	210		220	4	13	17	14	9	23
TAZ 3 Subtotal					***220***	***4***	***13***	***17***	***14***	***9***	***23***
TAZ 4											
Retail/Service	9.467	ksf	814		420	4	3	7	11	15	26
Pass-by Reduction				10%	*(42)*	*(1)*	*0*	*(1)*	*(1)*	*(2)*	*(3)*
TAZ 4 Subtotal					***378***	***3***	***3***	***6***	***10***	***13***	***23***
TAZ 5											
Multi-Family Residential	22	units	230		128	2	8	10	7	4	11
Internal Capture within TAZ				37%, 49%, 40%	*(47)*	*(1)*	*(4)*	*(5)*	*(3)*	*(2)*	*(4)*
Retail/Service	53.919	ksf	814		2,390	24	15	39	64	82	146
Internal Capture within TAZ				6%, 25%, 6%	*(143)*	*(6)*	*(4)*	*(10)*	*(4)*	*(5)*	*(9)*
Pass-by Reduction				10%	*(225)*	*(2)*	*(1)*	*(3)*	*(6)*	*(8)*	*(14)*
Office/Business Park	159.584	ksf	750		2,072	286	35	321	42	257	299
Internal Capture within TAZ				4%, 2%, 1%	*(83)*	*(6)*	*(1)*	*(6)*	*0*	*(3)*	*(3)*
TDM Reduction				5%	*(99)*	*(14)*	*(2)*	*(16)*	*(2)*	*(13)*	*(15)*
TAZ 5 Subtotal					***3,993***	***283***	***46***	***330***	***98***	***312***	***411***
TAZ 6											
Single-Family Residential	14	units	210		134	3	8	11	9	5	14
Internal Capture within TAZ				37%, 45%, 40%	*(50)*	*(1)*	*(4)*	*(5)*	*(4)*	*(2)*	*(6)*
Retail/Service	268.013	ksf	820		12,890	173	110	283	576	624	1,200
Internal Capture within TAZ				4%, 15%, 3%	*(516)*	*(26)*	*(17)*	*(42)*	*(17)*	*(19)*	*(36)*
Pass-by Reduction [a]				30%	*(3,712)*	*(44)*	*(28)*	*(72)*	*(168)*	*(182)*	*(349)*
Office/Business Park	12.036	ksf	750		534	33	4	37	17	104	121
Internal Capture within TAZ				10%, 8%, 5%	*(53)*	*(3)*	*0*	*(3)*	*(1)*	*(5)*	*(6)*
TDM Reduction				5%	*(24)*	*(2)*	*0*	*(2)*	*(1)*	*(5)*	*(6)*
Business Park/Manufacturing	205.465	ksf	770		2,956	244	46	290	67	226	293
Internal Capture within TAZ				10%, 8%, 5%	*(296)*	*(20)*	*(4)*	*(23)*	*(3)*	*(11)*	*(15)*
TDM Reduction				5%	*(133)*	*(11)*	*(2)*	*(13)*	*(3)*	*(11)*	*(14)*
TAZ 6 Subtotal					***11,730***	***346***	***113***	***461***	***472***	***724***	***1,196***
TAZ 7											
Retail/Service	20.440	ksf	814		906	9	6	15	24	31	55
Internal Capture within TAZ				4%, 13%, 3%	*(36)*	*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Pass-by Reduction				10%	*(87)*	*(1)*	*(1)*	*(1)*	*(2)*	*(3)*	*(5)*
Office/Business Park	32.992	ksf	750		753	76	9	85	20	126	146
Internal Capture within TAZ				4%, 2%, 1%	*(30)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(1)*
TDM Reduction				5%	*(36)*	*(4)*	*0*	*(4)*	*(1)*	*(6)*	*(7)*
TAZ 7 Subtotal					***1,470***	***77***	***13***	***91***	***40***	***146***	***186***
TAZ 8											
Multi-Family Residential	76	units	230		442	6	27	33	27	13	40
Internal Capture within TAZ				37%, 30%, 37%	*(164)*	*(2)*	*(8)*	*(10)*	*(10)*	*(5)*	*(15)*
Specialty Retail (AVSP)	36.600	ksf	[b]		1,443	26	17	43	48	50	98
Internal Capture within TAZ				11%, 29%, 13%	*(159)*	*(8)*	*(5)*	*(12)*	*(6)*	*(7)*	*(13)*
Retail/Service	15.297	ksf	814		678	7	4	11	18	23	41
Internal Capture within TAZ				11%, 29%, 13%	*(75)*	*(2)*	*(1)*	*(3)*	*(2)*	*(3)*	*(5)*
Pass-by Reduction				10%	*(60)*	*(1)*	*0*	*(1)*	*(2)*	*(2)*	*(4)*
Office/Business Park	153.028	ksf	750		2,004	276	34	310	41	250	291
Internal Capture within TAZ				4%, 3%, 1%	*(80)*	*(8)*	*(1)*	*(9)*	*0*	*(3)*	*(3)*
TDM Reduction				5%	*(96)*	*(13)*	*(2)*	*(15)*	*(2)*	*(12)*	*(14)*
Business Park/Manufacturing	21.862	ksf	770		982	27	5	32	9	28	37
Internal Capture within TAZ				4%, 3%, 1%	*(39)*	*(1)*	*0*	*(1)*	*0*	*0*	*0*
TDM Reduction				5%	*(47)*	*(1)*	*0*	*(2)*	*0*	*(1)*	*(2)*
TAZ 8 Subtotal					***4,829***	***306***	***70***	***376***	***121***	***331***	***451***
TAZ 9											
Multi-Family Residential	19	units	[b]		115	2	7	9	7	4	11
Internal Capture within TAZ				37%, 48%, 40%	*(43)*	*(1)*	*(3)*	*(4)*	*(3)*	*(2)*	*(4)*
Retail/Service	16.592	ksf	820		2,113	32	21	53	92	99	191
Internal Capture within TAZ				6%, 21%, 5%	*(127)*	*(7)*	*(4)*	*(11)*	*(5)*	*(5)*	*(10)*
Pass-by Reduction				10%	*(199)*	*(3)*	*(2)*	*(4)*	*(9)*	*(9)*	*(18)*
Office/Business Park	71.539	ksf	750		1,154	146	18	164	27	166	193
Internal Capture within TAZ				3%, 3%, 2%	*(35)*	*(4)*	*(1)*	*(5)*	*(1)*	*(3)*	*(4)*
TDM Reduction				5%	*(56)*	*(7)*	*(1)*	*(8)*	*(1)*	*(8)*	*(9)*
Business Park/Manufacturing	46.118	ksf	770		1,243	56	11	67	17	57	74
Internal Capture within TAZ				3%, 3%, 2%	*(37)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(1)*
TDM Reduction				5%	*(60)*	*(3)*	*(1)*	*(3)*	*(1)*	*(3)*	*(4)*
TAZ 9 Subtotal					***4,068***	***209***	***45***	***256***	***123***	***295***	***419***

TABLE 6 (Continued)
AGOURA HILLS GENERAL PLAN TRIP GENERATION ESTIMATES - PROPOSED GENERAL PLAN SCENARIO

TAZ & Land Uses	Size	Units	ITE Code	Trip Credit [d,e,f]	Trip Generation						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
TAZ 10											
Office/Business Park	170.842	ksf	750		2,189	303	37	340	44	269	313
TDM Reduction				5%	*(109)*	*(15)*	*(2)*	*(17)*	*(2)*	*(14)*	*(16)*
TAZ 10 Subtotal					***2,080***	***288***	***35***	***323***	***42***	***255***	***297***
TAZ 11											
Multi-Family Residential	112	units	[b]		606	8	38	46	36	18	54
Internal Capture within TAZ				37%, 40%, 40%	*(225)*	*(3)*	*(15)*	*(19)*	*(15)*	*(8)*	*(21)*
Office (AVSP)	75.250	ksf	[b]		965	119	15	134	21	126	147
Internal Capture within TAZ				4%, 3%, 2%	*(39)*	*(4)*	*0*	*(4)*	*0*	*(3)*	*(3)*
Retail/Service	61.250	ksf	820		4,938	71	46	117	217	236	453
Internal Capture within TAZ				8%, 28%, 8%	*(395)*	*(20)*	*(13)*	*(33)*	*(17)*	*(19)*	*(36)*
Pass-by Reduction				10%	*(454)*	*(5)*	*(3)*	*(8)*	*(20)*	*(22)*	*(42)*
Office/Business Park [c]	267.681	ksf	750		3,198	441	54	495	60	370	430
Internal Capture within TAZ				4%, 3%, 2%	*(128)*	*(13)*	*(2)*	*(15)*	*(1)*	*(7)*	*(9)*
TDM Reduction				5%	*(154)*	*(21)*	*(3)*	*(24)*	*(3)*	*(18)*	*(21)*
TAZ 11 Subtotal					***8,312***	***573***	***117***	***689***	***278***	***673***	***952***
TAZ 12											
Single-Family Residential	53	units	210		507	10	30	40	34	20	54
Internal Capture within TAZ				33%, 25%, 31%	*(167)*	*(3)*	*(8)*	*(10)*	*(11)*	*(6)*	*(17)*
Multi-Family Residential	131	units	[b]		725	10	46	56	45	22	67
Internal Capture within TAZ				33%, 25%, 31%	*(239)*	*(3)*	*(11)*	*(14)*	*(14)*	*(6)*	*(21)*
Senior Housing (AVSP)	31	units	[b]		97	0	2	2	2	1	3
Internal Capture within TAZ				33%, 25%, 31%	*(32)*	*0*	*(1)*	*(1)*	*(1)*	*0*	*(1)*
Specialty Retail (AVSP)	61.000	ksf	[b]		2,417	45	28	73	83	87	170
Internal Capture within TAZ				13%, 29%, 13%	*(314)*	*(13)*	*(8)*	*(21)*	*(11)*	*(11)*	*(22)*
Retail/Service [c]	54.500	ksf	814		2,340	34	21	55	99	104	203
Internal Capture within TAZ				13%, 29%, 13%	*(304)*	*(10)*	*(6)*	*(16)*	*(13)*	*(14)*	*(26)*
Pass-by Reduction				10%	*(204)*	*(2)*	*(2)*	*(4)*	*(9)*	*(9)*	*(18)*
Office (AVSP)	100.000	ksf	[b]		1,201	150	19	169	24	148	172
Internal Capture within TAZ				8%, 7%, 3%	*(96)*	*(11)*	*(1)*	*(12)*	*(1)*	*(4)*	*(5)*
Office/Business Park [c]	55.339	ksf	750		986	117	15	132	24	149	173
Internal Capture within TAZ				8%, 7%, 3%	*(79)*	*(8)*	*(1)*	*(9)*	*(1)*	*(4)*	*(5)*
TDM Reduction				5%	*(45)*	*(5)*	*(1)*	*(6)*	*(1)*	*(7)*	*(8)*
TAZ 12 Subtotal					***6,793***	***311***	***122***	***434***	***249***	***470***	***719***
TAZ 13											
Single-Family Residential	26	units	210		249	5	15	20	16	10	26
TAZ 13 Subtotal					***249***	***5***	***15***	***20***	***16***	***10***	***26***
TAZ 14											
No Change in Land Use	*n/a*	*n/a*	*n/a*		*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*
TAZ 14 Subtotal					***0***	***0***	***0***	***0***	***0***	***0***	***0***
Total					**45,302**	**2,416**	**604**	**3,026**	**1,496**	**3,276**	**4,775**

Notes:

Land use source: City of Agoura Hills, table entitled "Agoura Hills, Existing and Proposed General Plan Buildout by TAZ, 5-15-09".

Trip generation equations and rates from Table 5 were used.

[a] Pass-by trips in TAZ 6 were assigned to the local street network to simulate diversion from their usual path of travel.

[b] Description, size, and trip generation taken from the Agoura Village Specific Plan EIR.

[c] Land use density reflects reduction of the Agoura Hills General Plan with the densities specified in the Agoura Village Specific Plan.

[d] Pass-by reductions for retail land uses were applied on a varying scale: <100 ksf - 10%; 100ksf to 300ksf - 30%; and > 300ksf - 20%.

[e] Internal capture credits represent trips between land uses within the TAZ and remaining internal to the TAZ. The credits were calculated based on the ITE internalization methodology and vary by time period. Credits were calculated by time period and the percentages are presented in the following order: Daily, AM peak hour, PM peak hour.

[f] TDM reduction credit of 5% applied to estimate the effects of the current TDM requirements in the Municipal Code.

AVSP = Agoura Village Specific Plan

Internal Capture

Typically in developments with mixed land uses, an internal capture credit can be applied to the trip generation estimates. This internal capture credit reflects the tendency of users of one land use to also visit other land uses within the development; this credit accounts for the interaction among the multiple land uses. In the context of the Agoura Hills General Plan Update, each TAZ represents development with a varying mix of land use densities and types throughout the TAZ; therefore, an element of interaction among the land use types within the TAZ that would not leave the TAZ is assumed.

The calculation of the internal capture credit was developed for each individual TAZ using the assumptions and methodology outlined in the *Trip Generation Handbook, 2nd Edition* (Institute of Transportation Engineers, 2004). The credits were developed based on the amount of planned business park, office, residential, and retail land use growth anticipated in each TAZ; the methodology provides an overall internal capture rate as well as individual internal capture rates specific to each proposed land use within the TAZ. In order to achieve the overall internal reductions for each TAZ, the individual internal capture rates were applied to the appropriate land uses during the analyzed time periods. These internal capture credits ranged from 1% to 48% per land use; this ultimately achieved the overall reductions indicated by the ITE methodology as indicated in Table 6. See Appendix A for the individual TAZ internalization calculation worksheets.

Pass-by

Pass-by reductions represent those trips already on the roadway system expected to be attracted to the site once the proposed land uses are built. While these trips would be new to the site itself, they would not be new to the roadway system and are not considered new trips generated by the land use. Because these trips are already captured in the existing traffic counts, they should be removed from the calculations to ensure that double counting of these trips does not occur. As indicated in Table 6, pass-by credits ranging from 10% to 30% were applied to the proposed retail land uses only.

In the analysis of the proposed General Plan trips, the pass-by credits were not taken into account on streets directly serving the future retail use; rather, the pass-by trips at these locations were assigned to the local street network to simulate diversion from their usual path of travel. This methodology results in a more conservative analysis.

Transportation Demand Management

TDM is a set of strategies that are intended to reduce the number of single-occupant automobiles traveling during the peak hours of the day. Section 9654.4 of the Agoura Hills Municipal Code details the TDM measures currently required of new developments. Effectively, a series of development standards are required in support of the City's TDM efforts. These standards include the provision of an information kiosk, preferential carpool/vanpool parking, pedestrian circulation features, transit stop improvements, and amenities for bicycle commuters. The credit is meant to acknowledge the ongoing and future TDM efforts in Agoura Hills; a TDM credit of 5% was applied to the office and business park uses proposed in the General Plan update.

Trip Distribution

The directional distribution of traffic generated in the City was estimated based on a review of the Agoura Village Specific Plan, the current Agoura Hills General Plan, and the SCAG regional transportation demand forecasting model. In applying the information from these sources, the geographic distribution of trips generated is dependent on several factors:

- The locations of employment and commercial centers to which residents would be drawn
- The locations of population centers from which employees and patrons would be drawn
- Characteristics of the street system
- The level of accessibility of the routes to and from the proposed land uses

The distribution applied in this analysis was adapted from those sources and is generally comprised of the following distribution:

- 20% internal to Agoura Hills
- 5% to/from the north
- 5% to/from the south
- 35% to/from the east
- 35% to/from the west

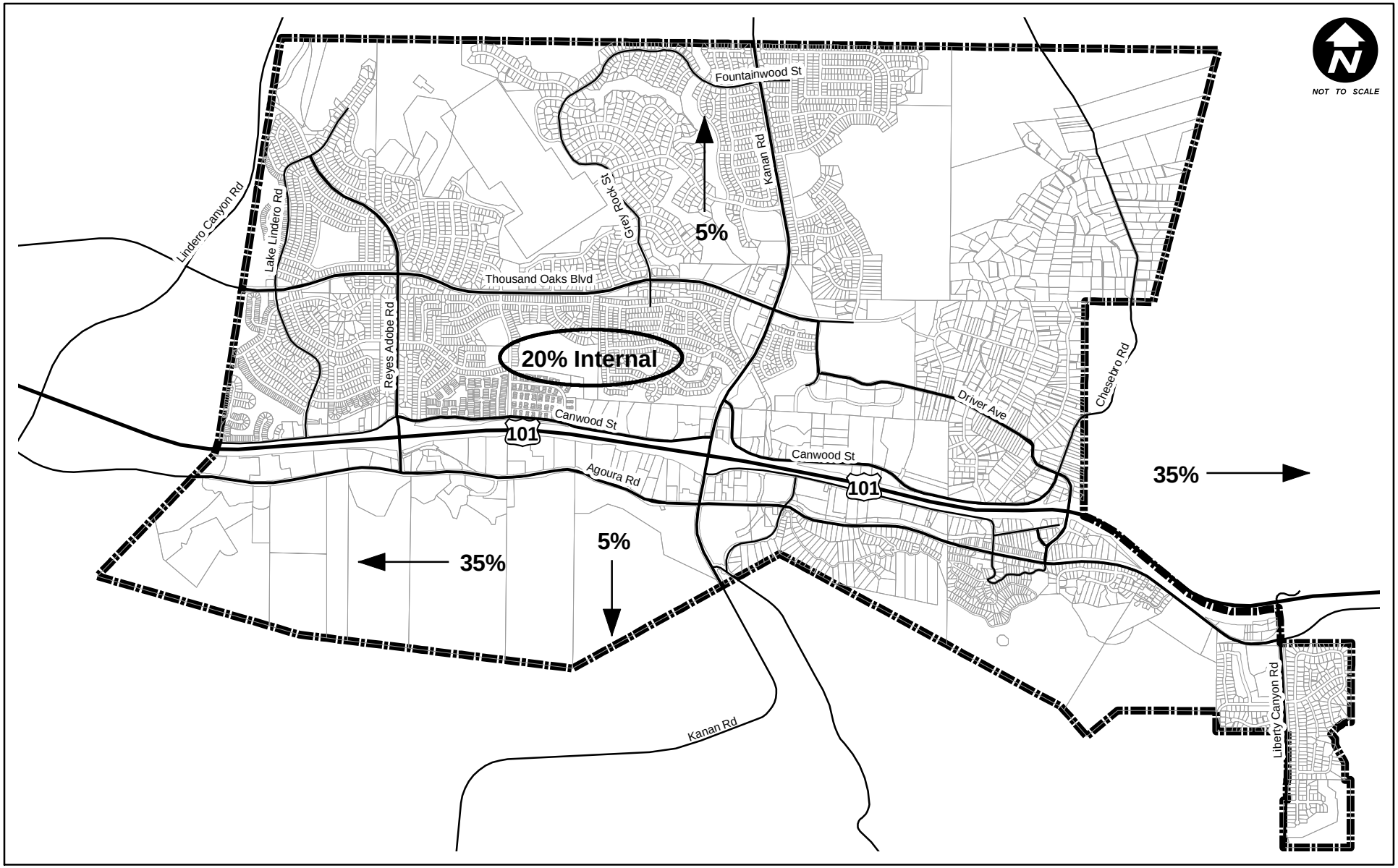
Figure 11 illustrates this directional distribution.

Trip Assignment

The project trip generation estimates summarized in Table 6 and the distribution patterns illustrated in Figure 11 were used to assign the proposed General Plan traffic to the local and regional street system and through the 43 study segments.

FUTURE WITH PROPOSED GENERAL PLAN TRAFFIC PROJECTIONS

The General Plan-generated traffic volumes were added to the future base traffic projections shown in Figure 9. Figure 12 illustrates the resulting projected future plus proposed General Plan AM and PM peak hour traffic volumes and Figure 13 illustrates the daily volumes. These volumes represent projected future year 2035 weekday peak hour traffic conditions including the development anticipated under the proposed General Plan.



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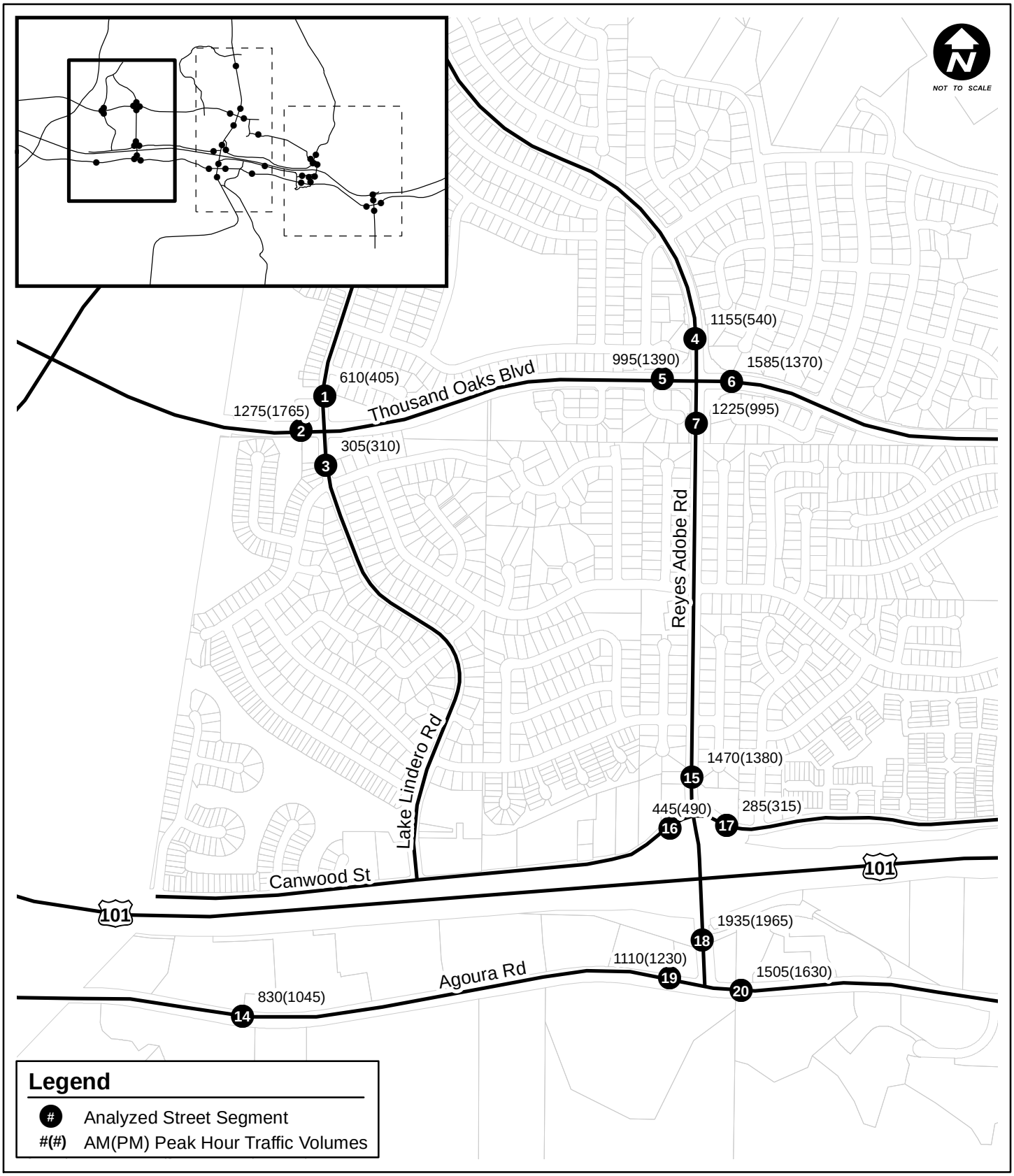
TRIP DISTRIBUTION
FIGURE 11



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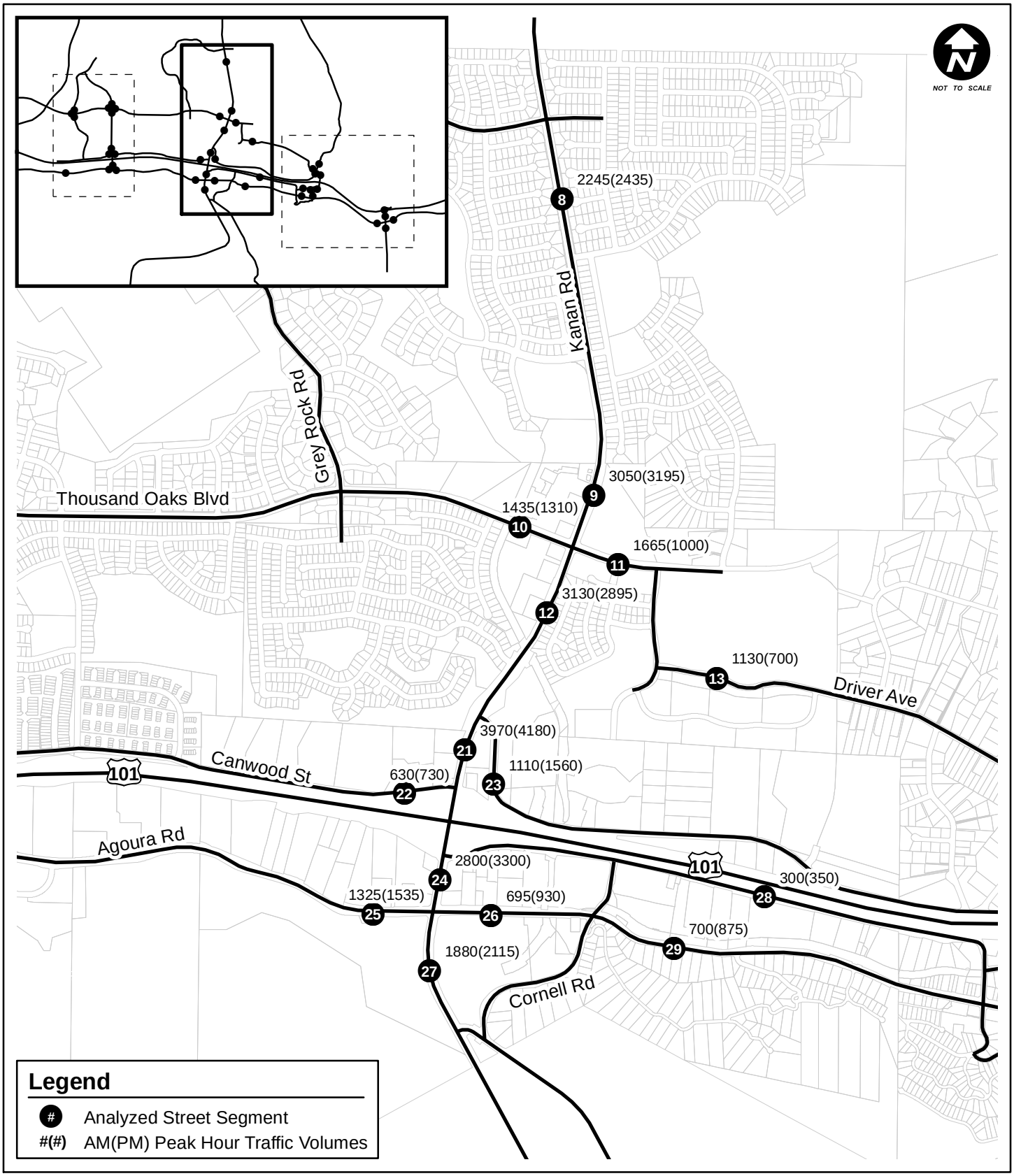
YEAR 2035 WITH GENERAL PLAN LAND USE
PEAK HOUR TRAFFIC VOLUMES
FIGURE 12A



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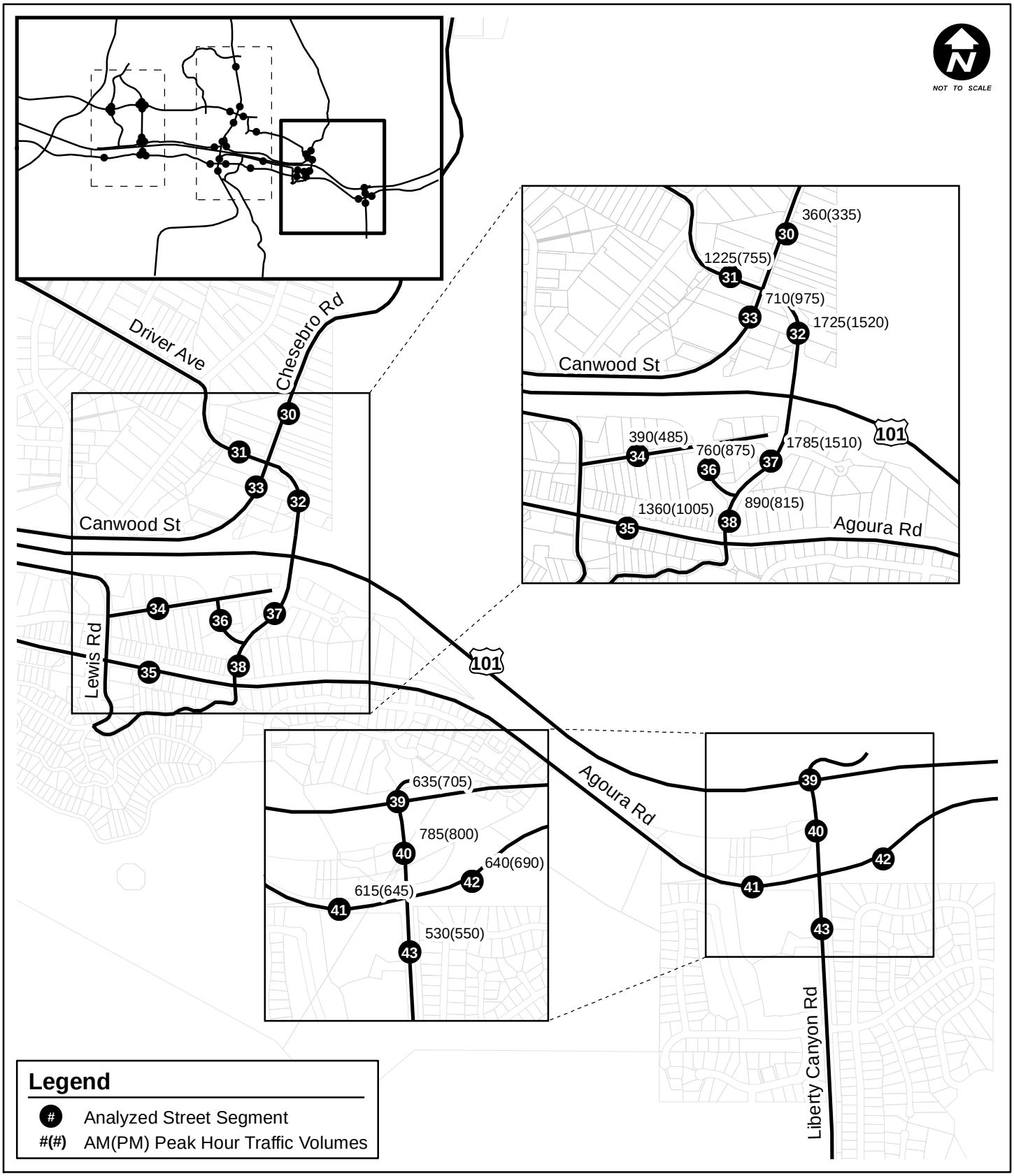
YEAR 2035 WITH GENERAL PLAN LAND USE
PEAK HOUR TRAFFIC VOLUMES
FIGURE 12B



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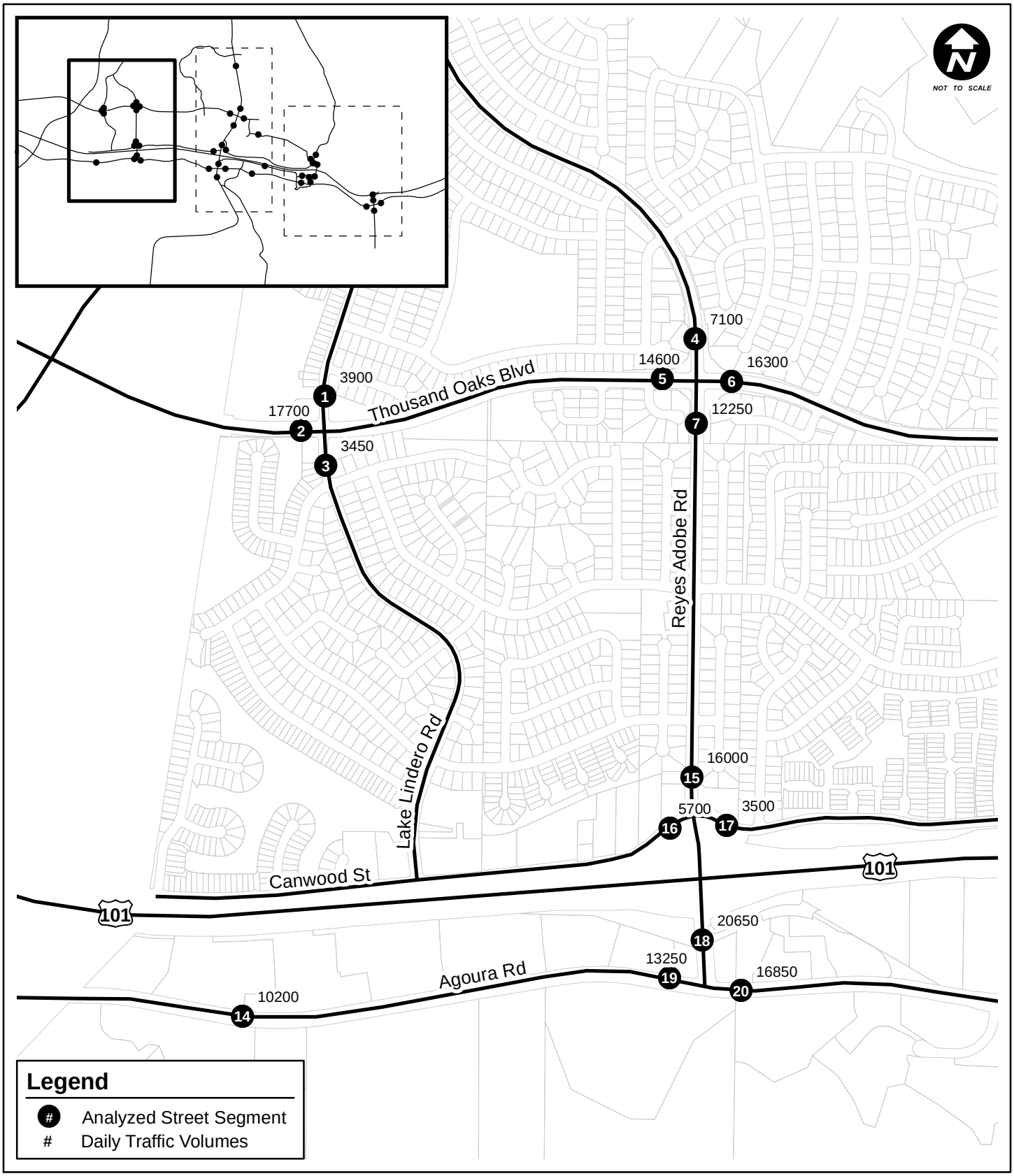
YEAR 2035 WITH GENERAL PLAN LAND USE
PEAK HOUR TRAFFIC VOLUMES
FIGURE 12C



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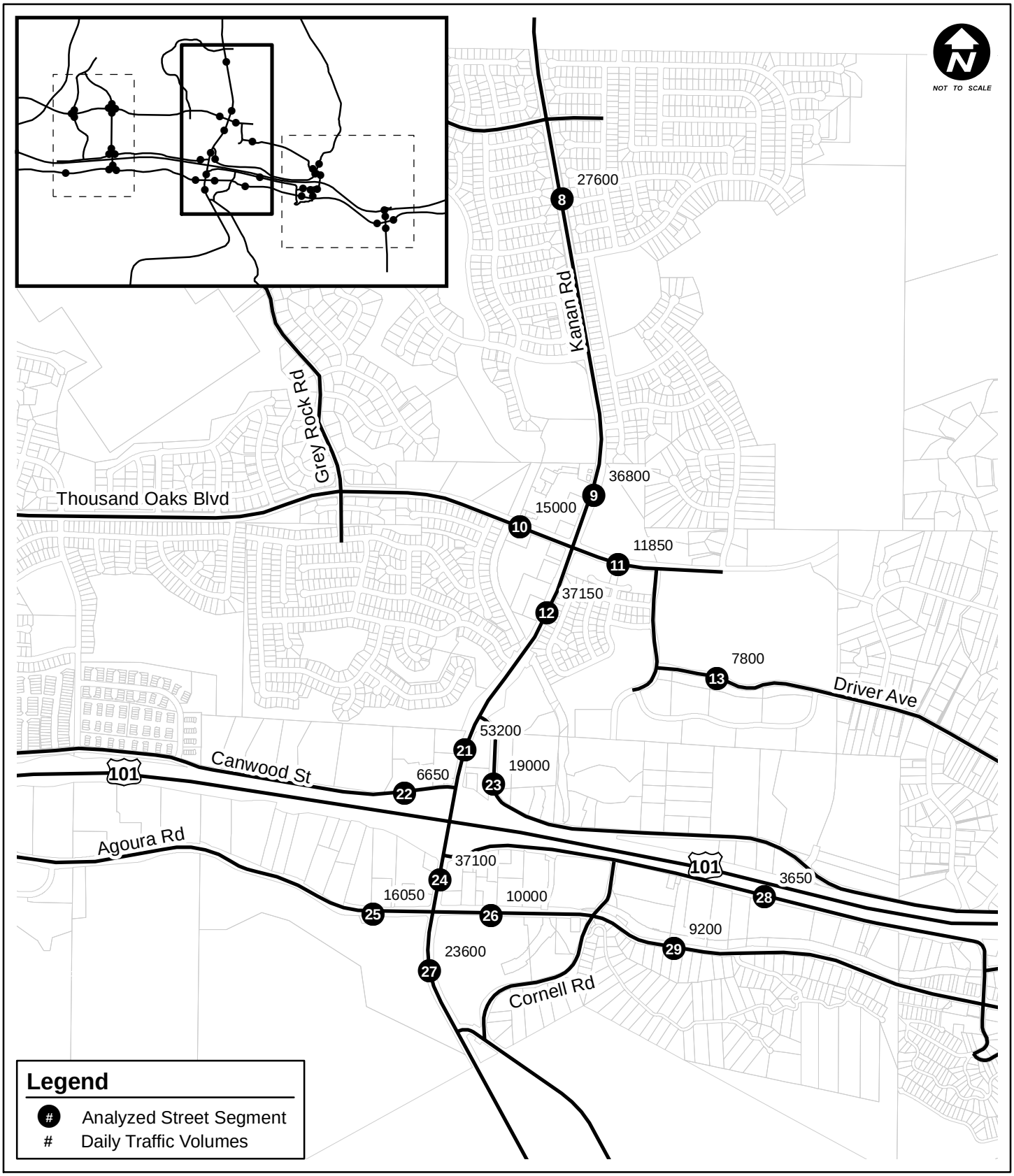
YEAR 2035 WITH GENERAL PLAN LAND USE
DAILY TRAFFIC VOLUMES
FIGURE 13A



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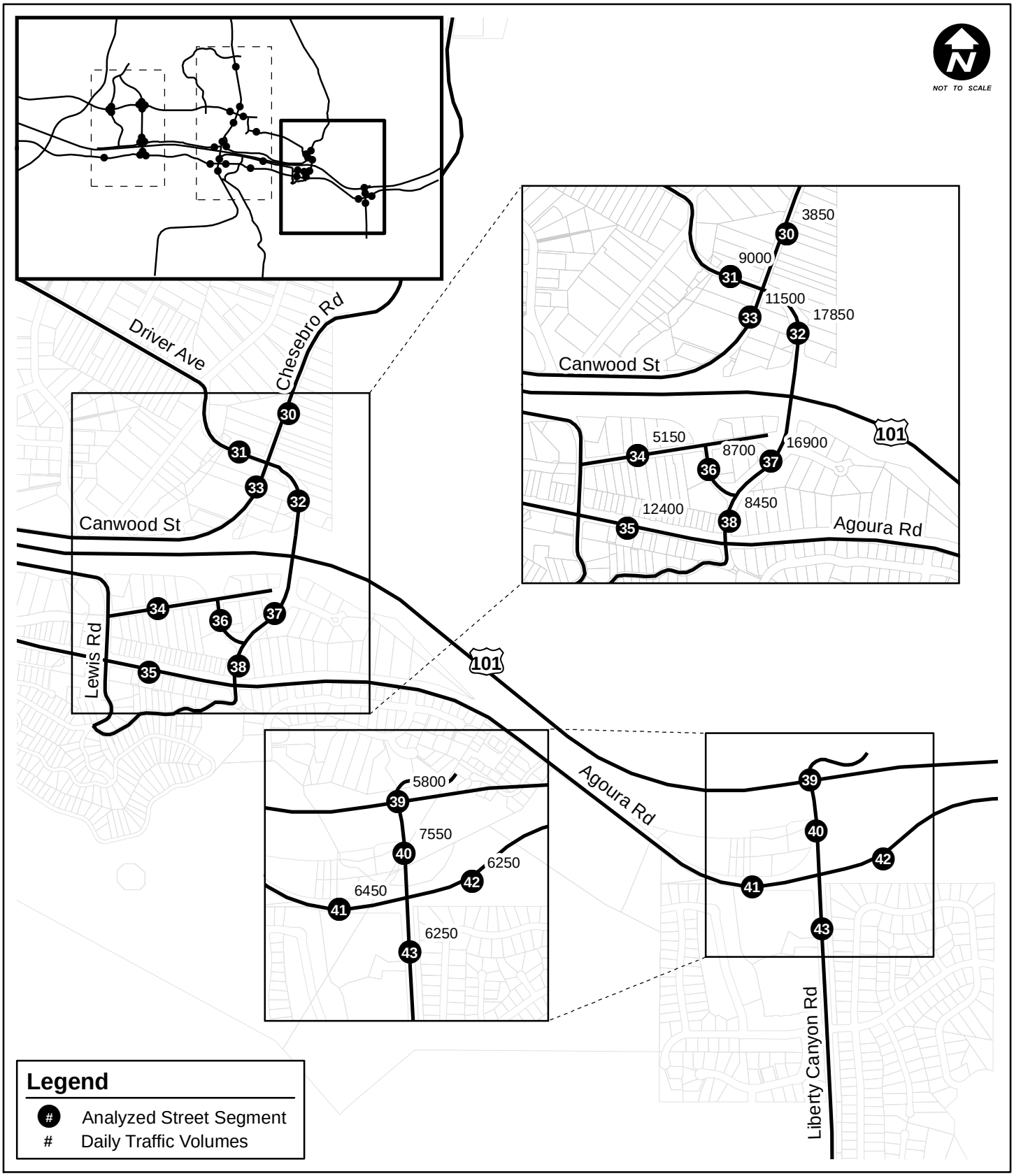
YEAR 2035 WITH GENERAL PLAN LAND USE
DAILY TRAFFIC VOLUMES
FIGURE 13B



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YEAR 2035 WITH GENERAL PLAN LAND USE
DAILY TRAFFIC VOLUMES
FIGURE 13C

4. TRAFFIC IMPACT ANALYSIS

This section presents an analysis of the projected future base and future plus proposed General Plan traffic volumes to determine the potential impacts of the proposed General Plan on the street system.

FUTURE BASE TRAFFIC CONDITIONS

The future base peak hour traffic volumes illustrated in Figure 9 were analyzed to determine the LOS for each of the analyzed segments under year 2035 future base conditions. Again, these conditions take into account regional growth and cumulative projects but do not include the traffic attributable to growth under the proposed General Plan. Table 7 summarizes these results and Figures 14 and 15 illustrate the LOS at each location during the AM and PM peak hours, respectively. Under the future base conditions, 13 analyzed locations are projected to be at LOS D or worse during either or both peak hours:

1. Lake Lindero Road north of Thousand Oaks Boulevard (AM peak hour)
8. Kanan Road south of Fountainwood Street (AM and PM peak hours)
9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of Thousand Oaks Boulevard (AM and PM peak hours)
13. Driver Avenue east of Argos Street (AM peak hour)
16. Canwood Street west of Reyes Adobe Road (PM peak hour)
21. Kanan Road south of Canwood Street East (AM and PM peak hours)
24. Kanan Road north of Agoura Road (PM peak hour)
27. Kanan Road south of Agoura Road (AM and PM peak hours)
31. Driver Avenue west of Chesebro Road (AM peak hour)
32. Palo Comado Canyon Road east of Chesebro Road (AM and PM peak hours)
35. Chesebro Road south of Dorothy Drive (AM peak hour)
37. Palo Comado Canyon Road south of US-101 (AM and PM peak hours)

Of these 13 locations, three are projected to operate at LOS E or LOS F during either peak period (#27 Kanan Road south of Agoura Road, #32 Palo Comado Canyon Road east of Chesebro Road, and #37 Palo Comado Canyon Road south of Dorothy Drive). The remaining 10 locations are projected to operate at LOS D. In total, this represents an increase of two locations operating below LOS C compared to the existing conditions; this is also an increase of two locations projected to operate at LOS E/F.

FUTURE WITH PROPOSED GENERAL PLAN ANALYSES

The future with proposed General Plan peak hour traffic volumes illustrated in Figure 12 were analyzed under two future analysis scenarios. These scenarios are related to the implementation of potential future improvements on the Agoura Hills street system. These analysis scenarios include:

- Without roadway improvements – This is the analysis of the future traffic volumes on the existing street system without any roadway improvements.

- With proposed General Plan roadway improvements – This analyzes the effect of the roadway improvements for the proposed General Plan.

These scenarios are discussed below.

TABLE 7
FUTURE PEAK HOUR LEVELS OF SERVICE

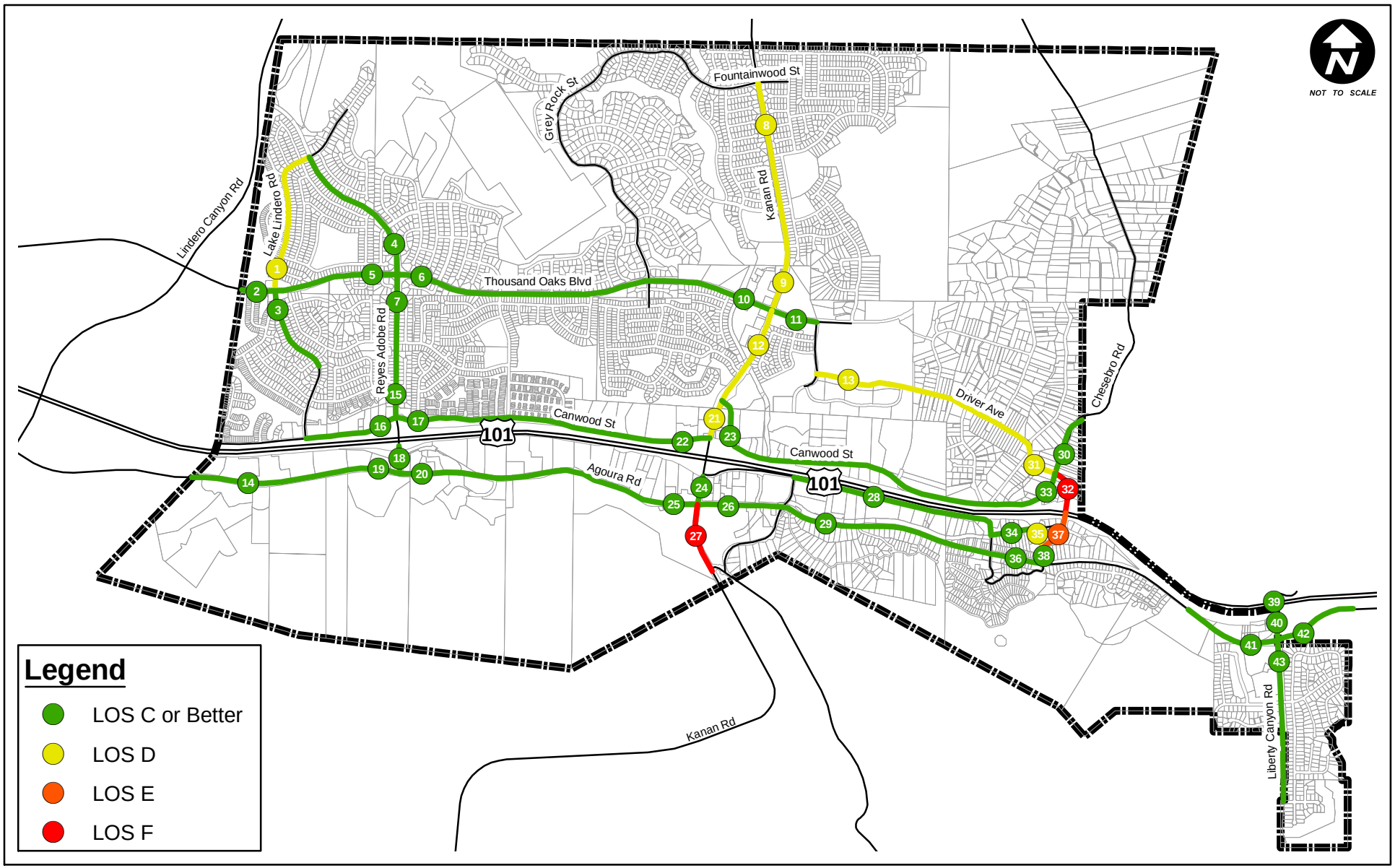
	Street Segment	Classification	Peak Hour	Year 2035 Base						With Proposed Improvements		Below
				Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	# of Lanes	LOS	LOS C
1	Lake Lindero Rd	Collector	AM	610	2U	D	610	2U	D			**
	n/o Thousand Oaks Bl		PM	400	2U	C or better	405	2U	C or better			
2	Thousand Oaks Blvd	Arterial	AM	1,170	4D	C or better	1,275	4D	C or better			
	w/o Lake Lindero Rd		PM	1,625	4D	C or better	1,765	4D	C or better			
3	Lake Lindero Rd	Collector	AM	300	2U	C or better	305	2U	C or better			
	s/o Thousand Oaks Bl		PM	305	2U	C or better	310	2U	C or better			
4	Reyes Adobe Rd	Arterial	AM	1,155	4U	C or better	1,155	4U	C or better			
	n/o Thousand Oaks Bl		PM	535	4U	C or better	540	4U	C or better			
5	Thousand Oaks Blvd	Arterial	AM	890	4D	C or better	995	4D	C or better			
	w/o Reyes Adobe Rd		PM	1,245	4D	C or better	1,390	4D	C or better			
6	Thousand Oaks Blvd	Arterial	AM	1,555	4D	C or better	1,585	4D	C or better			
	e/o Reyes Adobe Rd		PM	1,320	4D	C or better	1,370	4D	C or better			
7	Reyes Adobe Rd	Arterial	AM	1,130	4U	C or better	1,225	4U	C or better			
	s/o Thousand Oaks Bl		PM	850	4U	C or better	995	4U	C or better			
8	Kanan Rd	Arterial	AM	2,080	4D	D	2,245	4D	D			**
	s/o Fountainwood St		PM	2,175	4D	D	2,435	4D	D			**
9	Kanan Rd	Arterial	AM	2,845	4D	D	3,050	4D	E			**
	n/o Thousand Oaks Bl		PM	2,870	4D	D	3,195	4D	F			**
10	Thousand Oaks Blvd	Arterial	AM	1,405	4D	C or better	1,435	4D	C or better			
	w/o Kanan Rd		PM	1,255	4D	C or better	1,310	4D	C or better			
11	Thousand Oaks Blvd	Arterial	AM	1,615	4D	C or better	1,665	4D	C or better			
	e/o Kanan Rd		PM	925	4D	C or better	1,000	4D	C or better			
12	Kanan Rd	Arterial	AM	2,895	4D	D	3,130	4D	F			**
	s/o Thousand Oaks Bl		PM	2,555	4D	D	2,895	4D	D			**
13	Driver Ave	Arterial	AM	1,090	2U	D	1,130	2U	D			**
	e/o Argos St		PM	635	2U	C or better	700	2U	C or better			
14	Agoura Rd	Arterial	AM	710	4D	C or better	830	4D	C or better			
	e/o Flintock Ln		PM	885	4D	C or better	1,045	4D	C or better			
15	Reyes Adobe Rd	Arterial	AM	1,280	4U	C or better	1,470	4U	C or better			
	n/o Canwood St		PM	1,110	4U	C or better	1,380	4U	C or better			
16	Canwood St	Collector	AM	445	2U	C or better	445	2U	C or better			
	w/o Reyes Adobe Rd		PM	490	2U	D	490	2U	D			**
17	Canwood St	Arterial	AM	245	2U	C or better	285	2U	C or better			
	e/o Reyes Adobe Rd		PM	265	2U	C or better	315	2U	C or better			
18	Reyes Adobe Rd	Arterial	AM	1,355	4D	C or better	1,935	4D	C or better	5D	C or better	
	n/o Agoura Rd		PM	1,165	4D	C or better	1,965	4D	C or better	5D	C or better	
19	Agoura Rd	Arterial	AM	810	4D	C or better	1,110	4D	C or better			
	w/o Reyes Adobe Rd		PM	805	4D	C or better	1,230	4D	C or better			
20	Agoura Rd	Arterial	AM	1,120	4D	C or better	1,505	4D	C or better			
	e/o Reyes Adobe Rd		PM	1,100	4D	C or better	1,630	4D	C or better			
21	Kanan Rd	Arterial	AM	3,470	5D	D	3,970	5D	F			**
	s/o Canwood St E		PM	3,315	5D	D	4,180	5D	F			**
22	Canwood St	Arterial	AM	345	2U	C or better	630	2U	C or better			
	w/o Kanan Rd		PM	385	2U	C or better	730	2U	C or better			

Notes:
#U - denotes number of lanes on an undivided facility
#D - denotes number of lanes on a divided facility
* - denotes an undivided facility with a dual left turn cross section
** - denotes facility that is deficient relative to the LOS C minimum operating standard

TABLE 7 (Continued)
FUTURE PEAK HOUR LEVELS OF SERVICE

	Street Segment	Classification	Peak Hour	Year 2035 Base						With Proposed Improvements		Below LOS C
				Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	# of Lanes	LOS	
23	Canwood St	Arterial	AM	790	2U	C or better	1,110	2U	D	2.5U*	C or better	
	e/o Kanan Rd		PM	855	2U	C or better	1,560	2U	F	2.5U*	D	**
24	Kanan Rd	Arterial	AM	1,990	4D	C or better	2,800	4D	D			**
	n/o Agoura Rd		PM	2,095	4D	D	3,300	4D	F			**
25	Agoura Rd	Arterial	AM	795	2U	C or better	1,325	2U	D	4D	C or better	
	w/o Kanan Rd		PM	805	2U	C or better	1,535	2U	F	4D	C or better	
26	Agoura Rd	Arterial	AM	425	2U	C or better	695	2U	C or better			
	e/o Kanan Rd		PM	530	2U	C or better	930	2U	D			**
27	Kanan Rd	Arterial	AM	1,545	2U	F	1,880	2U	F	4U	C or better	
	s/o Agoura Rd		PM	1,595	2U	F	2,115	2U	F	4U	D	**
28	Roadside Dr	Collector	AM	225	2U	C or better	300	2U	C or better			
	w/o Lewis Rd		PM	250	2U	C or better	350	2U	C or better			
29	Agoura Rd	Arterial	AM	430	2U	C or better	700	2U	C or better			
	e/o Cornell Rd		PM	470	2U	C or better	875	2U	D			**
30	Chesebro Rd	Collector	AM	360	2U	C or better	360	2U	C or better			
	n/o Driver Av		PM	335	2U	C or better	335	2U	C or better			
31	Driver Ave	Arterial	AM	1,185	2U	D	1,225	2U	D			**
	w/o Chesebro Rd		PM	700	2U	C or better	755	2U	C or better			
32	Palo Comado Canyon	Arterial	AM	1,495	2U	F	1,725	2U	F	4U	C or better	
	e/o Chesebro Rd		PM	1,080	2U	D	1,520	2U	F	4U	C or better	
33	Chesebro Rd	Arterial	AM	500	2U	C or better	710	2U	C or better	2.5U	C or better	
	s/o Driver Ave		PM	520	2U	C or better	975	2U	D	2.5U*	C or better	
34	Dorothy Dr	Collector	AM	295	2U	C or better	390	2U	C or better			
	between Lewis Rd & US-101 SB		PM	330	2U	C or better	485	2U	D			**
35	Chesebro Rd	Arterial	AM	1,185	2U	D	1,360	2U	D	2.5U*	D	**
	s/o Dorothy Dr		PM	680	2U	C or better	1,005	2U	D	2.5U*	C or better	
36	Agoura Rd	Arterial	AM	510	2U	C or better	760	2U	C or better			
	w/o Chesebro Rd		PM	525	2U	C or better	875	2U	D			**
37	Palo Comado Canyon	Arterial	AM	1,410	2U	E	1,785	2U	F	4U	C or better	
	s/o Dorothy Dr		PM	900	2U	D	1,510	2U	F	4U	C or better	
38	Chesebro Rd	Arterial	AM	680	2U	C or better	890	2U	D	4U	C or better	
	n/o Agoura Rd		PM	510	2U	C or better	815	2U	C or better	4U	C or better	
39	Liberty Canyon Rd	Arterial	AM	600	2U	C or better	635	2U	C or better			
	between US-101 NB & SB ramps		PM	660	2U	C or better	705	2U	C or better			
40	Liberty Canyon Rd	Arterial	AM	745	2U	C or better	785	2U	C or better			
	n/o Agoura Rd		PM	750	2U	C or better	800	2U	C or better			
41	Agoura Rd	Arterial	AM	500	2U	C or better	615	2U	C or better			
	w/o Liberty Canyon Rd		PM	470	2U	C or better	645	2U	C or better			
42	Agoura Rd	Arterial	AM	640	2U	C or better	640	2U	C or better			
	e/o Liberty Canyon Rd		PM	685	2U	C or better	690	2U	C or better			
43	Liberty Canyon Rd	Arterial	AM	455	2U	C or better	530	2U	C or better			
	s/o Agoura Rd		PM	430	2U	C or better	550	2U	C or better			

Notes:
#U - denotes number of lanes on an undivided facility
#D - denotes number of lanes on a divided facility
* - denotes an undivided facility with a dual left turn cross section
** - denotes facility that is deficient relative to the LOS C minimum operating standard



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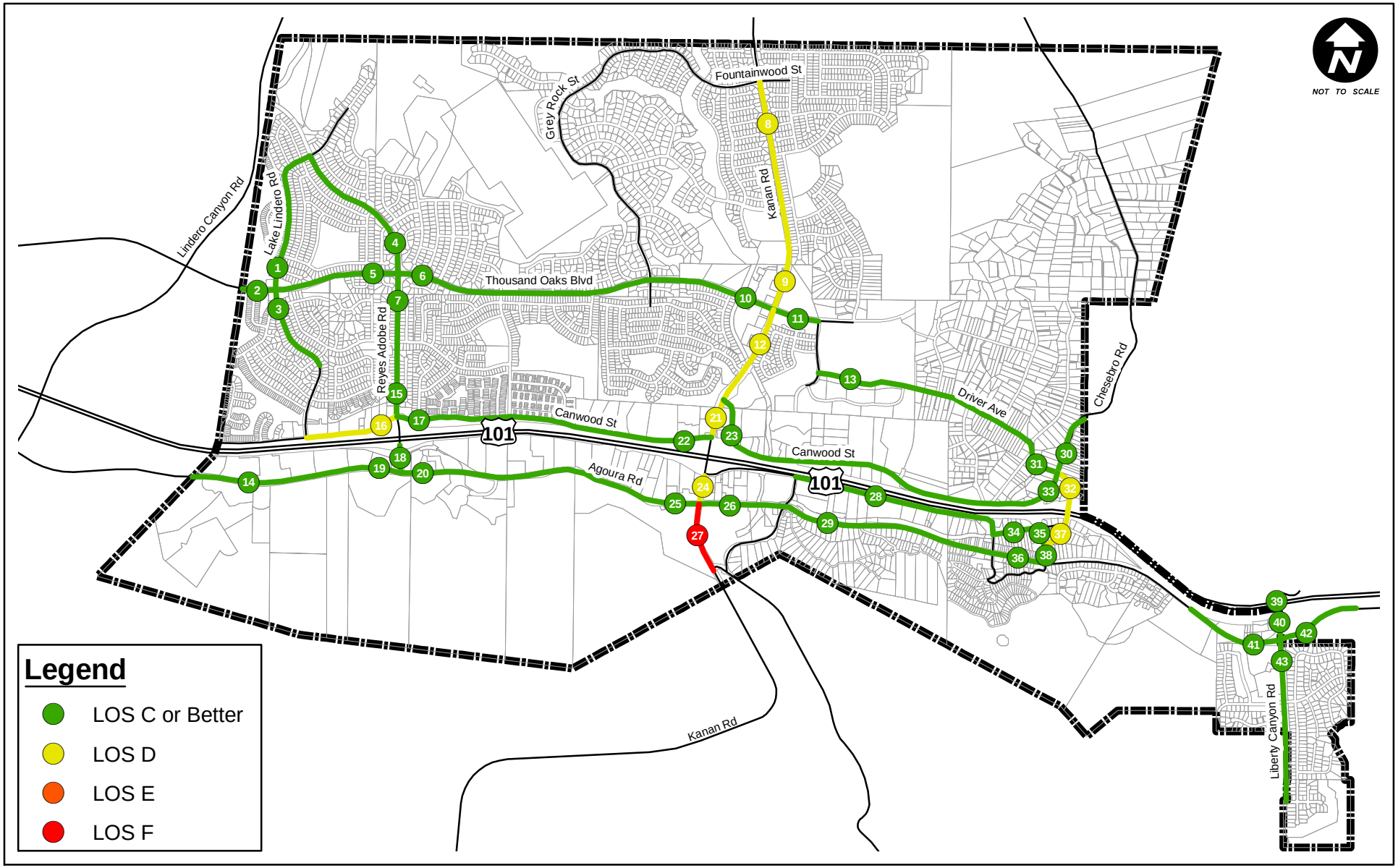
YEAR 2035 BASE LEVEL OF SERVICE
AM PEAK HOUR
FIGURE 14



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YEAR 2035 BASE LEVEL OF SERVICE
PM PEAK HOUR
FIGURE 15

FUTURE CONDITIONS WITHOUT IMPROVEMENTS

As described, this analysis scenario assumes future traffic projections on the existing (unimproved) road system. Table 7 summarizes the results of this analysis. Figures 16 and 17 illustrate the projected LOS at each analyzed location during the AM and PM peak hour, respectively. Twenty-one locations are projected to operate at LOS D or worse during either peak hour; this represents an increase of eight locations when compared against the future base conditions. The locations below LOS C are projected to be:

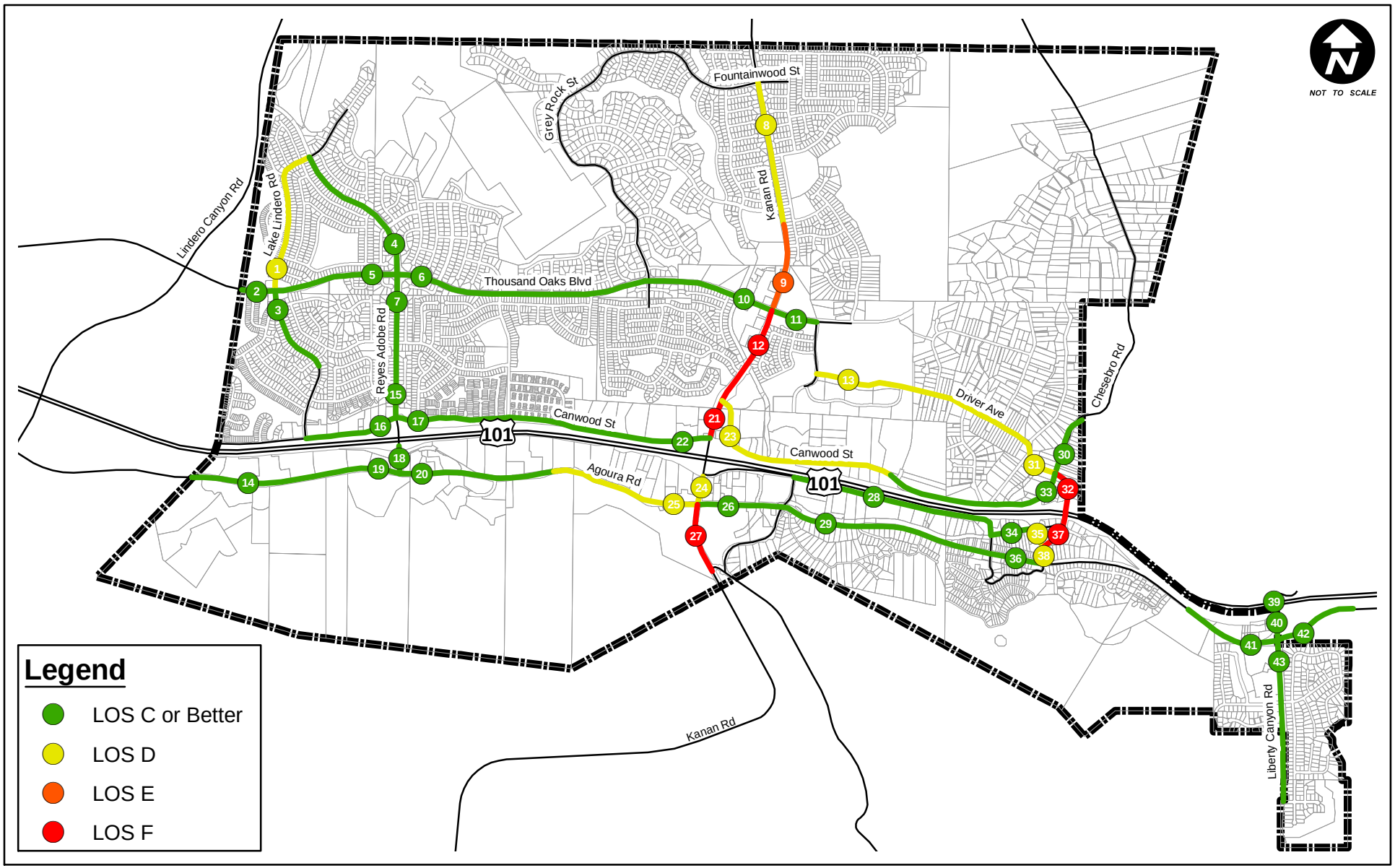
1. Lake Lindero Road north of Thousand Oaks Boulevard (AM peak hour)
8. Kanan Road south of Fountainwood Street (AM and PM peak hours)
9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of Thousand Oaks Boulevard (AM and PM peak hours)
13. Driver Avenue east of Argos Street (AM peak hour)
16. Canwood Street west of Reyes Adobe Road (PM peak hour)
21. Kanan Road south of Canwood Street East (AM and PM peak hours)
23. Canwood Street east of Kanan Road (AM and PM peak hours)
24. Kanan Road north of Agoura Road (AM and PM peak hours)
25. Agoura Road west of Kanan Road (AM and PM peak hours)
26. Agoura Road east of Kanan Road (PM peak hour)
27. Kanan Road south of Agoura Road (AM and PM peak hours)
29. Agoura Road east of Cornell Road (PM peak hour)
31. Driver Avenue west of Chesebro Road (AM peak hour)
32. Palo Comado Canyon Road east of Chesebro Road (AM and PM peak hours)
33. Chesebro Road south of Driver Avenue (PM peak hour)
34. Dorothy Drive between Lewis Road & US-101 SB ramps (PM peak hour)
35. Chesebro Road south of Dorothy Drive (AM and PM peak hours)
36. Agoura Road west of Chesebro Road (PM peak hour)
37. Palo Comado Canyon Road south of US-101 (AM and PM peak hours)
38. Chesebro Road north of Agoura Road (AM peak hour)

Of these 21 locations, nine locations are projected to operate at LOS E or LOS F during either peak period (#9 Kanan Road north of Thousand Oaks Boulevard; #12 Kanan Road south of Thousand Oaks Boulevard; #21 Kanan Road south of Canwood Street East; #23 Canwood Street east of Kanan Road; #24 Kanan Road north of Agoura Road; #25 Agoura Road west of Kanan Road; #27 Kanan Road south of Agoura Road; #32 Palo Comado Canyon Road east of Chesebro Road; and #37 Palo Comado Canyon Road south of Dorothy Drive). The remaining 12 locations are projected to operate at LOS D. This represents a total increase of eight locations below LOS C in comparison to the future base conditions and an increase of seven locations projected to operate at LOS E/F.

These results indicate that the addition of traffic growth associated with development anticipated under the proposed General Plan would cause a continued degradation of the operating conditions on the street system.

FUTURE CONDITIONS WITH PROPOSED GENERAL PLAN IMPROVEMENTS

This analysis scenario assumes future traffic projections on a roadway system with improvements recommended herein.



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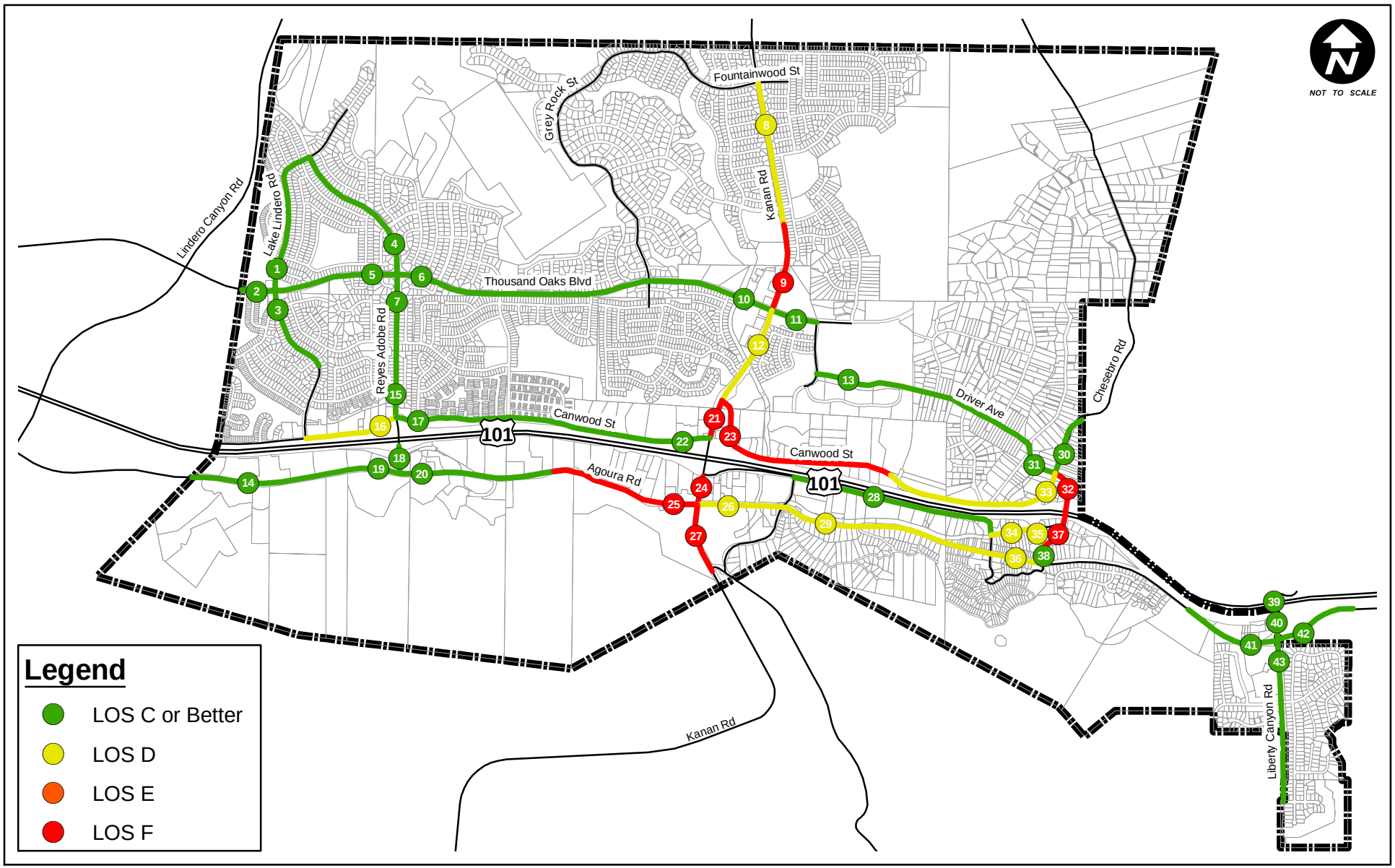
YEAR 2035 WITH GENERAL PLAN LAND USE
LEVEL OF SERVICE - AM PEAK HOUR
FIGURE 16



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YEAR 2035 WITH GENERAL PLAN LAND USE
LEVEL OF SERVICE - PM PEAK HOUR
FIGURE 17

Proposed Roadway Improvements

The following roadway improvements are proposed. Improvements proposed as part of the 1992 General Plan are currently either under construction, in design, or planned are as follows:

- Palo Comado Canyon Road/Chesebro Road Interchange – Improve the overpass to four lanes, improve Palo Comado Canyon Road to four lanes from Canwood Street to Chesebro Road, and reconfigure the ramp interface.
- Reyes Adobe Road Interchange – Improve the overpass to six lanes, improve Reyes Adobe Road from Canwood Street to Agoura Road to six lanes, and reconfigure the ramp interface.
- Agoura Road (western City limits to Kanan Road) – Widen Agoura Road between Kanan Road and the westerly city limits to a continuous four lanes.
- Chesebro Road (Palo Comado Canyon Road to Agoura Road) – Widen Chesebro Road between Palo Comado Canyon Road and Agoura Road to four lanes.
- Kanan Road (Agoura Road to southern City limits) – Widen Kanan Road between the southerly city limits and Agoura Road to four lanes.

The following additional improvements are proposed:

- Chesebro Road (Dorothy Drive to Palo Comado Canyon Road) – Widen Chesebro Road between Dorothy Drive and Palo Comado Canyon Road to a three-lane cross section.
- Canwood Street (Kanan Road to Chesebro Road) – Widen Canwood Street between Kanan Road and Chesebro Road to a three-lane cross section including a continuous left-turn lane.
- Chesebro Road (Canwood Street to Driver Avenue),– Widen Chesebro Road between Canwood Street and Driver Avenue to a three-lane cross section including a continuous left-turn lane.

The following improvements identified in the 1992 General Plan are no longer being proposed:

- Liberty Canyon Road Interchange – Improve underpass to four lanes, improve Liberty Canyon Road from US-101 to Agoura Road to four lanes. The improvement is not required to accommodate the projected traffic volumes.
- Agoura Road (Kanan Road to eastern City limits) – Improve to four lanes. Improvement deleted due to desire to maintain rural character. In approving the Agoura Village Specific Plan project, the Agoura Hills City Council determined that widening of Agoura Road in the Specific Plan area would not be acceptable.
- Kanan Road (north of Thousand Oaks Boulevard)– Improve to six lanes. Implementing the widening would likely require the narrowing and/or removal of bike lanes, sidewalks, medians, and/or median landscaping and the possible narrowing of existing travel lanes. City staff has indicated that such widening would adversely affect the character of the Kanan Road corridor and its ability to serve bicycle and pedestrian modes and, as a result, the widening is no longer under consideration.

The following improvement identified in the 1992 General Plan has been constructed:

- Kanan Road Interchange – Reconfigure ramps in northeast and southwest quadrants

Table 8 lists the proposed improvements. Figure 18 illustrates the locations of the proposed improvements, and Figure 19 illustrates the proposed circulation plan.

Table 8 also provides an indication of relative timeframe for the proposed improvements, based on the current operating condition and projected rate of traffic increase for each location. As indicated, the improvements were categorized as short-term (nominally 1 to 5 years), medium-term (nominally 6 to 15 years), or long-term (nominally 16 to 25 years). It should be noted that actual timing of the need for the improvements will be dependent on the rate at which the land use development anticipated under the proposed General Plan actually occurs.

Analysis with the Proposed Roadway Improvements

The effectiveness of the proposed roadway improvements was tested against the future traffic volume projections. Figure 20 and 21 illustrate the projected LOS at each analyzed location during the AM and PM peak hour with the proposed improvements, Of the 21 locations operating below LOS C identified in the without General Plan improvements analysis, the proposed improvements would result in five locations improving to meet the minimum acceptable operating standard of LOS C. These locations are:

25. Agoura Road west of Kanan Road
32. Palo Comado Canyon Road east of Chesebro Road
33. Chesebro Road south of Driver Avenue
37. Palo Comado Canyon Road south of US-101
38. Chesebro Road north of Agoura Road

Implementation of the proposed improvements also leaves the following 16 locations below LOS C:

1. Lake Lindero Road north of Thousand Oaks Boulevard (AM peak hour)
8. Kanan Road south of Fountainwood Street (AM and PM peak hours)
9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of Thousand Oaks Boulevard (AM and PM peak hours)
13. Driver Avenue east of Argos Street (AM peak hour)
16. Canwood Street west of Reyes Adobe Road (PM peak hour)
21. Kanan Road south of Canwood Street East (AM and PM peak hours)
23. Canwood Street east of Kanan Road (PM peak hour)
24. Kanan Road north of Agoura Road (AM and PM peak hours)
26. Agoura Road east of Kanan Road (PM peak hour)
27. Kanan Road south of Agoura Road (PM peak hour)
29. Agoura Road east of Cornell Road (PM peak hour)
31. Driver Avenue west of Chesebro Road (AM peak hour)
34. Dorothy Drive between Lewis Road & US-101 SB ramps (PM peak hour)
35. Chesebro Road south of Dorothy Drive (AM peak hour)
36. Agoura Road west of Chesebro Road (PM peak hour)

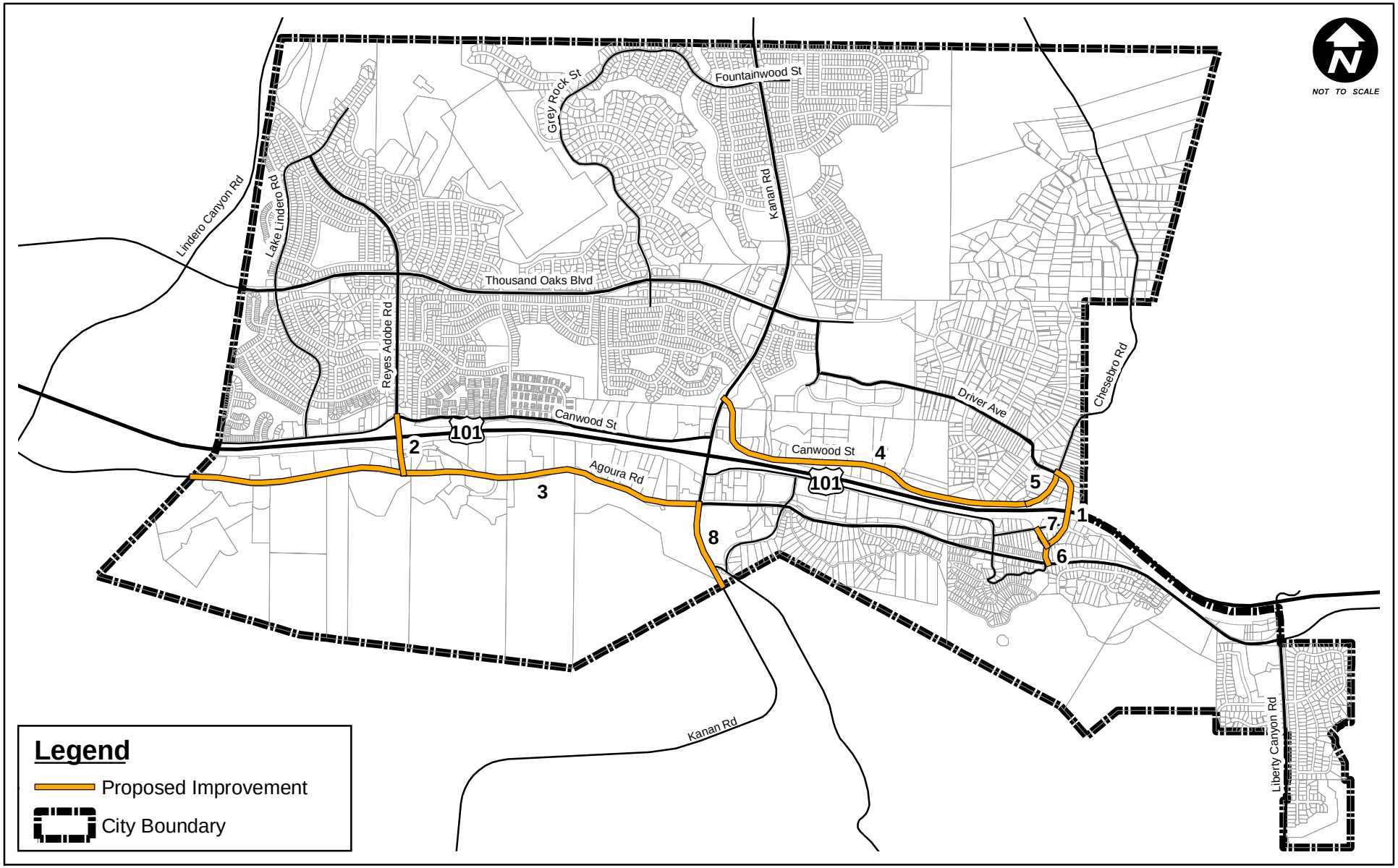
Deficient Locations

At the remaining locations operating at lower than LOS C, several factors prevent the implementation of physical improvements. These factors include physical constraints, adverse impacts to neighborhood character/quality of life, and general policy. The following is a discussion of the factors affecting these locations:

TABLE 8
PROPOSED GENERAL PLAN ROADWAY IMPROVEMENTS

	Location	Proposed General Plan Improvement
1	Palo Comado Road/Chesebro Road Interchange	Improve overpass to four lanes and reconfigure ramp interface; improve Palo Comado Canyon Road to four lanes from Canwood Street to Chesebro Road
2	Reyes Adobe Road Interchange*	Improve overpass to six lanes and reconfigure ramp interface; improve Reyes Adobe Road to six lanes from Canwood Street to Agoura Road
3	Agoura Road (western City limits to Kanan Road)	Widen between Kanan Road and westerly city limits to four lanes
4	Canwood Street (Kanan Road to Chesebro Road	Widen between Kanan Road and Chesebro Road to three lanes
5	Chesebro Road (Canwood Street to Driver Avenue)	Widen between Canwood Street and Driver Avenue to three lanes
6	Chesebro Road (Palo Comado Canyon Road to Agoura Road)	Widen between Palo Comado Canyon Road and Agoura Road to four lanes
7	Chesebro Road (Dorothy Drive to Palo Comado Canyon Road)	Widen between Dorthy Drive and Palo Comado Canyon Road to three lanes
8	Kanan Road (Agoura Road to southern City limits)	Widen between Agoura Road and southerly city limits to four lanes

* The proposed improvement at this location is under construction as of September 2009.



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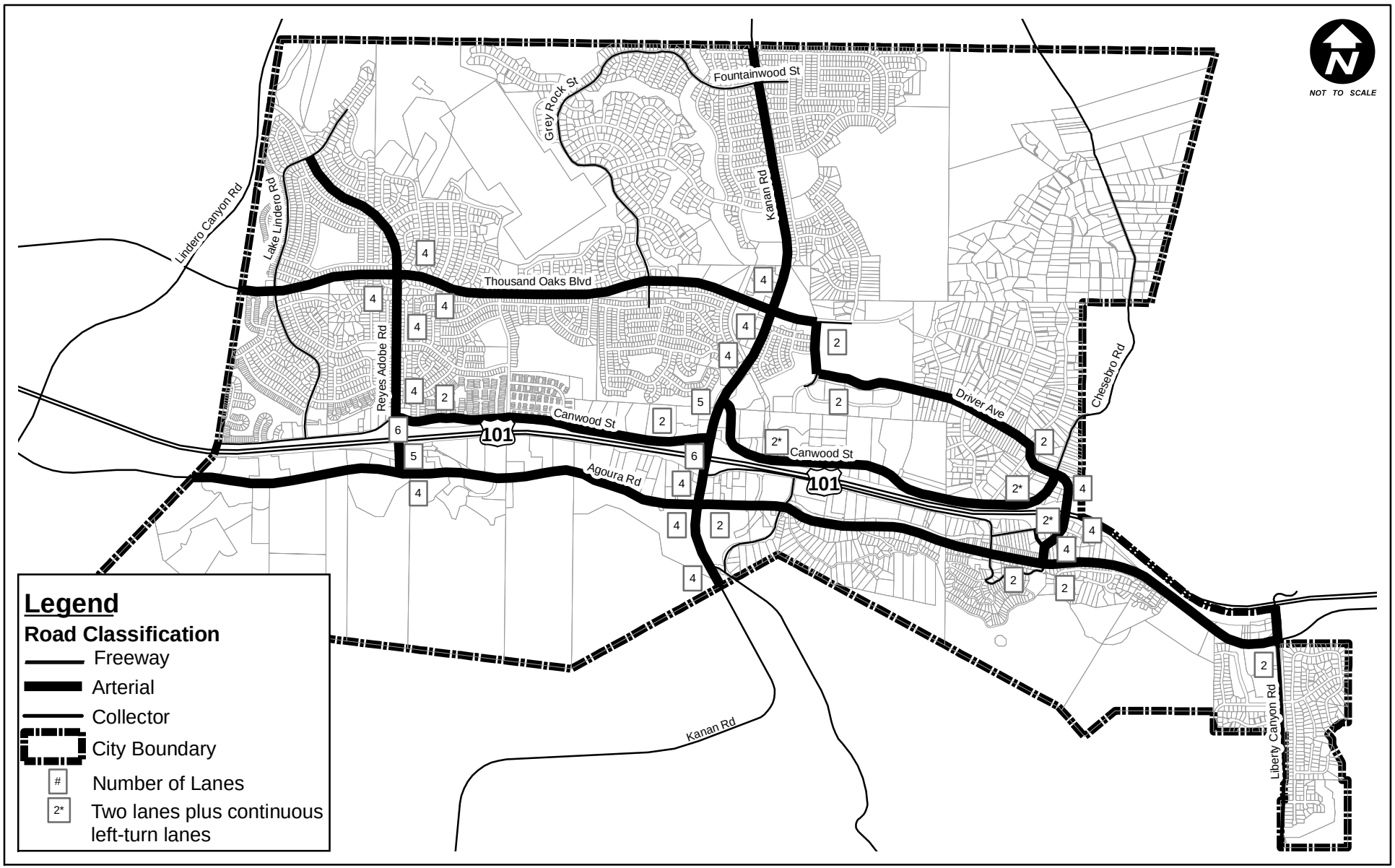
PROPOSED GENERAL PLAN IMPROVEMENTS
FIGURE 18



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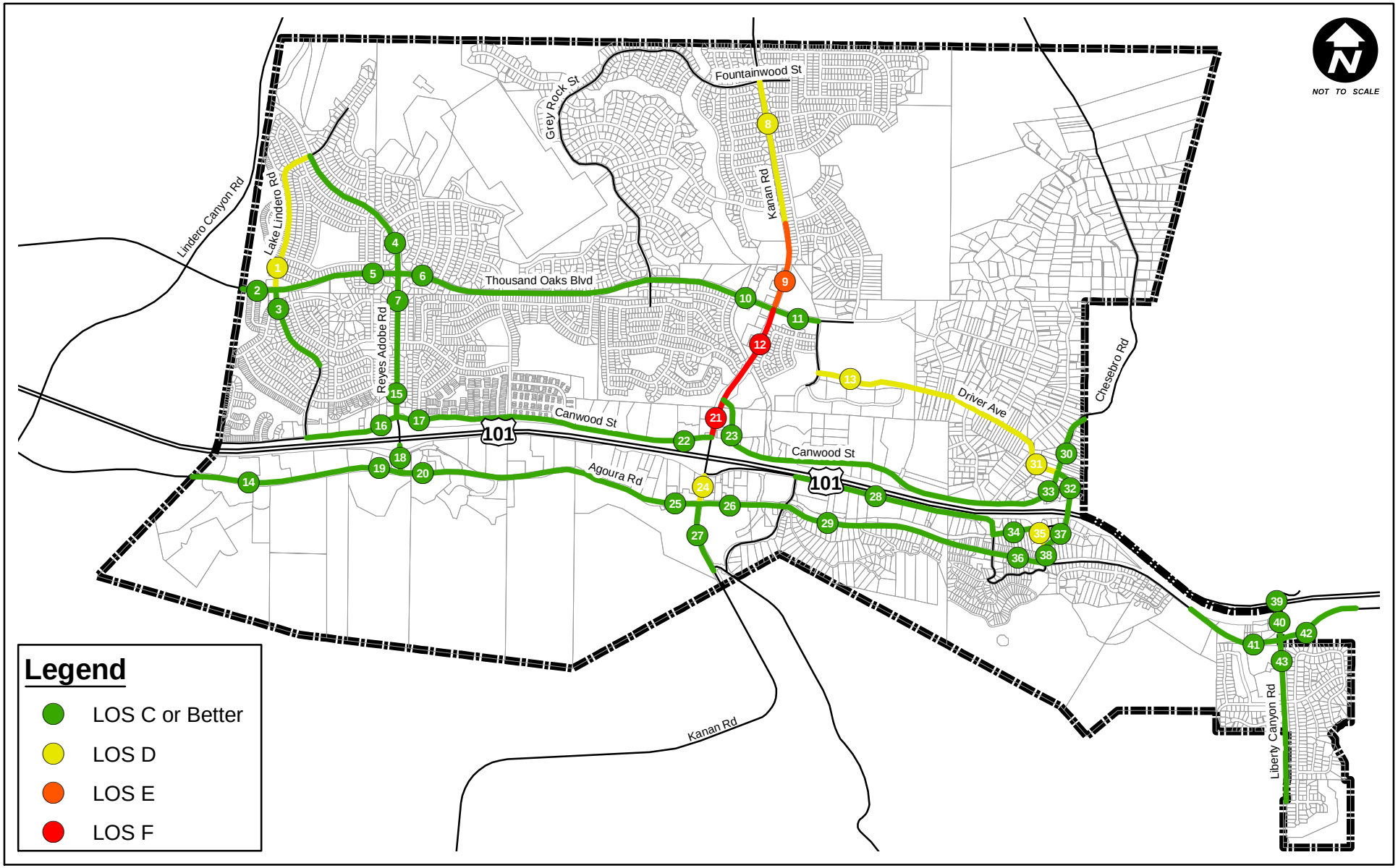
PROPOSED CIRCULATION PLAN
FIGURE 19



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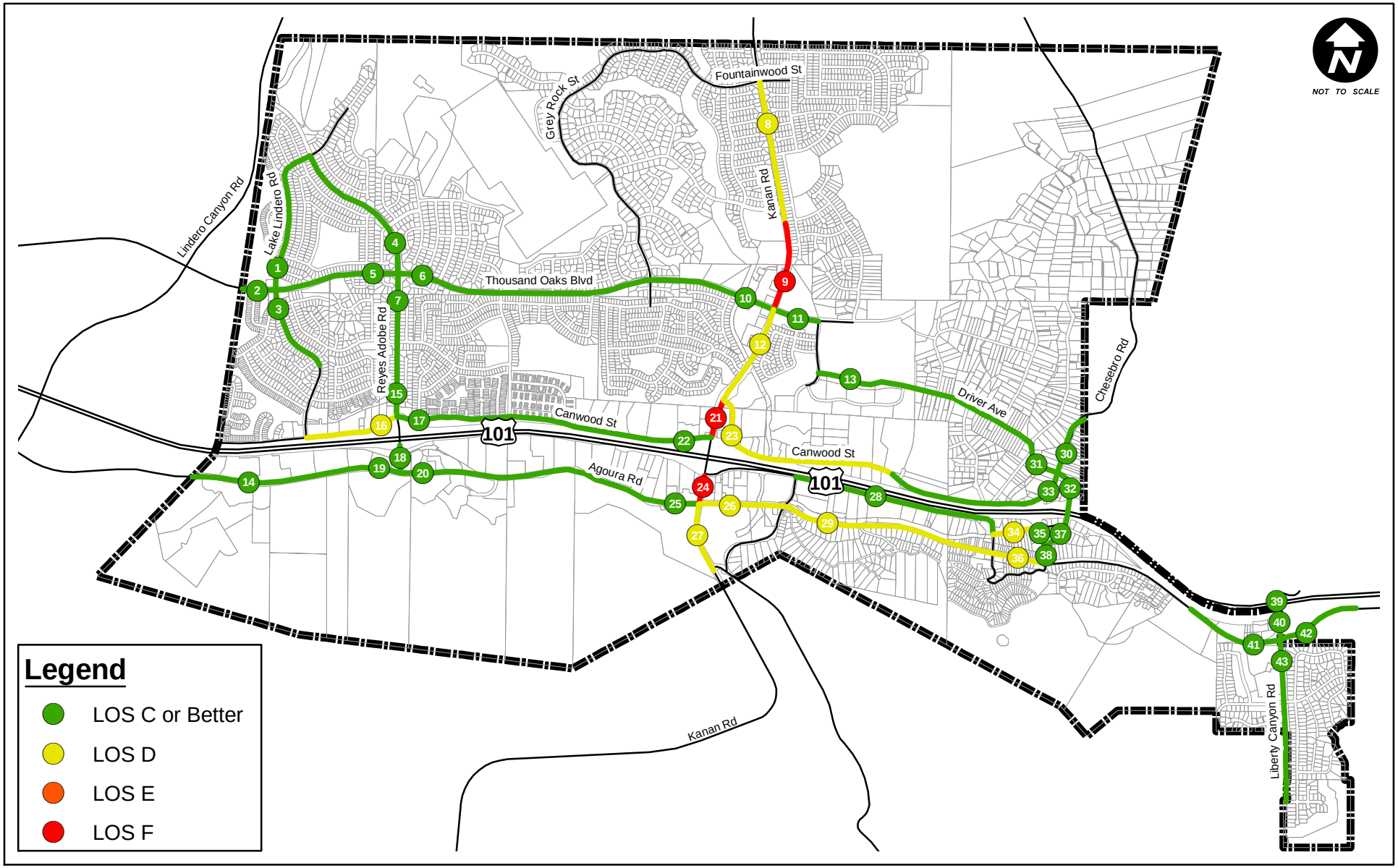
YEAR 2035 WITH GENERAL PLAN LAND USE AND PROPOSED IMPROVEMENTS LEVEL OF SERVICE - AM PEAK HOUR

FIGURE 20



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YEAR 2035 WITH GENERAL PLAN LAND USE ANDPROPOSED IMPROVEMENTS LEVEL OF SERVICE - PM PEAK HOUR

FIGURE 21

- Lake Lindero Road north of Thousand Oaks Boulevard – This portion of Lake Lindero Road is located in a residential area with the Lindero Canyon Middle School nearby. The segment operates at LOS D during the AM peak hour under existing conditions, due to the traffic patterns currently generated by the middle school. Traffic volumes are not expected to increase significantly under future conditions. Due to the location in a residential neighborhood, physical improvements, such as the removal of on-street parking or narrowing of sidewalks, are not preferred due to potential adverse effects to the neighborhood characteristics.

- Kanan Road south of Fountainwood Street to Agoura Road – Kanan Road is the major north-south connection within and through Agoura Hills; this portion of the roadway is located in a primarily residential area south of Fountainwood Street and transitions into a mixed residential and commercial area between Thousand Oaks Boulevard and Agoura Road. Portions of Kanan Road operate at LOS D under existing conditions and operating conditions are projected to worsen to LOS E and F under future conditions. The current 1992 Circulation Element identifies a widening of Kanan Road to a six lane facility. Implementing the widening would likely require the narrowing and/or removal of bike lanes, sidewalks, medians, and/or median landscaping and the possible narrowing of existing travel lanes. City staff has indicated that such widening would adversely affect the character of the Kanan Road corridor and its ability to serve bicycle and pedestrian modes and, as a result, the widening is no longer under consideration.

- Driver Avenue between Argos Street and Chesebro Road – Driver Avenue is located in the residential Old Agoura neighborhood and is adjacent to Agoura Hills High School. The segment operates at LOS D during the AM peak hour under existing conditions, primarily due to the traffic patterns currently created by the high school. Traffic volumes are not expected to increase significantly under future conditions. The surrounding neighborhood is semi-rural and the introduction of additional traffic lanes would detract from the overall character of the neighborhood.

- Canwood Street west of Reyes Adobe Road – This segment of Canwood Street is located in a residential area adjacent to the Lake Lindero neighborhood. The segment operates at LOS D during the PM peak hour under existing conditions, and traffic volumes are not expected to increase significantly under future conditions. The opportunities for physical improvements are limited due to the potential adverse impacts to the neighborhood quality of life. These can include the reduction in sidewalk widths, removal of street parking, or removal of bike lanes to accommodate physical improvements.

- Canwood Street east of Kanan Road– This section is projected to operate below LOS C during the PM peak hour under future conditions with development anticipated under the proposed General Plan even with improvement to a three-lane cross section with a continuous left-turn lane as recommended herein. Further widening to provide four lanes is not possible within the available right-of-way.

- Agoura Road between Kanan Road and Chesebro Road – This section of Agoura Road is projected to operate at LOS D during the PM peak hour under future conditions with development anticipated under the proposed General Plan. The section is located within the Agoura Village Specific Plan (AVSP) east of Kanan Road and transitions to a mixed commercial and residential area between Cornell Road and Chesebro Road. The current 1992 Circulation Element identifies a widening of Agoura Road within these extents to a four lane facility. However, the City Council has since given direction that Agoura Road should remain two lanes from Kanan Road to the eastern City limits. Implementation of the widening would adversely impact the existing bike lane along Agoura Road and alter the rural character of the adjacent neighborhoods and would conflict with the Agoura Village Specific Plan. In certifying the proposed Agoura Village Specific Plan EIR, the Agoura Hills City Council determined that widening of the road in the Specific Plan area

was not acceptable and effectively agreed to accept the future operating conditions along this corridor worse than LOS C.

- Dorothy Drive between Lewis Road and US-101 SB ramps – Dorothy Drive is projected to operate at LOS D during the PM peak hour under future conditions with development anticipated under the proposed General Plan. Dorothy Drive is located in a primarily commercial/ industrial area. Any physical improvements such as the addition of travel lanes would be feasible but would likely require the removal of on-street parking.

Due to the limitations described at the locations above, the projected operating conditions would remain below LOS C. As an alternative to physical improvements at these locations, the City could consider revisions to minimum operating standards when physical improvements would otherwise create secondary impacts determined to be unacceptable to the community and/or contrary to other policies of the proposed General Plan. Alternative policies could also be pursued by the City to address some of the conditions along certain of these roadways, even though the measures may not fully improve the operating condition to LOS C. Such policies include:

- Utilizing advanced intelligent transportation systems (ITS) and signal control technologies to maximize traffic flow in the Kanan Road corridor
- Improving and promoting transit and non-motorized modes
- Working with the local schools to encourage more children to walk and bicycle to school
- Actively utilize TDM techniques to aid in the reduction of single-occupancy vehicle trips

5. FREEWAY ANALYSIS

In addition to the surface street analysis of the Agoura Hills General Plan update, an analysis of operating conditions along the US-101 (Ventura Freeway) was performed. The analysis scenarios performed for the freeway segment analysis include: existing conditions, future base conditions, and future conditions with the proposed General Plan. Five freeway segments in Agoura Hills were selected for this analysis:

1. US-101 north of Reyes Adobe Road (Los Angeles County CMP Freeway Monitoring Station)
2. US-101 north of Kanan Road
3. US-101 north of Chesebro Road
4. US-101 north of Liberty Canyon Road
5. US-101 south of Liberty Canyon Road

Within Agoura Hills, 10 total travel lanes are provided on the US-101: four mainline and one auxiliary lane per direction. Freeway volume data was obtained from *2007 Traffic Volumes on California State Highways* (Caltrans, 2007) and the specific peak hour data in *2007 Peak Hour Volume Data Report* (Caltrans, 2007) was applied. Figures 22 and 23 illustrate the traffic volumes at each freeway segment during the AM and PM peak hour, respectively.

Under the existing conditions, two segments operate at LOS C and LOS D during the AM and PM peak hours, respectively: north of Reyes Adobe Road and north of Kanan Road. The three remaining segments operate at LOS D during both peak hours.

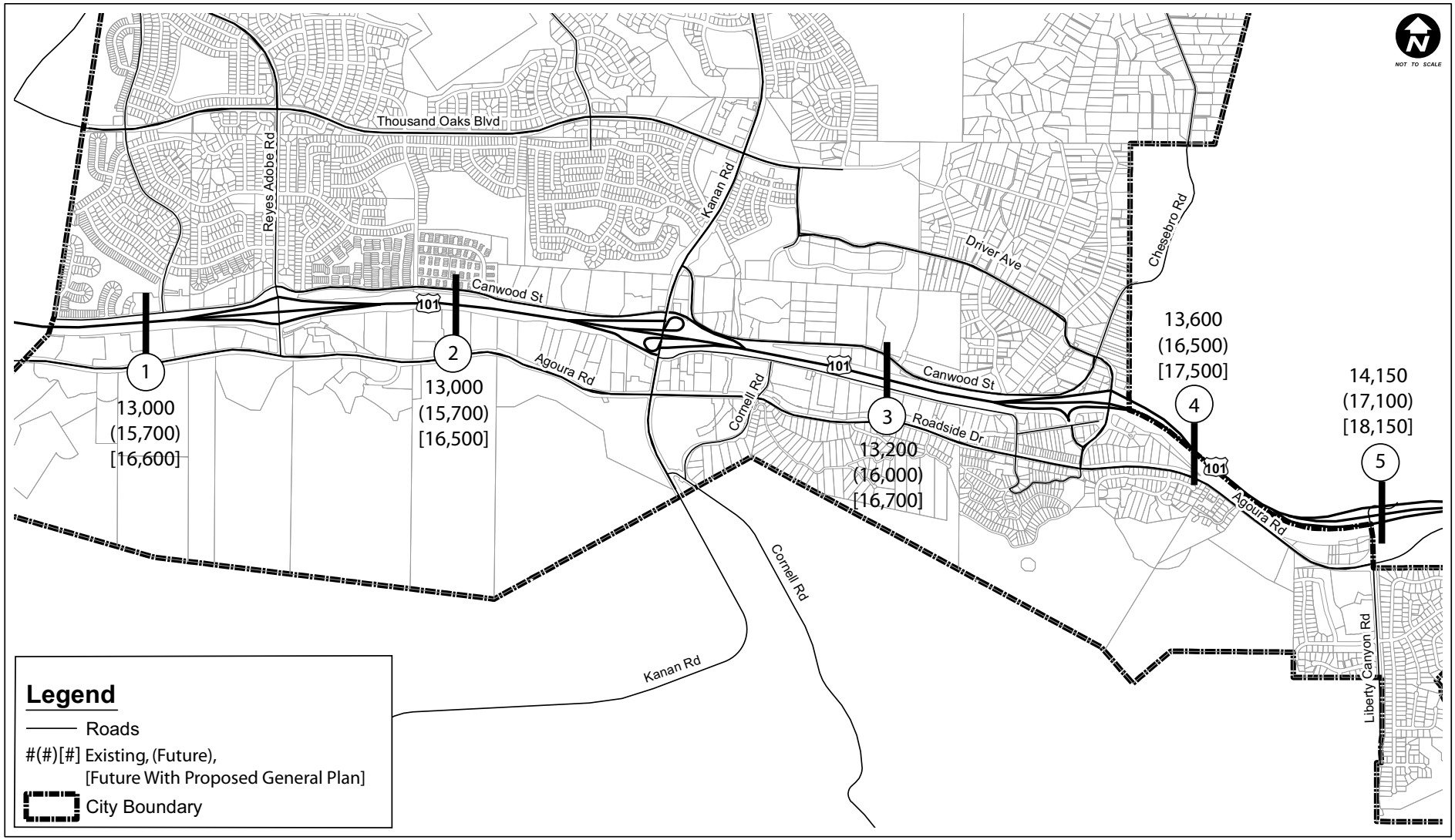
The development of the future freeway traffic projections was performed in a manner identical to the development of the future street segment volumes. The annual growth rate was only applied to the portion of through traffic along the US-101 and the traffic from cumulative projects was assigned to the freeway.

The analysis of future base conditions indicates that two segments are projected to operate at LOS E during either peak period; these two freeway segments are: north of Liberty Canyon (during the PM peak hour) and south of Liberty Canyon (during the AM peak hour). The three remaining segments are projected to operate at LOS D during both peak hours.

With the addition of the proposed General Plan traffic to the freeway segments, three locations are projected to operate at LOS D and LOS E during the AM and PM peak hours, respectively. These locations are: north of Reyes Adobe, north of Kanan Road, and north of Chesebro Road. The two remaining segments are projected to operate at LOS E during both peak periods.

Table 9 summarizes the results of this analysis.

The Congestion Management Program for Los Angeles County (CMP) establishes LOS E as the minimum acceptable LOS for operations on the regional freeway system. Under the future base conditions, all segments are projected to operate at LOS D or E during all analyzed periods and meet the minimum operating standard. With the addition of traffic generated by development anticipated under the proposed General Plan, each segment is projected to operate at LOS E in at least one analyzed period. The anticipated traffic from the proposed General Plan would not cause the five locations to exceed the LOS E operating standard established by the CMP.



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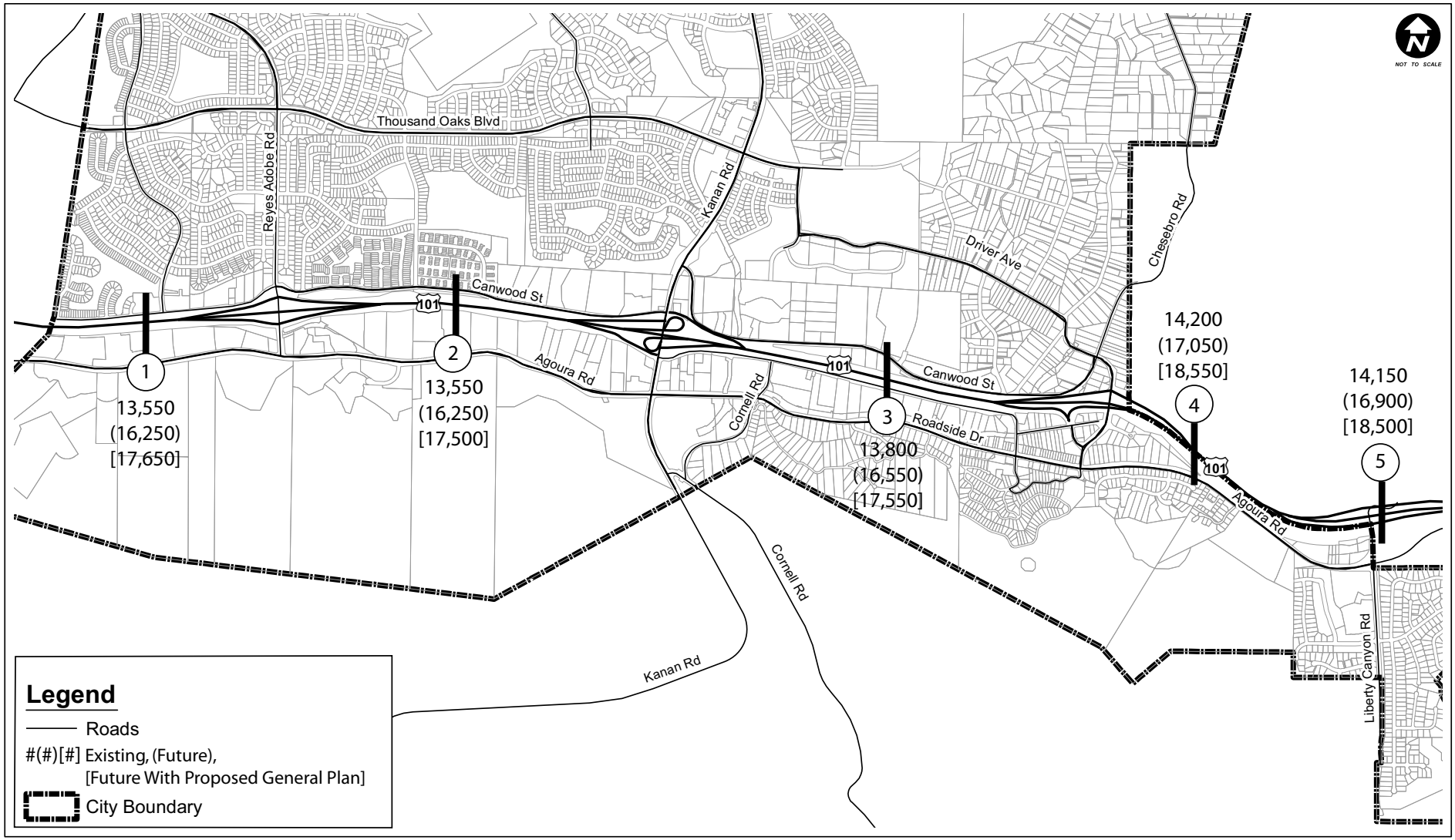
FREEWAY VOLUMES - AM PEAK HOUR
FIGURE 22



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FREEWAY VOLUMES - PM PEAK HOUR
FIGURE 23

TABLE 9
FREEWAY PEAK HOUR LEVELS OF SERVICE

	Freeway Segment	Peak Hour	Existing Conditions			Year 2035 Base			Year 2035 with Proposed General Plan Land Use			
			Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	Volume	Increase	# of Lanes	LOS
1	US-101	AM	13,000	10	C	15,700	10	D	16,600	900	10	D
	n/o Reyes Adobe Rd	PM	13,550	10	D	16,250	10	D	17,650	1,400	10	E
2	US-101	AM	13,000	10	C	15,700	10	D	16,500	800	10	D
	n/o Kanan Rd	PM	13,550	10	D	16,250	10	D	17,500	1,250	10	E
3	US-101	AM	13,200	10	D	16,000	10	D	16,700	700	10	D
	n/o Chesebro Rd	PM	13,800	10	D	16,550	10	D	17,550	1,000	10	E
4	US-101	AM	13,600	10	D	16,500	10	D	17,500	1,000	10	E
	n/o Liberty Canyon Rd	PM	14,200	10	D	17,050	10	E	18,550	1,500	10	E
5	US-101	AM	14,150	10	D	17,100	10	E	18,150	1,050	10	E
	s/o Liberty Canyon Rd	PM	14,150	10	D	16,900	10	D	18,500	1,600	10	E

Notes:
The US-101 provides four mainline lanes and one auxiliary lane in each direction through Agoura Hills.
Volumes are rounded to nearest 50 vehicles.
Level of Service criteria derived and adapted from the Florida DOT Research 2002 and the Highway Capacity Manual (Transportation Research Board, 2000):

	Volume Thresholds for Each Level of Service					
Lanes	A	B	C	D	E	F
10	≤ 5,600	≤ 9,070	≤ 13,130	≤ 16,980	≤ 19,310	> 19,310

6. ALTERNATIVES ANALYSIS

Two project alternatives were evaluated in this study, including the proposed project, the 1992 General Plan Buildout Alternative and the Reduced Density Alternative. The two project alternatives are discussed in this chapter.

The first alternative is the 1992 General Plan Buildout Alternative. This alternative was evaluated to provide a general comparison of relative impacts under the current (1992) General Plan versus the proposed new General Plan.

The second alternative is the Reduced Density Alternative. This alternative was developed with the intent to reduce the potential traffic impacts of the proposed General Plan in the Canwood Street and Agoura Road corridors. The Reduced Density Alternative assumes a 25 percent reduction in land use growth otherwise anticipated in TAZs 6, 8, 10, and 12 (with the exception of development approved by the Agoura Village Specific Plan within these TAZs, which was held constant).

The table below summarizes the anticipated land use growth citywide for the proposed General Plan and the two alternatives.

Alternative	Single Residential (Units)	Multi-Family Residential (Units)	Retail/ Service (sf)	Office/ Business Park (sf)	Business Park/ Manufacturing (sf)
Proposed General Plan*	116	413	625,794	1,098,291	273,445
1992 General Plan Buildout**	116	293	1,458,799	2,947,606	1,414,292
Reduced Density Alternative	100	394	451,342	1,000,480	216,614
*Includes the AVSP, which was approved in 2008, and is now part of the 1992 General Plan ** Does not include the AVSP.					

TRIP GENERATION OF ALTERNATIVES

Traffic generation estimates were prepared for the 1992 General Plan Buildout and Reduced Density alternatives using the same methodology and factors discussed in Chapter 3 for the proposed General Plan. Tables 10 and 11 provide the trip generation estimates for these alternatives.

The table below summarizes the estimated net incremental trips generated by the land use growth anticipated under each alternative for the City as a whole.

Alternative	Daily	AM Peak Hour	PM Peak Hour
Proposed General Plan	45,302	3,026	4,775
1992 General Plan Buildout	100,686	7,548	10,364
Reduced Density Alternative	41,591	2,739	4,388

As the table shows, land use development under the 1992 General Plan Buildout scenario is estimated to generate over twice as many net new trips citywide as the proposed General Plan.

TABLE 10
TRIP GENERATION ESTIMATES - 1992 GENERAL PLAN BUILDOUT ALTERNATIVE

TAZ & Land Uses	Size	Units	ITE Code	Trip Credit [b,c,d]	Trip Generation						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
TAZ 1											
Retail/Service	11.131	ksf	814		493	5	3	8	13	17	30
Pass-by Reduction				10%	*(49)*	*(1)*	*0*	*(1)*	*(1)*	*(2)*	*(3)*
TAZ 1 Subtotal					***444***	***4***	***3***	***7***	***12***	***15***	***27***
TAZ 2											
Retail/Service	198.409	ksf	814		8,793	87	56	143	237	301	538
Internal Capture within TAZ				4%, 16%, 6%	*(352)*	*(14)*	*(9)*	*(23)*	*(14)*	*(18)*	*(32)*
Pass-by Reduction				*10%*	*(844)*	*(7)*	*(5)*	*(12)*	*(22)*	*(28)*	*(51)*
TAZ 2 Subtotal					***7,597***	***66***	***42***	***108***	***201***	***255***	***455***
TAZ 3											
Single-Family Residential	23	units	210		220	4	13	17	14	9	23
TAZ 3 Subtotal					***220***	***4***	***13***	***17***	***14***	***9***	***23***
TAZ 4											
Retail/Service	71.987	ksf	814		3,190	32	20	52	86	109	195
Pass-by Reduction				10%	*(319)*	*(3)*	*(2)*	*(5)*	*(9)*	*(11)*	*(20)*
Office/Business Park	47.812	ksf	750		907	104	13	117	23	141	164
Internal Capture within TAZ				4%, 2%, 1%	*(36)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(2)*
TDM Reduction				*5%*	*(44)*	*(5)*	*(1)*	*(6)*	*(1)*	*(7)*	*(8)*
TAZ 4 Subtotal					***3,698***	***126***	***30***	***156***	***99***	***231***	***329***
TAZ 5											
Retail/Service	125.613	ksf	814		5,567	55	35	90	150	190	340
Internal Capture within TAZ				6%, 25%, 6%	*(334)*	*(14)*	*(9)*	*(23)*	*(9)*	*(11)*	*(20)*
Pass-by Reduction				*10%*	*(523)*	*(4)*	*(3)*	*(7)*	*(14)*	*(18)*	*(32)*
Office/Business Park	712.791	ksf	750		7,836	1,004	124	1,128	136	833	969
Internal Capture within TAZ				4%, 2%, 1%	*(313)*	*(20)*	*(2)*	*(23)*	*(1)*	*(8)*	*(10)*
TDM Reduction				*5%*	*(376)*	*(49)*	*(6)*	*(55)*	*(7)*	*(41)*	*(48)*
TAZ 5 Subtotal					***11,857***	***972***	***139***	***1,110***	***255***	***945***	***1,199***
TAZ 6 [f]											
Single-Family Residential	14	units	210		134	3	8	11	9	5	14
Internal Capture within TAZ				37%, 45%, 40%	*(50)*	*(1)*	*(4)*	*(5)*	*(4)*	*(2)*	*(6)*
Retail/Service	338.745	ksf	820		15,009	198	127	325	672	729	1,401
Internal Capture within TAZ				4%, 15%, 3%	*(600)*	*(30)*	*(19)*	*(49)*	*(20)*	*(22)*	*(42)*
Pass-by Reduction [a]				*30%*	*(4,323)*	*(50)*	*(32)*	*(83)*	*(196)*	*(212)*	*(408)*
Office/Business Park	75.627	ksf	750		1,197	152	19	171	28	170	198
Internal Capture within TAZ				10%, 8%, 5%	*(120)*	*(12)*	*(2)*	*(14)*	*(1)*	*(9)*	*(10)*
TDM Reduction				*5%*	*(54)*	*(7)*	*(1)*	*(8)*	*(1)*	*(8)*	*(9)*
Business Park/Manufacturing	626.981	ksf	770		7,487	726	138	864	188	629	817
Internal Capture within TAZ				10%, 8%, 5%	*(749)*	*(58)*	*(11)*	*(69)*	*(9)*	*(31)*	*(41)*
TDM Reduction				*5%*	*(337)*	*(33)*	*(6)*	*(40)*	*(9)*	*(30)*	*(39)*
TAZ 6 Subtotal					***17,594***	***888***	***217***	***1,103***	***657***	***1,219***	***1,875***
TAZ 7											
Retail/Service	13.917	ksf	814		617	6	4	10	17	21	38
Internal Capture within TAZ				4%, 13%, 3%	*(25)*	*(1)*	*(1)*	*(1)*	*(1)*	*(1)*	*(1)*
Pass-by Reduction				*10%*	*(59)*	*(1)*	*0*	*(1)*	*(2)*	*(2)*	*(4)*
Office/Business Park	328.213	ksf	750		3,829	523	65	588	70	433	503
Internal Capture within TAZ				4%, 2%, 1%	*(153)*	*(10)*	*(1)*	*(12)*	*(1)*	*(4)*	*(5)*
TDM Reduction				*5%*	*(184)*	*(26)*	*(3)*	*(29)*	*(3)*	*(21)*	*(25)*
TAZ 7 Subtotal					***4,025***	***491***	***64***	***555***	***80***	***426***	***506***
TAZ 8 [f]											
Retail/Service	90.362	ksf	814 [c]		4,005	40	25	65	108	137	245
Internal Capture within TAZ				11%, 29%, 13%	*(441)*	*(12)*	*(7)*	*(19)*	*(14)*	*(18)*	*(32)*
Pass-by Reduction				*10%*	*(356)*	*(3)*	*(2)*	*(5)*	*(9)*	*(12)*	*(21)*
Office/Business Park	432.235	ksf	750		4,913	659	82	741	88	541	629
Internal Capture within TAZ				4%, 3%, 1%	*(197)*	*(20)*	*(2)*	*(22)*	*(1)*	*(5)*	*(6)*
TDM Reduction				*5%*	*(236)*	*(32)*	*(4)*	*(36)*	*(4)*	*(27)*	*(31)*
Business Park/Manufacturing	441.141	ksf	770		5,490	515	98	613	136	455	591
Internal Capture within TAZ				4%, 3%, 1%	*(220)*	*(15)*	*(3)*	*(18)*	*(1)*	*(5)*	*(6)*
TDM Reduction				*5%*	*(264)*	*(25)*	*(5)*	*(30)*	*(7)*	*(23)*	*(29)*
TAZ 8 Subtotal					***12,694***	***1,107***	***182***	***1,289***	***296***	***1,043***	***1,340***
TAZ 9											
Multi-Family Residential	19	units	230		110	1	7	8	7	3	10
Internal Capture within TAZ				36%, 31%, 39%	*(40)*	*0*	*(2)*	*(2)*	*(3)*	*(1)*	*(4)*
Retail/Service	472.310	ksf	820		18,629	242	155	397	837	907	1,744
Internal Capture within TAZ				6%, 21%, 5%	*(1,118)*	*(51)*	*(33)*	*(83)*	*(42)*	*(45)*	*(87)*
Pass-by Reduction				*10%*	*(1,751)*	*(19)*	*(12)*	*(31)*	*(80)*	*(86)*	*(166)*
Office/Business Park	356.941	ksf	750		4,128	562	69	631	75	463	538
Internal Capture within TAZ				3%, 3%, 2%	*(124)*	*(17)*	*(2)*	*(19)*	*(2)*	*(9)*	*(11)*
TDM Reduction				*5%*	*(200)*	*(27)*	*(3)*	*(31)*	*(4)*	*(23)*	*(26)*
Business Park/Manufacturing	346.170	ksf	770		4,469	406	77	483	109	364	473
Internal Capture within TAZ				3%, 3%, 2%	*(134)*	*(12)*	*(2)*	*(14)*	*(2)*	*(7)*	*(9)*
TDM Reduction				*5%*	*(217)*	*(20)*	*(4)*	*(23)*	*(5)*	*(18)*	*(23)*
TAZ 9 Subtotal					***23,752***	***1,065***	***252***	***1,318***	***893***	***1,549***	***2,443***

TABLE 10 (continued)

TRIP GENERATION ESTIMATES - 1992 GENERAL PLAN BUILDOUT ALTERNATIVE

TAZ 10 [f]											
Office/Business Park	407.996	ksf	750		4,660	628	78	706	84	516	600
TDM Reduction					*(233)*	*(31)*	*(4)*	*(35)*	*(4)*	*(26)*	*(30)*
TAZ 10 Subtotal					***4,427***	***597***	***74***	***671***	***80***	***490***	***570***
TAZ 11											
Multi-Family Residential	112	units	230		651	8	41	49	39	19	58
Internal Capture within TAZ				36%, 31%, 39%	*(234)*	*(2)*	*(13)*	*(15)*	*(15)*	*(7)*	*(23)*
Retail/Service	61.250	ksf	820		4,938	71	46	117	217	236	453
Internal Capture within TAZ				8%, 28%, 8%	*(395)*	*(20)*	*(13)*	*(33)*	*(17)*	*(19)*	*(36)*
Pass-by Reduction				*10%*	*(454)*	*(5)*	*(3)*	*(8)*	*(20)*	*(22)*	*(42)*
Office/Business Park	226.712	ksf	750		2,771	384	47	431	53	328	381
Internal Capture within TAZ				4%, 3%, 2%	*(111)*	*(12)*	*(1)*	*(13)*	*(1)*	*(7)*	*(8)*
TDM Reduction				5%	*(133)*	*(19)*	*(2)*	*(21)*	*(3)*	*(16)*	*(19)*
TAZ 11 Subtotal					***7,033***	***405***	***102***	***507***	***253***	***512***	***764***
TAZ 12 [f]											
Single-Family Residential	53	units	210		507	10	30	40	34	20	54
Internal Capture within TAZ				33%, 25%, 31%	*(167)*	*(3)*	*(8)*	*(10)*	*(11)*	*(6)*	*(17)*
Multi-Family Residential	162	units	230		941	12	59	71	56	28	84
Internal Capture within TAZ				36%, 31%, 39%	*(339)*	*(4)*	*(18)*	*(22)*	*(22)*	*(11)*	*(33)*
Retail/Service	75.075	ksf	814		3,224	46	29	75	137	143	280
Internal Capture within TAZ				13%, 29%, 13%	*(419)*	*(13)*	*(8)*	*(22)*	*(18)*	*(19)*	*(36)*
Pass-by Reduction				*10%*	*(281)*	*(3)*	*(2)*	*(5)*	*(12)*	*(12)*	*(24)*
Office/Business Park	359.279	ksf	750		4,153	564	70	634	76	465	541
Internal Capture within TAZ				8%, 7%, 3%	*(332)*	*(39)*	*(5)*	*(44)*	*(2)*	*(14)*	*(16)*
TDM Reduction				5%	*(191)*	*(26)*	*(3)*	*(30)*	*(4)*	*(23)*	*(26)*
TAZ 12 Subtotal					***7,096***	***544***	***144***	***687***	***234***	***571***	***807***
TAZ 13											
Single-Family Residential	26	units	210		249	5	15	20	16	10	26
TAZ 13 Subtotal					***249***	***5***	***15***	***20***	***16***	***10***	***26***
TAZ 14											
No Change in Land Use	*n/a*	*n/a*	*n/a*		*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*
TAZ 14 Subtotal					***0***	***0***	***0***	***0***	***0***	***0***	***0***
Total					**100,686**	**6,274**	**1,277**	**7,548**	**3,090**	**7,275**	**10,364**

Notes:

Land use source: City of Agoura Hills, table entitled "Agoura Hills, Existing Land Uses and Proposed General Plan Buildout by TAZ, 5-15-09".

[a] Pass-by trips in TAZ 6 were assigned to the local street network to simulate diversion from their usual path of travel.

[b] Pass-by reductions for retail land uses were applied on a varying scale: <100 ksf - 10%; 100ksf to 300ksf - 30%; and > 300ksf - 20%.

[c] Internal capture credits represent trips between land uses within the TAZ and remaining internal to the TAZ. The credits were calculated based on the ITE internalization methodology and vary by time period. Credits were calculated by time period and the percentages are presented in the following order: Daily, AM peak hour, PM peak hour.

[d] TDM reduction credit of 5% applied to estimate the effects of the current TDM requirements in the Municipal Code.

TABLE 11
TRIP GENERATION ESTIMATES - REDUCED DENSITY ALTERNATIVE

TAZ & Land Uses	Size	Units	ITE Code	Trip Credit [d,e,f]	Trip Generation						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
TAZ 1											
Retail/Service	0.141	ksf	814		6	0	0	0	0	0	0
Pass-by Reduction				10%	*(1)*	*0*	*0*	*0*	*0*	*0*	*0*
TAZ 1 Subtotal					***5***	***0***	***0***	***0***	***0***	***0***	***0***
TAZ 2											
Multi-Family Residential	22	units	230		128	2	8	10	7	4	11
Internal Capture within TAZ				36%, 31%, 39%	*(46)*	*(1)*	*(2)*	*(3)*	*(3)*	*(2)*	*(4)*
Retail/Service	28.575	ksf	814		1,266	13	8	21	34	43	77
Internal Capture within TAZ				4%, 16%, 6%	*(51)*	*(2)*	*(1)*	*(3)*	*(2)*	*(3)*	*(5)*
Pass-by Reduction				*10%*	*(122)*	*(1)*	*(1)*	*(2)*	*(3)*	*(4)*	*(7)*
TAZ 2 Subtotal					***1,175***	***11***	***12***	***23***	***33***	***38***	***72***
TAZ 3											
Single-Family Residential	23	units	210		220	4	13	17	14	9	23
TAZ 3 Subtotal					***220***	***4***	***13***	***17***	***14***	***9***	***23***
TAZ 4											
Retail/Service	9.467	ksf	814		420	4	3	7	11	15	26
Pass-by Reduction				10%	*(42)*	*(1)*	*0*	*(1)*	*(1)*	*(2)*	*(3)*
TAZ 4 Subtotal					***378***	***3***	***3***	***6***	***10***	***13***	***23***
TAZ 5											
Multi-Family Residential	22	units	230		128	2	8	10	7	4	11
Internal Capture within TAZ				37%, 49%, 40%	*(47)*	*(1)*	*(4)*	*(5)*	*(3)*	*(2)*	*(4)*
Retail/Service	53.919	ksf	814		2,390	24	15	39	64	82	146
Internal Capture within TAZ				6%, 25%, 6%	*(143)*	*(6)*	*(4)*	*(10)*	*(4)*	*(5)*	*(9)*
Pass-by Reduction				*10%*	*(225)*	*(2)*	*(1)*	*(3)*	*(6)*	*(8)*	*(14)*
Office/Business Park	159.584	ksf	750		2,072	286	35	321	42	257	299
Internal Capture within TAZ				4%, 2%, 1%	*(83)*	*(6)*	*(1)*	*(6)*	*0*	*(3)*	*(3)*
TDM Reduction				*5%*	*(99)*	*(14)*	*(2)*	*(16)*	*(2)*	*(13)*	*(15)*
TAZ 5 Subtotal					***3,993***	***283***	***46***	***330***	***98***	***312***	***411***
TAZ 6 [g]											
Single-Family Residential	11	units	210		100	2	6	8	7	4	11
Internal Capture within TAZ				37%, 45%, 40%	*(37)*	*(1)*	*(3)*	*(4)*	*(3)*	*(2)*	*(4)*
Retail/Service	201.010	ksf	820		10,691	145	93	238	476	516	992
Internal Capture within TAZ				4%, 15%, 3%	*(428)*	*(22)*	*(14)*	*(36)*	*(14)*	*(15)*	*(30)*
Pass-by Reduction [a]				*30%*	*(3,079)*	*(37)*	*(24)*	*(61)*	*(139)*	*(150)*	*(289)*
Office/Business Park	9.027	ksf	750		503	26	3	29	16	101	117
Internal Capture within TAZ				10%, 8%, 5%	*(50)*	*(2)*	*0*	*(2)*	*(1)*	*(5)*	*(6)*
TDM Reduction				*5%*	*(23)*	*(1)*	*0*	*(1)*	*(1)*	*(5)*	*(6)*
Business Park/Manufacturing	154.099	ksf	770		2,404	184	35	219	52	173	225
Internal Capture within TAZ				10%, 8%, 5%	*(240)*	*(15)*	*(3)*	*(18)*	*(3)*	*(9)*	*(11)*
TDM Reduction				*5%*	*(108)*	*(8)*	*(2)*	*(10)*	*(2)*	*(8)*	*(11)*
TAZ 6 Subtotal					***9,733***	***271***	***91***	***362***	***388***	***600***	***988***
TAZ 7											
Retail/Service	20.440	ksf	814		906	9	6	15	24	31	55
Internal Capture within TAZ				4%, 13%, 3%	*(36)*	*(1)*	*(1)*	*(2)*	*(1)*	*(1)*	*(2)*
Pass-by Reduction				*10%*	*(87)*	*(1)*	*(1)*	*(1)*	*(2)*	*(3)*	*(5)*
Office/Business Park	32.992	ksf	750		753	76	9	85	20	126	146
Internal Capture within TAZ				4%, 2%, 1%	*(30)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(1)*
TDM Reduction				*5%*	*(36)*	*(4)*	*0*	*(4)*	*(1)*	*(6)*	*(7)*
TAZ 7 Subtotal					***1,470***	***77***	***13***	***91***	***40***	***146***	***186***
TAZ 8 [g]											
Multi-Family Residential	57	units	230		331	4	21	25	20	10	30
Internal Capture within TAZ				37%, 30%, 37%	*(122)*	*(1)*	*(6)*	*(8)*	*(7)*	*(4)*	*(11)*
Specialty Retail (AVSP) [h]	36.600	ksf	[b]		1,443	26	17	43	48	50	98
Internal Capture				11%, 29%, 13%	*(159)*	*(8)*	*(5)*	*(12)*	*(6)*	*(7)*	*(13)*
Retail/Service	11.473	ksf	814		508	5	3	8	14	17	31
Internal Capture within TAZ				11%, 29%, 13%	*(56)*	*(1)*	*(1)*	*(2)*	*(2)*	*(2)*	*(4)*
Pass-by Reduction				*10%*	*(45)*	*0*	*0*	*(1)*	*(1)*	*(2)*	*(3)*
Office/Business Park	114.771	ksf	750		1,605	216	27	243	34	211	245
Internal Capture within TAZ				4%, 3%, 1%	*(64)*	*(6)*	*(1)*	*(7)*	*0*	*(2)*	*(2)*
TDM Reduction				*5%*	*(77)*	*(11)*	*(1)*	*(12)*	*(2)*	*(10)*	*(12)*
Business Park/Manufacturing	16.397	ksf	770		924	20	4	24	7	22	29
Internal Capture within TAZ				4%, 3%, 1%	*(37)*	*(1)*	*0*	*(1)*	*0*	*0*	*0*
TDM Reduction				*5%*	*(44)*	*(1)*	*0*	*(1)*	*0*	*(1)*	*(1)*
TAZ 8 Subtotal					***4,207***	***242***	***58***	***299***	***105***	***282***	***387***
TAZ 9											
Multi-Family Residential	19	units	[b]		115	2	7	9	7	4	11
Internal Capture within TAZ				*37%, 48%, 40%*	*(43)*	*(1)*	*(3)*	*(4)*	*(3)*	*(2)*	*(4)*
Retail/Service	16.592	ksf	820		2,113	32	21	53	92	99	191
Internal Capture within TAZ				6%, 21%, 5%	*(127)*	*(7)*	*(4)*	*(11)*	*(5)*	*(5)*	*(10)*
Pass-by Reduction				*10%*	*(199)*	*(3)*	*(2)*	*(4)*	*(9)*	*(9)*	*(18)*
Office/Business Park	71.539	ksf	750		1,154	146	18	164	27	166	193
Internal Capture within TAZ				3%, 3%, 2%	*(35)*	*(4)*	*(1)*	*(5)*	*(1)*	*(3)*	*(4)*
TDM Reduction				*5%*	*(56)*	*(7)*	*(1)*	*(8)*	*(1)*	*(8)*	*(9)*
Business Park/Manufacturing	46.118	ksf	770		1,243	56	11	67	17	57	74
Internal Capture within TAZ				3%, 3%, 2%	*(37)*	*(2)*	*0*	*(2)*	*0*	*(1)*	*(1)*
TDM Reduction				*5%*	*(60)*	*(3)*	*(1)*	*(3)*	*(1)*	*(3)*	*(4)*
TAZ 9 Subtotal					***4,068***	***209***	***45***	***256***	***123***	***295***	***419***

TABLE 11 (continued)
TRIP GENERATION ESTIMATES - REDUCED DENSITY ALTERNATIVE

TAZ 10 [g]											
Office/Business Park	128.132	ksf	750		1,744	238	29	267	37	224	261
TDM Reduction					*(87)*	*(12)*	*(1)*	*(13)*	*(2)*	*(11)*	*(13)*
TAZ 10 Subtotal					***1,657***	***226***	***28***	***254***	***35***	***213***	***248***
TAZ 11											
Multi-Family Residential	112	units	[b]		606	8	38	46	36	18	54
Internal Capture within TAZ				37%, 40%, 40%	*(225)*	*(3)*	*(15)*	*(19)*	*(15)*	*(8)*	*(21)*
Office (AVSP)	75.250	ksf	[b]		965	119	15	134	21	126	147
Internal Capture within TAZ				4%, 3%, 2%	*(39)*	*(4)*	*0*	*(4)*	*0*	*(3)*	*(3)*
Retail/Service	61.250	ksf	820		4,938	71	46	117	217	236	453
Internal Capture within TAZ				8%, 28%, 8%	*(395)*	*(20)*	*(13)*	*(33)*	*(17)*	*(19)*	*(36)*
Pass-by Reduction				*10%*	*(454)*	*(5)*	*(3)*	*(8)*	*(20)*	*(22)*	*(42)*
Office/Business Park [c]	267.681	ksf	750		3,198	441	54	495	60	370	430
Internal Capture within TAZ				4%, 3%, 2%	*(128)*	*(13)*	*(2)*	*(15)*	*(1)*	*(7)*	*(9)*
TDM Reduction				5%	*(154)*	*(21)*	*(3)*	*(24)*	*(3)*	*(18)*	*(21)*
TAZ 11 Subtotal					***8,312***	***573***	***117***	***689***	***278***	***673***	***952***
TAZ 12 [g]											
Single-Family Residential	40	units	210		380	8	22	30	25	15	40
Internal Capture within TAZ				33%, 25%, 31%	*(125)*	*(2)*	*(6)*	*(8)*	*(8)*	*(5)*	*(12)*
Multi-Family Residential	131	units	[b]		725	10	46	56	45	22	67
Internal Capture within TAZ				33%, 25%, 31%	*(239)*	*(3)*	*(11)*	*(14)*	*(14)*	*(6)*	*(21)*
Senior Housing (AVSP) [h]	31	units	[b]		97	0	2	2	2	1	3
Internal Capture within TAZ				33%, 25%, 31%	*(32)*	*0*	*(1)*	*(1)*	*(1)*	*0*	*(1)*
Specialty Retail (AVSP) [h]	61.000	ksf	[b]		2,417	45	28	73	83	87	170
Internal Capture within TAZ				13%, 29%, 13%	*(314)*	*(13)*	*(8)*	*(21)*	*(11)*	*(11)*	*(22)*
Retail/Service [c]	40.875	ksf	814		1,755	25	16	41	74	78	152
Internal Capture within TAZ				13%, 29%, 13%	*(228)*	*(7)*	*(5)*	*(12)*	*(10)*	*(10)*	*(20)*
Pass-by Reduction				*10%*	*(153)*	*(2)*	*(1)*	*(3)*	*(6)*	*(7)*	*(13)*
Office (AVSP) [h]	100.000	ksf	[b]		1,201	150	19	169	24	148	172
Internal Capture within TAZ				8%, 7%, 3%	*(96)*	*(11)*	*(1)*	*(12)*	*(1)*	*(4)*	*(5)*
Office/Business Park [c]	41.504	ksf	750		842	93	11	104	22	134	156
Internal Capture within TAZ				8%, 7%, 3%	*(67)*	*(7)*	*(1)*	*(7)*	*(1)*	*(4)*	*(5)*
TDM Reduction				5%	*(39)*	*(4)*	*(1)*	*(5)*	*(1)*	*(7)*	*(8)*
TAZ 12 Subtotal					***6,124***	***282***	***109***	***392***	***222***	***431***	***653***
TAZ 13											
Single-Family Residential	26	units	210		249	5	15	20	16	10	26
TAZ 13 Subtotal					***249***	***5***	***15***	***20***	***16***	***10***	***26***
TAZ 14											
No Change in Land Use	*n/a*	*n/a*	*n/a*		*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*	*n/a*
TAZ 14 Subtotal					***0***	***0***	***0***	***0***	***0***	***0***	***0***
Total					**41,591**	**2,186**	**550**	**2,739**	**1,362**	**3,022**	**4,388**

Notes:

Source: City of Agoura Hills, table entitled "Agoura Hills, Existing Land Uses and Proposed General Plan Buildout by TAZ, 3-13-09", modified as described in footnote [g].

[a] Pass-by trips in TAZ 6 were assigned to the local street network to simulate diversion from their usual path of travel.

[b] Description, size, and trip generation taken from the Agoura Village Specific Plan EIR.

[c] Land use density reflects reduction of the Agoura Hills General Plan with the densities specified in the Agoura Village Specific Plan.

[d] Pass-by reductions for retail land uses were applied on a varying scale: <100 ksf - 10%; 100ksf to 300ksf - 30%; and > 300ksf - 20%.

[e] Internal capture credits represent trips between land uses within the TAZ and remaining internal to the TAZ. The credits were calculated based on the ITE internalization methodology and vary by time period. Credits were calculated by time period and the percentages are presented in the following order: Daily, AM peak hour, PM peak hour.

[f] TDM reduction credit of 5% applied to estimate the effects of the current TDM requirements in the Municipal Code.

[g] Land uses specified in TAZs 6, 8, 10, and 12 (outside of AVSP areas) were reduced in size by 25% for the Reduced Density Alternative.

[h] Since description, size, and trip generation were obtained from the certified Agoura Village Specific Plan, land uses specified by the approved plan were not reduced for the Reduced Density Alternative.

AVSP = Agoura Village Specific Plan