City of Agoura Hills

Agoura Business Center West and Agoura Business Center North Development Agreement

Final

Initial Study and Mitigated Negative Declaration

March 2012

Environmental Scientists Planners Engineers

Agoura Business Center West and Agoura Business Center North Development Agreement

Final
Initial Study and Mitigated Negative Declaration

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March 2012

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INTRODUCTION

This document is a Draft Initial Study and Mitigated Negative Declaration (IS-MND) that addresses the potential environmental effects resulting from a development agreement between the City and Agoura Business Center West, LLC/Agoura Business Center North, LLC. The proposed development agreement would grant a 10-year time extension for the entitlements for each of the two previously approved projects, and would require Agoura Business Center West LLC/Agoura Business Center North LLC to construct additional roadway improvements along Canwood Street.

LEGAL AUTHORITY AND FINDINGS

This IS-MND has been prepared in accordance with the *California Environmental Quality Act* (*CEQA) Guidelines* and relevant provisions of CEQA of 1970, as amended.

Initial Study. Section 15063(c) of the *CEQA Guidelines* defines an Initial Study as the proper preliminary method of analyzing the potential environmental consequences of a project. The purposes of an Initial Study are:

(1) To provide the Lead Agency with the necessary information to decide whether to prepare an Environmental Impact Report (EIR) or a Mitigated Negative Declaration;

(2) To enable the Lead Agency to modify a project, mitigating adverse impacts, thus avoiding the need to prepare an EIR; and

(3) To provide sufficient technical analysis of the environmental effects of a project to permit a judgment based on the record as a whole, that the environmental effects of a project have been adequately mitigated.

Negative Declaration or Mitigated Negative Declaration. Section 15070 of the *CEQA Guidelines* states that a public agency shall prepare a negative declaration or mitigated negative declaration for a project subject to CEQA when:

(a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment; or

(b) The Initial Study identifies potentially significant effects but:

1. Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and

2. There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

An IS-MND may be used to satisfy the requirements of CEQA when a proposed project would have no significant unmitigable effects on the environment. As discussed further in subsequent sections of this document, implementation of the proposed project would not result in any significant effects on the environment that cannot be reduced to below a level of significance with the mitigation measures included herein.

IMPACT ANALYSIS AND SIGNIFICANCE CLASSIFICATION

The following sections of this IS-MND provide discussions of the possible environmental effects of the proposed project for specific issue areas that have been identified on the CEQA Initial Study Checklist. For each issue area, potential effects are discussed and evaluated.

A "significant effect" is defined by Section 15382 of the CEQA Guidelines as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by a project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." According to the *CEQA Guidelines*, "an economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant."

Following the evaluation of each environmental effect determined to be potentially significant is a discussion of mitigation measures and the residual effects or level of significance remaining after the implementation of the measures. In those cases where a mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect.

USE OF PREVIOUS ENVIRONMENTAL DOCUMENTS IN THIS ANALYSIS

The following environmental analyses and technical studies were used as a basis for this document. Each study is available upon request at the City of Agoura Hills Planning Department Front Counter.

- *City of Agoura Hills, General Plan 2035 EIR, February 2010.*
- *City of Agoura Hills, Agoura Hills Business Park IS-MND, June 2008.*
- *City of Agoura Hills, Agoura Business Center West IS-MND, May 2009.*

INITIAL STUDY

PROJECT TITLE

Agoura Business Center West and North Development Agreement

LEAD AGENCY AND CONTACT PERSON

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30001 Ladyface Court
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Contact: Allison Cook, Principal Planner

PROJECT PROPONENT

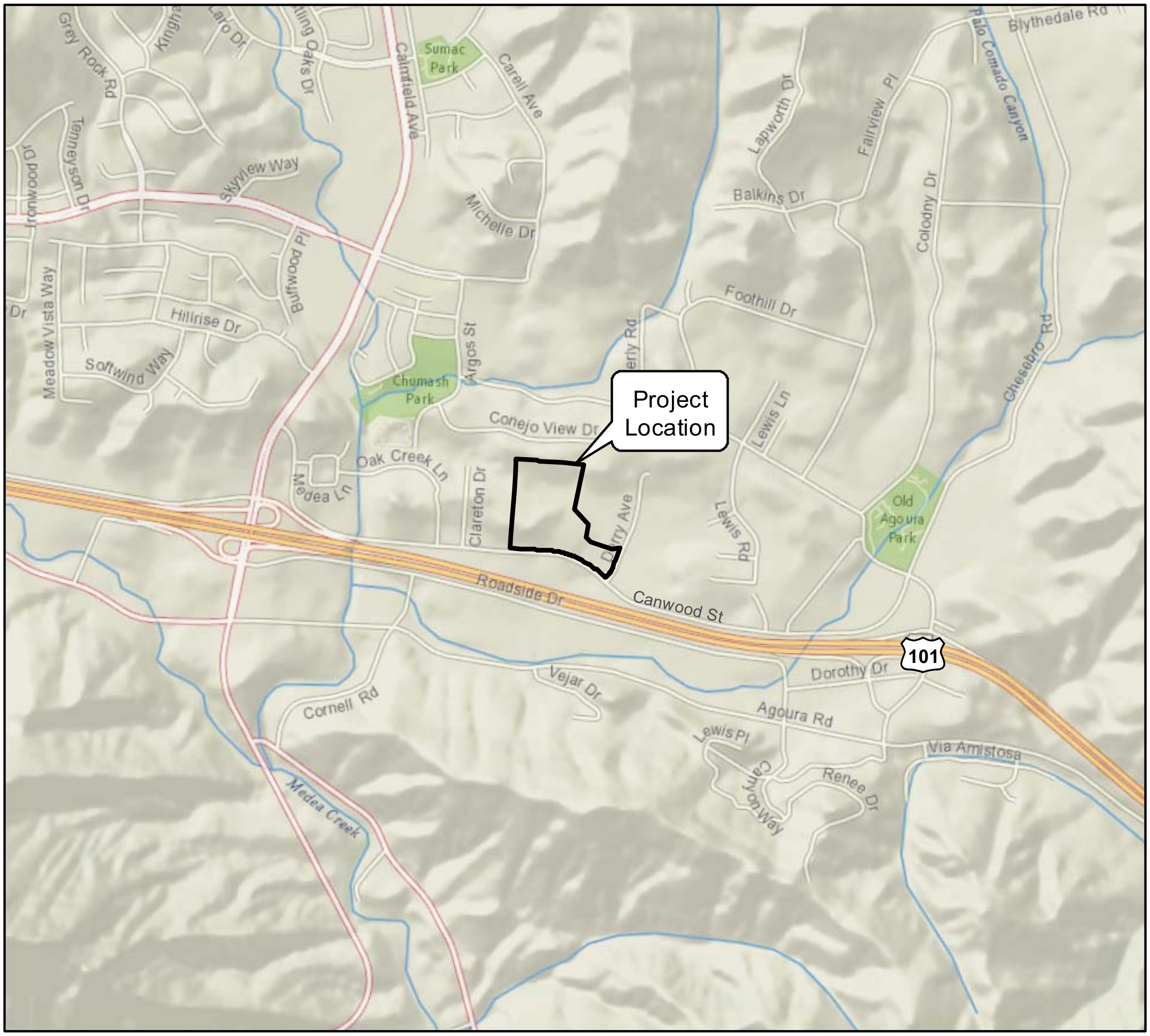
William Poe
Agoura Business Center North, LLC and Agoura Business Center West, LLC
5304 Derry Avenue, Suite A
Agoura Hills, CA 91301

PROJECT SITE CHARACTERISTICS

Location: The project site is located at the northwest corner of the Derry Avenue and Canwood Street intersection in the City of Agoura Hills, Los Angeles County. The project site includes the Agoura Business Center West, LLC/Agoura Business Center North, LLC properties (28721 Canwood Street and 28631 Canwood Street, respectively), which were the subject of previously approved IS-MNDs for the Agoura Business Center West Project (SCH #2009031100) and the Agoura Hills Business Park Project (SCH #2008041078). The project site also includes the vacant property currently owned by the Agoura Hills Redevelopment Agency (28661 Canwood Street), located between the Agoura Business Center West LLC/Agoura Business Center North LLC properties. The project site measures approximately 16.5 acres. Figure 1 illustrates the location of the project site in its regional context and Figure 2 shows the location of the project site in the City of Agoura Hills.

Assessor Parcel Numbers: The Business Center West Project site is identified by Assessor's ID Numbers (APN) 2048-012-029 and 2048-012-031. The Business Park Project site is identified by APN 2048-012-033. The intervening vacant property owned by the Agoura Hills Redevelopment Agency is identified by APN 2048-012-901.

Existing General Plan Designation: The City of Agoura Hills General Plan land use designation for the southern portion of the Business Center West project site is Commercial Retail/ Service (CRS). The land use designation for the northern portion of the Business Center West project site, the Business Park project site, and the intervening vacant property owned by the Agoura Hills Redevelopment Agency is Business Park- Manufacturing (BP-M).



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N

Regional Location

Figure 1

Imagery provided by National Geographic Society, ESRI and its licensors © 2012.

Project Location

Figure 2

Existing Zoning: The City of Agoura Hills zoning for the southern portion of the Business Center West project site is Commercial Retail/ Service (CRS). The zoning for the northern portion of the Business Center West project site, the Business Park project site, and the intervening vacant property owned by the Agoura Hills Redevelopment Agency is Business Park-Manufacturing (BP-M). The entire project site is additionally within the FC overlay zone.

Surrounding Land Uses: The project site is surrounded by commercial and light industrial development to the east and west, Canwood Street to the south, and multi-family residential development to the north. U.S. 101 is located south of Canwood Street. Commercial and industrial uses are located south of the project site, across Canwood Street, and east of the project site, across Derry Avenue. Photos of surrounding land uses can be seen on Figure 3.

DESCRIPTION OF THE PROJECT

The proposed project is a development agreement between the City and Agoura Business Center West LLC/Agoura Business Center North LLC (included in Appendix D). The Agoura Business Center North was formerly the Agoura Hills Business Park Project. The Agoura Business Center West Project and the Agoura Hills Business Park Project were the subject of previously approved IS-MNDs (SCH #2009031100 and SCH #2008041078, respectively). Both the "North" and "West" projects were granted CUPs (2008 and 2009, respectively), and both CUPs are set to expire in 2012. The buildout characteristics of the previously approved projects are shown in Table 1.

Table 1
Agoura Business Center West/Agoura Business Center North
Approved Project Components

Agoura Business Center West	
One-story Retail Building	20,640 square feet (sf)
Covered Walkway	1,956 sf
Total Floor Area	*20,640 sf*
Parking	89 spaces
Project Site Area	2 acres
Agoura Business Center North (formerly Agoura Hills Business Park)	
Building 1 (warehouse/office)	13,140 sf
Building 2 (warehouse/office)	13,140 sf
Building 3 (warehouse/office)	24,140 sf
Building 4 (warehouse/office)	12,000 sf
Building 5 (warehouse/office)	9,000 sf
Building 6 (warehouse/office)	15,000 sf
Building 7 (warehouse/office)	16,650 sf
Total Floor Area	*103,070 sf*
Parking	217 spaces
Project Site Area	10 acres

Source:
Agoura Business Center West IS/MND, SCH #2009031100
Agoura Hills Business Park Project IS/MND, SCH #2008041078

Photo 1 - View from the southwestern corner of the project site, looking east on Canwood Street.

Photo 2 - View from the south side of Canwood Street across from the center parcel of the project site, looking north across Canwood Street onto the project site.

Project Site Photographs

Figure 3a

Photo 3 - View from the center parcel of the project site, looking west across the project site along Canwood Street.

Photo 4 - View from the south side of Canwood Street across from the southeastern corner of the project site (at the intersection of Canwood Street and Derry Avenue), looking north across Canwood Street onto the project site.

Project Site Photographs

Figure 3b

Both previously approved projects have already been granted the extensions allowed by the Municipal Code. The proposed development agreement would grant a 10-year time extension for the entitlements for each of the two previously approved projects, and would require Agoura Business Center West LLC/Agoura Business Center North LLC to construct additional roadway improvements along Canwood Street. The 10-year extension would involve a "vested" right to develop the projects during that 10 year period with the assurance from the City that it will not change the development laws and policies applicable to the properties. The buildout characteristics of the two previously approved projects would remain unchanged. The new roadway improvements would occur on Canwood Street in front of the property currently owned by the Agoura Hills Redevelopment Agency (City RDA) (28661 Canwood Street), which is located between Agoura Business Center West parcel and the Agoura Business Center North parcel. Note that the street improvements and infrastructure in front of the Agoura Business Center North/West parcels were already incorporated into the original project descriptions for the projects, and analyzed as part of the previous entitlements.

The specified street and infrastructure improvements to occur in front of the City RDA parcel fronting Canwood Street would include:

- Installation of utilities (water, hydrant, gas, cable, telephone, storm drain);
- Installation of a curb, gutter, sidewalk on north side;
- Installation of a swale on south side;
- Installation of a street light, removal of an existing street light; and
- Street A.C. overlay and striping to include a third "storage lane" in the middle of the road for left turns but not a regular travel lane. In front of "West" parcel, this would involve additional paving to widen the roadway to accommodate the third lane. For the other parcels, there is sufficient room and only striping would be needed.

The specified street and infrastructure improvements along the portion of the City RDA parcel fronting Derry Avenue would include:

- Minor tie-ins, including utilities, sidewalk, curb, gutter on west side only (the east side already has these improvements).

These roadway improvements, involving minor changes to the 28661 Canwood Street property and the adjacent right-of-way, were not analyzed in the previously approved IS-MNDs for the Agoura Business Center West LLC/Agoura Business Center North LLC projects.

The development agreement also provides standard provisions relating to periodic review, cooperation between the parties, indemnification of the parties and diagrams and descriptions of the affected properties and the proposed improvements. The development agreement would incorporate by reference the City's approvals and conditions on the developers' properties.

PUBLIC AGENCIES WHOSE APPROVAL MAY BE REQUIRED FOR SUBSEQUENT ACTIONS (e.g. permits, financing approval, or participation agreement):

None other than the City of Agoura Hills (the development agreement would incorporate by reference the City's approvals and conditions on the developers' properties).

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that could be lessened to a level of insignificance through incorporation of mitigation.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Geology / Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☒ Transportation/Traffic	☐ Utilities / Service Systems	

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION would be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

All. Cook 2-9-12

Allison Cook, Principal Planner
City of Agoura Hills

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

I. AESTHETICS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a, c. The project site is surrounded by commercial and light industrial development to the east and west, Canwood Street to the south, and multi-family residential development to the north. U.S. 101 is located south of Canwood Street. Commercial and industrial uses are located south of the project site, across Canwood Street, and east of the project site, across Derry Avenue. Figure 2 shows the location of the project site within Agoura Hills. U.S. 101 runs parallel to Canwood Street to the south.

The majority of the project site is zoned Business Park-Manufacturing (BP-M), while a portion of the southern part of the project site is zoned Commercial Retail-Service (CRS). The entire project site is within the Freeway Corridor Overlay District (FC) (City of Agoura Hills Zoning Map, revised 2011). The purpose of the FC overlay district is to recognize the importance of land use, architectural design, and the appearance of development within the freeway corridor, which is a gateway into the City of Agoura Hills. The standards of the FC overlay district include requirements for naturalistic and native landscaping; use of compatible colors and materials to preserve and enhance scenic quality; and screening of unsightly uses with berms, decorative walls or landscaping. Moreover, development in this zone is required to be low intensity, compatible with a semi-rural character and have building facades that are articulated on all sides, and treated with natural materials and earth tones (City of Agoura Hills Municipal Code Section 9541.1).

The project site generally slopes upward from south to north. Vegetation within the site is sparse and is dominated by non-native, ruderal species (Refer to Figure 3). According to the City of Agoura Hills General Plan, Ladyface Mountain is a focal point of community pride and parallels the U.S. 101 corridor. The City of Agoura Hills General Plan identifies the following road segments as valuable scenic resources in the community that provide scenic views of the Santa Monica Mountains, including Ladyface Mountain:

- *Reyes Adobe Road from Thousand Oaks Blvd. to Agoura Road*
- *Thousand Oaks Blvd. from westerly City limits to easterly City limits*
- *Agoura Road from westerly City limits to easterly City limits*
- *Kanan Road from Agoura Road south to the City limits*

In addition, U.S. 101 is designated as eligible for State scenic highway designation.

The proposed development agreement would not affect scenic views from the aforementioned road segments. Buildings within the FC overlay district are required to comply with Municipal Code Section 965.8, which regulates the signage allowable on buildings.

Both of the previously approved developments on the project site were determined to result in less than significant impacts because they would be located among existing development, would be similar in size and scale to existing surrounding uses, and would utilize grading, and landscaping sensitive to the existing landscape within the area. The buildout characteristics of the two previously approved developments would remain unchanged under the proposed development agreement. Development of the previously approved Agoura Hills Business Park Project required Mitigation Measure AES-1, which required approval of a landscape plan prior to issuance of building permits (Agoura Hills Business Park IS-MND, June 2008). This mitigation measure would continue to apply under the proposed development agreement. The proposed development agreement would be consistent with the goals of the Agoura Hills General Plan and the City of Agoura Hills Municipal Code.

The specified street and infrastructure improvements would not obstruct vistas of ridgelines in the City, or views of Ladyface Mountain, or otherwise result in any additional impact to scenic vistas or the existing visual character of the site. Therefore, the proposed development agreement would not adversely affect a scenic vista or degrade the existing visual character or quality of the site and its surroundings.

Existing commercial and light industrial development located in the vicinity of the project site can be seen from U.S. 101. Ladyface Mountain is located south of Canwood Street and U.S. 101. The specified street and infrastructure improvements would not alter public viewsheds between Canwood Street and Ladyface Mountain, or the ridgelines along the southern edge of the City (on the south side of U.S. 101). Therefore, the proposed development agreement would not adversely affect scenic vistas from public viewpoints. Impacts would be **less than significant.**

b. The project site is visible from U.S. 101, albeit restricted by existing development along Canwood Street. While U.S. 101 is eligible for designation as a state scenic highway, it is not officially designated as such. There are no rock outcroppings, historic buildings, or other scenic resources on the project site.

As discussed in Section IV, *Biology*, there is minimal onsite native vegetation, and no special-status plant species in the project vicinity. The previously approved Agoura Hills Business Park Project was determined to require the removal of one oak tree protected under the City's Oak Tree Ordinance and the encroachment into the protected zone of one other protected oak tree. An Oak Tree Permit from the City Department of Planning and Community Development would still be required prior to the issuance of a grading permit for the approved development. In addition, development of the previously approved Agoura Hills Business Park Project prescribed Mitigation Measure AES-1, which required approval of a landscape plan prior to issuance of building permits (Agoura Hills Business Park IS-MND, June 2008). This mitigation measure would continue to apply under the proposed development agreement. The Agoura

Business Center West Project was determined to result in less than significant impacts in this regard. Buildout characteristics of these two previously approved projects would remain unchanged. The specified street and infrastructure improvements would not result in significant impacts to trees, rock outcroppings, historic buildings or other scenic resources. Therefore, this impact would be **less than significant**.

d. The project site is currently vacant, with the exception of a surface parking lot in the eastern portion of the site. The lights and reflective surfaces of the automobiles in the parking lot are the only existing sources of light and glare on the project site. The light industrial and commercial developments located adjacent to the project site create light and glare in the vicinity of the project site.

Section 9305 of the Agoura Hills Municipal Code states that, "all lights and glare associated with operations of commercial buildings shall be shielded or directed so as to not illuminate adjacent businesses or cause glare to motorists."

The proposed development agreement would not involve the construction of new buildings or structures. Light and glare associated with the previously approved development on the project site would not be out of character with the existing surrounding land uses, which include primarily commercial and industrial uses. The closest residential neighborhoods lie approximately 700 feet northwest of the project site and approximately 900 feet east of the project site. The two previously approved projects incorporated design features to ensure that light cast by those projects would not adversely affect residents to the north or east of the project site. The buildout characteristics of these developments would remain unchanged under the proposed development agreement, and the development agreement would incorporate by reference the City's approvals and conditions on the developers' properties.

The specified street and infrastructure improvements, which include the replacement of an existing street light, would be the only new physical development that would result from the proposed development agreement. The proposed development agreement would not introduce new sources of light or glare on the project site. Therefore, impacts related to light and glare would be **less than significant.**

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a. The project site is previously disturbed, vacant land, and is not Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared by the Farmland Mapping and Monitoring Program (California Department of Conservation, 2008). The proposed development agreement does not involve development of new floor area. The only new physical development resulting from the proposed development agreement would be the specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street. **No impact** would occur.

b, c. The project site is currently zoned Business Park Manufacturing (BP-M) and Commercial Retail/ Service (CRS). The project site is additionally within the Freeway Corridor (FC) overlay zone. The City does not have agricultural zoning, timberland zoning, or Williamson Act contracts. Therefore, there would be no conflict with zoning for agricultural use or with a Williamson Act Contract. **No impact** would occur.

d. The project site is previously disturbed, vacant land and is not forested. **No impact** would occur.

e. The project site is previously disturbed, vacant land. The proposed development agreement, including the specified street and infrastructure improvements, would not result in the loss of farmland or forest land. Therefore, **no impact** would occur.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

a. The project site is located in the South Coast Air Basin, which is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). According to SCAQMD Guidelines, to be consistent with the Air Quality Management Plan (AQMP), a project must conform to the local General Plan and must not result in or contribute to an exceedance of the City's projected population growth forecast. The proposed development agreement involves a 10-year time extension for the entitlements for each of the two previously approved projects and would require the construction of specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street. The proposed development agreement and development of the previously approved projects would not introduce new residential uses or directly generate an increase in population. Consequently, the project would not contribute to an exceedance of the City's projected population growth forecast. The project's potential impact associated with air quality management plans would be **less than significant.**

b, c. The project site is located in the South Coast Air Basin, which is in nonattainment for the federal 8-hour ozone standard, the State 1-hour ozone standard, the federal 24-hour PM_{10} standard, and the State 24-hour and annual PM_{10} standards. The South Coast Air Basin is designated as attainment or unclassified for all other federal and state ambient air quality standards. Reactive organic gas (ROG), NO_X, and fine particulate matter ($PM_{2.5}$ and PM_{10}) are the pollutants of primary concern for projects located in the SCAQMD.

Long-Term Operational Emissions

The proposed development agreement involves a 10-year time extension for the entitlements for each of the two previously approved projects and would require the construction of specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street. The proposed development agreement would not result in any new pollution-generating uses on the project site. Similarly, the proposed development agreement and development of the previously approved projects would not introduce new traffic-generating uses that would result in air pollutant emissions from mobile sources. Therefore, the proposed development agreement's long-term impact to regional air quality would be **less than significant**.

Short-Term Construction Emissions.

Construction vehicles and equipment traveling along unpaved roads, grading, trenching, and stockpiled soils have the potential to generate fugitive dust (PM_{10}) through the exposure of soil to wind erosion and dust entrainment. In addition, exhaust emissions associated with heavy construction equipment would potentially degrade air quality. PM_{10} and exhaust emissions associated with construction activities are considered to be temporary air quality impacts.

Temporary emissions from construction of the specified street and infrastructure improvements were estimated using the California Emissions Estimator Model (CalEEMod) (see Appendix A for air quality modeling assumptions and results). During project site preparation, the soils that underlie portions of the site could be turned over and pushed around, exposing the soil to wind erosion and dust entrainment by onsite operating equipment. The majority of emissions associated with construction activities on site come from off-road construction equipment, but some emissions are also associated with construction worker trips. Rule 403 of the SCAQMD Handbook requires implementation of measures to minimize emissions for all dust generating activity, regardless of whether it exceeds thresholds. The non-attainment status of the South Coast Air Basin for PM_{10} dust emissions requires that Best Available Control Measures (BACMs) be used to minimize regional cumulative PM_{10} impacts from all construction activities, even if any single project does not cause the thresholds to be exceeded. Additionally, the non-attainment basin status and the cumulative impact of all construction suggests that all reasonably available control measures for diesel exhaust shall be implemented even if individual thresholds are not exceeded.

SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that would not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, distance to the sensitive receptor, etc. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed only for NO_X, CO, PM_{10} and $PM_{2.5}$. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003).

LSTs have been developed for emissions within areas up to 5 acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides a lookup table for sites that measure 1, 2 or 5 acres. The potential area of disturbance for the specified street and infrastructure improvements measures less than one acre and is located in Source Receptor Area 6 (SRA-6), which is designated by the SCAQMD as the West San Fernando Valley and includes the City of Agoura Hills. The LST construction emission thresholds shown in Table 2 are from the LST lookup tables for 1-acre project sites. The thresholds in Table 2 were determined based on the distance to nearby sensitive receptors.

Table 2
SCAQMD LSTs for Construction in SRA-6

Pollutant	Allowable emissions 82 feet from the 1-acre site boundary (lbs/day)
Gradual conversion of NO_x to NO_2	103
CO	426
PM_{10}	4
$PM_{2.5}$	3

Source: http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf, accessed online February 2012.

As indicated in Table 3, emissions generated by the construction of the specified street and infrastructure improvements would be below SCAQMD regional thresholds and LSTs for this location. Nevertheless, Rule 403 of the SCAQMD Handbook requires implementation of measures to minimize emissions for all dust generating activity, regardless of whether it exceeds the thresholds. The non-attainment status of the South Coast Air Basin for PM_{10} dust emissions requires that Best Available Control Measures (BACMs) such as adequate watering and the utilization of vegetative covering be implemented to minimize regional cumulative PM_{10} impacts from all construction activities, even if any single project does not cause the thresholds to be exceeded. Additionally, the non-attainment basin status and the cumulative impact of all construction suggests that all reasonably available control measures for diesel exhaust shall be implemented even if individual thresholds are not exceeded. Implementation of SCAQMD rules would reduce construction impacts to air quality to a **less than significant** level**.**

d. Certain population groups are considered particularly sensitive to air pollution. Sensitive receptors include health care facilities, retirement homes, school and playground facilities, and residential areas. The closest sensitive receptors to the project site are residents located immediately north of the project site and one child care center approximately 275 feet to the west of the project site. The proposed development agreement involves a 10-year time extension for the entitlements for two previously approved development project, as well as the construction of specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street. The proposed development agreement would not result in any new pollution-generating uses on the project site. As such, the proposed development agreement would not result in new development that would expose sensitive receptors to substantial pollutant concentrations and impacts would be **less than significant.**

Table 3
Maximum Daily Construction Emissions[1] (pounds per day)

Emission Source	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Site Preparation (on-site)	1.7	12.6	8.7	1.3	0.8
Site Preparation (off-site)	>0.1	>0.1	0.4	0.1	>0.1
Grading (on-site)	2.0	13.9	9.5	1.8	1.5
Grading (off-site)	0.1	0.1	0.7	0.2	>0.1
Paving (on-site)	2.4	14.5	9.8	1.2	1.2
Paving (off-site)	0.1	0.1	1.3	0.3	>0.1
Maximum daily on-site emissions	**2.4**	**14.5**	**9.8**	**1.8**	**1.5**
Maximum daily total emissions	**2.5**	**14.7**	**11.1**	**2.0**	**1.5**
SCAQMD Thresholds (peak day)	*75*	*100*	*550*	*150*	*55*
Exceed SCAQMD Thresholds?	***NO***	***NO***	***NO***	***NO***	***NO***
Localized Significance Thresholds	*n/a*	*103*	*426*	*4*	*3*
Exceed Localized Significance Thresholds?	***NO***	***NO***	***NO***	***NO***	***NO***

[1]Includes worker trips.
Source: California Emissions Estimator Model (CalEEMod) (See Appendix A for model assumptions and results)

e. The specified street and infrastructure improvements along Canwood Street are not anticipated to generate any objectionable odors. In addition, the proposed use of the site is not identified in "Land Uses Associated with Odor Complaints" of the 1993 SCAQMD's CEQA Air Quality Handbook. Therefore, it the proposed development agreement would not generate objectionable odors; there would be **no impact** associated with odors**.**

IV. BIOLOGICAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

A Rincon Consultants biologist conducted a reconnaissance field survey of the previously approved Agoura Hills Business Center West project site on January 7, 2009 to document onsite biological resources. Michael Brandman Associates prepared a Biological Resources Assessment, dated November 14, 2006, for the previously approved Agoura Hills Business Park project.

The project site is surrounded by commercial and light industrial development to the east and west, Canwood Street to the south, and multi-family residential development to the north. U.S. 101 is located south of Canwood Street. Commercial and industrial uses are located south of the project site, across Canwood Street, and east of the project site, across Derry Avenue.

The project site consists of disturbed, rolling hills sloping from the north to the south. While vegetation within the site is sparse and dominated by non-native, ruderal species, there are 14 native valley oak trees clustered in the western parcel on the project site.

a. The project site provides suitable habitat for four sensitive wildlife species: coast horned lizard (*Phrynosoma coronatum blainvillei*), coastal western whiptail (*Aspidoscelis tigris stejnegeri*), golden eagle (*Aquila chryaetos*), and the burrowing owl (*Athene cunicularia*). These four species are classified by the California Department of Fish and Game as California Species of Concern;

however, none of these sensitive wildlife species are federally or state-listed as endangered or threatened. One of the four species, the burrowing owl (*Athene cunicularia)*, is protected by the Migratory Birds Treaty Act (MBTA) and California Fish and Game Code (CFG). Given that the project site lacks the habitat typically associated with these species, the soils onsite have been disturbed, and the area surrounding the project site is developed, it is unlikely that these species would occur on the project site or in the nearby vicinity. The disturbed nature of the project site diminishes the possibility of special-status plant species on the site.

The proposed development agreement would grant a 10-year time extension for the entitlements for each of the two previously approved projects, including specified street and infrastructure improvements along Canwood Street. Development of the previously approved Agoura Hills Business Park Project and Agoura Business Center West Project required Mitigation Measure BIO-1, which required that removal or pruning of trees be conducted between September 15 and February 15, to avoid the accidental take of any migratory bird species or raptors (Agoura Hills Business Park IS-MND, June 2008; Agoura Business Center West IS-MND, May 2009). In addition, development of the previously approved Agoura Hills Business Park Project required Mitigation Measure BIO-2, which requires that a qualified biologist conduct surveys for burrowing owls in potential habitat areas 30 days prior to construction during both the wintering and nesting seasons (Agoura Hills Business Park IS-MND, June 2008). These measures would continue to apply to the previously approved projects under the new development agreement. Therefore, impacts related to nesting birds, candidate, sensitive or special status species would be **less than significant**.

b. The project site is not located within any designated critical habitat areas and no riparian habitat or other sensitive natural community is known to existing on the project site. Due to the disturbed nature of the project site and lack of sensitive habitat, **no impact** to any riparian habitat or other sensitive natural community is expected.

c. No jurisdictional wetlands are present onsite. As such, **no impact** to wetlands would occur.

d. The project site is located in an area characterized by multi-family residential and industrial development. Although the project site is not developed, the northern portion has been previously graded and is generally surrounded by development that limits wildlife use surrounding the site. The site is not located within a significant wildlife movement corridor (City of Agoura Hills, General Plan March 2010), and the project site does not provide any substantial or functional wildlife habitat for migrating wildlife. The proposed development agreement would grant a 10-year time extension for the entitlements for each of the two previously approved projects, including specified street and infrastructure improvements along Canwood Street, which would facilitate the connection between the commercial and light-industrial developments on Canwood Street to the east and west of the project site. The specified street and infrastructure improvements would not interfere with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors. Therefore, impacts to wildlife movement would be **less than significant**.

e. Oaks (*Quercus* spp.) within the City of Agoura Hills are protected by the City's Oak Tree Ordinance (City Council Resolution No. 374, City of Agoura Hills General Plan, March 2010). A permit is required to cut, move, or remove any oak tree larger than two inches in diameter, measured 3.5 feet above the tree's natural grade. In addition, a permit is required for encroachment within a qualified oak tree's protected zone, defined as no less than 15 feet from the trunk of an oak tree (City of Agoura Hills Municipal Code, Appendix A, *Oak Tree Preservation)*. The previously approved Agoura Hills Business Park Project was determined to require the removal of one oak tree protected under the City's Oak Tree Ordinance and the encroachment into the protected zone of one other protected oak tree. Development of the previously approved Agoura Hills Business Park Project required Mitigation Measure BIO-3, which required that the project incorporate the recommendations of the City's Oak Tree Consultant, including planting of four replacement oak trees, fencing of oak trees to be preserved, notice to the City prior to approved work within the protected zone of any oak tree, and other restrictions on construction work within the protected zone of any oak tree (Agoura Hills Business Park IS-MND, June 2008). This mitigation measure would continue to apply under the proposed development agreement. In addition, an Oak Tree Permit from the City Department of Planning and Community Development would still be required prior to the issuance of a grading permit for the approved development. The proposed development agreement would not involve construction activities that would necessitate the removal of any existing oak trees, or encroach into the protected zone of any oak tree. **No impact** would occur.

f. The project site is located within an urban area that is not subject to an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan (City of Agoura Hills General Plan, March 2010). **No impact** would occur.

V. CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

a. The project site is currently vacant and therefore lacking historical resources (Rincon Consultants, site visits, January 15, 2008 and January 19, 2008). **No impact** to historical resources would occur.

b-d. The project site is not known to contain any archaeological resources, paleontological resources or human remains (Agoura Hills Business Park IS-MND, June 2008; Agoura Business Center West IS-MND, May 2009). The proposed development agreement does not involve development of new floor area. The proposed development agreement would only result in new physical development related to the specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street. Although no archaeological resources, paleontological resources or human remains are known to be present on the project site, site grading has the potential to disturb as yet undiscovered cultural resources. Development of the previously approved Agoura Hills Business Park Project and Agoura Business Center West Project required mitigation measures related to archaeological monitoring and notification of and evaluation by a qualified archaeologist. These measures would continue to apply to the previously approved development under the new development plan. Identical measures would be required for the specified street and infrastructure improvements; therefore, impacts would be **less than significant with mitigation incorporated**.

<u>Mitigation Measures</u>

Implementation of Mitigation Measures CR-1 and CR-2 would reduce impacts to unknown archaeological resources and human remains to a less than significant level.

CR-1 **Monitoring.** A qualified archaeologist shall monitor any grading, trenching, excavation, or other subsurface work that occurs in undisturbed soil. If artifacts are discovered, the developer shall notify the City of Agoura Hills' Environmental Analyst immediately, and construction activities shall cease until the archaeologist has documented and recovered the resources. Equipment stoppages prescribed by the archaeologist shall only involve those pieces of equipment that have actually encountered significant or potentially significant resources, and should not be construed to require stoppage of all equipment on the site unless the resources are thought by the archaeologist to be distributed throughout the entire site. The purpose of stopping the equipment is to protect cultural/scientific resources that would otherwise be impacted, and said equipment may undertake work in other areas of the site away from the discovered resources. If the find is determined by the archaeologist to be a unique archaeological resource, as defined by Section 2103.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code with mitigation as appropriate. If the find is determined not to be a unique archaeological resource, no further action is necessary and construction may continue.

In the event of discovery of human remains, work shall stop until the coroner has determined that no investigation of the cause of death is required; or, if descendants have made a recommendation of the property owner regarding proper disposal of the remains, or until descendants have failed to make a recommendation within 24 hours of notification. If no recommendation is received, remains shall be interred with appropriate dignity on the property in a location not subject to future development.

CR-2 **Evaluation and Notification.** Should archaeological resources be discovered and avoidance proves infeasible, the importance of the site shall be evaluated by a qualified archaeologist. Preservation of sites in-place is the preferred manner of avoiding damage to historic and prehistoric archaeological resources.

VI. GEOLOGY AND SOILS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

The following analysis is based partially on Geotechnical Reports prepared for the previously approved Agoura Hills Business Park and Agoura Hills Business Center West Projects. The J. Byer Group prepared a Geologic Soils and Exploration report for the Agoura Hills Business Park Project in 1996, an updated report in 2004 and three addendums to the 2004 report. In addition to a rippability study being performed for the Agoura Hills Business Park project, Gorian and Associates prepared a Geotechnical Report for the Agoura Hills Business Center West Project in 2007. The findings of these reports have been incorporated by reference throughout this analysis.

a (i). There are no known active or potentially active faults within the immediate project area, as identified by the USGS mapping system (2008) or the State Geologist (Gorian & Associates, 2007; The J. Byer Group, 2004). The project site is situated in the seismically active Transverse Ranges Geomorphic province, and like any other area in the City, would experience ground motion from earthquakes generated on regional faults, include the Malibu, San Fernando, Northridge, San Andreas, Newport-Inglewood and Malibu Coast Faults. The proposed development agreement would grant a 10-year time extension for the entitlements for the previously approved Agoura Hills Business Park and Agoura Hills Business Center West Projects, and would also include specified street and infrastructure improvements along Canwood Street. Buildings developed pursuant to the two previously approved projects would be required to be designed in accordance with City Building Code and California Building Code, and the buildout characteristics of these two previously approved projects would remain unchanged. The proposed development agreement does not involve the construction of any new structures. Therefore, impacts relating to rupture of a known fault would be **less than significant**.

a (ii, iii). Several active and/or potentially active faults in the surrounding region could produce ground shaking at the site. These faults include the Malibu Coast fault San Fernando, Northridge, San Andreas, Newport-Inglewood and Malibu Coast Faults. Each of these faults is located in close enough proximity to cause earth shaking in the case of high magnitude earthquakes (Gorian & Associates, 2007; The J. Byer Group, 2004). The City of Agoura Hills is on the Seismic Hazard Map for the Thousand Oaks Quadrangle, published by the California Department of Conservation in 2000 (City of Agoura Hills, February 2010). The map identifies an area within Agoura Hills that is subject to liquefaction in the eastern portion of the City, located immediately south of U.S. 101 and partially included in the Agoura Village Specific Plan area. This area of potential liquefaction is located approximately 0.20 miles south of the project site. Therefore, although it is possible that ground shaking may occur at the project site due to its proximity to active faults, secondary effects such as liquefaction are not expected to occur (J. Byer Group, 2004). Additionally, development of the previously approved Agoura Hills Business Center West Project required Mitigation Measure GEO-1, which required that the development incorporate design and construction recommendations of the City of Agoura (Agoura Business Center West IS-MND, May 2009). This mitigation measure would continue to apply under the proposed development agreement. Furthermore, the only new physical development related to the proposed development agreement would be the specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street. It does not involve the construction of new structures that would be impacted by ground shaking or liquefaction. In addition, the City of Agoura Hills is on the Seismic Hazard Map for the Thousand Oaks Quadrangle, published in November 2000. The map identifies an area within Agoura Hills that is subject to liquefaction in the eastern portion of the City, which does not include the project site (City of Agoura Hills, General Plan 2035 EIR, February 2010). Therefore, impacts associated with liquefaction and other seismic-related ground failure would be **less than significant.**

a (iv). The proposed development agreement is not located in an area delineated as a seismic landslide hazard zone by the California Department of Conservation Seismic Hazards Zone Map (1998) and the City of Agoura Hills General Plan (2010). According to the 2007 Gorian and Associates geotechnical report, no landslides present within the immediate area would affect the previously approved development. Therefore, impacts would be **less than significant.**

b. The proposed development agreement involves a 10-year extension for the entitlements for each of the two previously approved projects, as well as specified street and infrastructure improvements along Canwood Street, which would facilitate the connection between the commercial and light-industrial developments on Canwood Street to the east and west of the project site. Construction of the specified street improvements would increase the amount of impervious surface onsite over existing conditions. During construction of the specified infrastructure improvements, soil may erode due to wind entrainment and sediment may travel into storm drainage facilities. To reduce these impacts, standard dust control measures (AQMD Rule 403) and a Stormwater Pollution Prevention Plan would be required for project development (refer to Section II, *Air Quality*; and Section IX, *Hydrology and Water Quality*). These standard requirements and project components would serve to reduce the potential for soil loss on the project site, due to erosion, to a **less than significant** level.

c. According to the California Department of Conservation Seismic Hazards Zone Map (1998) and the City of Agoura Hills General Plan (2010), the potential for liquefaction to occur on the project site is low. As discussed above, potential landslides were not found in the vicinity of the project site. The previously approved Agoura Hills Business Center West Project required Mitigation Measure GEO-1, which required that the development incorporate design and construction recommendations of the City of Agoura (Agoura Business Center West IS-MND, May 2009). This mitigation measure would continue to apply under the proposed development agreement. Additionally, the only new physical development related to the proposed development agreement would be the specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street. The proposed development agreement does not include the construction of any new buildings or structures. Therefore, conditions related to unstable soils, including lateral spreading, subsidence, and collapse, would be **less than significant**.

d. Development of the previously approved Agoura Hills Business Park Project and Agoura Business Center West Project required Measure GEO-1, which required that the Agoura Hills Business Park Project incorporate design and construction recommendations contained in the Geologic and Soils Engineering and Exploring Update and subsequent addendums for that project, conducted by the J. Byer Group (Agoura Hills Business Park IS-MND, June 2008), and Mitigation Measure GEO-1 which required that the Agoura Business Center West Project incorporate design and construction recommendations of the City of Agoura (Agoura Business Center West IS-MND, May 2009). These mitigation measures would continue to apply under the proposed development agreement. However, the buildout characteristics of these two previously approved projects would remain unchanged, and the only new physical development related to the proposed development agreement would be the specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street. The proposed development agreement does not include the construction of any new buildings or structures. Additionally, the proposed development agreement would incorporate by reference the City's approvals and conditions on the developers' properties. Therefore, potential impacts related to expansive soils would be **less than significant**.

e. The proposed development agreement would grant a 10-year time extension for the entitlements for each of the two previously approved projects, including specified street and infrastructure improvements along Canwood Street. The proposed development agreement would not require the use of a septic system or an alternative wastewater disposal system. **No impact** would occur.

VII. GREENHOUSE GAS EMISSIONS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Greenhouse gases (GHGs) are emitted by both natural processes and human activities. Of these gases, carbon dioxide (CO_2) and methane (CH_4) are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the4 21st century than were observed during the 20th century. Different types of GHGs have varying global warming potentials. The global warming potential of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO_2E), and is the amount of a GHG emitted multiplied by its global warming potential.

According to the CalEPA's 2010 Climate Action Team Biennial Report, potential impacts of climate change in California may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CalEPA, April 2010). While these potential impacts identify the possible effects of climate change at a global and potentially statewide level, in general, scientific modeling tools are currently unable to precisely predict what impacts would occur locally.

Because the SCAQMD has not yet adopted GHG emissions thresholds that apply to land use projects where the SCAQMD is not the lead agency and no GHG emissions reduction plan or GHG emissions thresholds have been adopted in Agoura Hills, the proposed development agreement is evaluated based on the SCAQMD's recommended/ preferred option threshold for all land use types of 3,000 metric tons CO_2E per year (SCAQMD, "Proposed Tier 3 Quantitative Thresholds – Option 1", September 2010). It is important to note that the City has not recommended that threshold for any other purpose at this time, but that numeric threshold is recommended for this analysis.

a. The proposed development agreement involves a 10-year time extension for the entitlements for each of the two previously approved projects and would require the construction of specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street. The proposed development agreement would not result in any new GHG-emitting uses on the project site. Similarly, the proposed development agreement would not introduce new traffic-generating uses that would result in GHG emissions from mobile sources. However, construction vehicles and equipment would emit GHGs during the construction phase.

Temporary GHG emissions from construction of the specified street and infrastructure improvements were estimated using the California Emissions Estimator Model (CalEEMod) (see Appendix A for construction modeling assumptions and results). Because climate change represents a long-term cumulative impact, emissions associated with construction activity (approximately 5.9 metric tons CO_2E) are generally amortized over a 30 year period (the anticipated life of the project) in order to more accurately compare them to the annual threshold. Therefore, the specified street and infrastructure improvements would result in approximately 0.2 metric tons CO_2E per year. Based on SCAQMD's recommended threshold of 3,000 metric tons CO_2E per year, the proposed development agreement would have a **less than significant** impact.

In addition to this analysis, because the previously approved IS-MNDs for the Agoura Business Center West and Agoura Hills Business Park Projects were approved prior to the passage of Senate Bill (SB) 97, which acknowledges that climate change requires analysis under CEQA, the potential GHG emissions of each of these two development projects are analyzed herein.

Agoura Business Center North Project

The Agoura Business Center North Project was formerly the Agoura Hills Business Park Project.

Construction Emissions. Based on the CalEEMod model results, construction activity for the Agoura Business Center North Project would result in an estimated 737 metric tons of CO_2E. Amortized over a 30-year period (the assumed life of the project), construction of the project would generate an estimated 25 metric tons of CO_2E per year.

Energy Use. Operation of the Agoura Business Center North Project would consume both electricity and natural gas. The generation of electricity through combustion of fossil fuels typically yields CO_2, and to a smaller extent, N_2O and CH_4. Electricity and natural gas consumption would generate approximately 524 metric tons of CO_2E per year.

Solid Waste. It is anticipated that the Agoura Business Center North Project would generate solid waste that would result in approximately 44 metric tons of CO_2E per year according to the CalEEMod output, which uses current waste disposal rates provided by CalRecycle.

Water Use. Based on the CalEEMod model estimate, water transportation to serve on site development would generate approximately 123 metric tons of CO_2E per year.

Transportation. Mobile source GHG emissions were estimated using total daily trips based on the Kunzman Associates traffic studies, which are based on the Institute of Transportation Engineers' *Trip Generation*, 8th Edition, 2008, and by the total vehicle miles traveled (VMT) estimated in CalEEMod. Based on the CalEEMod model estimate, mobile emissions resulting from on site development would generate an estimated 1,169 metric tons CO_2E per year.

Combined Construction, Stationary and Mobile Source Emissions. Table 4 combines the construction, operational (energy use, solid waste, and water use emissions), and mobile GHG emissions associated with on site development for the Agoura Business Center North Project.

Table 4
Combined Annual Emissions of Greenhouse Gases:
Agoura Business Center North Project

Emission Source	Annual Emissions (CO_2E)
Construction	25 metric tons
Operational	
Energy	524 metric tons
Solid Waste	44 metric tons
Water	123 metric tons
Mobile	1,169 metric tons
Total	**1,885 metric tons**

Sources: See Appendix B for calculations and for GHG emission factor assumptions.

The combined annual emissions would total 1,885 metric tons CO_2E per year. This emissions estimate indicates that the majority of the project's GHG emissions are associated with vehicular travel (62%). Based on SCAQMD's recommended threshold of 3,000 metric tons CO_2E per year, the Agoura Business Center North Project would have a **less than significant** impact.

Agoura Business Center West Project

Construction Emissions. Based on the CalEEMod model results, construction activity for the Agoura Business Center West Project would result in an estimated 337 metric tons of CO_2E. Amortized over a 30-year period (the assumed life of the project), construction of the project would generate an estimated 11 metric tons of CO_2E per year.

Energy Use. Operation of the Agoura Business Center West Project would consume both electricity and natural gas. The generation of electricity through combustion of fossil fuels typically yields CO_2, and to a smaller extent, N_2O and CH_4. Electricity and natural gas consumption would generate approximately 80 metric tons of CO_2E per year.

Solid Waste. It is anticipated that the Agoura Business Center West Project would generate solid waste that would result in approximately 10 metric tons of CO_2E per year according to the CalEEMod output, which uses current waste disposal rates provided by CalRecycle.

Water Use. Based on the CalEEMod model estimate, water transportation to serve on site development would generate approximately 10 metric tons of CO_2E per year.

Transportation. Mobile source GHG emissions were estimated using total daily trips based on the Kunzman Associates traffic studies, which are based on the Institute of Transportation Engineers' *Trip Generation*, 8th Edition, 2008; San Diego Association of Governments, *Traffic Generators*, April 2002; and by the total vehicle miles traveled (VMT) estimated in CalEEMod. Based on the CalEEMod model estimate, mobile emissions resulting from on site development would generate an estimated 1,230 metric tons CO_2E per year.

Combined Construction, Stationary and Mobile Source Emissions. Table 5 combines the construction, operational (energy use, solid waste, and water use emissions), and mobile GHG emissions associated with on site development for the Agoura Business Center West Project.

Table 5
Combined Annual Emissions of Greenhouse Gases:
Agoura Business Center West Project

Emission Source	Annual Emissions (CO_2E)
Construction	11 metric tons
Operational	
Energy	80 metric tons
Solid Waste	10 metric tons
Water	10 metric tons
Mobile	1,230 metric tons
Total	**1,341 metric tons**

Sources: See Appendix B for calculations and for GHG emission factor assumptions.

The combined annual emissions would total 1,341 metric tons CO_2E per year. This emissions estimate indicates that the majority of the project's GHG emissions are associated with vehicular travel (92%). Based on SCAQMD's recommended threshold of 3,000 metric tons CO_2E per year, the Agoura Business Center West Project would have a **less than significant** impact.

b. Assembly Bill (AB) 32, signed in September 2006, requires the State's global warming emissions to be reduced to 1990 levels by 2020. After completing a comprehensive review and update process, the ARB-approved a 1990 statewide GHG level and 2020 limit of 427 MMT CO2E (ARB, October 2007).
Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change requires analysis under CEQA. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted amendments give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHG impacts.

Senate Bill (SB) 375, signed in August 2008, requires the inclusion of sustainable communities' strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. The bill requires the ARB to set regional targets for the purpose of reducing greenhouse gas emissions from passenger vehicles for 2020 and 2035.

None of these statewide regulations include requirements that apply to individual projects, such as the proposed development agreement, and no local or regional plans to reduce GHG emissions are currently in place. Therefore, the proposed development agreement would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. **No impact** would occur.

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

a) The proposed development agreement would grant a 10-year time extension for the entitlements for the previously approved Agoura Hills Business Park Project and Agoura Business Center West Project, including specified street and infrastructure improvements along

Canwood Street. The proposed development agreement would not involve the routine transport, use or disposal of hazardous substances. **No impacts** would occur.

b) There would be no hazardous materials, substances, or waste associated with the proposed development agreement. Therefore, the project would have **no impact** with release of hazardous materials into the environment.

c) The closest school is the Tutor Time Child Care/ Learning Center located on 5108 Clareton Dr., 0.3 miles away. As stated above, there would be no hazardous materials, substances, or waste associated with the proposed development agreement. No schools are located within ¼ mile of the project site. Therefore, **no impact** would occur.

d) The project site does not appear on any hazardous material site list compiled pursuant to Government Code Section 65962.5 (Agoura Hills Business Park IS-MND, June 2008; Agoura Business Center West IS-MND, May 2009). The following databases were checked (January 23, 2012) for known hazardous materials contamination at the project site:

- *Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database;*
- *Geotracker search for leaking underground fuel tanks;*
- *Investigations- Cleanups (SLIC) and Landfill sites, Cortese list of Hazardous Waste and Substances Sites; and*
- *The Department of Toxic Substances Control's Site Mitigation and Brownfields Database.*

The project site does not appear on any of the above lists; thus, **no impacts** would occur with respect to this issue.

e, f) There are no airports or airstrips located within the project vicinity. The project site is not within an area covered by an airport land use plan, nor is it located in the vicinity of a private air strip. **No impact** would occur.

g. Implementation of the proposed development agreement would not interfere with existing emergency evacuation plans, or emergency response plans in the area. The project would be required to comply with Fire Code and Los Angeles County Fire Department (LACFD) standards, including specific construction specifications, access design, location of fire hydrants, and other design requirements. **No impact** would occur.

h. The City of Agoura Hills is susceptible to both urban and wildland fire hazards (City of Agoura Hills General Plan, March 2010). The City of Agoura Hills Municipal Code classifies the City as a Very High Fire Hazard Severity Zone. The City of Agoura Hills Uniform Fire Code, found in Section 8200 of the City of Agoura Hills Municipal Code, includes modifications to the California Building Code that intend to prevent loss during a wildland fire, including design and instillation standards. The proposed development agreement does not involve the construction of any new structures. Impacts related to wildland fire would be **less than significant** with mandatory compliance with building standards and regulations.

IX. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

a, f. The proposed development agreement would grant a 10-year time extension for the entitlements for each of the two previously approved projects, including specified street and infrastructure improvements along Canwood Street, which would facilitate the connection between the commercial and light-industrial developments on Canwood Street to the east and west of the project site. The project would only result in new physical development related to the specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street. Development of the previously approved Agoura Hills Business Park and Agoura Hills Business Center West Projects required preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), a Standard Urban Storm Water Management

Plan (SUSMP), and a Wet Weather Erosion Control Plan (Agoura Hills Business Park IS-MND, June 2008; Agoura Business Center West IS-MND, May 2009). Preparation and implementation of the aforementioned plans would continue to apply to the previously approved developments under the new development agreement.

The specified street and infrastructure improvements are not anticipated to disturb large amounts of soil along the parcel frontage. However, if large amounts of bare soil were to be exposed during construction of the specified street and infrastructure improvements, or in the event of a storm, finely grained soils could be entrained, eroded from the site, and transported to drainages. The amount of material that could potentially erode from the site during temporary construction activities would be greater than under existing conditions due to the minor loss of vegetation and movement of soils. As a result, preparation and implementation of an SWPPP and a SUSMP would also be required for the specified street and infrastructure improvements.

Following construction, the middle of Canwood Street would be widened to accommodate a third "storage" lane along the frontage of the City RDA parcel and a bit further on the west, as well as the installation of a curb, gutter and sidewalk on the north side of Canwood Street and a swale on the south side of Canwood Street. The third lane would be used only as a left turn lane, not a regular travel lane. While most of the street improvements and infrastructure would occur in already paved areas, some new paved surfaces would replace existing vegetated, pervious ground cover immediately adjacent to the existing Canwood Street alignment, which can both absorb water and filter out pollutants. In contrast, paved surfaces accumulate pollutants such as deposits of oil, grease, and other vehicle fluids and hydrocarbons. Traces of heavy metals deposited on streets and parking areas from auto operation and/or fall out of airborne contaminants are common urban surface water pollutants. During storm events, these pollutants would be transported by runoff into storm drain systems and ultimately into the regional watershed. Although relatively minor, given the limited unpaved work area, the introduction of urban pollutants to runoff from the project area could adversely affect the water quality of runoff from the project site.

The project site is currently served by a system of pipes owned by the City and maintained by the Los Angeles County Flood Control Department. A 36-inch pipe is located on the southern portion of the site on Canwood Street and a 30-inch storm drain is located on Canwood Street. The 30-inch pipe was designed to handle all existing drainage that flows from Derry Avenue onto Canwood Street and that flows from the eastern portion of Canwood Street.

No stormwater detention would be required for the proposed development agreement under SUSMP County guidelines. However, Best Management Practices (BMP) treatment control measures would be implemented to ensure that the degradation of water quality due to runoff from the proposed development agreement would be a less than significant. Any potential concerns regarding water quality would be addressed through the use of BMP treatment control measures on and around the project site.

The project site is within the region covered by the Los Angeles County Municipal Storm Water NPDES Permit No. CAS004001 issued by the Los Angeles Regional Water Quality Control Board (LARWQCB). The purpose of this permit is to govern non-point discharges associated with storm water drainage. Regulations under the federal Clean Water Act require compliance with the NPDES storm water permit for projects that would disturb greater than one acre during construction. Per State regulations, the applicant would be required to file a Notice of Intent with the LARWQCB and prepare a SWPPP. The SWPPP would list a series of measures, such as Best Management Practices (BMPs), to be utilized during construction to prevent storm water runoff pollution. Also as part of the SWPPP, the applicant would need to prepare a Wet Weather Erosion Control Plan to minimize erosion from the site and potential pollution of local waterways and ultimately the Pacific Ocean.

The SWPPP would be required by the City prior to issuance of a grading or building permit. Therefore, water quality impacts from runoff during temporary construction activities and long-term operational activities would be **less than significant** with implementation of the aforementioned county, state and federal requirements.

b. The proposed development agreement involves a 10-year time extension for the entitlements for each of the two previously approved projects, including specified street and infrastructure improvements along Canwood Street, which would facilitate the connection between the commercial and light-industrial developments on Canwood Street to the east and west of the project site. The proposed development agreement would not result in a long-term increase in water use as compared to the previously approved projects. Therefore, the project would not substantially deplete ground water supplies. Project development would result in a minor increase in impermeable surface area on the project site immediately adjacent to the Canwood Street alignment, which may reduce groundwater recharge. However, given that the work area for the street and infrastructure improvements on unpaved surfaces is small, and that BMPs would be integrated, the project would not be expected to adversely affect groundwater in the vicinity of the project site and impacts would be **less than significant**.

c. The proposed development agreement would grant a 10-year time extension for the entitlements for each of the two previously approved projects, including specified street and infrastructure improvements along Canwood Street, which would facilitate the connection between the commercial and light-industrial developments on Canwood Street to the east and west of the project site. The drainage pattern throughout the site would not be substantially modified by the proposed development agreement given the limited work area. Furthermore, the potential for adverse erosion and sedimentation effects would be reduced to a less than significant level with the preparation and implementation of a SWPPP and a SUSMP, as discussed above. Therefore, impacts would be **less than significant.**

d-e. The proposed development agreement would grant a 10-year time extension for the entitlements for each of the two previously approved projects, including specified street and infrastructure improvements along Canwood Street. The specified street improvements would incrementally increase impervious surfaces, which would reduce, to a minor extent given the limited unpaved work area, the amount of water that percolates into the ground and increase the amount of water that is discharged to the storm drain system. However, the Los Angeles County Flood Control District (LACFCD) requires that no increase in peak flows in receiving waters should occur. Therefore, new development is required to meet or exceed pre-project conditions for storm water discharge, and the proposed development agreement would be required to retain any additional runoff onsite and discharge it to the storm drain system at rates that do not exceed pre-project conditions. Due to the installation of an onsite swale, and other BMP treatment control measures, no storm water detention is required under SUSMP. Moreover, compliance with Flood Control District requirements would reduce impacts relating to the quantity of surface water runoff and storm drain capacity to a **less than significant** level.

g,h,i. The proposed development agreement would grant a 10-year time extension for the entitlements for each of the two previously approved projects, including specified street and infrastructure improvements along Canwood Street. It does not involve the construction of any new housing or other buildings. Furthermore, the project site is outside the 100-year flood hazard zone (City of Agoura Hills General Plan, March 2010). Therefore, **no impact** with respect to flooding would occur.

j. Seiches are oscillations of the surface of an inland body of water that varies in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. Since the site is not located close to an inland body of water and is at an elevation sufficiently above sea level to be outside the zone of a tsunami, the risk of these two hazards is not pertinent to the site. Therefore, **no impact** would occur.

X. LAND USE AND PLANNING – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a. The previously approved Agoura Business Center West and Agoura Hills Business Park Projects would provide infill development on a site surrounded by multi-family residential development to the north, commercial and light-industry to the west, commercial uses to the south across Canwood Street, and light industrial and commercial uses to the east across Derry Avenue. The project site is not currently utilized by nearby residents, pedestrians, or vehicles traveling through the area. The previously approved development would be similar to surrounding commercial and light-industrial uses on Canwood Street and would connect the commercial and light-industrial developments on Canwood Street east of the project site and the commercial and light-industrial developments on Canwood Street west of the project site. The proposed development plan would grant a 10-year time extension for the entitlements for each of the two previously approved projects, including specified street and infrastructure improvements along Canwood Street, which would facilitate the connection between the commercial and light-industrial developments on Canwood Street to the east and west of the project site. Therefore, the proposed development plan would not divide an established community and impacts would be **less than significant.**

b. The previously approved Agoura Business Center West Project involved:

- A zone change and associated General Plan amendment from Business Park-Manufacturing (BP-M)to Commercial Retail/ Service (CRS);
- A Conditional Use Permit in order to grade a slope greater than 10 percent and to move more than 50 cubic yards of earth;
- A Parcel Map adjustment to expand the project site parcel and to decrease the parcel to the north of the project site; and
- A variance for the proposed 17-foot high retaining wall.

Upon City approval of the zone change, General Plan Amendment, and Conditional Use Permit, the project was determined to be consistent with the City ordinances and impacts.

The previously approved Agoura Hills Business Park Project was determined to be consistent with the General Plan and zoning designations of Business Park Manufacturing (BP-M) and the Freeway Corridor overlay. In addition, the Agoura Hills Business Park Project was determined to require the removal of one oak tree protected under the City's Oak Tree Ordinance and the encroachment into the protected zone of one other protected oak tree. An Oak Tree Permit from the City Department of Planning and Community Development would still be required prior to the issuance of a grading permit for the approved development.

The proposed development agreement would incorporate by reference the City's approvals and conditions on the developers' properties. The specified street and infrastructure improvements are identified in the General Plan, would be within the Business Park-Manufacturing (BP-M) zone, and would not conflict with the BP-M zoning on the adjacent vacant property currently owned by the Agoura Hills Redevelopment Agency (28661 Canwood Street). **No impact** would occur with respect to the General Plan or zoning.

c. The project site is within an urban area and is not subject to an adopted habitat conservation plan (HCP), natural community conservation plan (NCCP), or any other approved local, regional, or state habitat conservation plans (City of Agoura Hills, General Plan 2035 EIR, February 2010). The closest protected community is the Las Virgenes vegetation community (Significant Ecological Area #6) located approximately ¼ mile south of the project site across U.S. 101. The wildlife corridor closest to the project site is approximately one mile southeast of the site on the southeastern boundary of the City. The project would not interfere with an adopted HCP or NCCP, any sensitive ecological area, or any wildlife corridor; therefore, **no impact** would occur.

XI. MINERAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

a, b. According to the California Division of Mines and Geology (DMG), no significant mineral deposits are present within the City of Agoura Hills (City of Agoura Hills, General Plan March 2010). The majority of the City north of Agoura Road is classified as MRZ-1. This classification is used to delineate areas where adequate information is available to determine that no mineral deposits are present, and/or there is little likelihood for significant deposits to be present. The proposed development agreement would grant a 10-year time extension for the entitlements for two previously approved developments, including specified street and infrastructure improvements along Canwood Street, which would facilitate the connection between the commercial and light-industrial developments on Canwood Street to the east and west of the project site. The project site is located north of Agoura Road and is surrounded by development. Consequently, the conversion of the project site to mining is unlikely. Impacts would be **less than significant.**

XII. NOISE – Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity due to construction activities above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). For the most sensitive uses, such as single family residential, 60 dBA Day-Night average level (Ldn) is the maximum normally acceptable exterior level. Ldn is the time average of all A-weighted levels for a 24-hour period, with a 10 dB upward adjustment added to those noise levels occurring between 10:00 p.m. and 7:00 a.m. to account for the general increased sensitivity of people to nighttime noise levels. The Community Noise Equivalent Level (CNEL) is similar to the Ldn except that it adds 5 additional dB to evening noise levels (7:00 p.m. to 10:00 p.m.). The City of Agoura Hills utilizes the CNEL for measuring noise levels.

a, c. The proposed development agreement involves a 10-year time extension for the entitlements for two previously approved development project, and would require the construction of specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street. The proposed development agreement would not result in any new noise-generating uses on the project site or in the vicinity. Development of the Agoura Hills Business Park Project required Mitigation Measure N-1, which required noise reduction measures to reduce mechanical equipment noise (Agoura Hills Business Park IS-MND, June 2008). This mitigation measure would continue to apply under the proposed development agreement.

The previously approved Agoura Hills Business Park and Agoura Business Center West Projects were found to increase vehicle traffic on local roadways that would result in increased roadway noise affecting nearby sensitive land uses. However, roadway noise caused by project-generated vehicle traffic was found to be less than significant for both of the previously approved developments (Agoura Hills Business Park IS-MND, June 2008; Agoura Business Center West IS-MND, May 2009).

The proposed development agreement involves a 10-year time extension for the entitlements for each of the two previously approved projects and would also include the construction of specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street. The proposed development agreement and development of the previously approved projects would not introduce new traffic-generating uses or otherwise generate an increase in roadway noise.

Therefore, the project would not expose sensitive land uses to noise exceeding the City's noise standards, or otherwise contribute to a long-term increase in noise in the project vicinity. Impacts would be **less than significant**.

b, d. The proposed development plan would grant a 10-year time extension for the entitlements for each of the two previously approved projects, and would not involve construction of additional new structures. Construction of the specified street and infrastructure improvements would generate a temporary increase in noise in the site vicinity. As shown in Table 6, maximum noise levels relating to construction range from 78-88 decibels (dB) at a distance of 50 feet (US EPA, 1971).

Table 6
Typical Noise Levels at Construction Sites

Construction Phase	Average Noise Level at 50 Feet	
	Minimum Required Equipment On-Site	All Pertinent Equipment On-Site
Clearing	84 dBA	84 dBA
Excavation	78 dBA	88 dBA
Foundation/Conditioning	88 dBA	88 dBA
Laying Subbase, Paving	78 dBA	79 dBA
Finishing and Cleanup	84 dBA	84 dBA

Source: Bolt, Beranek and Newman, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," prepared for the U.S. Environmental Protection Agency, 1971.

Sensitive receptors are generally considered residential units, child care centers, libraries, hospitals, and nursing homes. The sensitive receptors closest to the project site are the multi-family residential development located approximately 900 feet north of the specified roadway improvements on Canwood Steet, and a childcare center located approximately 1,000 feet west of the specified roadway improvements on Canwood Steet. Construction noise generally attenuates by about 6 dBA per doubling of distance. Therefore, the maximum noise level during construction activities at the exterior of the residences 900 feet from the project site would measure approximately 63 dBA, and at the child care center would be 62 dBA. These noise levels are considered "normally compatible" with the given sensitive uses (Table N-1, General Plan, 2010). In addition, construction of the roadway improvements, as well as construction of the previously approved commercial development, would be required to comply with Article IV, Chapter 1, of the City's Municipal Code, which limits the use of construction equipment that generates noise in excess of 60 dBA to between the hours of 7:00 AM and 7:00 PM, Monday through Saturday. No construction activity is permitted between 7:00 PM and 7:00 AM that generates noise in excess of the 50 dBA nighttime standard, and no construction activity is permitted on Sundays or legal holidays.

The project site is not located in an area of excessive groundborne vibration and would not expose people to excessive levels of groundborne vibration. Given the nature of the specified street and infrastructure improvements, the proposed development agreement is not anticipated to result in groundborne vibration. Therefore, with mandatory compliance with the City's construction noise ordinance, impacts related to construction noise and vibration would be **less than significant**.

e, f. The project site is not located within the vicinity of an airport or private airstrip; and therefore, would not be affected by air traffic noise impacts. **No impact** would occur.

XIII. POPULATION AND HOUSING – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a. The proposed development agreement does not involve the construction of new buildings, including housing, and so would not induce population growth. Therefore, the proposed development agreement would not conflict with the Southern California Association of Governments (SCAG) projections, generate a significant demand for housing, or require the extension of infrastructure or roads. However, the proposed development agreement would result in new physical development related to the specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street. The specified street and infrastructure improvements would facilitate the connection between the commercial and light-industrial developments on Canwood Street to the east and west of the project site and would not substantially induce population growth from the development agreement in the area. Therefore, impacts related to population growth would be **less than significant.**

b, c. The project site is primarily vacant, unused land. A parking lot serving a commercial/light industrial building is located on the eastern side of the project site. Therefore, implementation of the proposed development agreement would not displace people or housing. **No impact** would occur.

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒

a (i). The City of Agoura Hills is served by the Los Angeles County Fire Department (LACFD). Fire Station #89, located at 29575 Canwood Street in Agoura Hills, approximately 1.5 miles west of the project site, serves the project site and surrounding areas. The previously approved Agoura Hills Business Park and Agoura Hills Business Center West Projects would be required to comply with the Fire Code and LACFD standards, including specific construction specifications, access design, location of fire hydrants, and other design requirements. The proposed development agreement would not require additional fire protection, as no new structures are proposed, and the project site is within a developed area currently served by the LACFD. The proposed development agreement would only result in new physical development related to the specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street, which would not impact fire protection services. **No impacts** relating to fire services would occur.

a (ii). The City of Agoura Hills receives police protection from the Los Angeles County Sheriff's Department (LACSD). The previously approved projects are not expected to adversely affect police services as they would not result in an increase in population. The proposed development agreement is not anticipated to require additional police services, as no new structures are proposed, and the project site is within a developed area currently served by the LACSD. The proposed development agreement would only result in new physical development related to the specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street, which would not impact police protection services. The proposed development agreement would have **no impact** with respect to police services.

a (iii). The previously approved projects would be required to pay state-mandated school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." The proposed development agreement would incorporate by reference the City's approvals and conditions on the developers' properties. However, the proposed development agreement would not result in any new residences, or directly generate an increase in population. Therefore, no increase in students or impacts relating to school capacity would occur. Thus, **no impacts** would occur in this regard.

a (iv). The proposed development agreement involves a 10-year time extension for the entitlements for each of the two previously approved projects and would require the construction of specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street. The proposed development agreement and development of the previously approved projects would not introduce new residential uses or directly generate an increase in population. Therefore, the proposed development agreement would not increase citywide demand for parks or result in a change to the City's parkland to population ratio. Consequently, there would be **no impact** to parks and other public services**.**

a (v). The proposed development agreement does not involve the construction of new residences; therefore, it would not directly increase the City's population. While the previously approved developments on the project site would generate some new jobs, they would not substantially increase the population of Agoura Hills. The previously approved projects may incrementally increase the demand for parks, recreational facilities and/or other public services. However, the proposed development agreement would not adversely affect existing parks, recreational facilities and/or other public services, nor would it create the need for new parks, recreational facilities or other public services. Therefore, **no impact** would occur**.**

XV. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a-b. The previously approved Agoura Hills Business Park and Agoura Hills Business Center West Project's do not involve new residential development or development that would adversely affect existing park or recreational facilities. The proposed development agreement would not involve the construction of new residences. The project would only result in new physical development related to the specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street. The proposed development agreement would not directly affect any existing park or recreational facility, nor would it substantially increase demand for parks or recreational facilities. Therefore, **no impacts** would occur.

XVI. TRANSPORTATION/TRAFFIC – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐

a, b. The proposed development agreement involves a 10-year time extension for the entitlements for each of the two previously approved projects and would require the construction of specified street and infrastructure improvements in front of the City RDA parcel fronting Canwood Street. The proposed development agreement would not result in any new traffic-generating uses on the project site. However, construction vehicles and equipment may require temporary lane detours or closures. Due to the size of the project site and the temporary nature of the lane alterations, it would not be expected to result in a change in traffic that is substantial in relation to existing traffic patterns or capacity. Therefore, impacts related to project construction would be **less than significant.**

In addition, the potential traffic impacts of the Agoura Business Center West and Agoura Business Center North Projects are analyzed herein. The following analysis is partially based upon two traffic impact analyses performed by Kunzman Associates (February 2012), which analyzed the traffic impacts of the Agoura Business Center North and Agoura Business Center West Projects. The Los Angeles County Congestion Management Program (CMP) requires that traffic impact analyses must include all monitored intersections to which the project adds traffic above a certain minimum amount. In Los Angeles County, the monitored intersections are contained in Appendix A of the CMP. The traffic impact analyses were prepared in accordance with the County requirements except as noted. The traffic impact analyses not only examined the CMP system of roads and intersections, but also other roads and intersections. The complete traffic impact analysis reports are contained in Appendix C.

The project site is located at the northwest corner of the Derry Avenue and Canwood Street intersection in the City of Agoura Hills. The project site includes the Agoura Business Center

West, LLC/Agoura Business Center North, LLC properties (28721 Canwood Street and 28631 Canwood Street, respectively), as well as the vacant property currently owned by the Agoura Hills Redevelopment Agency (28661 Canwood Street), located between the Agoura Business Center West LLC/Agoura Business Center North LLC properties. Regional access to the site is provided by Highway 101. The nearest access to Highway 101 is via the on and off-ramps at Kanan Road, west of the project site.

The traffic studies examined fifteen intersections in the vicinity of the project site. The studied intersections are listed below and illustrated on Figure 1 of each of the two traffic studies. The traffic studies examined the following intersections in the vicinity of the project site:

- *#1 Kanan Road and Thousand Oaks Boulevard*
- *#2 Kanan Road and Canwood Street (East)*
- *#3 Kanan Road and Canwood Street-U.S. 101 NB Ramps*
- *#4 Kanan Road and Roadside Drive-U.S. 101 SB Ramps*
- *#5 Kanan Road and Agoura Road*
- *#6 Canwood Street and Clareton Drive*
- *#7 Canwood Street and Agoura Business Center North Driveway*
- *#8 Canwood Street and Agoura Business Center West Driveway*
- *#9 Derry Avenue and Agoura Business Center West Driveway*
- *#10 Canwood Street and Derry Avenue*
- *#11 Canwood Street and Colodny Drive*
- *#12 Canwood Street/ Chesebro Road and Driver Avenue/Palo Comado Canyon Road*
- *#13 Palo Comado Canyon Road and U.S. 101 NB Ramps*
- *#14 Palo Comado Canyon Road and Chesebro Road*
- *#15 Dorothy Drive and U.S. 101 SB Ramps*

The qualitative measure used to describe the condition of traffic flow is Level of Service (LOS). LOS ranges from A to F, where LOS A would be excellent conditions and LOS F would be overload conditions. The Intersection Capacity Utilization (ICU) method of intersection analysis was used to compare the volume of traffic with the capacity of the intersection on signalized intersections. On intersections that are not signalized, the Intersection Delay Method was used to compare the volume of traffic with the capacity of the intersection. The intersection volume-to-capacity (V/C) ratio allows for the calculation of the corresponding LOS for intersections in the vicinity of the project site. The LOS definitions can be found in the technical appendix of the traffic studies (Appendix C).

Table 7 summarizes the peak hour LOS at the twelve existing study intersections under existing conditions.

The data presented in Table 7 indicate that the study area intersections currently operate within acceptable Levels of Service during the peak hours for existing traffic conditions, except for the Kanan Road and Canwood Street-U.S. 101 NB Ramps intersection (#3) and the Palo Comado Canyon Road and U.S. 101 NB Ramps intersection (#13), which operate at unacceptable Levels of Service during the evening peak hour (see Table 7). The remainder of the study-area intersections operate at LOS C or better during the AM and PM peak hour periods.

Table 7
Existing Levels of Service

Intersection	Peak Hour	Existing	
		Delay or V/C	LOS
#1 Kanan Road and Thousand Oaks Boulevard	AM PM	0.725 0.732	C C
#2 Kanan Road and Canwood Street (East)	AM PM	0.523 0.706	A C
#3 Kanan Road and Canwood Street-U.S. 101 NB Ramps	AM **PM**	0.674 **0.801**	B **D**
#4 Kanan Road and Roadside Drive-U.S. 101 SB Ramps	AM PM	0.727 0.786	C C
#5 Kanan Road and Agoura Road	AM PM	0.686 0.640	B B
#6 Canwood Street and Clareton Drive	AM PM	13.4 19.4	B C
#10 Canwood Street and Derry Avenue	AM PM	11.4 12.1	B B
#11 Canwood Street and Colodny Drive	AM PM	11.2 10.4	B B
#12 Canwood Street/ Chesebro Road and Driver Avenue/Palo Comado Canyon Road	AM PM	10.7 15.7	B C
#13 Palo Comado Canyon Road and U.S. 101 NB Ramps	AM **PM**	17.6 **99.9**	C **F**
#14 Palo Comado Canyon Road and Chesebro Road	AM PM	10.8 14.0	B B
#15 Dorothy Drive and U.S. 101 SB Ramps	AM PM	17.1 16.0	C C

***Bold text** indicates an intersection that operates at an unacceptable Level of Service.*
Source: Kunzman Associates (2012). See Appendix A for complete traffic studies.

In the City of Agoura Hills, a proposed project is considered to result in a significant impact if, prior to mitigation, the proposed project:

i. Degrades operations at a signalized intersection as follows:

Intersection Conditions with Project Traffic		Project-related Increase in V/C Ratio
LOS	V/C Ratio	
C	0.71 – 0.80	0.04 or more
D	0.81 – 0.90	0.02 or more
E or F	0.91 or more	0.01 or more

or

ii. Degrades the Level of Service (LOS) at an unsignalized intersection to an unacceptable level of LOS D or worse; or

iii. Increases delay at an unsignalized intersection operating at an unacceptable level by five or more seconds; or

iv. Results in satisfying the most recent California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour volume warrant or other warrants for traffic signal installation at the intersection; or

v. Increases the volume to capacity (v/c) ratio on a roadway segment operating at an unacceptable level (LOS D, E or F) by 0.05 or more.

Agoura Business Center North Project

Trip Generation. The Agoura Business Center North Project was formerly the Agoura Hills Business Park Project. Trip generation for the Agoura Business Center North Project was estimated using trip generation rates from the Institute of Transportation Engineers' *Trip Generation*, 8th Edition. The Agoura Business Center North Project is estimated to generate 718 daily vehicle trips, including 94 AM peak hour trips and 100 PM peak hour trips.

Opening Year (2022) Traffic Conditions. To account for area-wide growth on roadways, opening year (2022) traffic volumes have been calculated based on a 0.75% annual growth rate of existing traffic volumes over a 10-year period. The area-wide growth rate is based on SCAG and the City General Plan.

Table 8 depicts the opening year (2022) Agoura Business Center North Project traffic contribution at the study area intersections. Area-wide growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the Agoura Business Center North Project.

As shown in Table 8, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2022) with the Agoura Business Center North Project, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the evening peak hour:

- *Kanan Road and Canwood Street-U.S. 101 NB Ramps (#3)*
- *Kanan Road and Roadside Drive-U.S. 101 SB Ramps (#4)*
- *Canwood Street and Clareton Drive (Without Improvements) (#6)*
- *Palo Comado Canyon Road and U.S. 101 NB Ramps (Without Improvements) (#13)*

Table 8
Opening Year (2022) Agoura Business Center North Project Traffic Contribution

Intersection	Peak Hour	Opening Year (2022)					
		Without Project		With Project		Increase in V/C or Delay	Significant Impact?
		Delay or V/C	LOS	Delay or V/C	LOS		
#1 Kanan Road and Thousand Oaks Boulevard	AM PM	0.777 0.795	C C	0.781 0.796	C C	0.004 0.001	No No
#2 Kanan Road and Canwood Street (East)	AM PM	0.560 0.757	A C	0.562 0.776	A C	0.002 0.019	No No
#3 Kanan Road and Canwood Street-U.S. 101 NB Ramps	AM **PM**	0.721 **0.859**	C **D**	0.722 **0.861**	C **D**	0.001 **0.002**	No **No[1]**
#4 Kanan Road and Roadside Drive-U.S. 101 SB Ramps	AM **PM**	0.780 **0.843**	C **D**	0.781 **0.844**	C **D**	0.001 **0.001**	No **No[1]**
#5 Kanan Road and Agoura Road	AM PM	0.735 0.686	C B	0.736 0.689	C B	0.001 0.003	No No
#6 Canwood Street and Clareton Drive (Without Improvements)	AM **PM**	14.2 **23.4**	B **C**	15.1 **28.7**	C **D**	0.9 **5.3**	No **Yes**
#6 Canwood Street and Clareton Drive (With Improvements[2])	AM PM	0.309 0.581	A A	0.341 0.619	A B	0.032 0.038	No No
#7 Canwood Street and Agoura Business Center North Driveway	AM PM	N/A N/A	N/A N/A	10.4 11.7	B B	N/A N/A	N/A N/A
#10 Canwood Street and Derry Avenue	AM PM	11.7 12.7	B B	12.0 13.0	B B	0.3 0.3	No No
#11 Canwood Street and Colodny Drive	AM PM	11.5 10.6	B B	11.8 10.7	B B	0.3 0.1	No No
#12 Canwood Street/ Chesebro Road and Driver Avenue/Palo Comado Canyon Road	AM PM	11.2 18.5	B C	11.5 19.3	B C	0.3 0.8	No No
#13 Palo Comado Canyon Road and U.S. 101 NB Ramps (Without Improvements)	AM **PM**	20.9 **262.7**	C **F**	20.9 **280.6**	B **F**	0.0 **17.9**	No **Yes**
#13 Palo Comado Canyon Road and U.S. 101 NB Ramps	AM PM	0.480 0.686	A B	0.494 0.704	A C	0.018 0.018	No No

Table 8
Opening Year (2022) Agoura Business Center North
Project Traffic Contribution

Intersection	Peak Hour	Opening Year (2022)					
		Without Project		With Project		Increase in V/C or Delay	Significant Impact?
		Delay or V/C	LOS	Delay or V/C	LOS		
(With Improvements[3])							
#14 Palo Comado Canyon Road and Chesebro Road	AM PM	11.1 15.0	B C	11.1 15.1	B C	0.0 0.1	No No
#15 Dorothy Drive and U.S. 101 SB Ramps	AM PM	20.7 18.9	C C	21.0 21.1	C C	0.3 2.2	No No

[1] This intersection would operate at an unacceptable Level of Service under "With Project" conditions, but the project would not cause operations to deteriorate such that the intersection would meet any of the City's criteria for a significant impact, described above.
[2] Prior to construction, the project shall complete a focused traffic analysis to determine if a traffic signal is warranted (refer to Mitigation Measure TRA-1).
[3] Based upon discussions with City of Agoura Hills staff, a traffic signal is programmed for installation.
***Bold text** indicates an intersection that operates at an unacceptable Level of Service.*
Source: Kunzman Associates, 2012. See Appendix C for complete traffic study.

The intersections at Kanan Road and Canwood Street-U.S. 101 NB Ramps and Kanan Road and Roadside Drive-U.S. 101 SB Ramps would operate at an unacceptable Level of Service under "With Project" conditions, but the project would not cause operations to deteriorate such that the intersection would meet any of the City's criteria for a significant impact, described above. A traffic signal is programmed for installation at the Palo Comado Canyon Road and U.S. 101 NB Ramps intersection, which would result in an acceptable Level of Service under "With Project" conditions. However, the Canwood Street and Clareton Drive intersection would result in an unacceptable Level of Service with the Agoura Business Center North Project, which would require mitigation; therefore, impacts would be **less than significant with mitigation incorporated**.

Cumulative Traffic Conditions. To account for area-wide growth on roadways, cumulative traffic forecasts were developed from existing traffic volumes plus 0.75% annual growth rate over a ten 10-year period, plus the approved and pending project tracking list. Table 6 in the Agoura Business Center North LLC Development Agreement Traffic Impact Analysis lists the proposed land uses for the other development. The area-wide growth rate has been obtained from SCAG and the City General Plan.

Table 9 depicts the cumulative Agoura Business Center North Project traffic contribution at the study area intersections. Area-wide growth and anticipated vehicle trips from the approved and pending project tracking list have been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the Agoura Business Center North Project.

Table 9
Cumulative Agoura Business Center North Project Traffic Contribution

Intersection	Peak Hour	Cumulative					
		Without Project		With Project		Increase in V/C or Delay	Significant Impact?
		Delay or V/C	LOS	Delay or V/C	LOS		
#1 Kanan Road and Thousand Oaks Boulevard	**AM** **PM**	**0.800** **0.804**	**D** **D**	**0.805** **0.806**	**D** **D**	**0.005** **0.002**	**No**[1] **No**[1]
#2 Kanan Road and Canwood Street (East)	AM **PM**	0.575 **0.797**	A **C**	0.577 **0.815**	A **D**	0.002 **0.018**	No **No**[1]
#3 Kanan Road and Canwood Street-U.S. 101 NB Ramps	AM **PM**	0.758 **0.906**	C **E**	0.760 **0.908**	C **E**	0.002 **0.002**	No **No**[1]
#4 Kanan Road and Roadside Drive-U.S. 101 SB Ramps	AM **PM**	0.785 **0.871**	C **D**	0.786 **0.873**	C **D**	0.001 **0.002**	No **No**[1]
#5 Kanan Road and Agoura Road	AM PM	0.744 0.754	C C	0.745 0.757	C C	0.001 0.003	No No
#6 Canwood Street and Clareton Drive (Without Improvements)	AM **PM**	14.6 **27.0**	B **D**	15.5 **34.2**	C **D**	0.9 7.2	No **Yes**
#6 Canwood Street and Clareton Drive (With Improvements[2])	AM PM	0.317 0.602	A B	0.349 0.640	A B	0.032 0.038	No No
#7 Canwood Street and Agoura Business Center North Driveway	AM PM	N/A N/A	N/A N/A	10.5 12.1	B B	N/A N/A	N/A N/A
#10 Canwood Street and Derry Avenue	AM PM	12.2 13.8	B B	12.5 14.2	B B	0.3 0.4	No No
#11 Canwood Street and Colodny Drive	AM PM	11.7 10.8	B B	10.9 11.9	B B	0.2 0.1	No No
#12 Canwood Street/ Chesebro Road and Driver Avenue/Palo Comado Canyon Road	AM PM	11.4 19.9	B C	11.7 20.5	B C	0.3 0.9	No No

Table 9
Cumulative Agoura Business Center North Project Traffic Contribution

Intersection	Peak Hour	Cumulative					
		Without Project		With Project		Increase in V/C or Delay	Significant Impact?
		Delay or V/C	LOS	Delay or V/C	LOS		
#13 Palo Comado Canyon Road and U.S. 101 NB Ramps (Without Improvements)	**AM** **PM**	**26.1** **361.9**	**D** **F**	**26.1** **384.8**	**D** **F**	**0.0** **22.9**	**No[1]** **Yes**
#13 Palo Comado Canyon Road and U.S. 101 NB Ramps (With Improvements[3])	AM PM	0.506 0.717	A C	0.508 0.735	A C	0.002 0.018	No No
#14 Palo Comado Canyon Road and Chesebro Road	AM PM	11.5 18.3	B C	11.5 18.3	B C	0.0 0.0	No No
#15 Dorothy Drive and U.S. 101 SB Ramps	AM **PM**	22.3 **23.2**	C **C**	22.6 **26.5**	C **D**	0.3 **3.3**	No **No[1]**

[1] This intersection would operate at an unacceptable Level of Service under "With Project" conditions, but the project would not cause operations to deteriorate such that the intersection would meet any of the City's criteria for a significant impact, described above.
[2] Prior to construction, the project shall complete a focused traffic analysis to determine if a traffic signal is warranted.
[3] Based upon discussions with City of Agoura Hills staff, a traffic signal is programmed for installation.
***Bold text** indicates an intersection that operates at an unacceptable Level of Service.*
Source: Kunzman Associates, 2012. See Appendix C for complete traffic study.

As shown in Table 9, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Cumulative traffic conditions, with the Agoura Business Center North Project, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the peak hours:

- *Kanan Road and Thousand Oaks Boulevard (#1)*
- *Kanan Road and Canwood Street (East) (#2)*
- *Kanan Road and Canwood Street-U.S. 101 NB Ramps (#3)*
- *Kanan Road and Roadside Drive-U.S. 101 SB Ramps (#4)*
- *Canwood Street and Clareton Drive (Without Improvements) (#6)*
- *Palo Comado Canyon Road and U.S. 101 NB Ramps (Without Improvements) (#13)*
- *Dorothy Drive and U.S. 101 SB Ramps (#15)*

The intersections at Kanan Road and Thousand Oaks Boulevard, Kanan Road and Canwood Street, Kanan Road and Canwood Street-U.S. 101 NB Ramps, Kanan Road and Roadside Drive-U.S. 101 SB Ramps, and Dorothy Drive and U.S. 101 SB Ramps would operate at an unacceptable Level of Service under "With Project" conditions, but the project would not cause operations to deteriorate such that the intersection would meet any of the City's criteria for a significant impact, described above. A traffic signal is programmed for installation at the Palo Comado Canyon Road and U.S. 101 NB Ramps intersection, which would result in an acceptable Level of Service under "With Project" conditions. However, the Canwood Street and Clareton Drive intersection would result in an unacceptable Level of Service with the Agoura Business Center North Project, which would require mitigation; therefore, impacts would be **less than significant with mitigation incorporated**.

Agoura Business Center West Project

Trip Generation. Trip generation for the Agoura Business Center West Project was estimated using trip generation rates from the Institute of Transportation Engineers' *Trip Generation*, 8th Edition, and San Diego Association of Governments, *Traffic Generators*, April 2002. The Agoura Business Center West Project is estimated to generate 916 daily vehicle trips, including 28 AM peak hour trips and 56 PM peak hour trips.

Opening Year (2022) Traffic Conditions. To account for area-wide growth on roadways, opening year (2022) traffic volumes have been calculated based on a 0.75% annual growth rate of existing traffic volumes over a 10-year period. The area-wide growth rate is based on SCAG and the City General Plan.

Table 10 depicts the opening year (2022) Agoura Business Center West Project traffic contribution at the study area intersections. Area-wide growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the Agoura Business Center West Project.

Table 10
Opening Year (2022) Agoura Business Center West Project Traffic Contribution

Intersection	Peak Hour	Opening Year (2022)					
		Without Project		With Project		Increase in V/C or Delay	Significant Impact?
		Delay or V/C	LOS	Delay or V/C	LOS		
#1 Kanan Road and Thousand Oaks Boulevard	AM PM	0.777 0.795	C C	0.779 0.796	C C	0.002 0.001	No No
#2 Kanan Road and Canwood Street (East)	AM PM	0.560 0.757	A C	0.561 0.762	A C	0.001 0.005	No No
#3 Kanan Road and Canwood Street-U.S. 101 NB Ramps	AM **PM**	0.721 **0.859**	C **D**	0.722 **0.862**	C **D**	0.001 **0.003**	No **No**[1]
#4 Kanan Road and Roadside Drive-U.S. 101 SB Ramps	AM **PM**	0.780 **0.843**	C **D**	0.780 **0.845**	C **D**	0.000 **0.002**	No **No**[1]

Table 10
Opening Year (2022) Agoura Business Center West
Project Traffic Contribution

Intersection	Peak Hour	Opening Year (2022)					
		Without Project		With Project		Increase in V/C or Delay	Significant Impact?
		Delay or V/C	LOS	Delay or V/C	LOS		
#5 Kanan Road and Agoura Road	AM PM	0.735 0.686	C B	0.736 0.688	C B	0.001 0.002	No No
#6 Canwood Street and Clareton Drive (Without Improvements)	AM **PM**	14.2 **23.4**	B **C**	14.5 **25.3**	B **D**	0.3 **1.9**	No **No**[1]
#6 Canwood Street and Clareton Drive (With Improvements[2])	AM PM	0.309 0.581	A A	0.314 0.593	A A	0.005 0.012	No No
#8 Canwood Street and Agoura Business Center West Driveway	AM PM	N/A N/A	N/A N/A	9.1 10.0	A B	N/A N/A	N/A N/A
#9 Derry Avenue and Agoura Business Center West Driveway	AM PM	N/A N/A	N/A N/A	8.9 10.1	A B	N/A N/A	N/A N/A
#10 Canwood Street and Derry Avenue	AM PM	11.7 12.7	B B	12.2 13.6	B B	0.5 0.9	No No
#11 Canwood Street and Colodny Drive	AM PM	11.5 10.6	B B	11.6 10.7	B B	0.1 0.1	No No
#12 Canwood Street/ Chesebro Road and Driver Avenue/Palo Comado Canyon Road	AM PM	11.2 18.5	B C	11.3 18.8	B C	0.1 0.3	No No
#13 Palo Comado Canyon Road and U.S. 101 NB Ramps (Without Improvements)	AM **PM**	20.9 **262.7**	C **F**	20.1 **268.1**	C **F**	0.1 **5.4**	No **Yes**
#13 Palo Comado Canyon Road and U.S. 101 NB Ramps (With	AM PM	0.480 0.686	A B	0.488 0.698	A B	0.008 0.012	No No

Table 10
Opening Year (2022) Agoura Business Center West
Project Traffic Contribution

Intersection	Peak Hour	Opening Year (2022)					
		Without Project		With Project		Increase in V/C or Delay	Significant Impact?
		Delay or V/C	LOS	Delay or V/C	LOS		
Improvements[3])							
#14 Palo Comado Canyon Road and Chesebro Road	AM PM	11.1 15.0	B C	11.1 15.1	B C	0.0 0.1	No No
#15 Dorothy Drive and U.S. 101 SB Ramps	AM PM	20.7 18.9	C C	21.0 19.6	C C	0.3 0.7	No No

[1] *This intersection would operate at an unacceptable Level of Service under "With Project" conditions, but the project would not cause operations to deteriorate such that the intersection would meet any of the City's criteria for a significant impact, described above.*
[2] *Prior to construction, the project shall complete a focused traffic analysis to determine if a traffic signal is warranted (refer to Mitigation Measure TRA-1).*
[3] *Based upon discussions with City of Agoura Hills staff, a traffic signal is programmed for installation.*
***Bold text** indicates an intersection that operates at an unacceptable Level of Service.*
Source: Kunzman Associates, 2012. See Appendix C for complete traffic study.

As shown in Table 10, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2022) with the Agoura Business Center West Project, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the evening peak hour:

- *Kanan Road and Canwood Street-U.S. 101 NB Ramps (#3)*
- *Kanan Road and Roadside Drive-U.S. 101 SB Ramps (#4)*
- *Canwood Street and Clareton Drive (Without Improvements) (#6)*
- *Palo Comado Canyon Road and U.S. 101 NB Ramps (Without Improvements) (#13)*

The intersections at Kanan Road and Canwood Street-U.S. 101 NB Ramps and Kanan Road and Roadside Drive-U.S. 101 SB Ramps would operate at an unacceptable Level of Service under "With Project" conditions, but the project would not cause operations to deteriorate such that the intersection would meet any of the City's criteria for a significant impact, described above. A traffic signal is programmed for installation at the Palo Comado Canyon Road and U.S. 101 NB Ramps intersection, which would result in an acceptable Level of Service under "With Project" conditions. However, the Canwood Street and Clareton Drive intersection would result in an unacceptable Level of Service with the Agoura Hills Business Center West Project, which would require mitigation; therefore, impacts would be **less than significant with mitigation incorporated**.

Cumulative Traffic Conditions. To account for area-wide growth on roadways, cumulative traffic forecasts were developed from existing traffic volumes plus 0.75% annual growth rate over a ten 10-year period, plus the approved and pending project tracking list. Table 6 in the Agoura Business Center West LLC Development Agreement Traffic Impact

Analysis lists the proposed land uses for the other development. The area-wide growth rate has been obtained from SCAG and the City General Plan.

Table 11 depicts the cumulative Agoura Business Center West Project traffic contribution at the study area intersections. Area-wide growth and anticipated vehicle trips from the approved and pending project tracking list have been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the Agoura Business Center West Project.

Table 11
Cumulative Agoura Business Center West
Project Traffic Contribution

Intersection	Peak Hour	Cumulative					
		Without Project		With Project		Increase in V/C or Delay	Significant Impact?
		Delay or V/C	LOS	Delay or V/C	LOS		
#1 Kanan Road and Thousand Oaks Boulevard	**AM** **PM**	**0.803** **0.804**	**D** **D**	**0.805** **0.806**	**D** **D**	**0.002** **0.002**	**No** **No**
#2 Kanan Road and Canwood Street (East)	AM **PM**	0.576 **0.810**	A **D**	0.577 **0.815**	A **D**	0.001 **0.005**	No **No**
#3 Kanan Road and Canwood Street-U.S. 101 NB Ramps	AM **PM**	0.759 **0.905**	C **E**	0.760 **0.908**	C **E**	0.001 **0.003**	No **No**
#4 Kanan Road and Roadside Drive-U.S. 101 SB Ramps	AM **PM**	0.786 **0.870**	C **D**	0.786 **0.873**	C **D**	0.000 **0.003**	No **No**
#5 Kanan Road and Agoura Road	AM PM	0.744 0.756	C C	0.745 0.757	C C	0.001 0.001	No No
#6 Canwood Street and Clareton Drive (Without Improvements)	AM **PM**	15.1 **30.4**	C **D**	15.5 **34.2**	C **D**	0.4 **3.8**	No **No**
#6 Canwood Street and Clareton Drive (With Improvements[2])	AM PM	0.343 0.628	A B	0.349 0.640	A B	0.006 0.012	No No
#8 Canwood Street and Agoura Business Center West Driveway	AM PM	N/A N/A	N/A N/A			N/A N/A	N/A N/A
#9 Derry Avenue and Agoura Business Center West Driveway	AM PM	N/A N/A	N/A N/A			N/A N/A	N/A N/A
#10 Canwood Street and Derry Avenue	AM PM	12.0 13.2	B B	12.5 14.2	B B	0.5 1.0	No No
#11 Canwood Street	AM	11.9	B	10.9	B	0.0	No

Table 11
Cumulative Agoura Business Center West
Project Traffic Contribution

Intersection	Peak Hour	Cumulative					
		Without Project		With Project		Increase in V/C or Delay	Significant Impact?
		Delay or V/C	LOS	Delay or V/C	LOS		
and Colodny Drive	PM	10.8	B	11.9	B	0.1	No
#12 Canwood Street/ Chesebro Road and Driver Avenue/Palo Comado Canyon Road	AM PM	11.6 20.1	B C	11.7 20.5	B C	0.1 0.4	No No
#13 Palo Comado Canyon Road and U.S. 101 NB Ramps (Without Improvements)	**AM PM**	**25.8 377.4**	**D F**	**26.1 384.8**	**D F**	**0.2 7.4**	**No Yes**
#13 Palo Comado Canyon Road and U.S. 101 NB Ramps (With Improvements[3])	AM PM	0.506 0.724	A C	0.508 0.735	A C	0.002 0.011	No No
#14 Palo Comado Canyon Road and Chesebro Road	AM PM	11.5 18.2	B C	11.5 18.3	B C	0.0 0.1	No No
#15 Dorothy Drive and U.S. 101 SB Ramps	AM **PM**	22.1 **25.1**	C **D**	22.6 **26.5**	C **D**	0.5 **1.4**	No **No**

[1] This intersection would operate at an unacceptable Level of Service under "With Project" conditions, but the project would not cause operations to deteriorate such that the intersection would meet any of the City's criteria for a significant impact, described above.
[2] Prior to construction, the project shall complete a focused traffic analysis to determine if a traffic signal is warranted.
[3] Based upon discussions with City of Agoura Hills staff, a traffic signal is programmed for installation.
***Bold text** indicates an intersection that operates at an unacceptable Level of Service.*
Source: Kunzman Associates, 2012. See Appendix C for complete traffic study.

As shown in Table 11, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Cumulative traffic conditions, with the Agoura Business Center West Project, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the peak hours:

- *Kanan Road and Thousand Oaks Boulevard (#1)*
- *Kanan Road and Canwood Street (East) (#2)*
- *Kanan Road and Canwood Street-U.S. 101 NB Ramps (#3)*
- *Kanan Road and Roadside Drive-U.S. 101 SB Ramps (#4)*
- *Canwood Street and Clareton Drive (Without Improvements) (#6)*
- *Palo Comado Canyon Road and U.S. 101 NB Ramps (Without Improvements) (#13)*
- *Dorothy Drive and U.S. 101 SB Ramps (#15)*

The intersections at Kanan Road and Thousand Oaks Boulevard, Kanan Road and Canwood Street, Kanan Road and Canwood Street-U.S. 101 NB Ramps, Kanan Road and Roadside Drive-U.S. 101 SB Ramps, and Dorothy Drive and U.S. 101 SB Ramps would operate at an unacceptable Level of Service under "With Project" conditions, but the project would not cause operations to deteriorate such that the intersection would meet any of the City's criteria for a significant impact, described above. A traffic signal is programmed for installation at the Palo Comado Canyon Road and U.S. 101 NB Ramps intersection, which would result in an acceptable Level of Service under "With Project" conditions. However, the Canwood Street and Clareton Drive intersection would result in an unacceptable Level of Service with the Agoura Business Center West Project, which would require mitigation; therefore, impacts would be **less than significant with mitigation incorporated**.

c. Given the nature and scope of the proposed development agreement, and that there are no airports or airstrips in the project vicinity, the project would not change any air traffic patterns. **No impact** to air traffic would occur.

d, e. As discussed in the Agoura Business Center West and Agoura Hills Business Park Project IS-MNDs, the previously approved development projects on the site would be required to comply with Fire Code and LACFD standards including access design requirements. The proposed development agreement and specified street and infrastructure improvements are not expected to result in emergency access or hazardous internal design impacts, since they are improvements that would improve access along Canwood Street. Therefore, impacts would be **less than significant.**

<u>Mitigation Measures</u>

Implementation of Mitigation Measure TRA-1 would reduce impacts to traffic operations at the Canwood Street and Clareton Drive intersection to a less than significant level.

TRA-1 **Focused Traffic Analysis and "Fair Share" Signalization Contribution**. Prior to issuance of building permits, the applicant shall complete a focused traffic analysis to verify traffic conditions and the project's contribution to traffic at intersections in the project vicinity, and to determine if a traffic signal is warranted at the Canwood Street and Clareton Drive intersection. If a signal is required in order to maintain the City's Level of Service standards, the applicant shall contribute its "fair share" to the cost of a traffic signal at the intersection. The contribution shall be in proportion to the development's traffic increment at this location.

XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

a,b,e. Wastewater generated in the Agoura Hills area is treated at the Tapia Water Reclamation Facility (TWRF), operated by Las Virgenes Municipal Water District (LVMWD). Development of the previously approved Agoura Hills Business Park and Agoura Hills Business Center West Projects would not exceed the wastewater treatment capacity of the TWRF. The proposed development plan would grant a 10-year time extension for the entitlements for each of the two previously approved projects, including specified street and infrastructure improvements along Canwood Street, which would facilitate the connection between the commercial and light-industrial developments on Canwood Street to the east and west of the project site. The proposed development agreement would not generate wastewater. Additionally, the proposed development agreement would provide utility connectivity for the City RDA parcel fronting Canwood Street. Therefore, impacts to wastewater treatment systems would be **less than significant.**

c. The proposed development agreement would grant a 10-year time extension for the entitlements for each of the two previously approved projects, including specified street and infrastructure improvements along Canwood Street, which would facilitate the connection between the commercial and light-industrial developments on Canwood Street to the east and west of the project site. Refer to Section IX, *Hydrology and Water Quality*, for further discussion of onsite runoff. The proposed development agreement would not generate storm water runoff and would provide storm water drainage connectivity for the City RDA parcel fronting

Canwood Street. Compliance with the requirements of the Los Angeles County Stormwater Ordinance (Chapter 12.80 of the County Municipal Code) would ensure that impacts would remain **less than significant**.

d. The Las Virgenes Municipal Water District (LVMWD) supplies potable water in the City of Agoura Hills. The LVMWD has no local sources of water and obtains all of its potable water supply from the Metropolitan Water District of Southern California (MWD), which in turn receives water from the State Water Project. Development of the previously approved projects would not exceed the water supply capacity of the LVMWD. The proposed development agreement would not result in any new structures, and would not increase water demand on the project site. Additionally, the proposed development agreement would provide water utility connectivity for the City RDA parcel fronting Canwood Street. Therefore, impacts related to water supply would be **less than significant**.

f, g. The Calabasas Sanitary Landfill, located adjacent to the Ventura Freeway on Lost Hills Road, would receive solid waste generated by the previously approved projects. Development of the previously approved projects would not exceed the solid waste capacity of the Calabasas Sanitary Landfill. The proposed development agreement would not result in any new waste-generating uses. Therefore, **no impacts** would occur with respect to solid waste.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a. As discussed in Section V, *Cultural Resources*, Mitigation Measures CR-1 and CR-2 would be required to reduce impacts to cultural resources to a less than significant level. With the implementation of the aforementioned mitigation measures, the proposed development agreement would not significantly degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, impacts to biological resources and cultural resources would be **less than significant with mitigation incorporated**.

b. The proposed development agreement would not create any significant impacts that cannot be mitigated. The project's contribution to cumulative impacts would be **less than significant**.

c. Compliance with the City of Agoura Hills Municipal Code, compliance with State of California Regional Water Quality Control Board requirements, and compliance with all applicable state and federal regulations would reduce potential adverse effects to human beings to a less than significant level. As such, impacts to human beings would be **less than significant with mitigation incorporated**.

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Appendix A

Air Quality Modeling Results and Calculations

Agoura Business Center West and North Development Agreement

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Other Asphalt Surfaces	5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Southern California Edison
Climate Zone	8	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - Square footage of ground disturbance based on 250 feet of frontage of the Agoura Hills Redevelopment Agency owned parceland 20 foot width of disturbance from the existing roadway edge.

Construction Phase - Construction period based on default phase length, starting in 2013.

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	2.50	14.64	11.16	0.02	0.91	1.21	1.95	0.42	1.21	1.47	0.00	1,639.79	0.00	0.22	0.00	1,644.44
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	2.50	14.64	11.16	0.02	0.76	1.21	1.80	0.42	1.21	1.47	0.00	1,639.79	0.00	0.22	0.00	1,644.44
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.13	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.13**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.13	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.13**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.53	0.00	0.53	0.00	0.00	0.00						0.00
Off-Road	1.72	12.58	8.68	0.01		0.81	0.81		0.81	0.81		1,402.64		0.15		1,405.88
Total	**1.72**	**12.58**	**8.68**	**0.01**	**0.53**	**0.81**	**1.34**	**0.00**	**0.81**	**0.81**		**1,402.64**		**0.15**		**1,405.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.39	0.00	0.08	0.00	0.08	0.00	0.00	0.01		64.24		0.00		64.32
Total	**0.03**	**0.03**	**0.39**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.01**		**64.24**		**0.00**		**64.32**

3.2 Site Preparation - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.53	0.00	0.53	0.00	0.00	0.00						0.00
Off-Road	1.72	12.58	8.68	0.01		0.81	0.81		0.81	0.81	0.00	1,402.64		0.15		1,405.88
Total	**1.72**	**12.58**	**8.68**	**0.01**	**0.53**	**0.81**	**1.34**	**0.00**	**0.81**	**0.81**	**0.00**	**1,402.64**		**0.15**		**1,405.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.39	0.00	0.00	0.00	0.01	0.00	0.00	0.01		64.24		0.00		64.32
Total	**0.03**	**0.03**	**0.39**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.01**		**64.24**		**0.00**		**64.32**

3.3 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**0.75**	**1.04**	**1.79**	**0.41**	**1.04**	**1.45**		**1,476.12**		**0.18**		**1,479.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.07	0.78	0.00	0.15	0.01	0.16	0.01	0.01	0.01		128.48		0.01		128.65
Total	**0.07**	**0.07**	**0.78**	**0.00**	**0.15**	**0.01**	**0.16**	**0.01**	**0.01**	**0.01**		**128.48**		**0.01**		**128.65**

3.3 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**0.75**	**1.04**	**1.79**	**0.41**	**1.04**	**1.45**	**0.00**	**1,476.12**		**0.18**		**1,479.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.07	0.78	0.00	0.01	0.01	0.01	0.01	0.01	0.01		128.48		0.01		128.65
Total	**0.07**	**0.07**	**0.78**	**0.00**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**		**128.48**		**0.01**		**128.65**

3.4 Paving - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20		1,408.52		0.21		1,412.88
Paving	0.06					0.00	0.00		0.00	0.00						0.00
Total	**2.38**	**14.52**	**9.76**	**0.02**		**1.20**	**1.20**		**1.20**	**1.20**		**1,408.52**		**0.21**		**1,412.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.12	1.40	0.00	0.28	0.01	0.29	0.01	0.01	0.02		231.27		0.01		231.56
Total	**0.12**	**0.12**	**1.40**	**0.00**	**0.28**	**0.01**	**0.29**	**0.01**	**0.01**	**0.02**		**231.27**		**0.01**		**231.56**

3.4 Paving - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20	0.00	1,408.52		0.21		1,412.88
Paving	0.06					0.00	0.00		0.00	0.00						0.00
Total	**2.38**	**14.52**	**9.76**	**0.02**		**1.20**	**1.20**		**1.20**	**1.20**	**0.00**	**1,408.52**		**0.21**		**1,412.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.12	0.12	1.40	0.00	0.01	0.01	0.02	0.01	0.01	0.02		231.27		0.01		231.56
Total	**0.12**	**0.12**	**1.40**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**231.27**		**0.01**		**231.56**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Other Asphalt Surfaces	8.90	13.30	7.40	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.13	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.13	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.10					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.13**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.10					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.13**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Agoura Business Center West and North Development Agreement

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Other Asphalt Surfaces	5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Southern California Edison
Climate Zone	8	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - Square footage of ground disturbance based on 250 feet of frontage of the Agoura Hills Redevelopment Agency owned parceland 20 foot width of disturbance from the existing roadway edge.

Construction Phase - Construction period based on default phase length, starting in 2013.

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	2.51	14.66	11.09	0.02	0.91	1.21	1.95	0.42	1.21	1.47	0.00	1,622.77	0.00	0.22	0.00	1,627.41
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	2.51	14.66	11.09	0.02	0.76	1.21	1.80	0.42	1.21	1.47	0.00	1,622.77	0.00	0.22	0.00	1,627.41
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.13	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.13**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.13	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**0.13**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.53	0.00	0.53	0.00	0.00	0.00						0.00
Off-Road	1.72	12.58	8.68	0.01		0.81	0.81		0.81	0.81		1,402.64		0.15		1,405.88
Total	**1.72**	**12.58**	**8.68**	**0.01**	**0.53**	**0.81**	**1.34**	**0.00**	**0.81**	**0.81**		**1,402.64**		**0.15**		**1,405.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.04	0.04	0.37	0.00	0.08	0.00	0.08	0.00	0.00	0.01		59.52		0.00		59.59
Total	**0.04**	**0.04**	**0.37**	**0.00**	**0.08**	**0.00**	**0.08**	**0.00**	**0.00**	**0.01**		**59.52**		**0.00**		**59.59**

3.2 Site Preparation - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.53	0.00	0.53	0.00	0.00	0.00						0.00
Off-Road	1.72	12.58	8.68	0.01		0.81	0.81		0.81	0.81	0.00	1,402.64		0.15		1,405.88
Total	**1.72**	**12.58**	**8.68**	**0.01**	**0.53**	**0.81**	**1.34**	**0.00**	**0.81**	**0.81**	**0.00**	**1,402.64**		**0.15**		**1,405.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.04	0.04	0.37	0.00	0.00	0.00	0.01	0.00	0.00	0.01		59.52		0.00		59.59
Total	**0.04**	**0.04**	**0.37**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.01**		**59.52**		**0.00**		**59.59**

3.3 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**0.75**	**1.04**	**1.79**	**0.41**	**1.04**	**1.45**		**1,476.12**		**0.18**		**1,479.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.08	0.74	0.00	0.15	0.01	0.16	0.01	0.01	0.01		119.03		0.01		119.19
Total	**0.07**	**0.08**	**0.74**	**0.00**	**0.15**	**0.01**	**0.16**	**0.01**	**0.01**	**0.01**		**119.03**		**0.01**		**119.19**

3.3 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**0.75**	**1.04**	**1.79**	**0.41**	**1.04**	**1.45**	**0.00**	**1,476.12**		**0.18**		**1,479.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.07	0.08	0.74	0.00	0.01	0.01	0.01	0.01	0.01	0.01		119.03		0.01		119.19
Total	**0.07**	**0.08**	**0.74**	**0.00**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**		**119.03**		**0.01**		**119.19**

3.4 Paving - 2013

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20		1,408.52		0.21		1,412.88
Paving	0.06					0.00	0.00		0.00	0.00						0.00
Total	**2.38**	**14.52**	**9.76**	**0.02**		**1.20**	**1.20**		**1.20**	**1.20**		**1,408.52**		**0.21**		**1,412.88**

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.13	0.14	1.33	0.00	0.28	0.01	0.29	0.01	0.01	0.02		214.26		0.01		214.54
Total	**0.13**	**0.14**	**1.33**	**0.00**	**0.28**	**0.01**	**0.29**	**0.01**	**0.01**	**0.02**		**214.26**		**0.01**		**214.54**

3.4 Paving - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.32	14.52	9.76	0.02		1.20	1.20		1.20	1.20	0.00	1,408.52		0.21		1,412.88
Paving	0.06					0.00	0.00		0.00	0.00						0.00
Total	**2.38**	**14.52**	**9.76**	**0.02**		**1.20**	**1.20**		**1.20**	**1.20**	**0.00**	**1,408.52**		**0.21**		**1,412.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.13	0.14	1.33	0.00	0.01	0.01	0.02	0.01	0.01	0.02		214.26		0.01		214.54
Total	**0.13**	**0.14**	**1.33**	**0.00**	**0.01**	**0.01**	**0.02**	**0.01**	**0.01**	**0.02**		**214.26**		**0.01**		**214.54**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Other Asphalt Surfaces	8.90	13.30	7.40	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

<u>Mitigated</u>

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.13	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.13	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.10					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.13**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.03					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.10					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**0.13**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Agoura Business Center West and North Development Agreement

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Other Asphalt Surfaces	5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Southern California Edison
Climate Zone	8	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - Square footage of ground disturbance based on 250 feet of frontage of the Agoura Hills Redevelopment Agency owned parceland 20 foot width of disturbance from the existing roadway edge.

Construction Phase - Construction period based on default phase length, starting in 2013.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2013	0.01	0.06	0.04	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	5.80	5.80	0.00	0.00	5.82
Total	**0.01**	**0.06**	**0.04**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**5.80**	**5.80**	**0.00**	**0.00**	**5.82**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2013	0.01	0.06	0.04	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	5.80	5.80	0.00	0.00	5.82
Total	**0.01**	**0.06**	**0.04**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**5.80**	**5.80**	**0.00**	**0.00**	**5.82**

2.2 Overall Operational

<u>Unmitigated Operational</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Waste						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.64
Total	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.64**	**0.64**	**0.00**	**0.00**	**0.64**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.00	0.00	0.03
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.03**	**0.03**	**0.00**	**0.00**	**0.03**

3.2 Site Preparation - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.64
Total	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.64**	**0.64**	**0.00**	**0.00**	**0.64**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.00	0.00	0.03
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.03**	**0.03**	**0.00**	**0.00**	**0.03**

3.3 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.34	1.34	0.00	0.00	1.34
Total	**0.00**	**0.01**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.34**	**1.34**	**0.00**	**0.00**	**1.34**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.11
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.11**	**0.11**	**0.00**	**0.00**	**0.11**

3.3 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.34	1.34	0.00	0.00	1.34
Total	**0.00**	**0.01**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.34**	**1.34**	**0.00**	**0.00**	**1.34**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.11	0.00	0.00	0.11
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.11**	**0.11**	**0.00**	**0.00**	**0.11**

3.4 Paving - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.04	0.02	0.00		0.00	0.00		0.00	0.00	0.00	3.19	3.19	0.00	0.00	3.20
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.04**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**3.19**	**3.19**	**0.00**	**0.00**	**3.20**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.50
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**	**0.00**	**0.00**	**0.50**

3.4 Paving - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.04	0.02	0.00		0.00	0.00		0.00	0.00	0.00	3.19	3.19	0.00	0.00	3.20
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.04**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**3.19**	**3.19**	**0.00**	**0.00**	**3.20**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.00	0.50
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**	**0.00**	**0.00**	**0.50**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Other Asphalt Surfaces	8.90	13.30	7.40	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

<u>Unmitigated</u>

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.02	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.01					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.03**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.01					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.03**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Other Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Other Asphalt Surfaces	0 / 0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Other Asphalt Surfaces	0					0.00	0.00	0.00	0.00
Total						**0.00**	**0.00**	**0.00**	**0.00**

9.0 Vegetation

Appendix B

Greenhouse Gas Emissions Modeling Results and Calculations

Agoura Hills Business Park

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	103.07	1000sqft
Parking Lot	217	Space

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.2 **Utility Company** Southern California Edison

Climate Zone 8 **Precipitation Freq (Days)** 33

1.3 User Entered Comments

Project Characteristics -

Land Use -

Vehicle Trips - Trip rates derived from traffic study by Kunzman Associates, Inc.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	0.98	6.59	4.69	0.01	0.21	0.41	0.63	0.05	0.41	0.46	0.00	701.66	701.66	0.08	0.00	703.31
2012	2.26	0.35	0.25	0.00	0.01	0.03	0.03	0.00	0.03	0.03	0.00	33.16	33.16	0.00	0.00	33.26
Total	**3.24**	**6.94**	**4.94**	**0.01**	**0.22**	**0.44**	**0.66**	**0.05**	**0.44**	**0.49**	**0.00**	**734.82**	**734.82**	**0.08**	**0.00**	**736.57**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	0.98	6.59	4.69	0.01	0.08	0.41	0.49	0.05	0.41	0.46	0.00	701.66	701.66	0.08	0.00	703.31
2012	2.26	0.35	0.25	0.00	0.00	0.03	0.03	0.00	0.03	0.03	0.00	33.16	33.16	0.00	0.00	33.26
Total	**3.24**	**6.94**	**4.94**	**0.01**	**0.08**	**0.44**	**0.52**	**0.05**	**0.44**	**0.49**	**0.00**	**734.82**	**734.82**	**0.08**	**0.00**	**736.57**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.91	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	521.04	521.04	0.02	0.01	524.29
Mobile	0.80	2.03	8.09	0.01	1.24	0.09	1.33	0.05	0.09	0.14	0.00	1,167.84	1,167.84	0.06	0.00	1,169.05
Waste						0.00	0.00		0.00	0.00	19.46	0.00	19.46	1.15	0.00	43.61
Water						0.00	0.00		0.00	0.00	0.00	105.87	105.87	0.56	0.02	122.57
Total	**1.72**	**2.08**	**8.13**	**0.01**	**1.24**	**0.09**	**1.33**	**0.05**	**0.09**	**0.14**	**19.46**	**1,794.75**	**1,814.21**	**1.79**	**0.03**	**1,859.52**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.91	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	521.04	521.04	0.02	0.01	524.29
Mobile	0.80	2.03	8.09	0.01	1.24	0.09	1.33	0.05	0.09	0.14	0.00	1,167.84	1,167.84	0.06	0.00	1,169.05
Waste						0.00	0.00		0.00	0.00	19.46	0.00	19.46	1.15	0.00	43.61
Water						0.00	0.00		0.00	0.00	0.00	105.87	105.87	0.56	0.02	122.57
Total	**1.72**	**2.08**	**8.13**	**0.01**	**1.24**	**0.09**	**1.33**	**0.05**	**0.09**	**0.14**	**19.46**	**1,794.75**	**1,814.21**	**1.79**	**0.03**	**1,859.52**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.80	0.46	0.00		0.04	0.04		0.04	0.04	0.00	68.12	68.12	0.01	0.00	68.29
Total	**0.10**	**0.80**	**0.46**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**68.12**	**68.12**	**0.01**	**0.00**	**68.29**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.72	1.72	0.00	0.00	1.73
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.72**	**1.72**	**0.00**	**0.00**	**1.73**

3.2 Demolition - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.80	0.46	0.00		0.04	0.04		0.04	0.04	0.00	68.12	68.12	0.01	0.00	68.29
Total	**0.10**	**0.80**	**0.46**	**0.00**		**0.04**	**0.04**		**0.04**	**0.04**	**0.00**	**68.12**	**68.12**	**0.01**	**0.00**	**68.29**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.72	1.72	0.00	0.00	1.73
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.72**	**1.72**	**0.00**	**0.00**	**1.73**

3.3 Site Preparation - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.05	0.00	0.05	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.03	0.22	0.13	0.00		0.01	0.01		0.01	0.01	0.00	18.13	18.13	0.00	0.00	18.18
Total	**0.03**	**0.22**	**0.13**	**0.00**	**0.05**	**0.01**	**0.06**	**0.02**	**0.01**	**0.03**	**0.00**	**18.13**	**18.13**	**0.00**	**0.00**	**18.18**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.52	0.00	0.00	0.52
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.52**	**0.52**	**0.00**	**0.00**	**0.52**

3.3 Site Preparation - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.05	0.00	0.05	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.03	0.22	0.13	0.00		0.01	0.01		0.01	0.01	0.00	18.13	18.13	0.00	0.00	18.18
Total	**0.03**	**0.22**	**0.13**	**0.00**	**0.05**	**0.01**	**0.06**	**0.02**	**0.01**	**0.03**	**0.00**	**18.13**	**18.13**	**0.00**	**0.00**	**18.18**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.52	0.00	0.00	0.52
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.52**	**0.52**	**0.00**	**0.00**	**0.52**

3.4 Grading - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.03	0.00	0.03	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.03	0.22	0.13	0.00		0.01	0.01		0.01	0.01	0.00	19.01	19.01	0.00	0.00	19.06
Total	**0.03**	**0.22**	**0.13**	**0.00**	**0.03**	**0.01**	**0.04**	**0.01**	**0.01**	**0.02**	**0.00**	**19.01**	**19.01**	**0.00**	**0.00**	**19.06**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.69	0.00	0.00	0.69
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.69**	**0.69**	**0.00**	**0.00**	**0.69**

3.4 Grading - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.03	0.00	0.03	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.03	0.22	0.13	0.00		0.01	0.01		0.01	0.01	0.00	19.01	19.01	0.00	0.00	19.06
Total	**0.03**	**0.22**	**0.13**	**0.00**	**0.03**	**0.01**	**0.04**	**0.01**	**0.01**	**0.02**	**0.00**	**19.01**	**19.01**	**0.00**	**0.00**	**19.06**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.69	0.00	0.00	0.69
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.69**	**0.69**	**0.00**	**0.00**	**0.69**

3.5 Building Construction - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.69	4.56	2.73	0.00		0.32	0.32		0.32	0.32	0.00	415.93	415.93	0.06	0.00	417.11
Total	**0.69**	**4.56**	**2.73**	**0.00**		**0.32**	**0.32**		**0.32**	**0.32**	**0.00**	**415.93**	**415.93**	**0.06**	**0.00**	**417.11**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.07	0.71	0.52	0.00	0.03	0.03	0.06	0.00	0.03	0.03	0.00	87.54	87.54	0.00	0.00	87.61
Worker	0.06	0.07	0.70	0.00	0.11	0.00	0.11	0.00	0.00	0.01	0.00	90.00	90.00	0.01	0.00	90.13
Total	**0.13**	**0.78**	**1.22**	**0.00**	**0.14**	**0.03**	**0.17**	**0.00**	**0.03**	**0.04**	**0.00**	**177.54**	**177.54**	**0.01**	**0.00**	**177.74**

3.5 Building Construction - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.69	4.56	2.73	0.00		0.32	0.32		0.32	0.32	0.00	415.93	415.93	0.06	0.00	417.11
Total	**0.69**	**4.56**	**2.73**	**0.00**		**0.32**	**0.32**		**0.32**	**0.32**	**0.00**	**415.93**	**415.93**	**0.06**	**0.00**	**417.11**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.07	0.71	0.52	0.00	0.00	0.03	0.03	0.00	0.03	0.03	0.00	87.54	87.54	0.00	0.00	87.61
Worker	0.06	0.07	0.70	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	90.00	90.00	0.01	0.00	90.13
Total	**0.13**	**0.78**	**1.22**	**0.00**	**0.00**	**0.03**	**0.04**	**0.00**	**0.03**	**0.04**	**0.00**	**177.54**	**177.54**	**0.01**	**0.00**	**177.74**

3.5 Building Construction - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.06	0.04	0.00		0.00	0.00		0.00	0.00	0.00	5.50	5.50	0.00	0.00	5.51
Total	**0.01**	**0.06**	**0.04**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**5.50**	**5.50**	**0.00**	**0.00**	**5.51**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.16	1.16	0.00	0.00	1.16
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.17	1.17	0.00	0.00	1.17
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.33**	**2.33**	**0.00**	**0.00**	**2.33**

3.5 Building Construction - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.06	0.04	0.00		0.00	0.00		0.00	0.00	0.00	5.50	5.50	0.00	0.00	5.51
Total	**0.01**	**0.06**	**0.04**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**5.50**	**5.50**	**0.00**	**0.00**	**5.51**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.16	1.16	0.00	0.00	1.16
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.17	1.17	0.00	0.00	1.17
Total	**0.00**	**0.01**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.33**	**2.33**	**0.00**	**0.00**	**2.33**

3.6 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.25	0.15	0.00		0.02	0.02		0.02	0.02	0.00	19.60	19.60	0.00	0.00	19.67
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.04**	**0.25**	**0.15**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**19.60**	**19.60**	**0.00**	**0.00**	**19.67**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.03	2.03	0.00	0.00	2.03
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.03**	**2.03**	**0.00**	**0.00**	**2.03**

3.6 Paving - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.04	0.25	0.15	0.00		0.02	0.02		0.02	0.02	0.00	19.60	19.60	0.00	0.00	19.67
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.04**	**0.25**	**0.15**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**19.60**	**19.60**	**0.00**	**0.00**	**19.67**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.03	2.03	0.00	0.00	2.03
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.03**	**2.03**	**0.00**	**0.00**	**2.03**

3.7 Architectural Coating - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.30	2.30	0.00	0.00	2.30
Total	**2.20**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.30**	**2.30**	**0.00**	**0.00**	**2.30**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.42	1.42	0.00	0.00	1.42
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.42**	**1.42**	**0.00**	**0.00**	**1.42**

3.7 Architectural Coating - 2012

<u>Mitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.30	2.30	0.00	0.00	2.30
Total	**2.20**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.30**	**2.30**	**0.00**	**0.00**	**2.30**

<u>Mitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.42	1.42	0.00	0.00	1.42
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.42**	**1.42**	**0.00**	**0.00**	**1.42**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.80	2.03	8.09	0.01	1.24	0.09	1.33	0.05	0.09	0.14	0.00	1,167.84	1,167.84	0.06	0.00	1,169.05
Unmitigated	0.80	2.03	8.09	0.01	1.24	0.09	1.33	0.05	0.09	0.14	0.00	1,167.84	1,167.84	0.06	0.00	1,169.05
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
General Office Building	718.40	718.40	718.40	2,294,196	2,294,196
Total	718.40	718.40	718.40	2,294,196	2,294,196

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Lot	8.90	13.30	7.40	0.00	0.00	0.00
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	468.29	468.29	0.02	0.01	471.22
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	468.29	468.29	0.02	0.01	471.22
NaturalGas Mitigated	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	52.75	52.75	0.00	0.00	53.07
NaturalGas Unmitigated	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	52.75	52.75	0.00	0.00	53.07
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	988441	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	52.75	52.75	0.00	0.00	53.07
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.01**	**0.05**	**0.04**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**52.75**	**52.75**	**0.00**	**0.00**	**53.07**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	988441	0.01	0.05	0.04	0.00		0.00	0.00		0.00	0.00	0.00	52.75	52.75	0.00	0.00	53.07
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.01**	**0.05**	**0.04**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**52.75**	**52.75**	**0.00**	**0.00**	**53.07**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	1.60995e+006					468.29	0.02	0.01	471.22
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**468.29**	**0.02**	**0.01**	**471.22**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	1.60995e+006					468.29	0.02	0.01	471.22
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**468.29**	**0.02**	**0.01**	**471.22**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.91	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.91	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.22					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.69					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.91**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.22					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.69					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.91**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					105.87	0.56	0.02	122.57
Unmitigated					105.87	0.56	0.02	122.57
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	18.319 / 11.2278					105.87	0.56	0.02	122.57
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						**105.87**	**0.56**	**0.02**	**122.57**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	18.319 / 11.2278					105.87	0.56	0.02	122.57
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						**105.87**	**0.56**	**0.02**	**122.57**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					19.46	1.15	0.00	43.61
Unmitigated					19.46	1.15	0.00	43.61
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Agoura Business Center West

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Regional Shopping Center	20.64	1000sqft
Parking Lot	89	Space

1.2 Other Project Characteristics

Urbanization Urban

Wind Speed (m/s) 2.2

Utility Company Southern California Edison

Climate Zone 8

Precipitation Freq (Days) 33

1.3 User Entered Comments

Project Characteristics -

Land Use -

Vehicle Trips - Trip rates derived from traffic study by Kunzman Associates, Inc.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	1.31	3.48	2.44	0.00	0.06	0.24	0.30	0.01	0.24	0.25	0.00	335.40	335.40	0.05	0.00	336.53
Total	**1.31**	**3.48**	**2.44**	**0.00**	**0.06**	**0.24**	**0.30**	**0.01**	**0.24**	**0.25**	**0.00**	**335.40**	**335.40**	**0.05**	**0.00**	**336.53**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	1.31	3.48	2.44	0.00	0.02	0.24	0.26	0.01	0.24	0.25	0.00	335.40	335.40	0.05	0.00	336.53
Total	**1.31**	**3.48**	**2.44**	**0.00**	**0.02**	**0.24**	**0.26**	**0.01**	**0.24**	**0.25**	**0.00**	**335.40**	**335.40**	**0.05**	**0.00**	**336.53**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.27	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	79.10	79.10	0.00	0.00	79.60
Mobile	0.89	2.19	8.83	0.01	1.30	0.09	1.39	0.05	0.09	0.14	0.00	1,229.06	1,229.06	0.06	0.00	1,230.35
Waste						0.00	0.00		0.00	0.00	4.40	0.00	4.40	0.26	0.00	9.86
Water						0.00	0.00		0.00	0.00	0.00	8.84	8.84	0.05	0.00	10.23
Total	**1.16**	**2.19**	**8.83**	**0.01**	**1.30**	**0.09**	**1.39**	**0.05**	**0.09**	**0.14**	**4.40**	**1,317.00**	**1,321.40**	**0.37**	**0.00**	**1,330.04**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.27	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	79.10	79.10	0.00	0.00	79.60
Mobile	0.89	2.19	8.83	0.01	1.30	0.09	1.39	0.05	0.09	0.14	0.00	1,229.06	1,229.06	0.06	0.00	1,230.35
Waste						0.00	0.00		0.00	0.00	4.40	0.00	4.40	0.26	0.00	9.86
Water						0.00	0.00		0.00	0.00	0.00	8.84	8.84	0.05	0.00	10.23
Total	**1.16**	**2.19**	**8.83**	**0.01**	**1.30**	**0.09**	**1.39**	**0.05**	**0.09**	**0.14**	**4.40**	**1,317.00**	**1,321.40**	**0.37**	**0.00**	**1,330.04**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.43	0.26	0.00		0.03	0.03		0.03	0.03	0.00	35.79	35.79	0.00	0.00	35.89
Total	**0.06**	**0.43**	**0.26**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**35.79**	**35.79**	**0.00**	**0.00**	**35.89**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.49	1.49	0.00	0.00	1.50
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.49**	**1.49**	**0.00**	**0.00**	**1.50**

3.2 Demolition - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.43	0.26	0.00		0.03	0.03		0.03	0.03	0.00	35.79	35.79	0.00	0.00	35.89
Total	**0.06**	**0.43**	**0.26**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**35.79**	**35.79**	**0.00**	**0.00**	**35.89**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.49	1.49	0.00	0.00	1.50
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.49**	**1.49**	**0.00**	**0.00**	**1.50**

3.3 Site Preparation - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.04	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.95	2.95	0.00	0.00	2.96
Total	**0.00**	**0.04**	**0.02**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**2.95**	**2.95**	**0.00**	**0.00**	**2.96**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.09
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.09**	**0.09**	**0.00**	**0.00**	**0.09**

3.3 Site Preparation - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.04	0.02	0.00		0.00	0.00		0.00	0.00	0.00	2.95	2.95	0.00	0.00	2.96
Total	**0.00**	**0.04**	**0.02**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**2.95**	**2.95**	**0.00**	**0.00**	**2.96**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.09
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.09**	**0.09**	**0.00**	**0.00**	**0.09**

3.4 Grading - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.06	0.03	0.00		0.00	0.00		0.00	0.00	0.00	4.88	4.88	0.00	0.00	4.89
Total	**0.01**	**0.06**	**0.03**	**0.00**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.00**	**4.88**	**4.88**	**0.00**	**0.00**	**4.89**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.18
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.18**	**0.18**	**0.00**	**0.00**	**0.18**

3.4 Grading - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.06	0.03	0.00		0.00	0.00		0.00	0.00	0.00	4.88	4.88	0.00	0.00	4.89
Total	**0.01**	**0.06**	**0.03**	**0.00**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.00**	**4.88**	**4.88**	**0.00**	**0.00**	**4.89**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.18
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.18**	**0.18**	**0.00**	**0.00**	**0.18**

3.5 Building Construction - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.54	2.63	1.71	0.00		0.19	0.19		0.19	0.19	0.00	232.32	232.32	0.04	0.00	233.23
Total	**0.54**	**2.63**	**1.71**	**0.00**		**0.19**	**0.19**		**0.19**	**0.19**	**0.00**	**232.32**	**232.32**	**0.04**	**0.00**	**233.23**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.02	0.18	0.13	0.00	0.01	0.01	0.01	0.00	0.01	0.01	0.00	22.39	22.39	0.00	0.00	22.41
Worker	0.02	0.02	0.20	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	25.28	25.28	0.00	0.00	25.32
Total	**0.04**	**0.20**	**0.33**	**0.00**	**0.04**	**0.01**	**0.04**	**0.00**	**0.01**	**0.01**	**0.00**	**47.67**	**47.67**	**0.00**	**0.00**	**47.73**

3.5 Building Construction - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.54	2.63	1.71	0.00		0.19	0.19		0.19	0.19	0.00	232.32	232.32	0.04	0.00	233.23
Total	**0.54**	**2.63**	**1.71**	**0.00**		**0.19**	**0.19**		**0.19**	**0.19**	**0.00**	**232.32**	**232.32**	**0.04**	**0.00**	**233.23**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.02	0.18	0.13	0.00	0.00	0.01	0.01	0.00	0.01	0.01	0.00	22.39	22.39	0.00	0.00	22.41
Worker	0.02	0.02	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.28	25.28	0.00	0.00	25.32
Total	**0.04**	**0.20**	**0.33**	**0.00**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**47.67**	**47.67**	**0.00**	**0.00**	**47.73**

3.6 Paving - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.02	0.10	0.06	0.00		0.01	0.01		0.01	0.01	0.00	7.77	7.77	0.00	0.00	7.80
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.02**	**0.10**	**0.06**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**7.77**	**7.77**	**0.00**	**0.00**	**7.80**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.75	0.00	0.00	0.75
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**	**0.00**	**0.00**	**0.75**

3.6 Paving - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.02	0.10	0.06	0.00		0.01	0.01		0.01	0.01	0.00	7.77	7.77	0.00	0.00	7.80
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.02**	**0.10**	**0.06**	**0.00**		**0.01**	**0.01**		**0.01**	**0.01**	**0.00**	**7.77**	**7.77**	**0.00**	**0.00**	**7.80**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.75	0.00	0.00	0.75
Total	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**	**0.00**	**0.00**	**0.75**

3.7 Architectural Coating - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.65					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.28	1.28	0.00	0.00	1.28
Total	**0.65**	**0.02**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1.28**	**1.28**	**0.00**	**0.00**	**1.28**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.23	0.00	0.00	0.23
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.23**	**0.23**	**0.00**	**0.00**	**0.23**

3.7 Architectural Coating - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.65					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.28	1.28	0.00	0.00	1.28
Total	**0.65**	**0.02**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1.28**	**1.28**	**0.00**	**0.00**	**1.28**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.23	0.00	0.00	0.23
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.23**	**0.23**	**0.00**	**0.00**	**0.23**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.89	2.19	8.83	0.01	1.30	0.09	1.39	0.05	0.09	0.14	0.00	1,229.06	1,229.06	0.06	0.00	1,230.35
Unmitigated	0.89	2.19	8.83	0.01	1.30	0.09	1.39	0.05	0.09	0.14	0.00	1,229.06	1,229.06	0.06	0.00	1,230.35
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	916.00	916.00	916.00	2,401,755	2,401,755
Total	916.00	916.00	916.00	2,401,755	2,401,755

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Lot	8.90	13.30	7.40	0.00	0.00	0.00
Regional Shopping Center	8.90	13.30	7.40	16.30	64.70	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	76.85	76.85	0.00	0.00	77.33
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	76.85	76.85	0.00	0.00	77.33
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.26	2.26	0.00	0.00	2.27
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.26	2.26	0.00	0.00	2.27
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Regional Shopping Center	42312	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.26	2.26	0.00	0.00	2.27
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.26**	**2.26**	**0.00**	**0.00**	**2.27**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Regional Shopping Center	42312	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	2.26	2.26	0.00	0.00	2.27
Total		**0.00**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**2.26**	**2.26**	**0.00**	**0.00**	**2.27**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Regional Shopping Center	264192					76.85	0.00	0.00	77.33
Total						**76.85**	**0.00**	**0.00**	**77.33**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Regional Shopping Center	264192					76.85	0.00	0.00	77.33
Total						**76.85**	**0.00**	**0.00**	**77.33**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.27	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.27	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.27**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.07					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.20					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.27**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					8.84	0.05	0.00	10.23
Unmitigated					8.84	0.05	0.00	10.23
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Regional Shopping Center	1.52886 / 0.937041					8.84	0.05	0.00	10.23
Total						**8.84**	**0.05**	**0.00**	**10.23**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Regional Shopping Center	1.52886 / 0.937041					8.84	0.05	0.00	10.23
Total						**8.84**	**0.05**	**0.00**	**10.23**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					4.40	0.26	0.00	9.86
Unmitigated					4.40	0.26	0.00	9.86
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Regional Shopping Center	21.67					4.40	0.26	0.00	9.86
Total						**4.40**	**0.26**	**0.00**	**9.86**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Parking Lot	0					0.00	0.00	0.00	0.00
Regional Shopping Center	21.67					4.40	0.26	0.00	9.86
Total						**4.40**	**0.26**	**0.00**	**9.86**

9.0 Vegetation

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	95.86					19.46	1.15	0.00	43.61
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**19.46**	**1.15**	**0.00**	**43.61**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	95.86					19.46	1.15	0.00	43.61
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**19.46**	**1.15**	**0.00**	**43.61**

9.0 Vegetation

Appendix C

Traffic Studies

KUNZMAN ASSOCIATES, INC.

AGOURA BUSINESS CENTER NORTH LLC DEVELOPMENT AGREEMENT TRAFFIC IMPACT ANALYSIS

February 7, 2012

KUNZMAN ASSOCIATES, INC.

AGOURA BUSINESS CENTER NORTH LCC
DEVELOPMENT AGREEMENT
TRAFFIC IMPACT ANALYSIS

February 7, 2012

Prepared by:

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William Kunzman, P.E.

William Kunzman

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Agoura Business Center North LLC
Development Agreement
Traffic Impact Analysis

This report contains the traffic impact analysis for the development agreement between the City of Agoura Hills and Agoura Business Center North LLC. The Agoura Business Center West LLC center is owned by a separate corporate entity (but have the same representative). Agoura Business Center North (28721 Canwood Street) was formerly the Agoura Hills Business Park project. Both the "North" and "West" (28631 Canwood Street) projects were granted a CUP (2008 and 2009, respectively), which is set to expire in 2012 (after already being granted the extensions allowed by the Municipal Code). The purpose of the development agreement is to allow for a 10-year time extension for the entitlements, and for Agoura Business Center West LLC/Agoura Business Center North LLC to construct additional Canwood Street roadway improvements in front of their properties and just to the west of the "North" parcel, as well as the City's vacant property (28661 Canwood Street), which is in between the 2 properties, which were not analyzed in the prior MNDs for the 2 properties.

The Agoura Business Center North project consists of 103,070 square feet of light industrial[1].

The traffic report contains documentation of existing traffic conditions, traffic generated by the project, distribution of the project traffic to roads outside the project, an analysis of Opening Year (2022) traffic conditions without and with the project, and an analysis of Cumulative traffic conditions without and with the project.

Each of these topics is contained in a separate section of the report. The first section is "Findings", and subsequent sections expand upon the findings. In this way, information on any particular aspect of the study can be easily located by the reader. Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided within Appendix A.

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[1] The Agoura Business Center North project description is based upon the Agoura Hills Business Park Project Revised Traffic and Circulation Study prepared by Associated Transportation Engineers (May 23, 2007).

I. Findings

This section summarizes the existing traffic conditions, project traffic impacts, and the proposed mitigation measures.

A. Existing Traffic Conditions

1. The project site is currently vacant and not generating significant traffic.

2. The study area includes the following intersections:

   Kanan Road (NS) at:
   Thousand Oaks Boulevard (EW) - #1
   Canwood Street (EW) - #2
   SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
   SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4
   Agoura Road (EW) - #5

   Clareton Drive (NS) at:
   Canwood Street (EW) - #6

   Agoura Business Center North Driveway (NS) at:
   Canwood Street (EW) - #7

   Derry Avenue (NS) at:
   Canwood Street (EW) - #10

   Colodny Drive (NS) at:
   Canwood Street (EW) - #11

   Chesebro Road/Canwood Street (NS) at:
   Driver Avenue/Palo Comado Canyon Road (EW) - #12

   Palo Comado Canyon Road (NS) at:
   SR-101 Freeway NB Ramps (EW) - #13
   Chesebro Road (EW) - #14

   SR-101 Freeway SB Ramps (NS) at:
   Dorothy Drive (EW) - #15

3. The study area intersections currently operate within acceptable Levels of Service during the peak hours for <u>existing</u> traffic conditions, except for the following study area intersections that operate at unacceptable Levels of Service during the evening peak hour (see Table 1):

   Kanan Road (NS) at:
   SR-101 Freeway NB Ramps/Canwood Street (EW) - #3

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

4. Based upon discussions with City of Agoura Hills staff, a traffic signal is programmed for installation at the following study area intersection:

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

B. Traffic Impacts

1. The Agoura Business Center North project consists of 103,070 square feet of light industrial. The project site will have access to Canwood Street.

2. The Agoura Business Center North project is projected to generate approximately 718 daily vehicle trips, 94 of which will occur during the morning peak hour and 100 of which will occur during the evening peak hour.

3. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2022) Without Project traffic conditions, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the evening peak hour (see Table 3):

Kanan Road (NS) at:
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

4. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2022) With "North" Project traffic conditions, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the evening peak hour (see Table 4):

Kanan Road (NS) at:
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4

Clareton Drive (NS) at:
Canwood Street (EW) - #6

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

5. The project traffic does not significantly impact the study area intersections for Opening Year (2022) traffic conditions, with traffic signal improvements (see Table 5).

6. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Cumulative Without Project traffic conditions, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the peak hours (see Table 7):

   Kanan Road (NS) at:
   Thousand Oaks Boulevard (EW) - #1
   SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
   SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4

   Clareton Drive (NS) at:
   Canwood Street (EW) - #6

   Palo Comado Canyon Road (NS) at:
   SR-101 Freeway NB Ramps (EW) - #13

7. The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Cumulative With "North" Project traffic conditions, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the peak hours (see Table 8):

   Kanan Road (NS) at:
   Thousand Oaks Boulevard (EW) - #1
   Canwood Street (EW) - #2
   SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
   SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4

   Clareton Drive (NS) at:
   Canwood Street (EW) - #6

   Palo Comado Canyon Road (NS) at:
   SR-101 Freeway NB Ramps (EW) - #13

   SR-101 Freeway SB Ramps (NS) at:
   Dorothy Drive (EW) - #15

8. The project traffic does not significantly impact the study area intersections for Cumulative traffic conditions, with traffic signal improvements (see Table 9).

C. Recommendations

The following measures are recommended traffic conditions for the project:

1. Site-specific circulation and access recommendations are depicted on Figure 28.

2. The Agoura Business Center West LLC/Agoura Business Center North LLC shall construct additional Canwood Street roadway improvements in front of their

properties and just to the west of the "North" parcel, as well as the City's vacant property (28661 Canwood Street), which is in between the two properties (see Appendix D).

3. Sufficient on-site parking shall be provided to meet City of Agoura Hills parking code requirements.

4. Sight distance at the project access should be reviewed with respect to California Department of Transportation/City of Agoura Hills standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

5. On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

6. As is the case for any roadway design, the City of Agoura Hills should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

II. Congestion Management Program Methodology

This section discusses the County Congestion Management Program. The purpose, prescribed methodology, and definition of a significant traffic impact are discussed.

A. <u>County Congestion Management Program</u>

The Congestion Management Program is a result of Proposition 111 which was a statewide initiative approved by the voters in June 1990. The proposition allowed for a nine cent per gallon state gasoline tax increase over a five-year period.

Proposition 111 explicitly stated that the new gas tax revenues were to be used to fix existing traffic problems and was not to be used to promote future development. For a city to get its share of the Proposition 111 gas tax, it has to follow certain procedures specified by the State Legislature. The legislation requires that a Traffic Impact Analysis be prepared for new development. The traffic impact analysis is prepared to monitor and fix traffic problems caused by new development.

The Legislature requires that adjacent jurisdictions use a standard methodology for conducting a traffic impact analysis. To assure that adjacent jurisdictions use a standard methodology in preparing traffic impact analyses, one common procedure is that all cities within a county, and the county agency itself, adopt and use one standard methodology for conducting traffic impact analyses.

Although each county has developed standards for preparing traffic impact analyses, traffic impact analysis requirements do vary in detail from one county to another, but not in overall intent or concept. The general approach selected by each county for conducting traffic impact analyses has common elements.

The general approach for conducting a traffic impact analysis is that existing weekday peak hour traffic is counted and the percent of roadway capacity currently used is determined. Then growth in traffic is accounted for and added to existing traffic and the percent of roadway capacity used is again determined. Then the project traffic is added and the percent of roadway capacity used is again determined. If the new project adds traffic to an overcrowded facility, then the new project has to mitigate the traffic impact so that the facility operates at a level that is no worse than before the project traffic was added.

If the project size is below a certain minimum threshold level, then a project does not have to have a traffic impact analysis prepared, once it is shown or agreed that the project is below the minimum threshold. If a project is bigger than the minimum threshold size, then a traffic impact analysis is required.

B. <u>Prescribed Methodology for a Traffic Impact Analysis</u>

The traffic impact analysis must include all monitored intersections to which the project adds traffic above a certain minimum amount. In Los Angeles County, the monitored intersections are contained in Appendix A of the Congestion Management Program for the County of Los Angeles.

The City of Agoura Hills maintains a LOS C standard on most roadways within the City. A reduced LOS standard of D, E, or F is considered acceptable on the following roadways in the study area:

- Kanan Road, due to heavy existing and projected existing and projected volumes and desire to maintain the existing 4-lane cross-section with sidewalks, bicycle lanes, and landscaped median islands.

- Dorothy Drive between Lewis Road and US-101 ramps, due to the projected volumes and direct access to/from the southbound US-101 ramps.

- Canwood Street east of Kanan Road, due to the heavy projected volumes under future conditions with development under the General Plan. Further widening beyond the prop0sed General Plan improvement (three-lane cross section with a continuous left-turn lane), is not feasible within the available right-of-way.

If a project adds more traffic than the minimum threshold amount to an intersection, then that intersection has to be analyzed for deficiencies.

If the intersection has to be analyzed for deficiencies, then mitigation is required if the existing traffic plus anticipated traffic growth plus project traffic does cause the Intersection Capacity Utilization/Delay to go above a certain point.

In the City of Agoura Hills, a proposed project is considered to result in a significant impact if, prior to mitigation, the proposed project:

i. Degrades operations at a signalized intersection as follows:

Study Intersections		
Pre-Project		Increase in V/C
LOS	V/C	
C	0.71 – 0.80	0.04 or more
D	0.81 – 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

or

ii. Degrades the Level of Service (LOS) at an unsignalized intersection to an unacceptable level of LOS D or worse; or

iii. Increases delay at an unsignalized intersection operating at an unacceptable level by five or more seconds; or

iv. Results in satisfying the most recent California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour volume warrant or other warrants for traffic signal installation at the intersection; or

v. Increases the volume to capacity (v/c) ratio on a roadway segment operating at an unacceptable level (LOS D, E or F) by 0.05 or more.

In the City of Agoura Hills, the signalized intersection analysis technique used to calculate Intersection Capacity Utilization is as follows. Lane capacity is 1,600 vehicles per lane per hour for all through and turn lanes and 2,880 total for dual turn lanes. A total yellow clearance time of 0.05 is added.

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix C. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix C). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

Project traffic is generated using rates and procedures contained in the Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008. The project traffic distribution is provided by the reviewing agency or is agreed to in advance of the traffic impact analysis being prepared. The traffic impact analysis has to be prepared by a licensed Traffic Engineer.

This traffic analysis has been prepared in accordance with the traffic impact analysis requirements except as noted. The traffic impact analysis not only examined the Congestion Management Program system of roads and intersections, but also other roads and intersections.

The project-generated traffic was added to intersections, and a full intersection analysis was conducted, even when the project added traffic failed to meet the minimum thresholds that require an intersection analysis.

C. Mitigation Measures

If a project is large enough to require that a traffic impact analysis be prepared, and if the project adds traffic to an intersection above a minimum threshold, and if the intersection is operating at above an acceptable level of operation, then the project must mitigate its traffic impact.

Traffic mitigation can be in many forms including adding lanes. Lanes can sometimes be obtained through restriping or elimination of parking, and sometimes require spot roadway widening.

III. Project Description

This section discusses each of the project's location and proposed development. Figure 1 shows the project location map. Figure 2 illustrates the site plan.

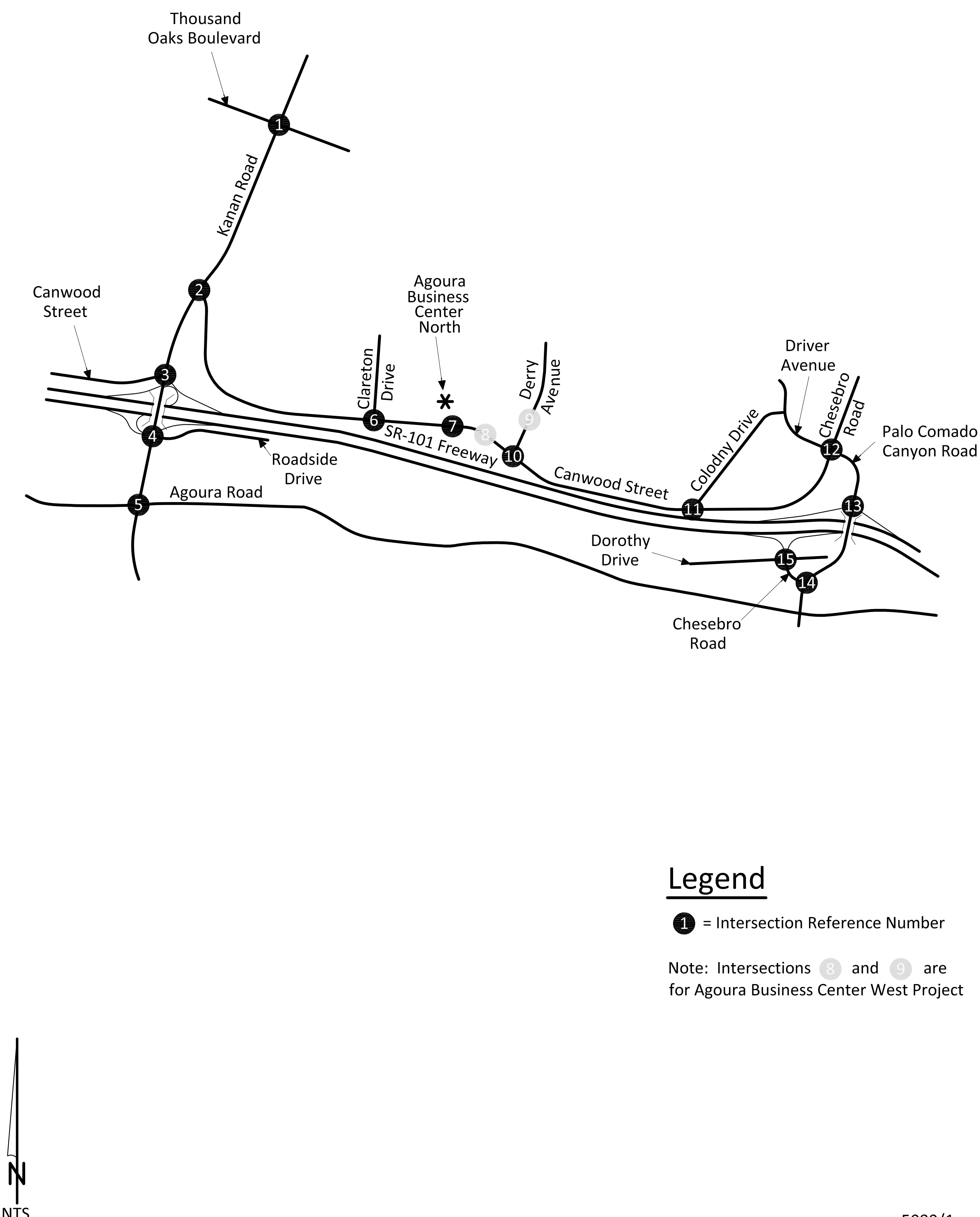
A. <u>Development Description</u>

This report contains the traffic impact analysis for the development agreement between the City of Agoura Hills and Agoura Business Center North LLC. The Agoura Business Center West LLC center is owned by a separate corporate entity (but have the same representative). Agoura Business Center North (28721 Canwood Street) was formerly the Agoura Hills Business Park project. Both the "North" and "West" (28631 Canwood Street) projects were granted a CUP (2008 and 2009, respectively), which is set to expire in 2012 (after already being granted the extensions allowed by the Municipal Code). The purpose of the development agreement is to allow for a 10-year time extension for the entitlements, and for Agoura Business Center West LLC/Agoura Business Center North LLC to construct additional Canwood Street roadway improvements in front of their properties and just to the west of the "North" parcel, as well as the City's vacant property (28661 Canwood Street), which is in between the 2 properties, which were not analyzed in the prior MNDs for the 2 properties.

B. <u>Proposed Development</u>

The Agoura Business Center North project consists of 103,070 square feet of light industrial. The project site will have access to Canwood Street.

Figure 1
Project Location Map



Legend

1 = Intersection Reference Number

Note: Intersections 8 and 9 are for Agoura Business Center West Project

5080/1

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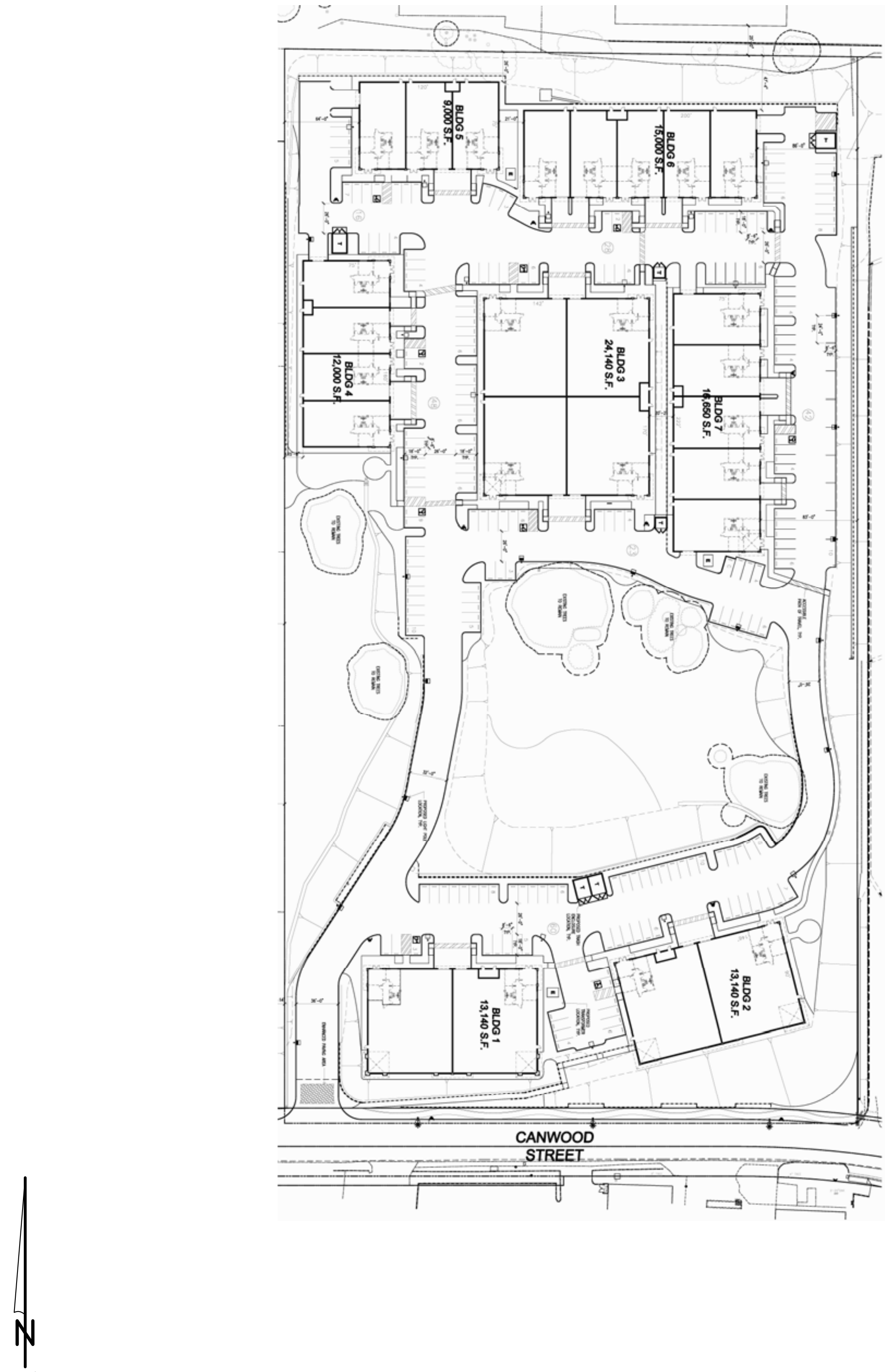
Figure 2
"North" Project Site Plan



IV. Existing Traffic Conditions

The traffic conditions as they exist today are discussed below and illustrated on Figures 3 to 6.

A. Surrounding Street System

Study area roadways that will be utilized by the development include Thousand Oaks Boulevard, Driver Avenue, Canwood Street, Roadside Drive, Agoura Road, Kanan Road, Clareton Drive, Derry Avenue, Colodny Drive, Chesebro Road, and Palo Comado Canyon Road.

Thousand Oaks Boulevard: This east-west roadway currently is four lanes divided in the study area. It is classified as an Arterial on the City of Agoura Hills General Plan Circulation Element. Thousand Oaks Boulevard currently carries approximately 11,800 to 14,500 vehicles per day in the study area.

Driver Avenue: This east-west roadway currently is two lanes undivided in the study area. It is classified as a Collector on the City of Agoura Hills General Plan Circulation Element. Driver Avenue currently carries approximately 6,700 vehicles per day in the study area.

Canwood Street: This east-west roadway currently is two lanes undivided to three lanes divided in the study area. It is classified as an Arterial on the City of Agoura Hills General Plan Circulation Element. Canwood Street currently carries approximately 4,700 to 9,000 vehicles per day in the study area.

Roadside Drive: This east-west roadway currently is two lanes undivided in the study area. It is not classified on the City of Agoura Hills General Plan Circulation Element. Roadside Drive currently carries approximately 6,500 vehicles per day in the study area.

Agoura Road: This east-west roadway currently is two lanes undivided in the study area. It is classified as an Arterial on the City of Agoura Hills General Plan Circulation Element. Agoura Road currently carries approximately 6,800 to 7,900 vehicles per day in the study area.

Kanan Road: This north-south roadway currently is four lanes divided to five lanes divided in the study area. It is classified as an Arterial on the City of Agoura Hills General Plan Circulation Element. Kanan Road currently carries approximately 14,400 to 38,600 vehicles per day in the study area.

Clareton Drive: This north-south roadway currently is two lanes undivided in the study area. It is not classified on the City of Agoura Hills General Plan Circulation Element. Clareton Drive currently carries approximately 6,300 vehicles per day in the study area.

Derry Avenue: This north-south roadway currently is two lanes undivided in the study area. It is not classified on the City of Agoura Hills General Plan Circulation Element. Derry Avenue currently carries approximately 4,600 vehicles per day in the study area.

Colodny Drive: This north-south roadway currently is two lanes undivided in the study area. It is not classified on the City of Agoura Hills General Plan Circulation Element. Colodny Drive currently carries approximately 1,000 vehicles per day in the study area.

Chesebro Road: This north-south roadway currently is two lanes undivided in the study area. It is classified as an Arterial on the City of Agoura Hills General Plan Circulation Element. Chesebro Road currently carries approximately 1,200 to 7,000 vehicles per day in the study area.

Palo Comado Canyon Road: This north-south roadway currently is two lanes undivided in the study area. It is classified as an Arterial on the City of Agoura Hills General Plan Circulation Element. Palo Comado Canyon Road currently carries approximately 11,300 to 12,300 vehicles per day in the study area.

B. Existing Travel Lanes and Intersection Controls

Figure 3 identifies the existing roadway conditions for study area roadways. The number of through lanes for existing roadways and the existing intersection controls are identified.

C. Existing Average Daily Traffic Volumes

Figure 4 depicts the existing average daily traffic volumes. The existing average daily traffic volumes have been obtained from the 2011 Traffic Volumes on California State Highways by the California Department of Transportation and factored[1] to Year 2012 from Year 2007 peak hour counts using the following formula for each intersection leg:

PM Peak Hour (Approach Volume + Exit Volume) x 10 = Leg Volume.

D. Existing Levels of Service

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix C. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix C). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The Intersection Capacity Utilization/Delay for the existing traffic conditions have been calculated and are shown in Table 1. Existing Intersection Capacity Utilization/Delay are based upon manual morning and evening peak hour intersection turning movement counts

[1] To account for areawide growth on roadways, existing traffic volumes have been calculated based on a 0.75 percent annual growth rate. The areawide growth rate has been obtained from previous traffic studies conducted in the City of Agoura Hills.

factored[1] to Year 2012 from Year 2007 peak hour counts (see Figures 5 and 6). Traffic count worksheets are provided in Appendix B.

There are two peak hours in a weekday. The morning peak hour is between 7:00 AM and 9:00 AM, and the evening peak hour is between 4:00 PM and 6:00 PM. The actual peak hour within the two-hour interval is the four consecutive 15-minute periods with the highest total volume when all movements are added together. Thus, the evening peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15-minute periods have the highest combined volume.

The study area intersections currently operate within acceptable Levels of Service during the peak hours for existing traffic conditions, except for the following study area intersections that operate at unacceptable Levels of Service during the evening peak hour (see Table 1).

Kanan Road (NS) at:
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

Existing Intersection Capacity Utilization/Delay worksheets are provided in Appendix C.

E. Existing Traffic Signal Warrant Analysis

Based upon discussions with City of Agoura Hills staff, a traffic signal is programmed for installation at the following study area intersection:

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

[1] To account for areawide growth on roadways, existing traffic volumes have been calculated based on a 0.75 percent annual growth rate. The areawide growth rate has been obtained from previous traffic studies conducted in the City of Agoura Hills.

Table 1

Existing Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour V/C or Delay[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Kanan Road (NS) at:															
Thousand Oaks Boulevard (EW) - #1	TS	1	2	d	1	2	d	2	2	d	1	2	d	0.725-C	0.732-C
Canwood Street (EW) - #2	TS	0	2	1	2	3	0	0	0	0	2	0	1>	0.523-A	0.706-C
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3	TS	1	2	1>	0	3	1	1	0	1	1.5	0.5	2	0.673-B	0.801-D
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4	TS	0	2.5	0.5	1	2	1>	1.3	0.4	1.3	1	0	1	0.727-C	0.786-C
Agoura Road (EW) - #5	TS	1	1.5	0.5	1	1	1	1	0.5	0.5	1	1	1	0.686-B	0.640-B
Clareton Drive (NS) at:															
Canwood Street (EW) - #6	CSS	0	0	0	0	1	0	0	1	0	0	1	0	13.4-B	19.4-C
Derry Avenue (NS) at:															
Canwood Street (EW) - #10	CSS	0	0	0	1	0	d	1	1	0	0	0.5	0.5	11.4-B	12.1-B
Colodny Drive (NS) at:															
Canwood Street (EW) - #11	CSS	0	0	0	0	1	0	1	1	0	0	0.5	0.5	11.2-B	10.4-B
Chesebro Road/Canwood Street (NS) at:															
Driver Avenue/Palo Comado Canyon Road (EW) - #12	AWS	0.5	0.5	1	0	1	0	0.5	0.5	d	1	0.5	0.5	10.7-B	15.7-C
Palo Comado Canyon Road (NS) at:															
SR-101 Freeway NB Ramps (EW) - #13	CSS	0.5	0.5	0	0	1	1	0	0	0	1	0	1	17.6-C	99.9-F[4]
Chesebro Road (EW) - #14	CSS	0.5	0.5	0	0	1	1	1	0	d	0	0	0	10.8-B	14.0-B
SR-101 Freeway SB Ramps (NS) at:															
Dorothy Drive (EW) - #15	AWS	0	1	0	0.5	0.5	1	0.5	0.5	d	0	1	0	17.1-C	16.0-C

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

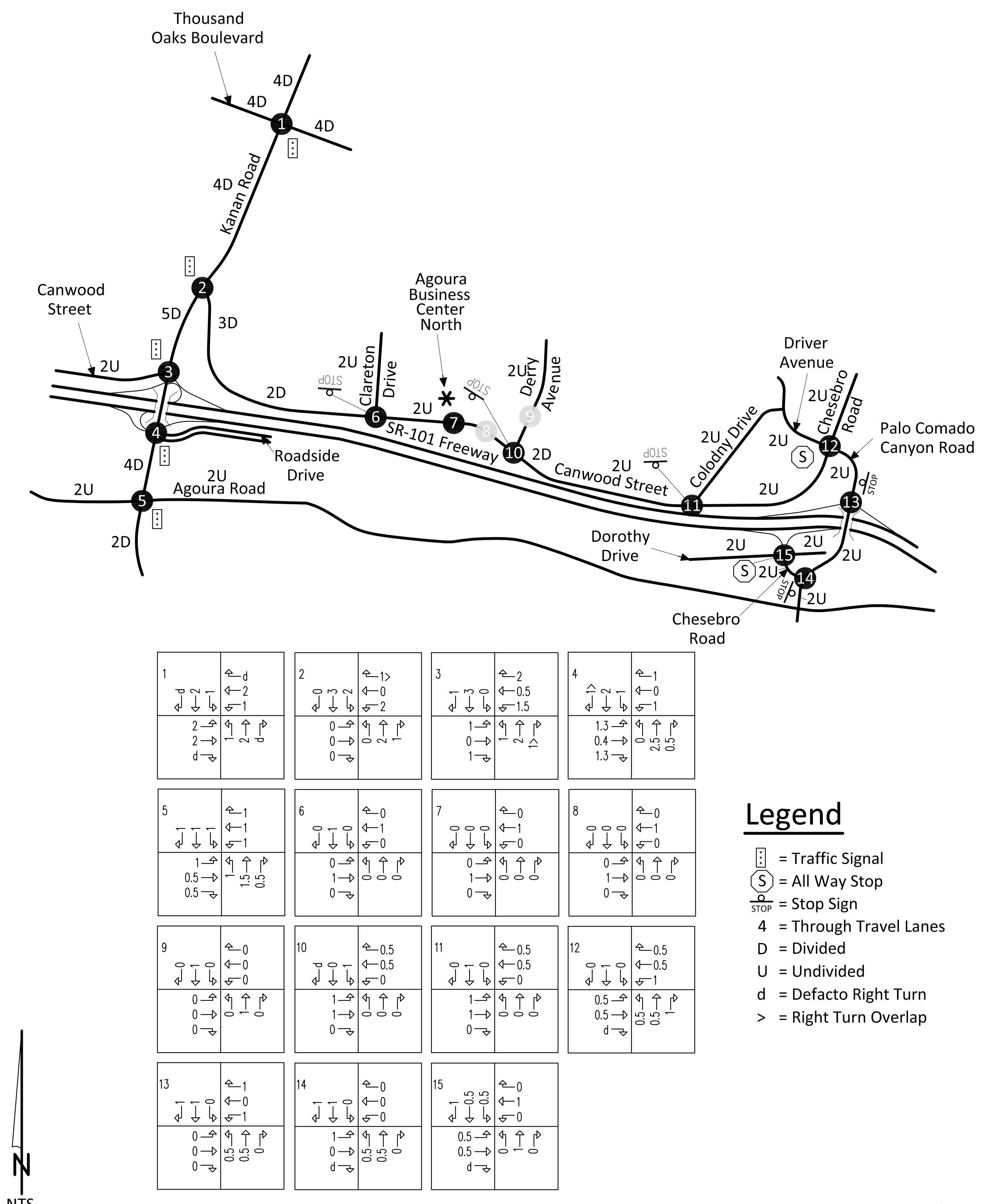
L = Left; T = Through; R = Right; d = Defacto Right Turn; > = Right Turn Overlap

[2] V/C or Delay has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, for intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

[4] 99.9-F = Delay High, Intersection Unstable, Level of Service F.

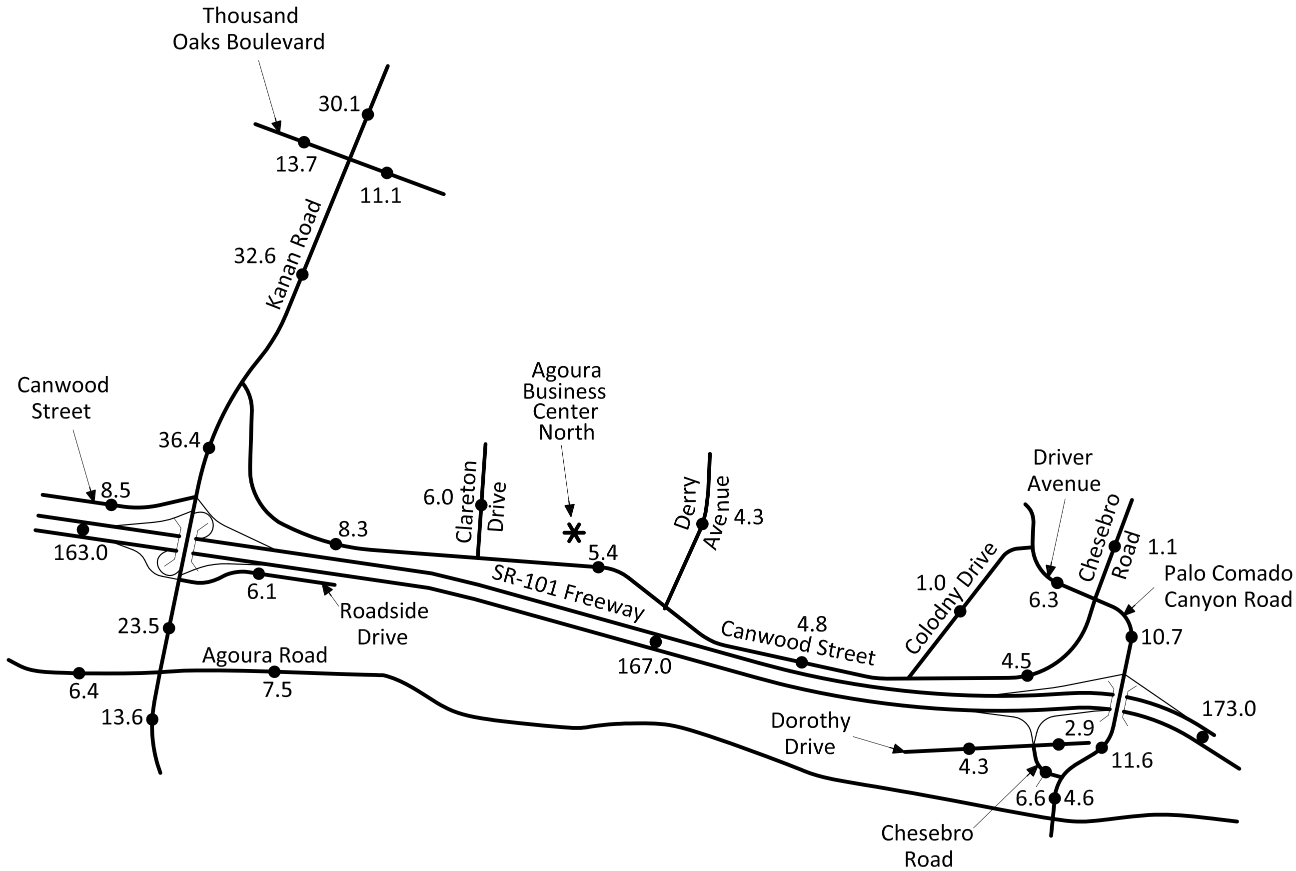
Figure 3
Existing Through Travel Lanes and Intersection Controls



5080/3

Intersection reference numbers are in upper left corner of turning movement boxes.

Figure 4
Existing Average Daily Traffic Volumes



Legend

13.6 = Vehicles Per Day (1,000's)

NTS

5080/4

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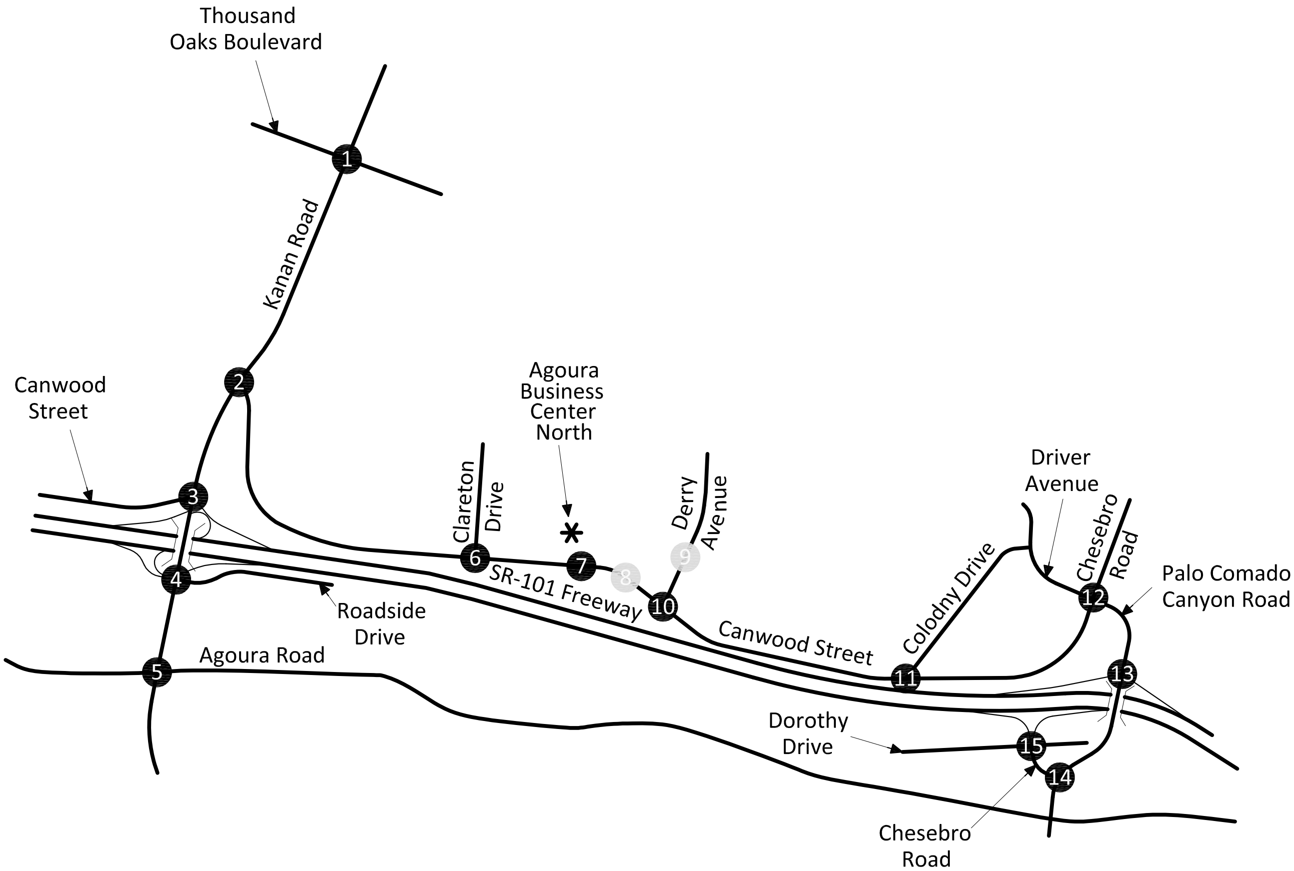
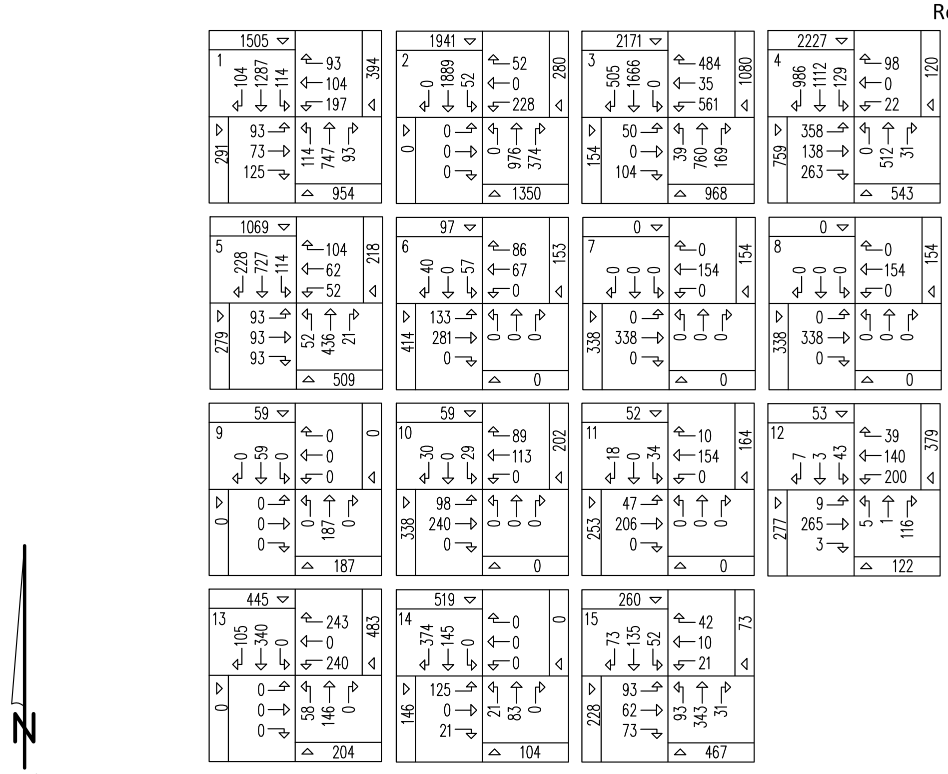
Figure 5
Existing Morning Peak Hour Intersection Turning Movement Volumes





NTS

5080/5

Kunzman Associates, Inc. Intersection reference numbers are in upper left corner of turning movement boxes.

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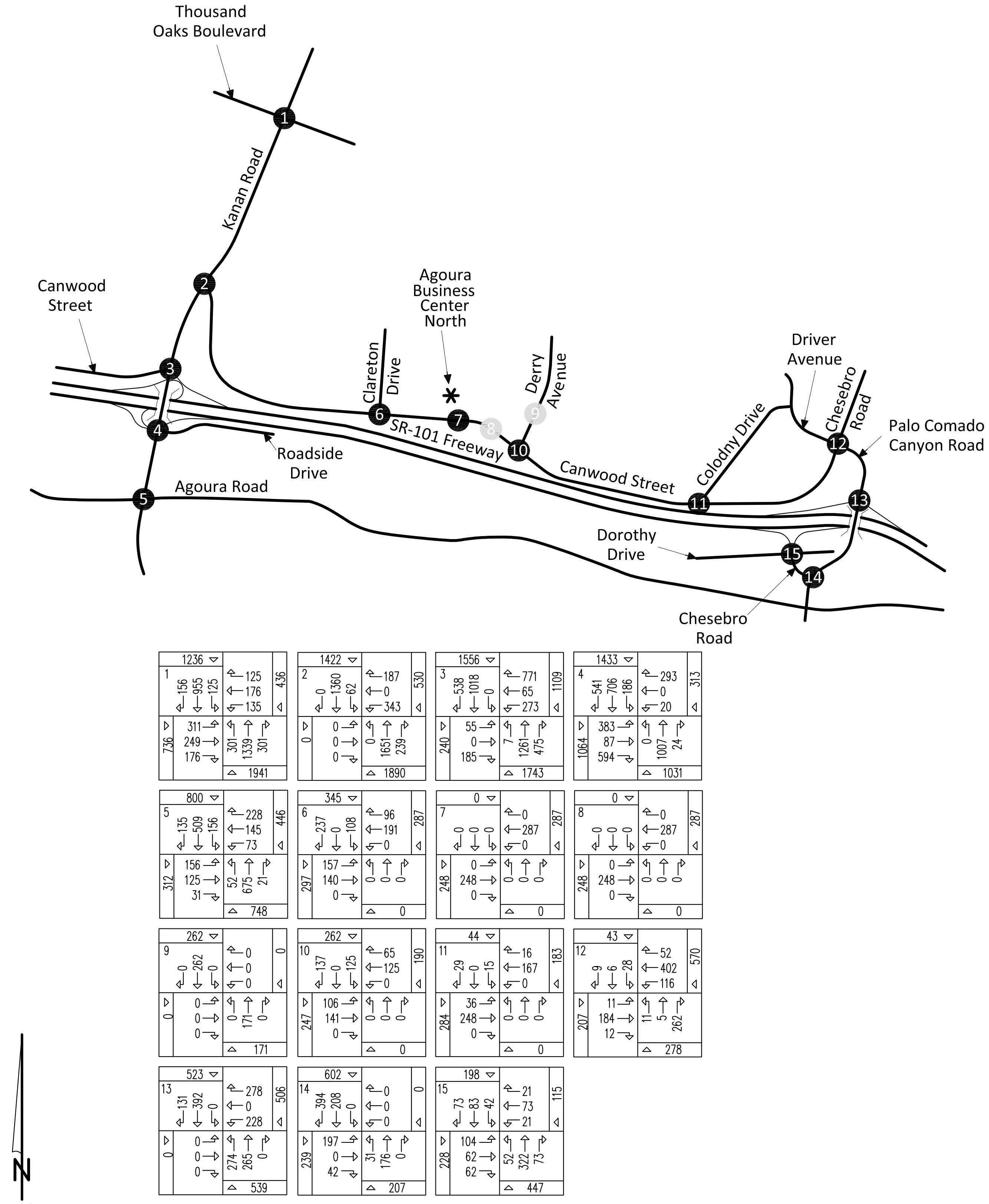
Figure 6
Existing Evening Peak Hour Intersection Turning Movement Volumes



5080/6

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

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V. Project Traffic

The Agoura Business Center North project consists of 103,070 square feet of light industrial. The project site will have access to Canwood Street.

A. Trip Generation

The traffic generated by the project is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and our life styles remain similar to what we know today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land use. By multiplying the traffic generation rates by the land use quantity, the traffic volumes are determined. Table 2 exhibits the traffic generation rates and peak hour volumes and project daily traffic volumes. The traffic generation rates are from the Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008.

The Agoura Business Center North project is projected to generate approximately 718 daily vehicle trips, 94 of which will occur during the morning peak hour and 100 of which will occur during the evening peak hour.

B. Trip Distribution

Figures 7 and 8 contain the directional distributions of the "North" project traffic for the proposed land use.

To determine the traffic distributions for the proposed project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site, and other additional information on future development and traffic impacts in the area were reviewed.

C. Trip Assignment

Based on the identified traffic generation and distributions, "North" project average daily traffic volumes have been calculated and shown on Figure 9. Morning and evening peak hour intersection turning movement volumes expected from the "North" project are shown on Figures 10 and 11, respectively.

Table 2

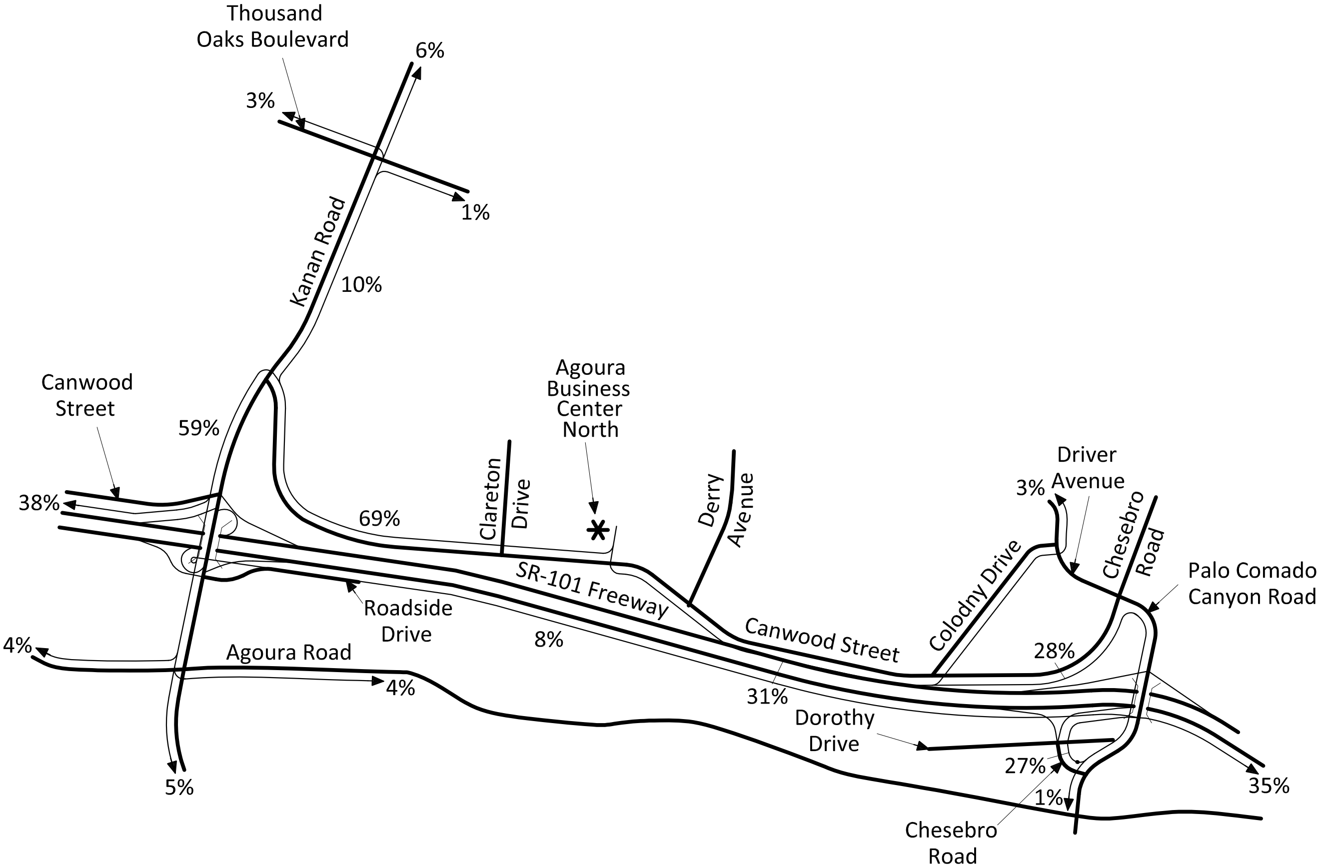
Project Traffic Generation[1]

Project	Land Use	Quantity	Units[2]	Peak Hour Morning Inbound	Peak Hour Morning Outbound	Peak Hour Morning Total	Peak Hour Evening Inbound	Peak Hour Evening Outbound	Peak Hour Evening Total	Daily
Trip Generation Rates										
Agoura Business Center North	Light Industrial	103.070	TSF	0.81	0.11	0.92	0.12	0.85	0.97	6.97
Trips Generated										
Agoura Business Center North	Light Industrial	103.070	TSF	83	11	94	12	88	100	718

[1] Source: Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008, Land Use Category 110.

[2] TSF = Thousand Square Feet

Figure 7
"North" Project Outbound Traffic Distribution



Legend

10% = Percent From Project

5080/7

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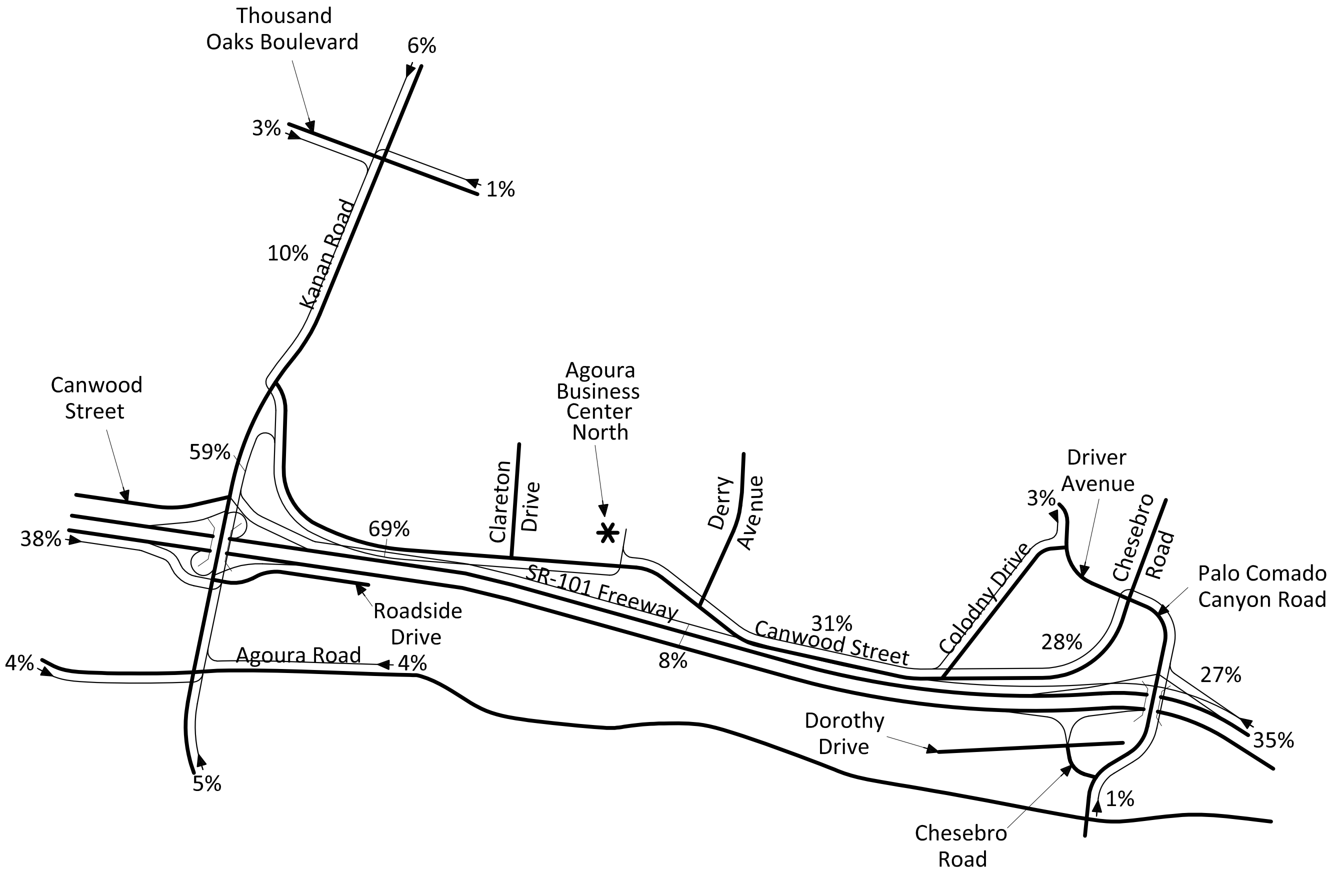
Figure 8
"North" Project Inbound Traffic Distribution



Legend

10% = Percent To Project

5080/8

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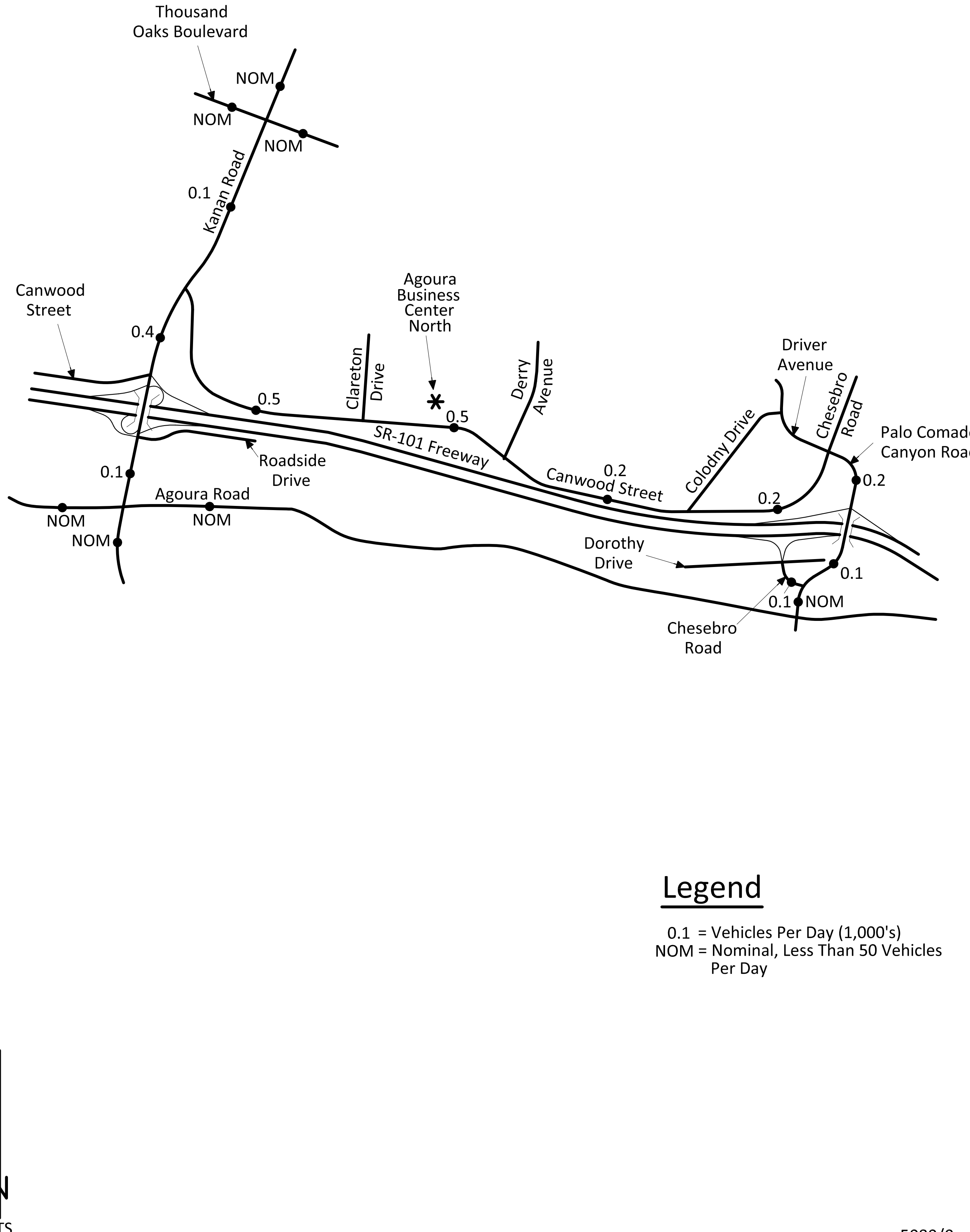
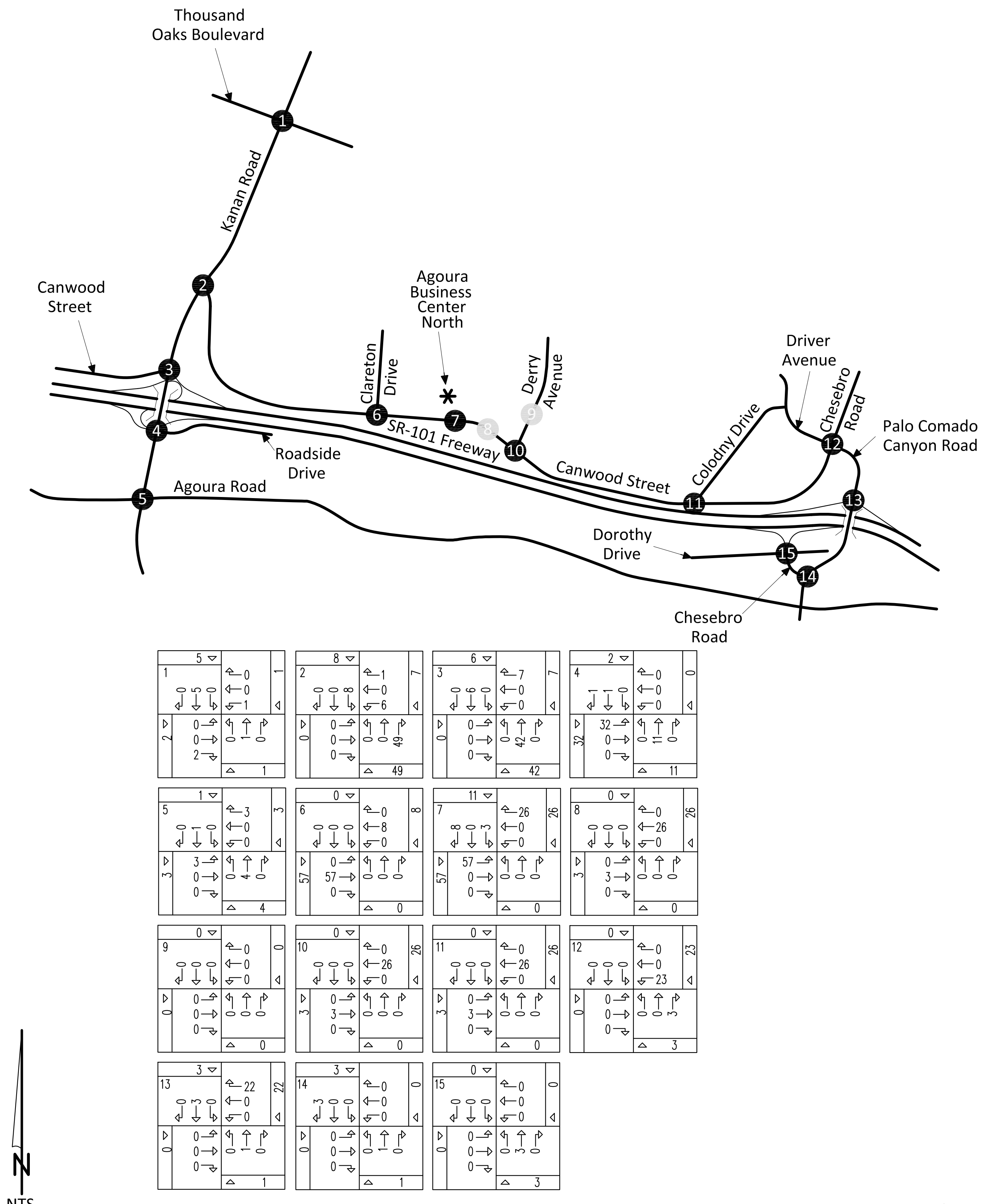
Figure 9
"North" Project Average Daily Traffic Volumes



5080/9

Figure 10
"North" Project Morning Peak Hour Intersection Turning Movement Volumes



5080/10

Kunzman Associates, Inc. Intersection reference numbers are in upper left corner of turning movement boxes.

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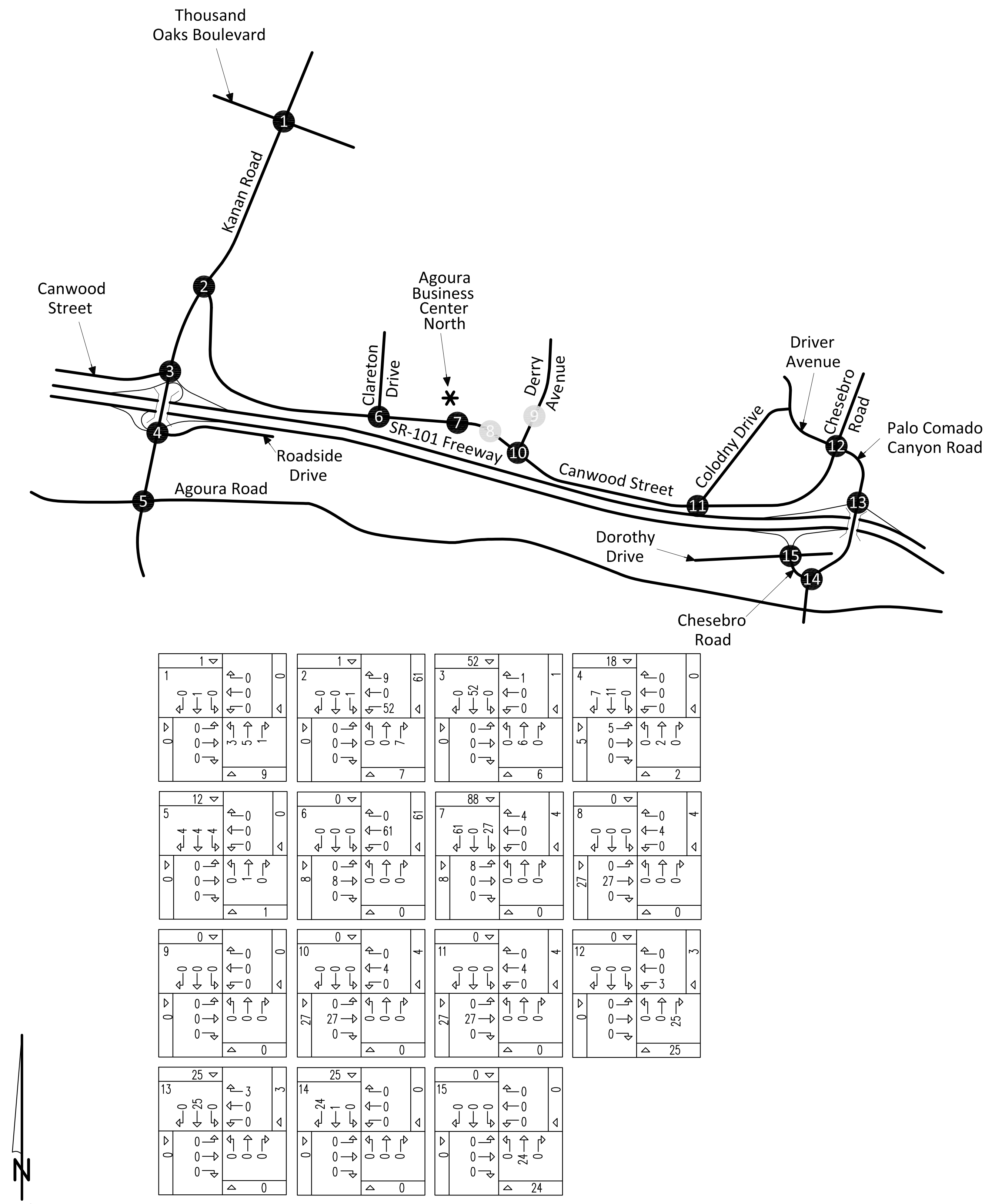
Figure 11
"North" Project Evening Peak Hour Intersection Turning Movement Volumes



5080/11

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

VI. Opening Year (2022) Traffic Conditions

In this section, Opening Year (2022) traffic conditions without and with the project are discussed. Figures 12 to 17 depict the Opening Year (2022) traffic conditions.

A. Method of Projection

To account for areawide growth on roadways, Opening Year (2022) traffic volumes have been calculated based on a 0.75 percent annual growth rate of existing traffic volumes over a ten (10) year period. The areawide growth rate has been obtained from previous traffic studies conducted in the City of Agoura Hills.

Areawide growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the project.

B. Opening Year (2022) Average Daily Traffic Volumes

Opening Year (2022) Without Project average daily traffic volumes are as illustrated on Figure 12. The Opening Year (2022) With “North” Project average daily traffic volumes are as illustrated on Figure 13.

C. Opening Year (2022) Levels of Service

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix C. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix C). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The Intersection Capacity Utilization/Delay for the Opening Year (2022) Without Project traffic conditions have been calculated and are shown in Table 3. Opening Year (2022) Without Project morning and evening peak hour intersection turning movement volumes are shown on Figures 14 and 15, respectively.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2022) Without Project traffic conditions, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the evening peak hour (see Table 3):

Kanan Road (NS) at:
- SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
- SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

Opening Year (2022) Without Project Intersection Capacity Utilization/Delay worksheets are provided in Appendix C.

The Intersection Capacity Utilization/Delay for the Opening Year (2022) With “North” Project traffic conditions have been calculated and are shown in Table 4. Opening Year (2022) With “North” Project morning and evening peak hour intersection turning movement volumes are shown on Figures 16 and 17, respectively.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Opening Year (2022) With “North” Project traffic conditions, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the evening peak hour (see Table 4):

Kanan Road (NS) at:
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4

Clareton Drive (NS) at:
Canwood Street (EW) - #6

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

Opening Year (2022) With “North” Project Intersection Capacity Utilization/Delay worksheets are provided in Appendix C.

D. <u>Significant Transportation Impact</u>

In the City of Agoura Hills, a proposed project is considered to result in a significant impact if, prior to mitigation, the proposed project:

i. Degrades operations at a signalized intersection as follows:

Study Intersections		
Pre-Project		Increase in V/C
LOS	V/C	
C	0.71 – 0.80	0.04 or more
D	0.81 – 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

or

ii. Degrades the Level of Service (LOS) at an unsignalized intersection to an unacceptable level of LOS D or worse; or

iii. Increases delay at an unsignalized intersection operating at an unacceptable level by five or more seconds; or
iv. Results in satisfying the most recent California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour volume warrant or other warrants for traffic signal installation at the intersection; or
v. Increases the volume to capacity (v/c) ratio on a roadway segment operating at an unacceptable level (LOS D, E or F) by 0.05 or more.

The project traffic does not significantly impact the study area intersections for Opening Year (2022) traffic conditions, with traffic signal improvements (see Table 5).

Table 3

Opening Year (2022) Without Project Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour V/C or Delay[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Kanan Road (NS) at:															
Thousand Oaks Boulevard (EW) - #1	TS	1	2	d	1	2	d	2	2	d	1	2	d	0.777-C	0.795-C
Canwood Street (EW) - #2	TS	0	2	1	2	3	0	0	0	0	2	0	1>	0.560-A	0.757-C
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3	TS	1	2	1>	0	3	1	1	0	1	1.5	0.5	2	0.721-C	0.859-D
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4	TS	0	2.5	0.5	1	2	1>	1.3	0.4	1.3	1	0	1	0.780-C	0.843-D
Agoura Road (EW) - #5	TS	1	1.5	0.5	1	1	1	1	0.5	0.5	1	1	1	0.735-C	0.686-B
Clareton Drive (NS) at:															
Canwood Street (EW) - #6															
- Without Improvements	CSS	0	0	0	0	1	0	0	1	0	0	1	0	14.2-B	23.4-C
- With Improvements	**TS**	0	0	0	0	1	0	**1**	1	0	0	1	0	0.309-A	0.581-A
Derry Avenue (NS) at:															
Canwood Street (EW) - #10	CSS	0	0	0	1	0	d	1	1	0	0	0.5	0.5	11.7-B	12.7-B
Colodny Drive (NS) at:															
Canwood Street (EW) - #11	CSS	0	0	0	0	1	0	1	1	0	0	0.5	0.5	11.5-B	10.6-B
Chesebro Road/Canwood Street (NS) at:															
Driver Avenue/Palo Comado Canyon Road (EW) - #12	AWS	0.5	0.5	1	0	1	0	0.5	0.5	d	1	0.5	0.5	11.2-B	18.5-C
Palo Comado Canyon Road (NS) at:															
SR-101 Freeway NB Ramps (EW) - #13															
- Without Improvements	CSS	0.5	0.5	0	0	1	1	0	0	0	1	0	1	20.9-C	262.7-F
- With Improvements	**TS**	**1**	1	0	0	1	1	0	0	0	1	0	1	0.480-A	0.686-B
Chesebro Road (EW) - #14	CSS	0.5	0.5	0	0	1	1	1	0	d	0	0	0	11.1-B	15.0-C
SR-101 Freeway SB Ramps (NS) at:															
Dorothy Drive (EW) - #15	AWS	0	1	0	0.5	0.5	1	0.5	0.5	d	0	1	0	20.7-C	18.9-C

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn; > = Right Turn Overlap; **1** = Improvement

[2] V/C or Delay has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, for intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

Table 4

Opening Year (2022) With "North" Project Levels of Service

		Intersection Approach Lanes[1]												Peak Hour	
	Traffic	Northbound			Southbound			Eastbound			Westbound			V/C or Delay[2]	
Intersection	Control[3]	L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Kanan Road (NS) at:															
Thousand Oaks Boulevard (EW) - #1	TS	1	2	d	1	2	d	2	2	d	1	2	d	0.781-C	0.796-C
Canwood Street (EW) - #2	TS	0	2	1	2	3	0	0	0	0	2	0	1>	0.562-A	0.776-C
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3	TS	1	2	1>	0	3	1	1	0	1	1.5	0.5	2	0.722-C	0.861-D
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4	TS	0	2.5	0.5	1	2	1>	1.3	0.4	1.3	1	0	1	0.781-C	0.844-D
Agoura Road (EW) - #5	TS	1	1.5	0.5	1	1	1	1	0.5	0.5	1	1	1	0.736-C	0.689-B
Clareton Drive (NS) at:															
Canwood Street (EW) - #6															
- Without Improvements	CSS	0	0	0	0	1	0	0	1	0	0	1	0	15.1-C	28.7-D
- With Improvements	**TS**	0	0	0	0	1	0	**1**	1	0	0	1	0	0.341-A	0.619-B
Agoura Business Center North Driveway (NS) at:															
Canwood Street (EW) - #7	**CSS**	0	0	0	0	**1**	0	**1**	1	0	0	0.5	0.5	10.4-B	11.7-B
Derry Avenue (NS) at:															
Canwood Street (EW) - #10	CSS	0	0	0	1	0	d	1	1	0	0	0.5	0.5	12.0-B	13.0-B
Colodny Drive (NS) at:															
Canwood Street (EW) - #11	CSS	0	0	0	0	1	0	1	1	0	0	0.5	0.5	11.8-B	10.7-B
Chesebro Road/Canwood Street (NS) at:															
Driver Avenue/Palo Comado Canyon Road (EW) - #12	AWS	0.5	0.5	1	0	1	0	0.5	0.5	d	1	0.5	0.5	11.5-B	19.3-C
Palo Comado Canyon Road (NS) at:															
SR-101 Freeway NB Ramps (EW) - #13															
- Without Improvements	CSS	0.5	0.5	0	0	1	1	0	0	0	1	0	1	20.9-B	280.6-F
- With Improvements	**TS**	**1**	1	0	0	1	1	0	0	0	1	0	1	0.498-A	0.704-C
Chesebro Road (EW) - #14	CSS	0.5	0.5	0	0	1	1	1	0	d	0	0	0	11.1-B	15.1-C
SR-101 Freeway SB Ramps (NS) at:															
Dorothy Drive (EW) - #15	AWS	0	1	0	0.5	0.5	1	0.5	0.5	d	0	1	0	21.0-C	21.1-C

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn; > = Right Turn Overlap; **1** = Improvement

[2] V/C or Delay has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, for intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

Table 5

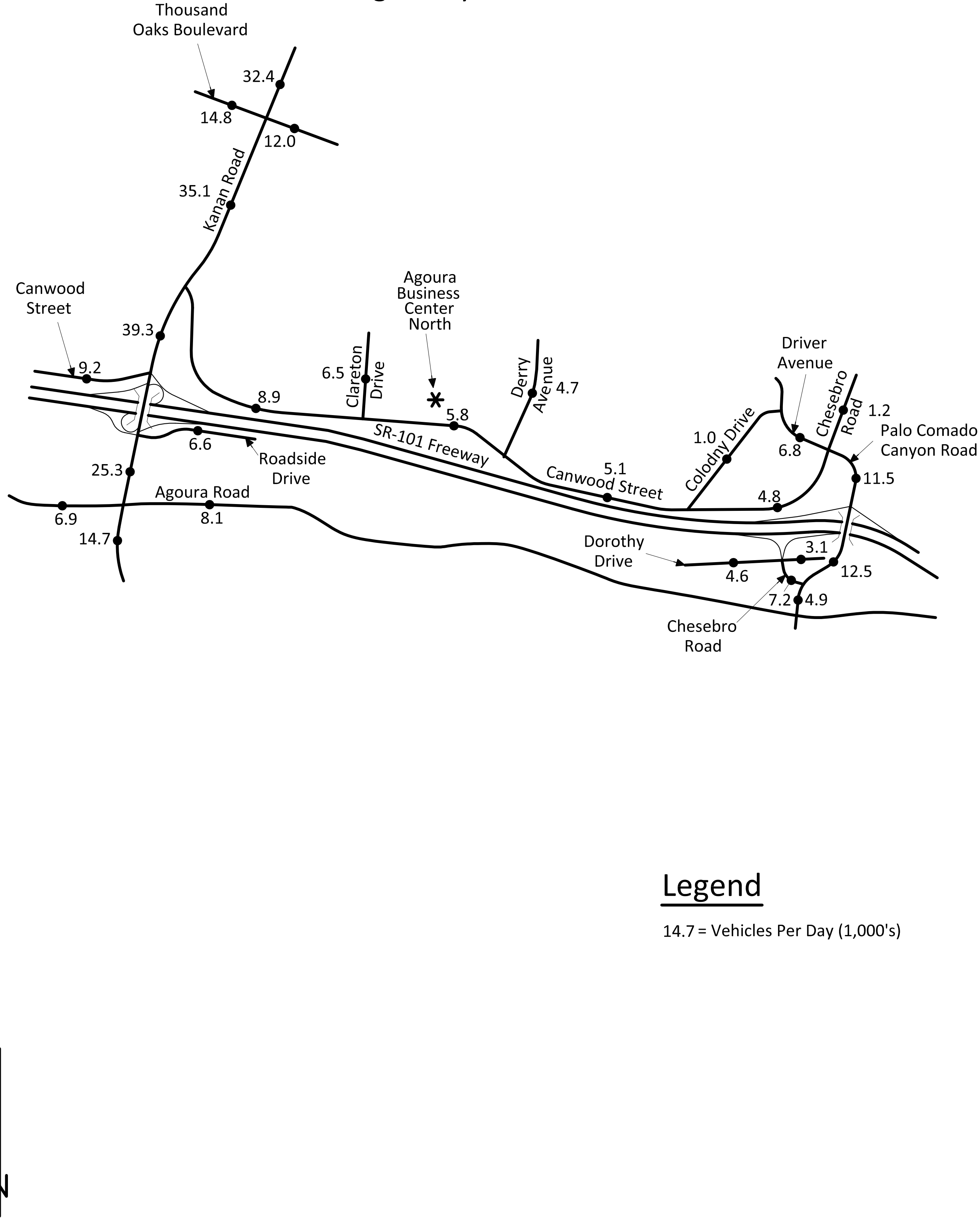
Opening Year (2022) Project Traffic Contribution

Intersection	Peak Hour	Opening Year (2022) Without Project V/C or Delay	Without Project Level of Service	With Project V/C or Delay	With Project Level of Service	V/C or Delay Increase	Significant Impact?
Kanan Road (NS) at:							
Thousand Oaks Boulevard (EW) - #1	Morning	0.777	C	0.781	C	0.004	No
	Evening	0.795	C	0.796	C	0.001	No
Canwood Street (EW) - #2	Morning	0.560	A	0.562	A	0.002	No
	Evening	0.757	C	0.776	C	0.019	No
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3	Morning	0.721	C	0.722	C	0.001	No
	Evening	0.859	D	0.861	D	0.002	No
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4	Morning	0.780	C	0.781	C	0.001	No
	Evening	0.843	D	0.844	D	0.001	No
Agoura Road (EW) - #5	Morning	0.735	C	0.736	C	0.001	No
	Evening	0.686	B	0.689	B	0.003	No
Clareton Drive (NS) at:							
Canwood Street (EW) - #6							
- Without Improvements	Morning	14.2	B	15.1	C	0.9	No
	Evening	23.4	C	28.7	D	5.3	Yes
- With Improvements[1]	Morning	0.309	A	0.341	A	0.032	No
	Evening	0.581	A	0.619	B	0.038	No
Agoura Business Center North Driveway (NS) at:							
Canwood Street (EW) - #7	Morning	N/A	N/A	10.4	B	N/A	N/A
	Evening	N/A	N/A	11.7	B	N/A	N/A
Derry Avenue (NS) at:							
Canwood Street (EW) - #10	Morning	11.7	B	12.0	B	0.3	No
	Evening	12.7	B	13.0	B	0.3	No
Colodny Drive (NS) at:							
Canwood Street (EW) - #11	Morning	11.5	B	11.8	B	0.3	No
	Evening	10.6	B	10.7	B	0.1	No
Chesebro Road/Canwood Street (NS) at:							
Driver Avenue/Palo Comado Canyon Road (EW) - #12	Morning	11.2	B	11.5	B	0.3	No
	Evening	18.5	C	19.3	C	0.8	No
Palo Comado Canyon Road (NS) at:							
SR-101 Freeway NB Ramps (EW) - #13							
- Without Improvements	Morning	20.9	C	20.9	B	0.0	No
	Evening	262.7	F	280.6	F	17.9	Yes
- With Improvements[2]	Morning	0.480	A	0.498	A	0.018	No
	Evening	0.686	B	0.704	C	0.018	No
Chesebro Road (EW) - #14	Morning	11.1	B	11.1	B	0.0	No
	Evening	15.0	C	15.1	C	0.1	No
SR-101 Freeway SB Ramps (NS) at:							
Dorothy Drive (EW) - #15	Morning	20.7	C	21.0	C	0.3	No
	Evening	18.9	C	21.1	C	2.2	No

[1] Prior to construction, the project shall complete a focused traffic analysis to determine if a traffic signal is warranted.

[2] Based upon discussions with City of Agoura Hills staff, a traffic signal is programmed for installation.

Figure 12
Opening Year (2022) Without Project
Average Daily Traffic Volumes



Legend

14.7 = Vehicles Per Day (1,000's)

5080/12

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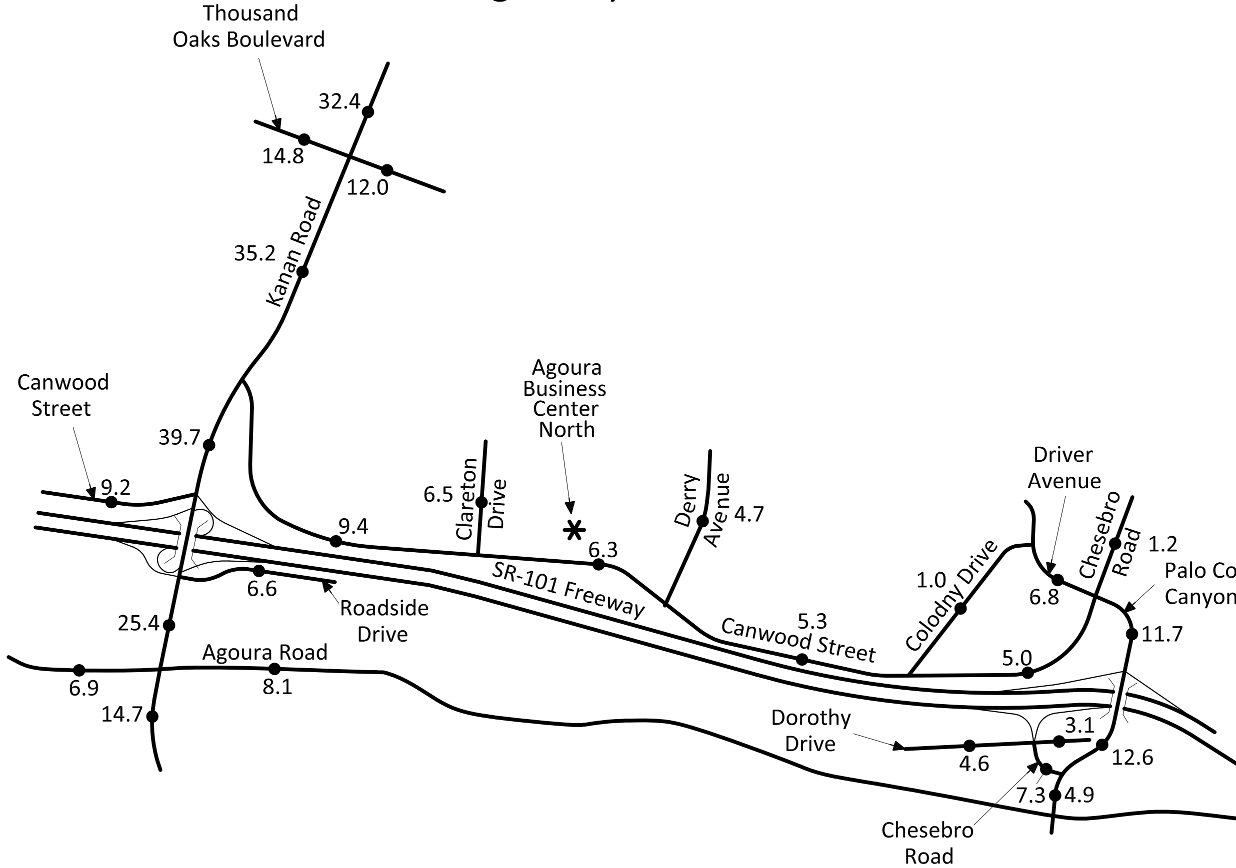
Figure 13
Opening Year (2022) With "North" Project
Average Daily Traffic Volumes



Legend

14.7 = Vehicles Per Day (1,000's)

5080/13

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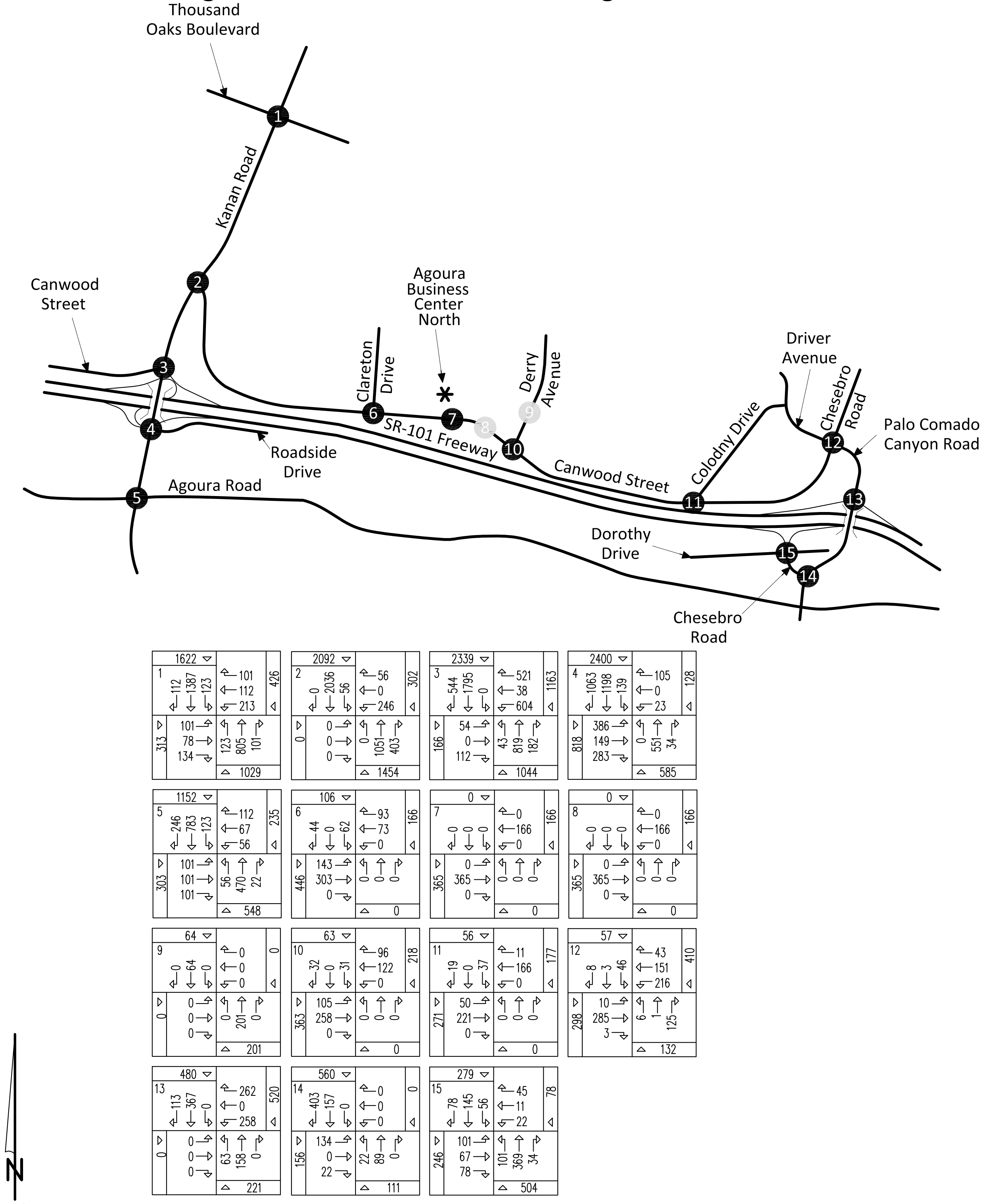
Figure 14
Opening Year (2022) Without Project
Morning Peak Hour Intersection Turning Movement Volumes



5080/14

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

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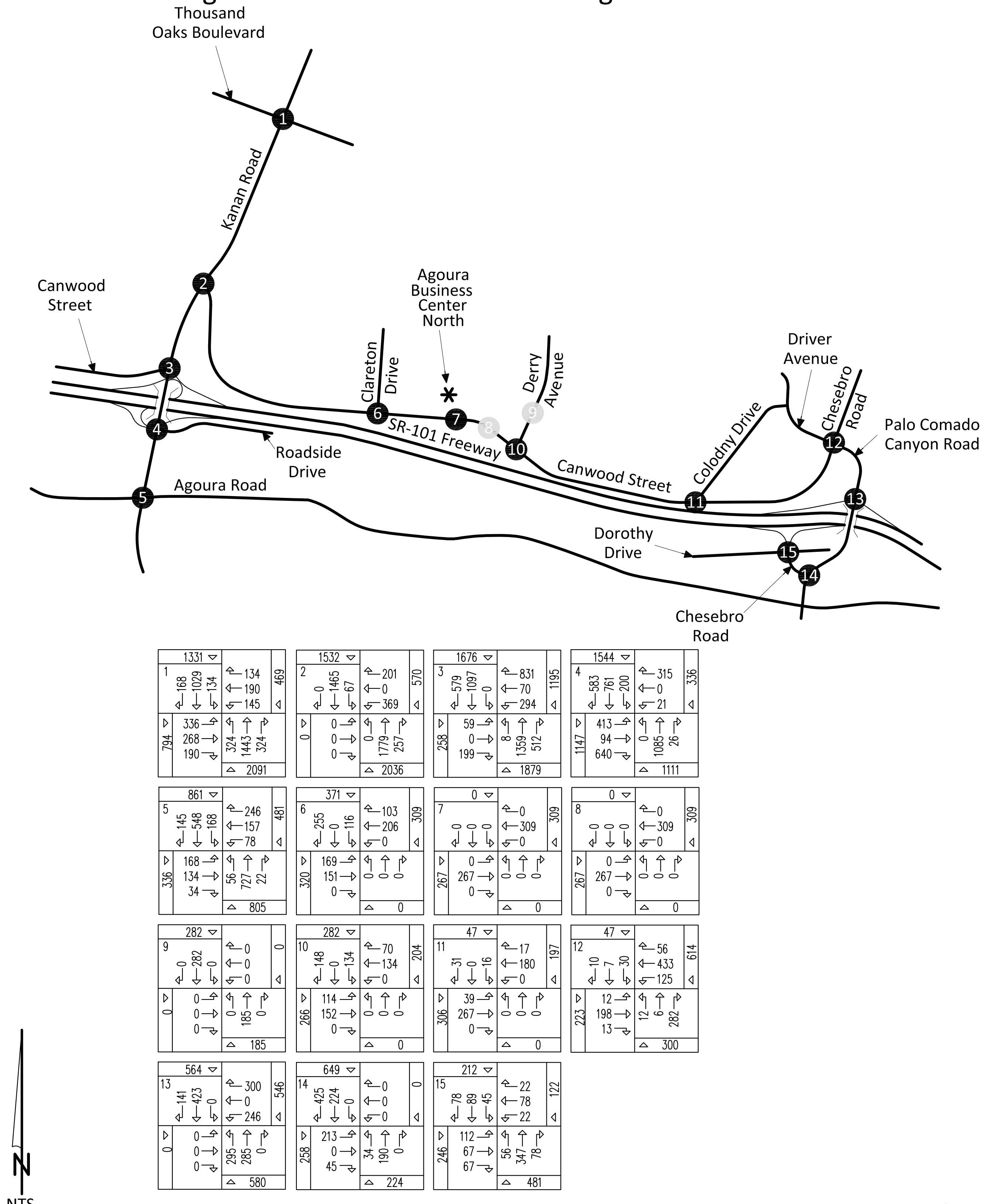
Figure 15
Opening Year (2022) Without Project
Evening Peak Hour Intersection Turning Movement Volumes



5080/15

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

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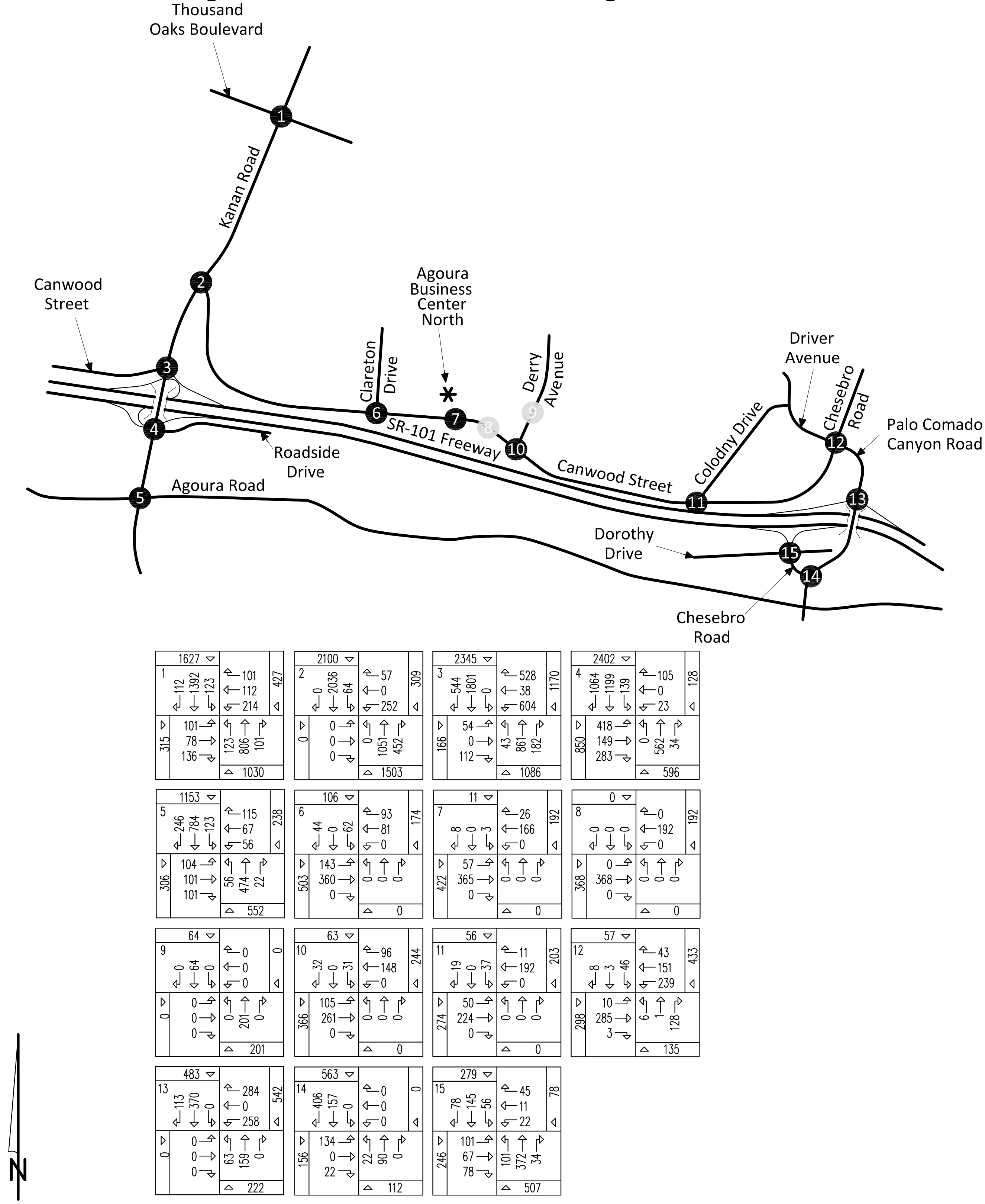
Figure 16
Opening Year (2022) With "North" Project
Morning Peak Hour Intersection Turning Movement Volumes



5080/16

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

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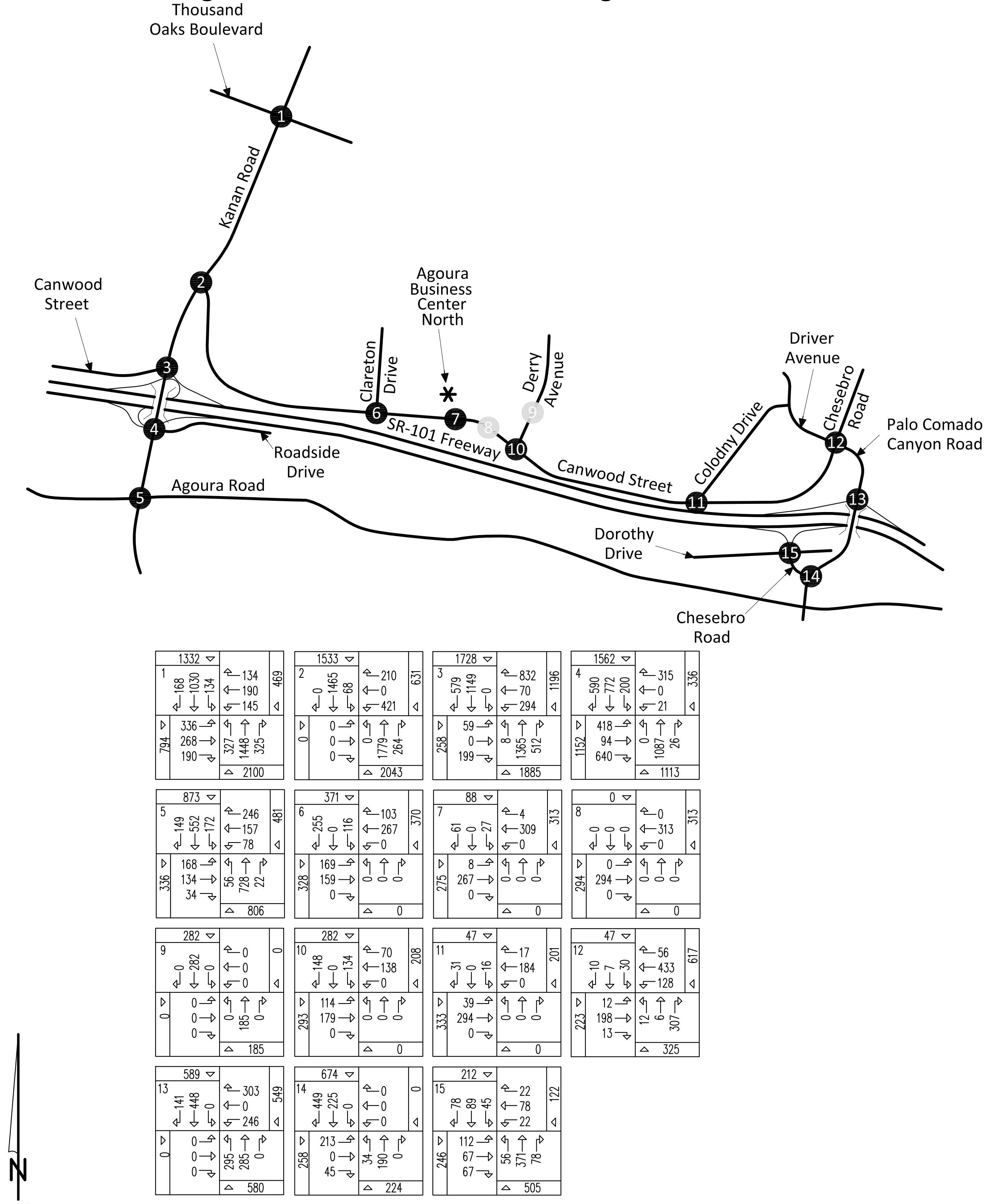
Figure 17
Opening Year (2022) With "North" Project
Evening Peak Hour Intersection Turning Movement Volumes



5080/17

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

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VII. Cumulative Traffic Conditions

In this section, cumulative traffic conditions without and with the project are discussed. Figures 18 to 24 depict the cumulative traffic conditions.

A. <u>Method of Projection</u>

To account for areawide growth on roadways, cumulative traffic forecasts were developed from existing traffic volumes plus 0.75 percent annual growth rate over a ten (10) year period plus the approved and pending project tracking list. Table 6 lists the proposed land uses for the other development (see Figure 18).

Other development average daily traffic volumes are as illustrated on Figure 19. Other development morning and evening peak hour intersection turning movement volumes are shown on Figures 20 and 21, respectively.

B. <u>Cumulative Average Daily Traffic Volumes</u>

Cumulative Without Project average daily traffic volumes are as illustrated on Figure 22. The Cumulative With "North" Project average daily traffic volumes are as illustrated on Figure 23.

C. <u>Cumulative Levels of Service</u>

The technique used to assess the operation of a signalized intersection is known as Intersection Capacity Utilization, as described in Appendix C. To calculate an Intersection Capacity Utilization value, the volume of traffic using the intersection is compared with the capacity of the intersection. The Intersection Capacity Utilization represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method (see Appendix C). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The Intersection Capacity Utilization/Delay for the Cumulative Without Project traffic conditions have been calculated and are shown in Table 7. Cumulative Without Project morning and evening peak hour intersection turning movement volumes are shown on Figures 24 and 25, respectively.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Cumulative Without Project traffic conditions, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the peak hours (see Table 7):

Kanan Road (NS) at:
    Thousand Oaks Boulevard (EW) - #1

SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4

Clareton Drive (NS) at:
Canwood Street (EW) - #6

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Cumulative Without Project traffic conditions, with traffic signal improvements at the following study area intersection (see Table 7):

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

Cumulative Without Project Intersection Capacity Utilization/Delay worksheets are provided in Appendix C.

The Intersection Capacity Utilization/Delay for the Cumulative With "North" Project traffic conditions have been calculated and are shown in Table 8. Cumulative With "North" Project morning and evening peak hour intersection turning movement volumes are shown on Figures 26 and 27, respectively.

The study area intersections are projected to operate within acceptable Levels of Service during the peak hours for Cumulative With "North" Project traffic conditions, except for the following study area intersections that are projected to operate at unacceptable Levels of Service during the peak hours (see Table 8):

Kanan Road (NS) at:
Thousand Oaks Boulevard (EW) - #1
Canwood Street (EW) - #2
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4

Clareton Drive (NS) at:
Canwood Street (EW) - #6

Palo Comado Canyon Road (NS) at:
SR-101 Freeway NB Ramps (EW) - #13

SR-101 Freeway SB Ramps (NS) at:
Dorothy Drive (EW) - #15

Cumulative With "North" Project Intersection Capacity Utilization/Delay worksheets are provided in Appendix C.

D. Significant Transportation Impact

In the City of Agoura Hills, a proposed project is considered to result in a significant impact if, prior to mitigation, the proposed project:

i. Degrades operations at a signalized intersection as follows:

Study Intersections		
Pre-Project		Increase in V/C
LOS	V/C	
C	0.71 – 0.80	0.04 or more
D	0.81 – 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

or

ii. Degrades the Level of Service (LOS) at an unsignalized intersection to an unacceptable level of LOS D or worse; or

iii. Increases delay at an unsignalized intersection operating at an unacceptable level by five or more seconds; or

iv. Results in satisfying the most recent California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour volume warrant or other warrants for traffic signal installation at the intersection; or

v. Increases the volume to capacity (v/c) ratio on a roadway segment operating at an unacceptable level (LOS D, E or F) by 0.05 or more.

The project traffic does not significantly impact the study area intersections for Cumulative traffic conditions, with traffic signal improvements (see Table 9).

Table 6

Other Development Traffic Generation[1]

Traffic Analysis Zone[2]	Project	Land Use	Quantity	Units[2]	Peak Hour						Daily
					Morning			Evening			
					Inbound	Outbound	Total	Inbound	Outbound	Total	
1	Von Buck	Single-Family Detached Residential	1	DU	-	1	1	1	-	1	10
	Stockton/Lamburg	Single-Family Detached Residential	1	DU	-	1	1	1	-	1	10
	Allen Adel	Single-Family Detached Residential	1	DU	-	1	1	1	-	1	10
	Jonathan Shuken	Single-Family Detached Residential	1	DU	-	1	1	1	-	1	10
2	Sunbelt Enterprises	Medical Office	25.2	TSF	46	12	58	23	64	87	910
3	Shops at Oak Creek	Shopping Center	34.66	TSF	21	14	35	63	66	129	1,488
4	Scheu Development Co.	Office	71.844	TSF	98	14	112	18	89	107	791
	Conrad Hilton Foundation	Corporate Headquarters	90.3	TSF	126	9	135	13	114	127	721
5	Agoura Landmark, LP	Office	99.194	TSF	135	19	154	25	123	148	1,092
	Vinod & Chanresh Gupta Trust	Office	12.7	TSF	17	2	19	3	16	19	140
6	Joseph Luithyly	Office	1.062	TSF	1	-	1	-	1	1	12
	Agoura Medical Partners, LLC	Medical Office	40.733	TSF	74	20	94	38	103	141	1,472
	Ashnoor Pirouti	Single-Family Detached Residential	1	DU	-	1	1	1	-	1	10
	Ashnoor Pirouti	Single-Family Detached Residential	1	DU	-	1	1	1	-	1	10
	Keith Blinkinsoph	Single-Family Detached Residential	1	DU	-	1	1	1	-	1	10
7	27489 Agoura Road	Office	30.0	TSF	41	6	47	8	37	45	330
8	Riopharm USA, Inc.	Single-Family Detached Residential	24	DU	5	13	18	15	9	24	230
9	Agoura Business Center West[3]	Specialty Retail	20.661	TSF	17	11	28	25	31	56	916
Total					581	127	708	238	653	891	8,172

[1] Source: Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008, Land Use Categories 820, 720, 714, 710, and 210.

[2] DU = Dwelling Unit; TSF = Thousand Square Feet ; ST = Students

[3] Source: Derry Avenue/Canwood Street Retail Project Traffic Impact Analysis (Revised), Kunzman Associates, Inc., May 18, 2009.

Table 7

Cumulative Without Project Levels of Service

Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour V/C or Delay[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Kanan Road (NS) at:															
Thousand Oaks Boulevard (EW) - #1	TS	1	2	d	1	2	d	2	2	d	1	2	d	0.800-D	0.804-D
Canwood Street (EW) - #2	TS	0	2	1	2	3	0	0	0	0	2	0	1>	0.575-A	0.797-C
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3	TS	1	2	1>	0	3	1	1	0	1	1.5	0.5	2	0.758-C	0.906-E
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4	TS	0	2.5	0.5	1	2	1>	1.3	0.4	1.3	1	0	1	0.785-C	0.871-D
Agoura Road (EW) - #5	TS	1	1.5	0.5	1	1	1	1	0.5	0.5	1	1	1	0.744-C	0.754-C
Clareton Drive (NS) at:															
Canwood Street (EW) - #6															
- Without Improvements	CSS	0	0	0	0	1	0	0	1	0	0	1	0	14.6-B	27.0-D
- With Improvements	**TS**	0	0	0	0	1	0	**1**	1	0	0	1	0	0.317-A	0.602-B
Derry Avenue (NS) at:															
Canwood Street (EW) - #10	CSS	0	0	0	1	0	d	1	1	0	0	0.5	0.5	12.2-B	13.8-B
Colodny Drive (NS) at:															
Canwood Street (EW) - #11	CSS	0	0	0	0	1	0	1	1	0	0	0.5	0.5	11.7-B	10.8-B
Chesebro Road/Canwood Street (NS) at:															
Driver Avenue/Palo Comado Canyon Road (EW) - #12	AWS	0.5	0.5	1	0	1	0	0.5	0.5	d	1	0.5	0.5	11.4-B	19.6-C
Palo Comado Canyon Road (NS) at:															
SR-101 Freeway NB Ramps (EW) - #13															
- Without Improvements	CSS	0.5	0.5	0	0	1	1	0	0	0	1	0	1	26.1-D	361.9-F
- With Improvements	**TS**	**1**	1	0	0	1	1	0	0	0	1	0	1	0.506-A	0.717-C
Chesebro Road (EW) - #14	CSS	0.5	0.5	0	0	1	1	1	0	d	0	0	0	11.5-B	18.3-C
SR-101 Freeway SB Ramps (NS) at:															
Dorothy Drive (EW) - #15	AWS	0	1	0	0.5	0.5	1	0.5	0.5	d	0	1	0	22.3-C	23.2-C

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn; > = Right Turn Overlap

[2] V/C or Delay has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, for intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

Table 8

Cumulative With "North" Project Levels of Service

		Intersection Approach Lanes[1]												Peak Hour	
	Traffic	Northbound			Southbound			Eastbound			Westbound			V/C or Delay[2]	
Intersection	Control[3]	L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Kanan Road (NS) at:															
Thousand Oaks Boulevard (EW) - #1	TS	1	2	d	1	2	d	2	2	d	1	2	d	0.805-D	0.806-D
Canwood Street (EW) - #2	TS	0	2	1	2	3	0	0	0	0	2	0	1>	0.577-A	0.815-D
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3	TS	1	2	1>	0	3	1	1	0	1	1.5	0.5	2	0.760-C	0.908-E
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4	TS	0	2.5	0.5	1	2	1>	1.3	0.4	1.3	1	0	1	0.786-C	0.873-D
Agoura Road (EW) - #5	TS	1	1.5	0.5	1	1	1	1	0.5	0.5	1	1	1	0.745-C	0.757-C
Clareton Drive (NS) at:															
Canwood Street (EW) - #6															
- Without Improvements	CSS	0	0	0	0	1	0	0	1	0	0	1	0	15.5-C	34.2-D
- With Improvements	**TS**	0	0	0	0	1	0	**1**	1	0	0	1	0	0.349-A	0.640-B
Agoura Business Center North Driveway (NS) at:															
Canwood Street (EW) - #7	**CSS**	0	0	0	0	**1**	0	**1**	1	0	0	0.5	0.5	10.5-B	12.1-B
Derry Avenue (NS) at:															
Canwood Street (EW) - #10	CSS	0	0	0	1	0	d	1	1	0	0	0.5	0.5	12.5-B	14.2-B
Colodny Drive (NS) at:															
Canwood Street (EW) - #11	CSS	0	0	0	0	1	0	1	1	0	0	0.5	0.5	11.9-B	10.9-B
Chesebro Road/Canwood Street (NS) at:															
Driver Avenue/Palo Comado Canyon Road (EW) - #12	AWS	0.5	0.5	1	0	1	0	0.5	0.5	d	1	0.5	0.5	11.7-B	20.5-C
Palo Comado Canyon Road (NS) at:															
SR-101 Freeway NB Ramps (EW) - #13															
- Without Improvements	CSS	0.5	0.5	0	0	1	1	0	0	0	1	0	1	26.1-D	384.8-F
- With Improvements	**TS**	**1**	1	0	0	1	1	0	0	0	1	0	1	0.508-A	0.735-C
Chesebro Road (EW) - #14	CSS	0.5	0.5	0	0	1	1	1	0	d	0	0	0	11.5-B	18.3-C
SR-101 Freeway SB Ramps (NS) at:															
Dorothy Drive (EW) - #15	AWS	0	1	0	0.5	0.5	1	0.5	0.5	d	0	1	0	22.6-C	26.5-D

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn; > = Right Turn Overlap

[2] V/C or Delay has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, for intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

Table 9

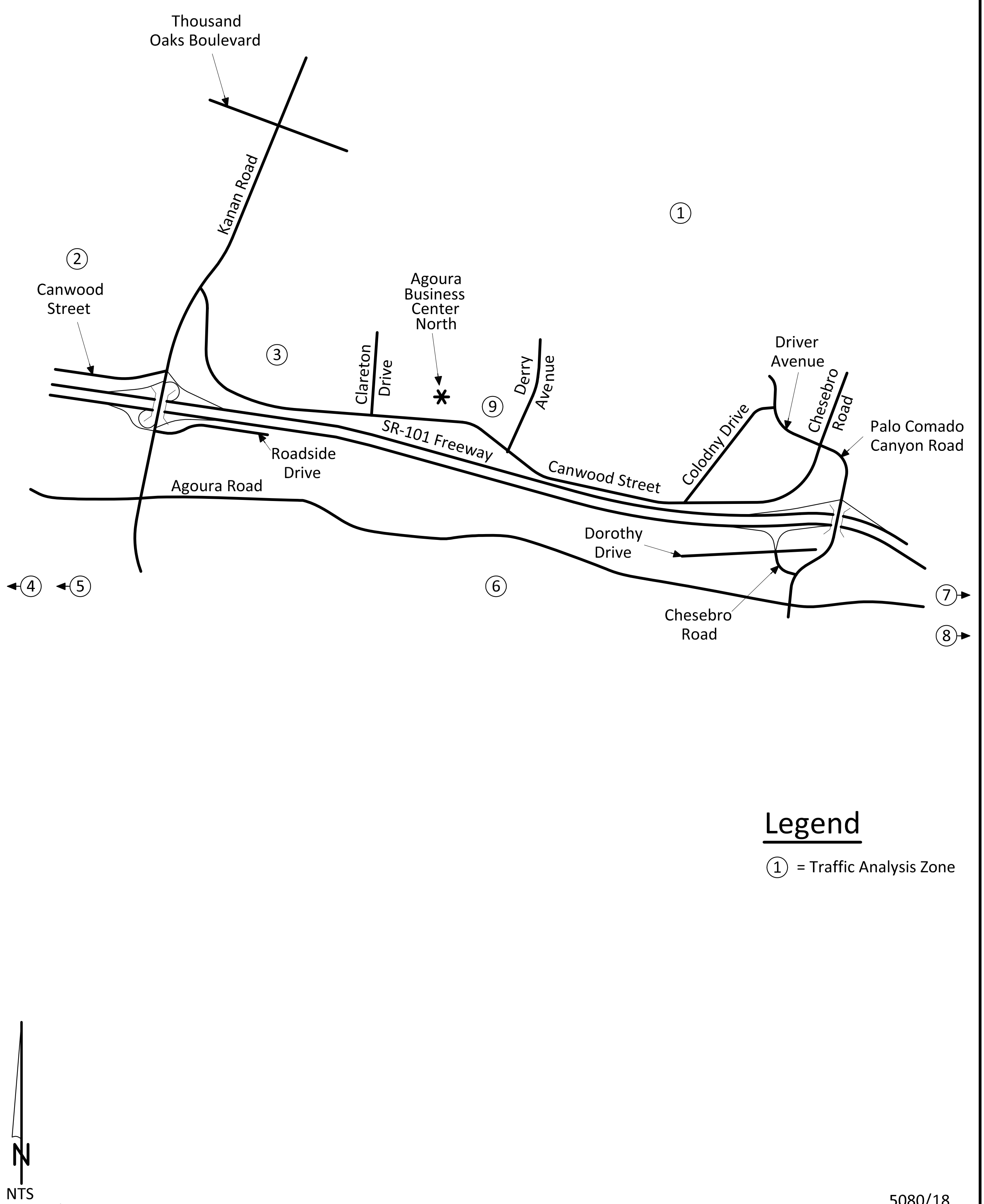
Cumulative Project Traffic Contribution

Intersection	Peak Hour	Cumulative Without Project V/C or Delay	Without Project Level of Service	With Project V/C or Delay	With Project Level of Service	V/C or Delay Increase	Significant Impact?
Kanan Road (NS) at:							
Thousand Oaks Boulevard (EW) - #1	Morning	0.800	D	0.805	D	0.005	No
	Evening	0.804	D	0.806	D	0.002	No
Canwood Street (EW) - #2	Morning	0.575	A	0.577	A	0.002	No
	Evening	0.797	C	0.815	D	0.018	No
SR-101 Freeway NB Ramps/Canwood Street (EW) - #3	Morning	0.758	C	0.760	C	0.002	No
	Evening	0.906	E	0.908	E	0.002	No
SR-101 Freeway SB Ramps/Roadside Drive (EW) - #4	Morning	0.785	C	0.786	C	0.001	No
	Evening	0.871	D	0.873	D	0.002	No
Agoura Road (EW) - #5	Morning	0.744	C	0.745	C	0.001	No
	Evening	0.754	C	0.757	C	0.003	No
Clareton Drive (NS) at:							
Canwood Street (EW) - #6							
- Without Improvements	Morning	14.6	B	15.5	C	0.9	No
	Evening	27.0	D	34.2	D	7.2	Yes
- With Improvements[1]	Morning	0.317	A	0.349	A	0.032	No
	Evening	0.602	B	0.640	B	0.038	No
Agoura Business Center North Driveway (NS) at:							
Canwood Street (EW) - #7	Morning	N/A	N/A	10.5	B	N/A	N/A
	Evening	N/A	N/A	12.1	B	N/A	N/A
Derry Avenue (NS) at:							
Canwood Street (EW) - #10	Morning	12.2	B	12.5	B	0.3	No
	Evening	13.8	B	14.2	B	0.4	No
Colodny Drive (NS) at:							
Canwood Street (EW) - #11	Morning	11.7	B	11.9	B	0.2	No
	Evening	10.8	B	10.9	B	0.1	No
Chesebro Road/Canwood Street (NS) at:							
	Morning	11.4	B	11.7	B	0.3	No
	Evening	19.6	C	20.5	C	0.9	No
Palo Comado Canyon Road (NS) at:							
SR-101 Freeway NB Ramps (EW) - #13							
- Without Improvements	Morning	26.1	D	26.1	D	0.0	No
	Evening	361.9	F	384.8	F	22.9	Yes
- With Improvements[2]	Morning	0.506	A	0.508	A	0.002	No
	Evening	0.717	C	0.735	C	0.018	No
Chesebro Road (EW) - #14	Morning	11.5	B	11.5	B	0.0	No
	Evening	18.3	C	18.3	C	0.0	No
SR-101 Freeway SB Ramps (NS) at:							
Dorothy Drive (EW) - #15	Morning	22.3	C	22.6	C	0.3	No
	Evening	23.2	C	26.5	D	3.3	No

[1] Prior to construction, the project shall complete a focused traffic analysis to determine if a traffic signal is warranted.

[2] Based upon discussions with City of Agoura Hills staff, a traffic signal is programmed for installation.

Figure 18
Other Development Traffic Analysis Zone Map



5080/18

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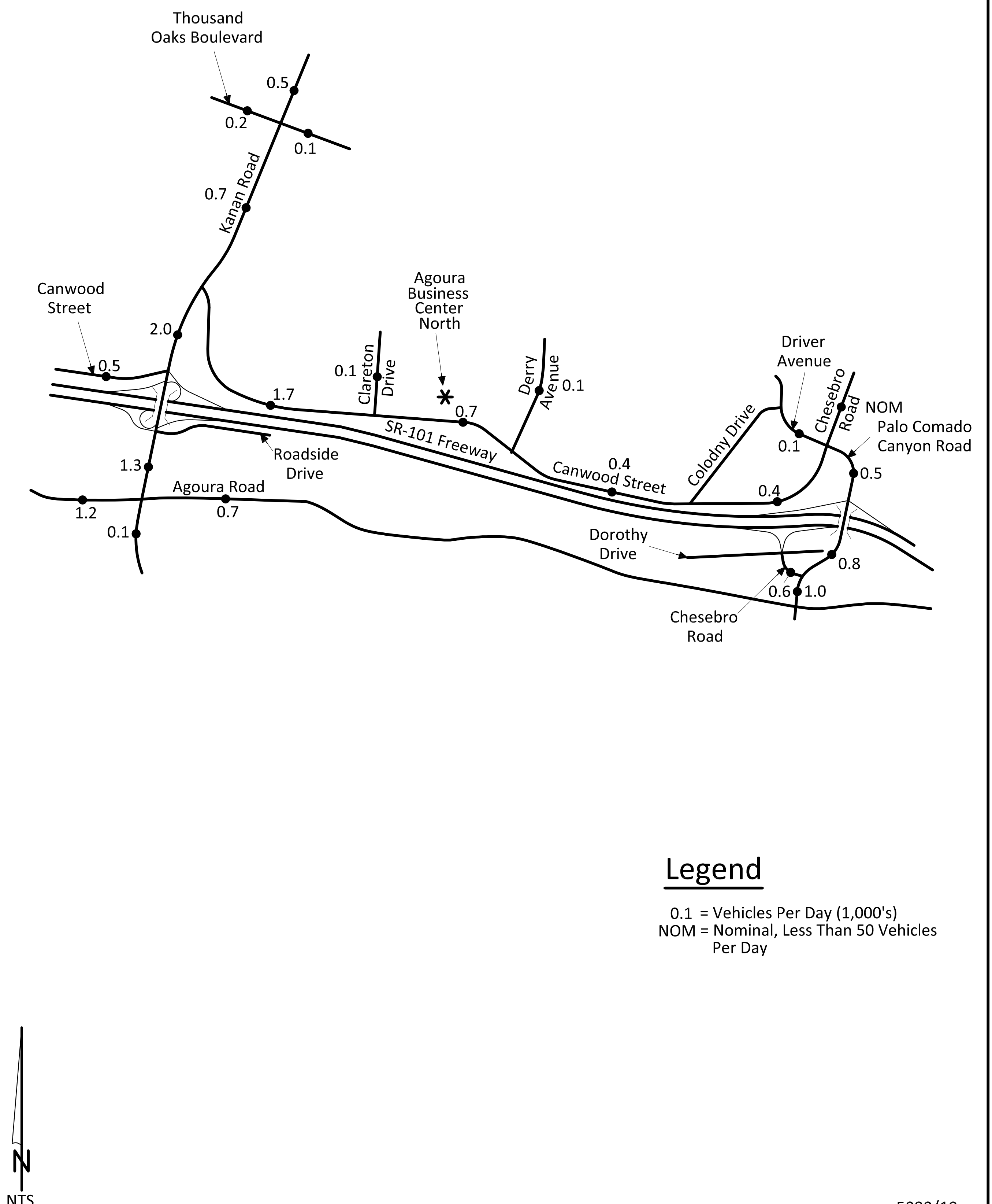
Figure 19
Other Development Average Daily Traffic Volumes



5080/19

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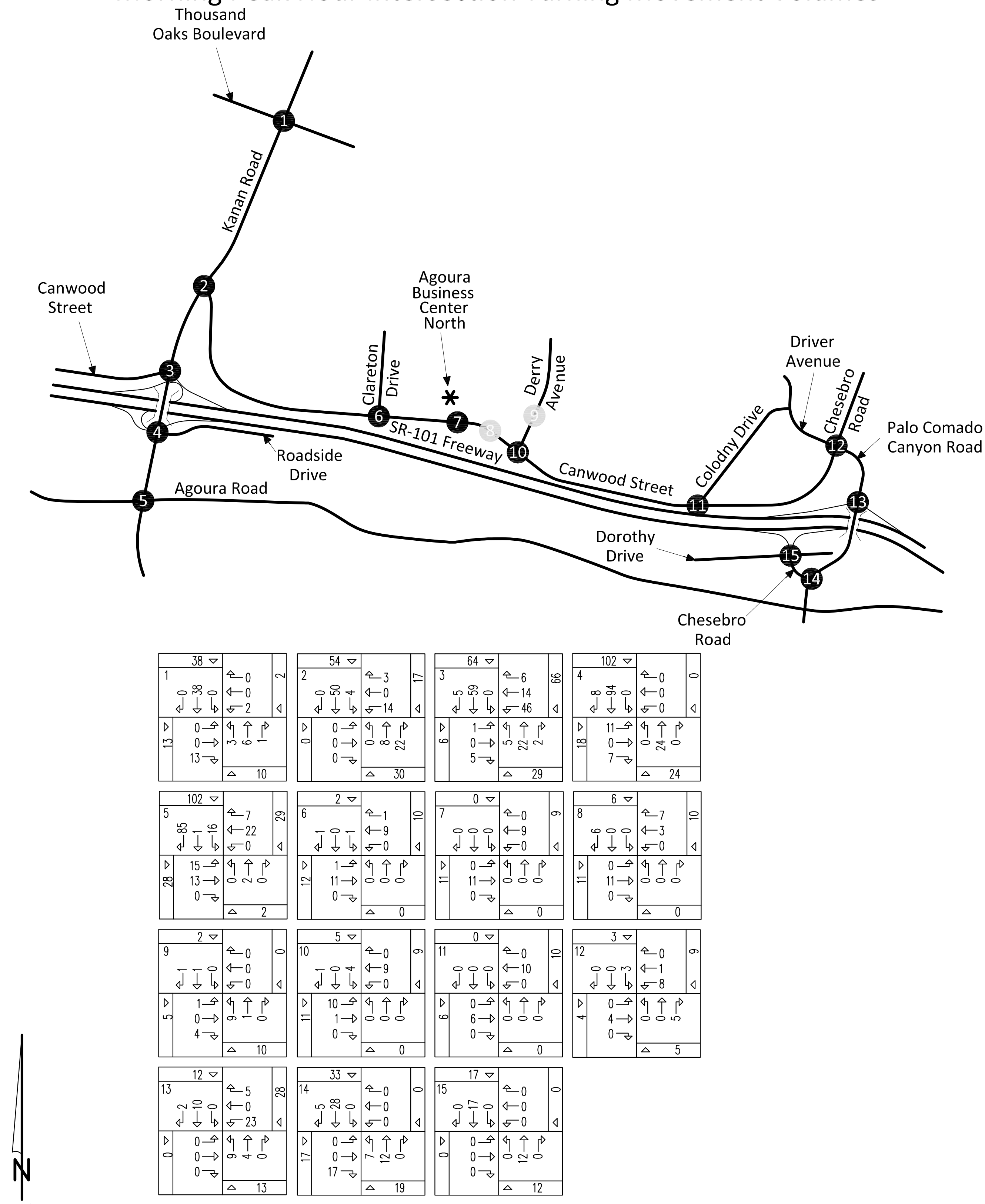
Figure 20
Other Development
Morning Peak Hour Intersection Turning Movement Volumes

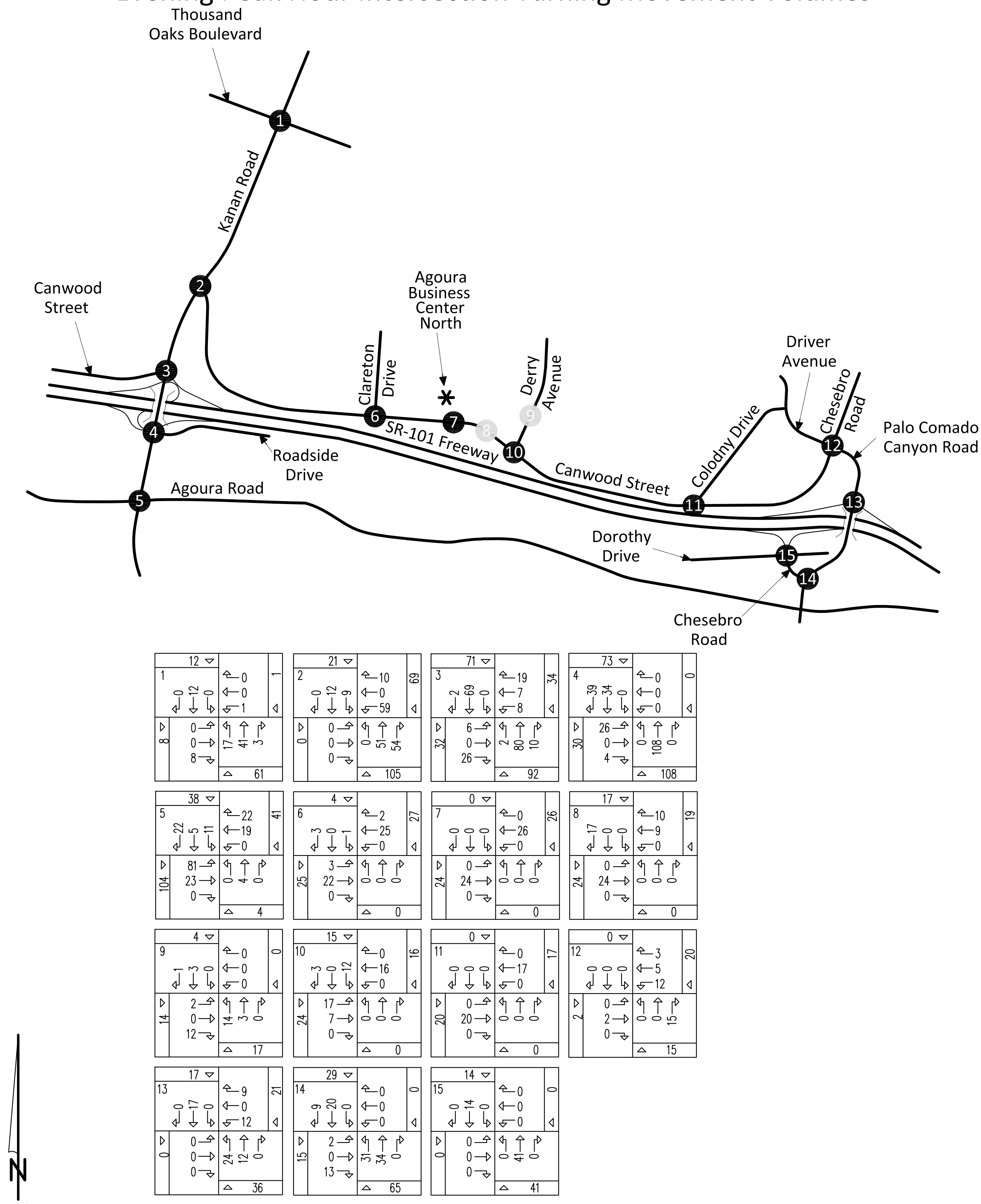


5080/20

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 21
Other Development
Evening Peak Hour Intersection Turning Movement Volumes

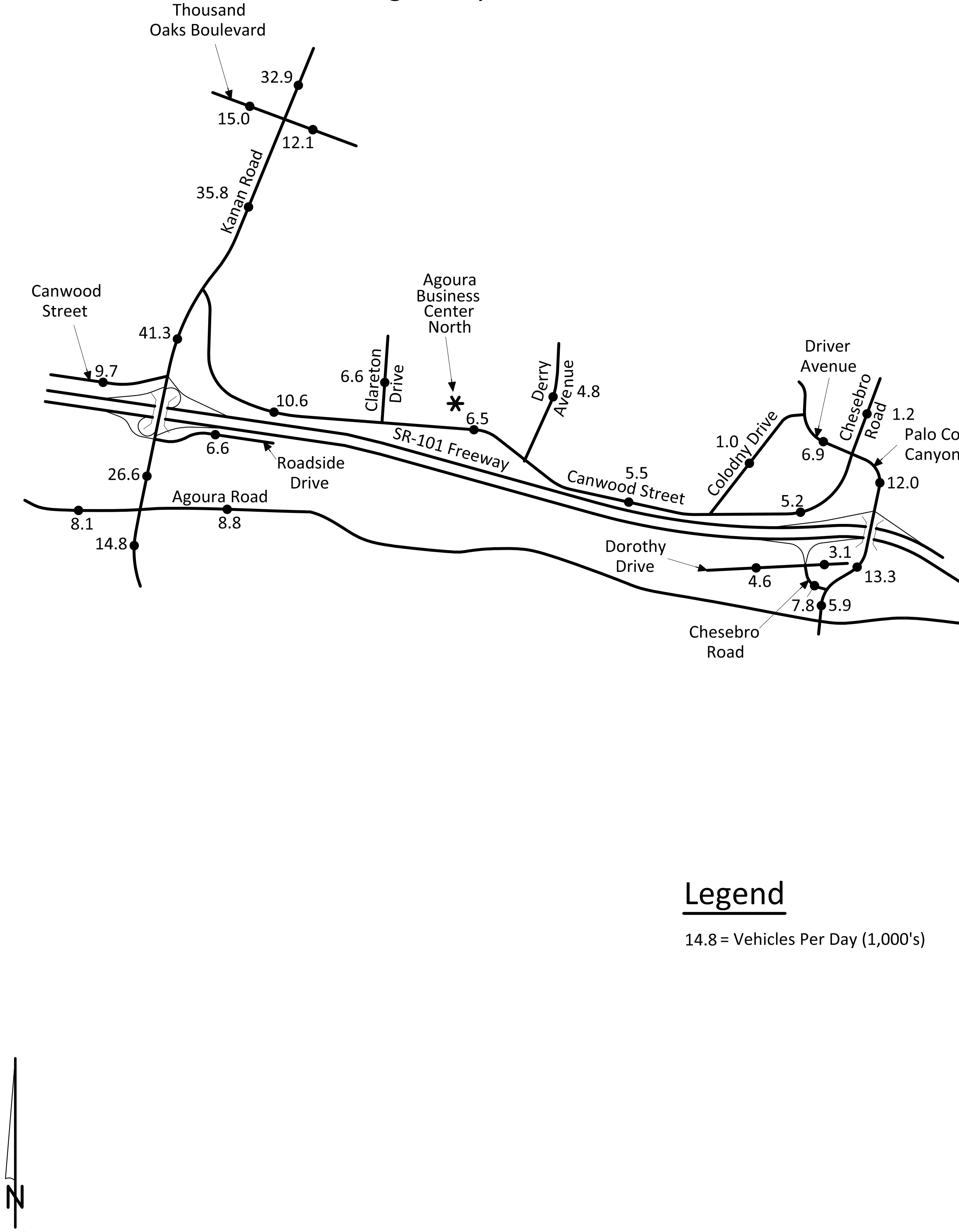


5080/21

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 22
Cumulative Without Project
Average Daily Traffic Volumes

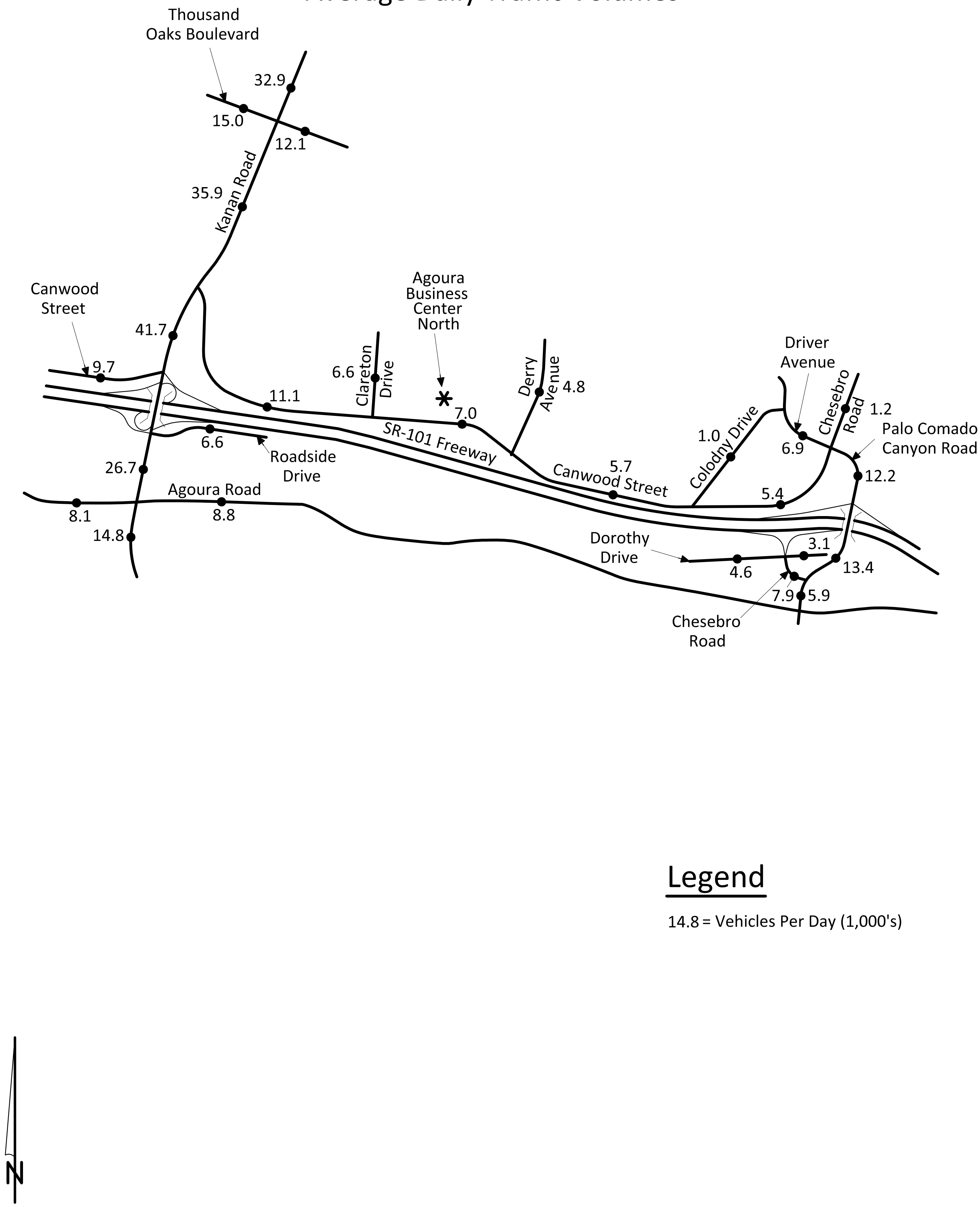


Legend

14.8 = Vehicles Per Day (1,000's)

5080/22

Figure 23
Cumulative With "North" Project
Average Daily Traffic Volumes



Legend

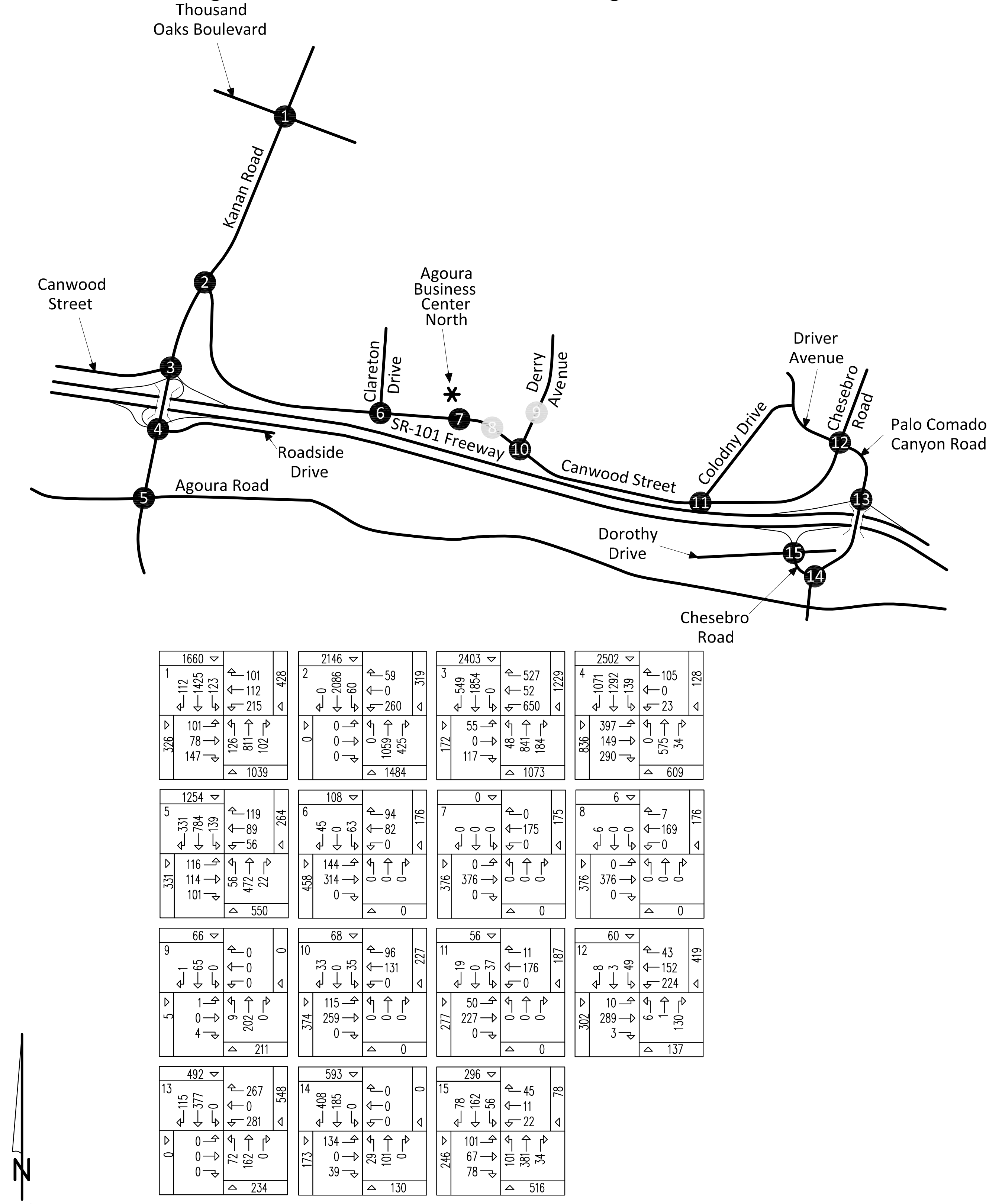
14.8 = Vehicles Per Day (1,000's)

5080/23

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 24
Cumulative Without Project
Morning Peak Hour Intersection Turning Movement Volumes

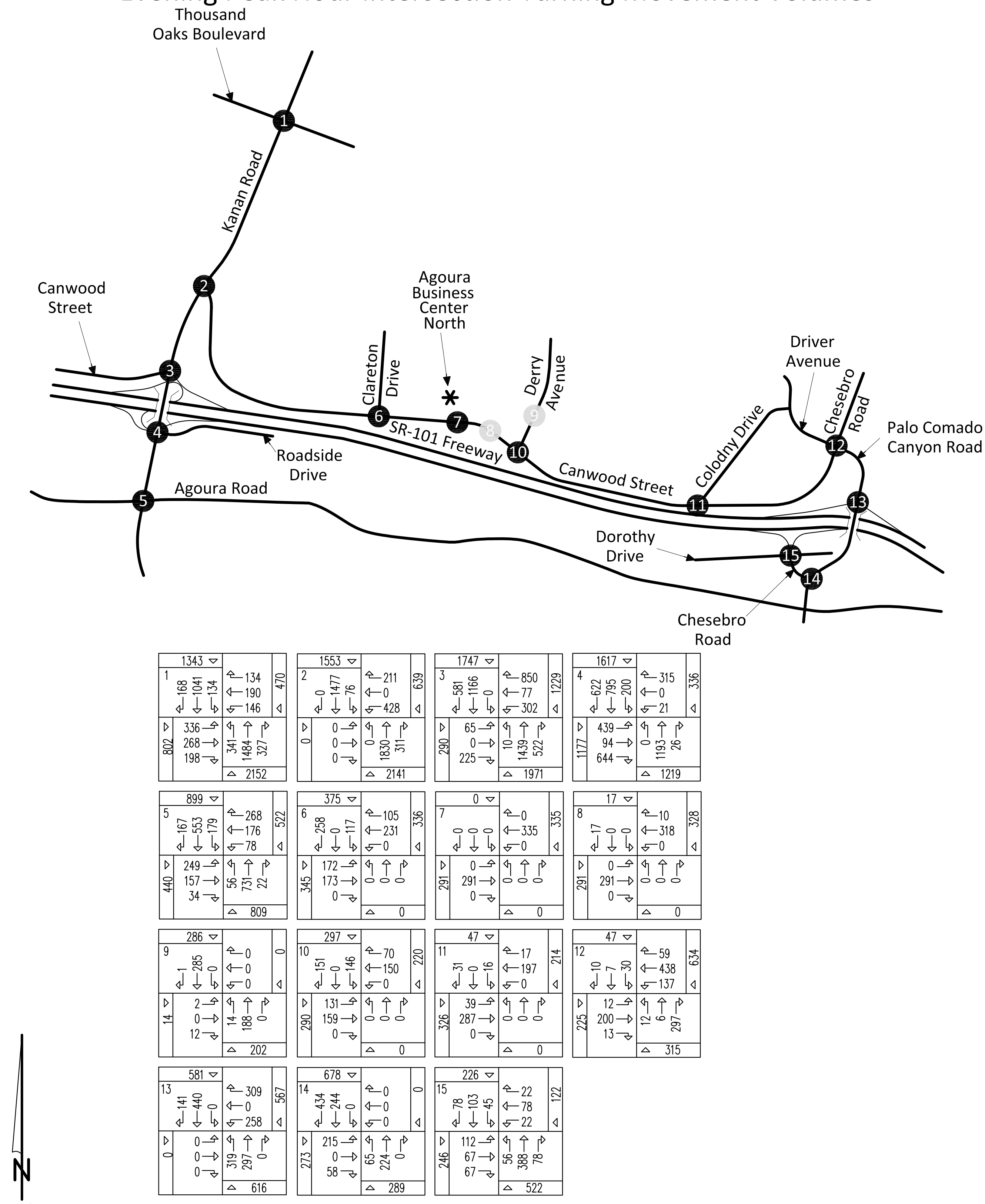


5080/24

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 25
Cumulative Without Project
Evening Peak Hour Intersection Turning Movement Volumes

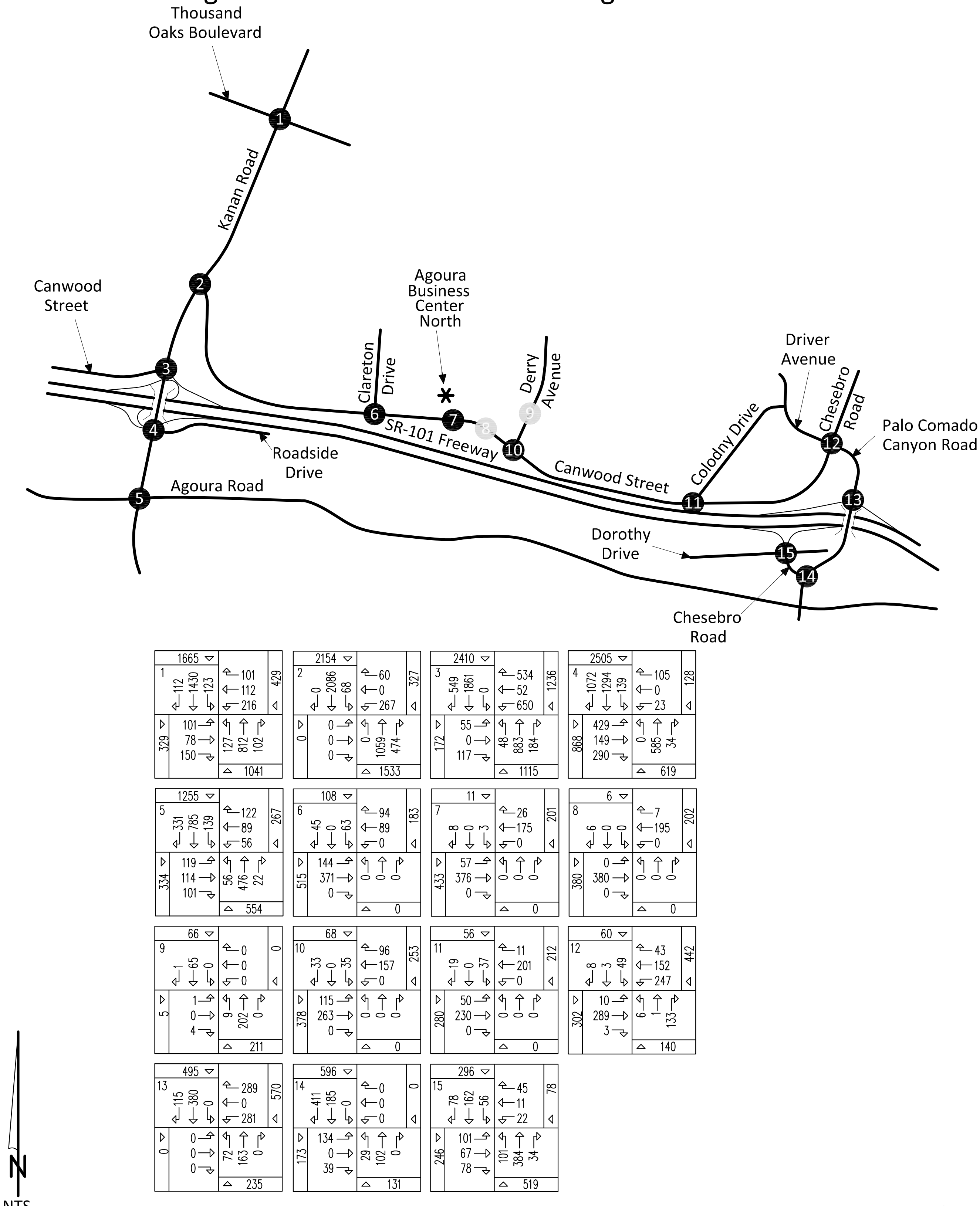


5080/25

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 26
Cumulative With "North" Project
Morning Peak Hour Intersection Turning Movement Volumes

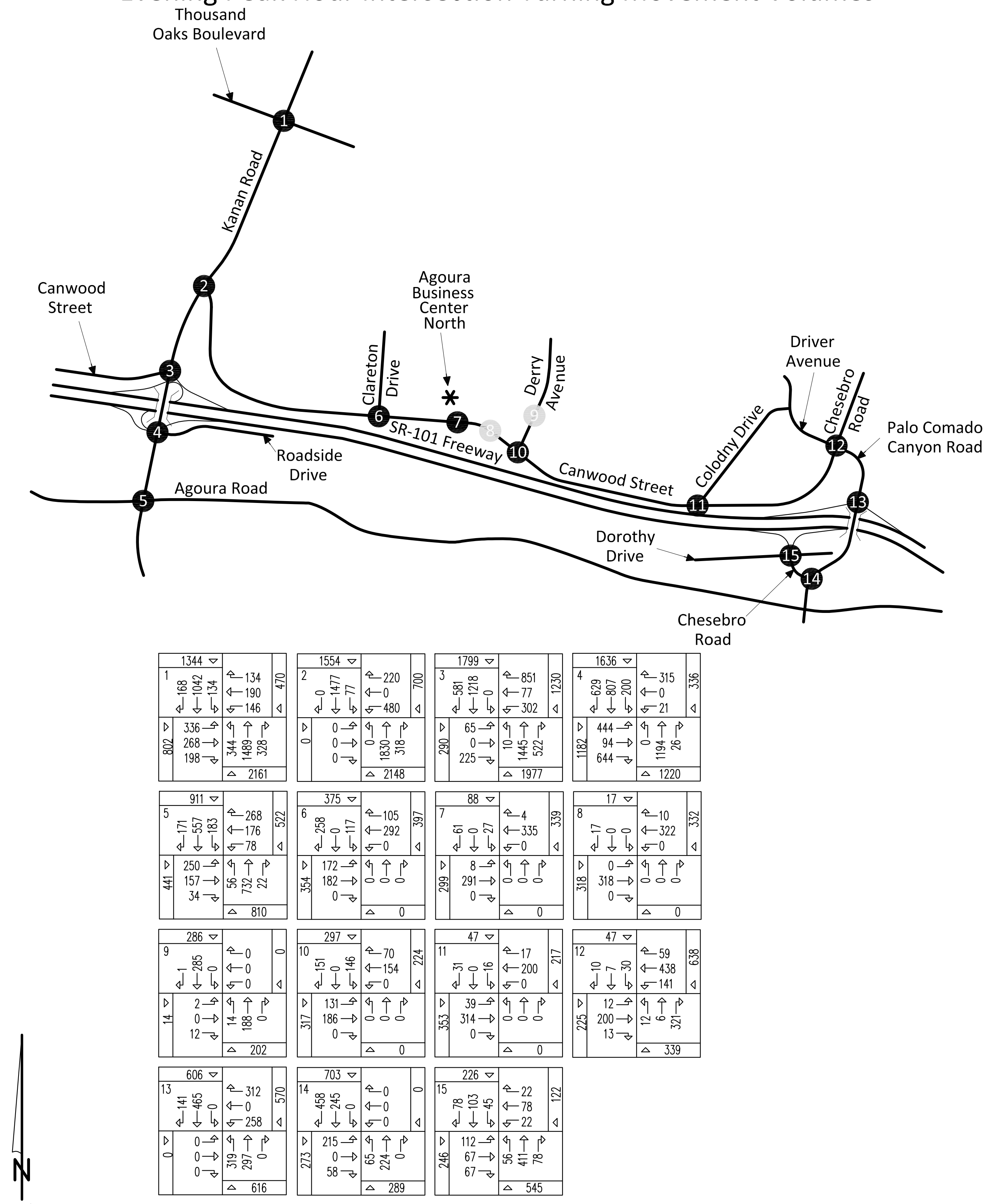


5080/26

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 27
Cumulative With "North" Project
Evening Peak Hour Intersection Turning Movement Volumes



5080/27

KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

VIII. Recommendations

A. Site Access

The project site will have access to Canwood Street.

B. Suggested Traffic Conditions

1. On- Site

Site-specific circulation and access recommendations are depicted on Figure 28.

Sufficient on-site parking shall be provided to meet City of Agoura Hills parking code requirements.

Sight distance at the project access should be reviewed with respect to California Department of Transportation/City of Agoura Hills standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

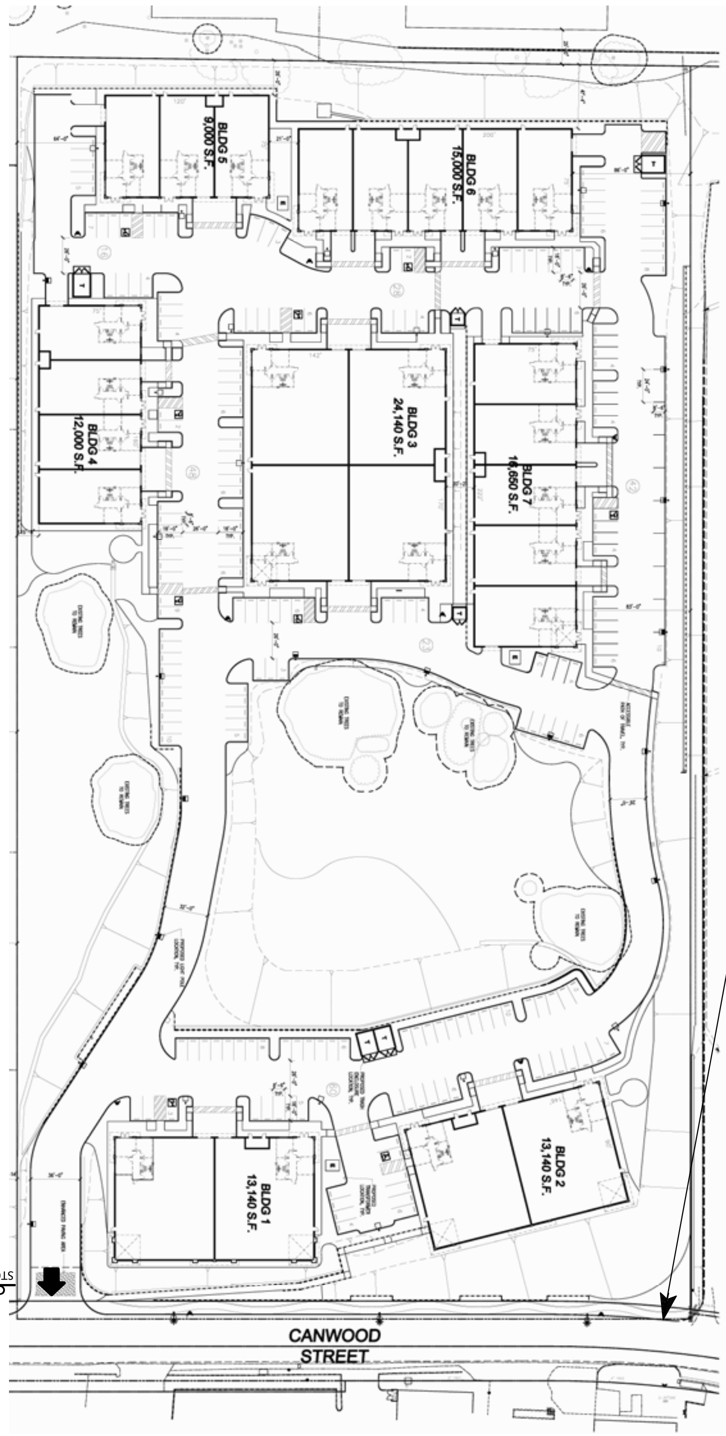
On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

2. Off-Site

The Agoura Business Center West LLC/Agoura Business Center North LLC shall construct additional Canwood Street roadway improvements in front of their properties and just to the west of the "North" parcel, as well as the City's vacant property (28661 Canwood Street), which is in between the two properties (see Appendix D).

As is the case for any roadway design, the City of Agoura Hills should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

Figure 28
Circulation Recommendations



The Agoura Business Center West LLC/Agoura Business Center North LLC shall construct additional Canwood Street roadway improvements in front of their properties and just to the west of the "North" parcel, as well as the City's vacant property (28661 Canwood Street), which is in between the two properties (see Appendix D).

Sight distance at the project access should be reviewed with respect to California Department of Transportation/City of Agoura Hills standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project.

Sufficient on-site parking shall be provided to meet City of Agoura Hills parking code requirements.

As is the case for any roadway design, the City of Agoura Hills should periodically review traffic operations in the vicinity of the project once the project is constructed to assure that the traffic operations are satisfactory.

Legend

= Full Access Driveway

STOP = Stop Sign

N

NTS

5080/28

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Appendices

Appendix A – Glossary of Transportation Terms

Appendix B – Traffic Count Worksheets

Appendix C – Explanation and Calculation of Intersection Capacity Utilization/Delay

Appendix D – Canwood Street Improvement Plans

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS (PCE): One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quality of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

Traffic Count Worksheets

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Kanan Rd DATE: 8/7/2007 LOCATION: City of Agoura Hills

E-W STREET: I-101 Freeway NB Ramps DAY: TUESDAY PROJECT# 07-2380-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	0	2	2	1	0	1	2	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	78	34		203	77	12		27	107	4	100	645
7:15 AM	8	111	63		307	115	18		31	120	7	111	891
7:30 AM	9	126	69		318	128	21		37	127	9	105	949
7:45 AM	10	145	49		340	123	19		35	130	7	120	978
8:00 AM	12	174	42		363	132	16		29	131	5	115	1019
8:15 AM	10	203	50		423	127	12		26	140	10	109	1110
8:30 AM	9	185	43		426	122	9		24	142	7	107	1074
8:45 AM	7	170	28		393	105	11		21	127	12	135	1009
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	68	1192	378	0	2773	929	118	0	230	1024	61	902	7675

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	38	732	163	0	1605	486	48	0	100	540	34	466	4212
PEAK HR. FACTOR:		0.887			0.950			0.822			0.949		0.949

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Kanan Rd   DATE: 8/7/2007   LOCATION: City of Agoura Hills

E-W STREET: I-101 Freeway NB Ramps   DAY: TUESDAY   PROJECT# 07-2380-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	0	2	2	1	0	1	2	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	242	106		186	137	17		44	77	17	140	966
4:15 PM	6	230	139		205	131	14		41	80	15	126	987
4:30 PM	1	261	111		212	125	18		38	65	19	171	1021
4:45 PM	1	300	119		320	124	16		42	76	14	180	1192
5:00 PM	3	299	100		258	130	16		43	60	18	192	1119
5:15 PM	1	311	131		180	135	13		46	57	16	191	1081
5:30 PM	2	305	108		223	129	8		47	70	15	180	1087
5:45 PM	1	300	97		249	124	9		39	71	11	176	1077
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	15	2248	911	0	1833	1035	111	0	340	556	125	1356	8530

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	7	1215	458	0	981	518	53	0	178	263	63	743	4479
PEAK HR. FACTOR:		0.948			0.844			0.979			0.990		0.939

CONTROL: Signalized

Intersection Turning Movement

Prepared by: National Data & Surveying Services

N-S STREET: Kanan Rd   DATE: 8/7/2007   LOCATION: City of Agoura Hil

E-W STREET: I-101 Freeway SB Ramps   DAY: TUESDAY   PROJECT# 07-2380-002

	NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
			Onto roadside	Onto I-101 SB	Onto roadside		Onto I-101 SB		Onto roadside					
	NL	NT	NR	NRR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1.5	0.5		1	2	1	1.5	0.5	1	1	0	1	
6:00 AM														
6:15 AM														
6:30 AM														
6:45 AM														
7:00 AM	0	53	2	18	21	174	242	39	23	74	3		17	648
7:15 AM	0	84	8	36	16	186	242	56	16	57	0		16	681
7:30 AM	0	116	4	50	31	192	296	71	25	63	6		26	830
7:45 AM	0	116	8	59	36	183	268	96	31	75	4		19	836
8:00 AM	0	101	3	58	36	207	238	80	38	51	6		19	779
8:15 AM	0	115	12	58	25	251	247	73	32	47	3		19	824
8:30 AM	0	139	11	67	26	292	239	92	25	75	7		37	943
8:45 AM	0	138	4	40	37	321	226	100	38	80	5		19	968
9:00 AM														
9:15 AM														
9:30 AM														
9:45 AM														
10:00 AM														
10:15 AM														
10:30 AM														
10:45 AM														
11:00 AM														
11:15 AM														
11:30 AM														
11:45 AM														

	NL	NT	NR	PEDS	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	0	862	52	386	228	1806	1998	607	228	522	34	0	172	6509

AM Peak Hr Begins at: 800 AM

	NL	NT	NR	PEDS	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES =	0	493	30		124	1071	950	345	133	253	21	0	94	3514
PEAK HR. FACTOR:	0.000	0.887	0.625		0.838	0.834	0.962	0.863	0.875	0.791	0.750	0.000	0.635	
		0.872				0.918			0.838			0.653		0.908

CONTROL: Signalized

Intersection Turning Movement

Prepared by: National Data & Surveying Services

N-S STREET: Kanan Rd | DATE: 8/7/2007 | LOCATION: City of Agoura Hil

E-W STREET: I-101 Freeway SB Ramps | DAY: TUESDAY | PROJECT# 07-2380-002

	NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	Onto roadside NR	Onto I-101 SB NRR	Onto roadside SL	ST	Onto I-101 SB SR	EL	Onto roadside ET	ER	WL	WT	WR	TOTAL
LANES:	0	1.5	0.5		1	2	1	1.5	0.5	1	1	0	1	
3:00 PM														
3:15 PM														
3:30 PM														
3:45 PM														
4:00 PM	0	231	5	70	49	188	132	80	16	161	8	0	63	933
4:15 PM	0	298	11	78	42	169	142	46	26	128	3	0	68	933
4:30 PM	0	240	16	60	32	161	107	60	18	103	5	0	70	812
4:45 PM	0	275	22	80	37	158	123	59	21	124	4	0	49	872
5:00 PM	0	240	8	72	47	167	154	75	20	122	3	0	65	901
5:15 PM	0	239	3	79	45	155	162	78	23	182	5	0	85	977
5:30 PM	0	255	7	80	37	161	85	81	19	137	7	0	70	859
5:45 PM	0	236	5	81	50	197	120	135	22	131	4	0	62	962
6:00 PM														
6:15 PM														
6:30 PM														
6:45 PM														
7:00 PM														
7:15 PM														

	NL	NT	NR	PEDS	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	0	2014	77	600	339	1356	1025	614	165	1088	39	0	532	7249

AM Peak Hr Begins at: 500 PM

	NL	NT	NR		SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES =	0	970	23		179	680	521	369	84	572	19	0	282	3699
PEAK HR. FACTOR:	0.000	0.951	0.719		0.895	0.863	0.804	0.683	0.913	0.786	0.679	0.000	0.388	
		0.948				0.938			0.890			0.836		0.947

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Clareton Dr   DATE: 5/15/2007   LOCATION: City of Agoura Hills

E-W STREET: Canwood St   DAY: TUESDAY   PROJECT# 07-2246-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				0	1	0	0	1			1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				8		2	20	34			8	2	74
7:15 AM				5		8	29	48			9	24	123
7:30 AM				9		9	25	67			15	24	149
7:45 AM				7		8	30	60			16	22	143
8:00 AM				15		7	33	70			17	18	160
8:15 AM				24		15	40	74			17	19	189
8:30 AM				4		6	13	70			14	4	111
8:45 AM				8		6	18	63			15	7	117
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	0	0	0	80	0	61	208	486	0	0	111	120	1066

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	0	0	0	55	0	39	128	271	0	0	65	83	641
PEAK HR. FACTOR:		0.000			0.603			0.875			0.949		0.848

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Clareton Dr | DATE: 5/15/2007 | LOCATION: City of Agoura Hills

E-W STREET: Canwood St | DAY: TUESDAY | PROJECT# 07-2246-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				0	1	0	0	1			1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				19		57	41	36			41	16	210
4:15 PM				18		48	27	36			43	18	190
4:30 PM				20		51	35	37			45	18	206
4:45 PM				25		52	30	38			50	28	223
5:00 PM				27		54	41	39			60	26	247
5:15 PM				27		62	40	29			34	15	207
5:30 PM				25		60	40	29			40	23	217
5:45 PM				23		58	36	25			31	15	188
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	0	0	0	184	0	442	290	269	0	0	344	159	1688

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	0	0	104	0	228	151	135	0	0	184	92	894
PEAK HR. FACTOR:		0.000			0.933			0.894			0.802		0.905

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Derry Ave | DATE: 5/15/2007 | LOCATION: City of Agoura Hills

E-W STREET: Canwood St | DAY: TUESDAY | PROJECT# 07-2246-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	0	8	0	3	17	19	0	0	11	15	73
7:15 AM	0	0	1	4	0	4	18	34	0	0	27	12	100
7:30 AM	0	0	0	6	0	4	24	50	0	0	15	22	121
7:45 AM	0	0	0	1	0	6	33	44	0	0	26	25	135
8:00 AM	0	0	0	3	0	7	23	39	0	0	27	31	130
8:15 AM	0	0	0	12	0	6	25	61	0	0	32	23	159
8:30 AM	0	0	0	9	0	6	20	74	2	0	28	17	156
8:45 AM	0	0	1	4	0	10	26	57	0	1	22	15	136
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	2	47	0	46	186	378	2	1	188	160	1010

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	0	1	28	0	29	94	231	2	1	109	86	581
PEAK HR. FACTOR:		0.250			0.792			0.852			0.845		0.914

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Derry Ave DATE: 5/15/2007 LOCATION: City of Agoura Hills

E-W STREET: Canwood St DAY: TUESDAY PROJECT# 07-2246-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	0	0	26	1	37	27	37	0	1	29	18	176
4:15 PM	0	0	1	28	0	30	42	22	1	1	35	20	180
4:30 PM	1	0	1	36	0	44	17	45	2	1	28	11	186
4:45 PM	0	1	0	30	1	21	16	32	1	0	28	14	144
5:00 PM	1	0	0	39	0	47	5	35	0	0	31	12	170
5:15 PM	0	0	2	24	0	18	20	43	1	0	43	20	171
5:30 PM	2	0	1	33	0	33	10	39	0	1	28	13	160
5:45 PM	0	1	0	20	1	17	17	37	1	0	20	8	122
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	4	2	5	236	3	247	154	290	6	4	242	116	1309

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	1	1	2	120	2	132	102	136	4	3	120	63	686
PEAK HR. FACTOR:		0.500			0.794			0.931			0.830		0.922

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Colodny Dr | DATE: 5/15/2007 | LOCATION: City of Agoura Hills

E-W STREET: Canwood St | DAY: TUESDAY | PROJECT# 07-2246-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				0	1	0	1	1			1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				4		3	5	36			29	3	80
7:15 AM				5		7	6	33			34	4	89
7:30 AM				3		3	5	33			39	3	86
7:45 AM				5		7	7	57			56	6	138
8:00 AM				3		1	17	52			29	1	103
8:15 AM				8		2	16	44			34	2	106
8:30 AM				17		7	5	45			29	1	104
8:45 AM				14		6	2	51			54	6	133
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	0	0	0	59	0	36	63	351	0	0	304	26	839

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	0	0	0	33	0	17	45	198	0	0	148	10	451
PEAK HR. FACTOR:		0.000			0.521			0.880			0.637		0.817

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Colodny Dr — DATE: 5/15/2007 — LOCATION: City of Agoura Hills

E-W STREET: Canwood St — DAY: TUESDAY — PROJECT# 07-2246-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:				0	1	0	1	1			1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				5		10	8	45			35	6	109
4:15 PM				4		11	7	50			44	7	123
4:30 PM				4		12	7	48			40	7	118
4:45 PM				4		5	11	68			34	2	124
5:00 PM				4		5	8	61			39	4	121
5:15 PM				2		6	9	62			48	2	129
5:30 PM				2		6	9	60			29	3	109
5:45 PM				5		5	3	48			22	1	84
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	0	0	0	30	0	60	62	442	0	0	291	32	917

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	0	0	14	0	28	35	239	0	0	161	15	492
PEAK HR. FACTOR:		0.000			0.656			0.867			0.880		0.953

CONTROL:

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Chesebro Rd | DATE: 8/7/2007 | LOCATION: City of Agoura Hills

E-W STREET: Driver Ave | DAY: TUESDAY | PROJECT# 07-2380-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	0	20	6	0	5	3	37	2	24	18	6	122
7:15 AM	0	0	21	7	1	0	2	65	0	43	34	4	177
7:30 AM	1	2	22	6	0	1	1	40	0	35	21	3	132
7:45 AM	0	0	29	9	0	1	2	72	1	57	35	7	213
8:00 AM	3	0	32	12	0	3	4	67	2	59	48	16	246
8:15 AM	1	0	26	9	2	3	2	57	0	41	23	6	170
8:30 AM	1	1	25	11	1	0	1	59	0	36	29	9	173
8:45 AM	1	1	27	15	2	2	1	60	0	35	34	5	183
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	8	4	202	75	6	15	16	457	5	330	242	56	1416

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	5	1	112	41	3	7	9	255	3	193	135	38	802
PEAK HR. FACTOR:		0.843			0.850			0.890			0.744		0.815

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Chesebro Rd — DATE: 8/7/2007 — LOCATION: City of Agoura Hills

E-W STREET: Driver Ave — DAY: TUESDAY — PROJECT# 07-2380-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2	0	65	11	2	4	2	38	1	25	47	12	209
4:15 PM	1	1	54	8	0	1	7	42	3	33	82	6	238
4:30 PM	2	1	69	9	0	0	4	63	3	37	81	12	281
4:45 PM	1	1	60	9	0	2	4	33	1	32	70	8	221
5:00 PM	3	0	82	4	4	1	2	46	5	28	76	13	264
5:15 PM	1	3	66	8	0	2	4	42	1	29	105	10	271
5:30 PM	4	2	50	5	2	1	3	44	3	31	113	11	269
5:45 PM	3	0	54	10	0	5	2	45	3	24	93	16	255
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	17	8	500	64	8	16	28	353	20	239	667	88	2008

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	11	5	252	27	6	9	11	177	12	112	387	50	1059
PEAK HR. FACTOR:		0.788			0.700			0.943			0.885		0.977

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Chesebro Rd　　DATE: 8/7/2007　　LOCATION: City of Agoura Hills

E-W STREET: I-101 Freeway NB Ramps　　DAY: TUESDAY　　PROJECT# 07-2380-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	0	0	0	1	0.5	0.5	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	16			33	2				19		31	103
7:15 AM	6	24			68	15				45		44	202
7:30 AM	5	22			68	18				47		49	209
7:45 AM	9	28			83	22				49		55	246
8:00 AM	8	42			78	23				66		59	276
8:15 AM	17	36			88	26				59		68	294
8:30 AM	18	31			86	28				54		56	273
8:45 AM	13	32			76	24				52		51	248
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	78	231	0	0	580	158	0	0	0	391	0	413	1851

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	56	141	0	0	328	101	0	0	0	231	0	234	1091
PEAK HR. FACTOR:		0.929			0.941			0.000			0.915		0.928

CONTROL: 1-Way Stop W

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Chesebro Rd | DATE: 8/7/2007 | LOCATION: City of Agoura Hills

E-W STREET: I-101 Freeway NB Ramps | DAY: TUESDAY | PROJECT# 07-2380-004

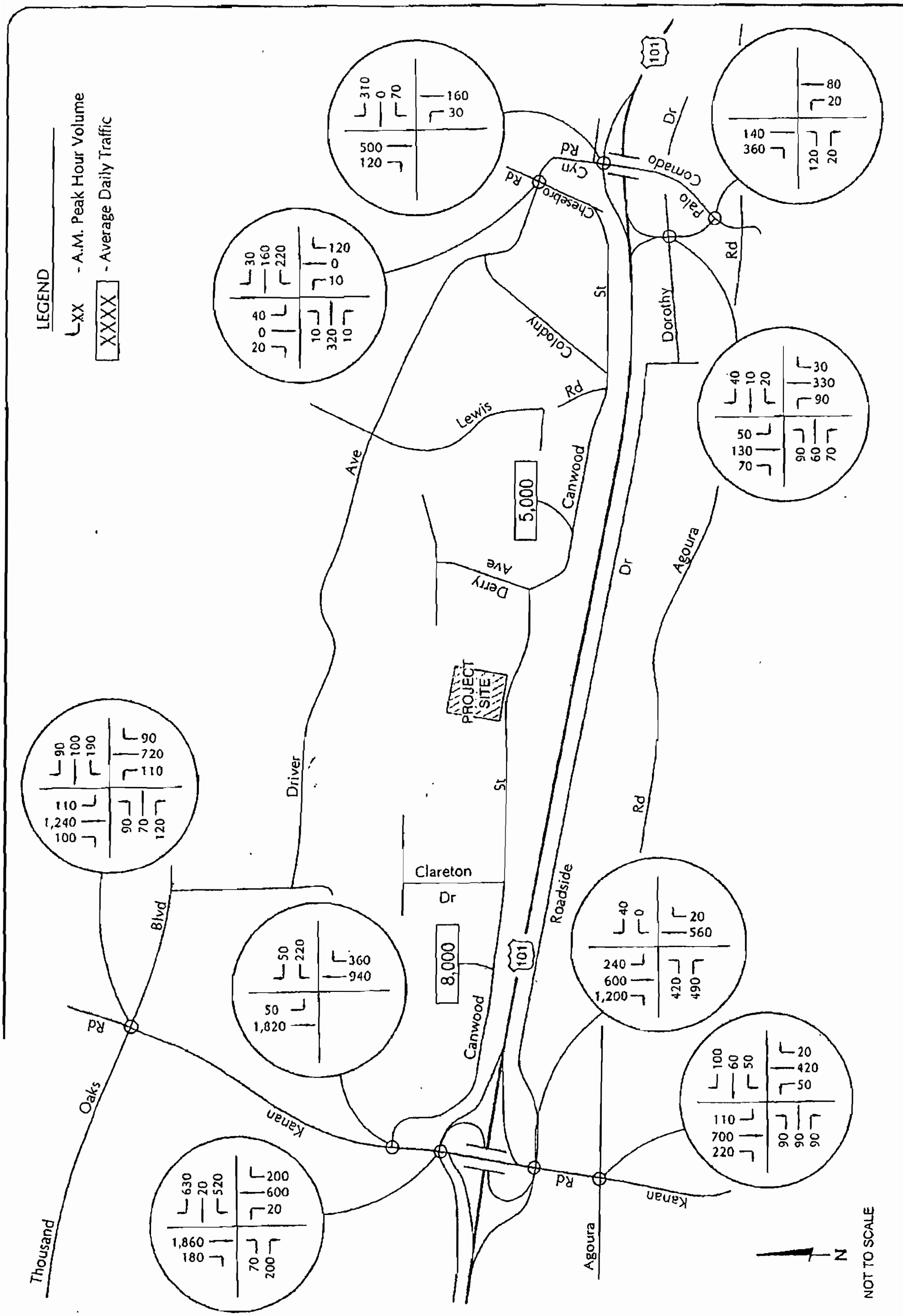
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	0	0	0	1	0.5	0.5	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	22	49			54	25				46	0	56	252
4:15 PM	27	51			58	29				57	0	64	286
4:30 PM	31	60			97	32				58	0	61	339
4:45 PM	44	50			94	30				57	0	70	345
5:00 PM	67	64			105	30				54	0	67	387
5:15 PM	65	62			95	32				59	0	68	381
5:30 PM	70	69			91	33				54	0	68	385
5:45 PM	62	60			87	31				53	0	65	358
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES =	388	465	0	0	681	242	0	0	0	438	0	519	2733

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	264	255	0	0	378	126	0	0	0	220	0	268	1511
PEAK HR. FACTOR:		0.933			0.933			0.000			0.961		0.976

CONTROL: 1-Way Stop W

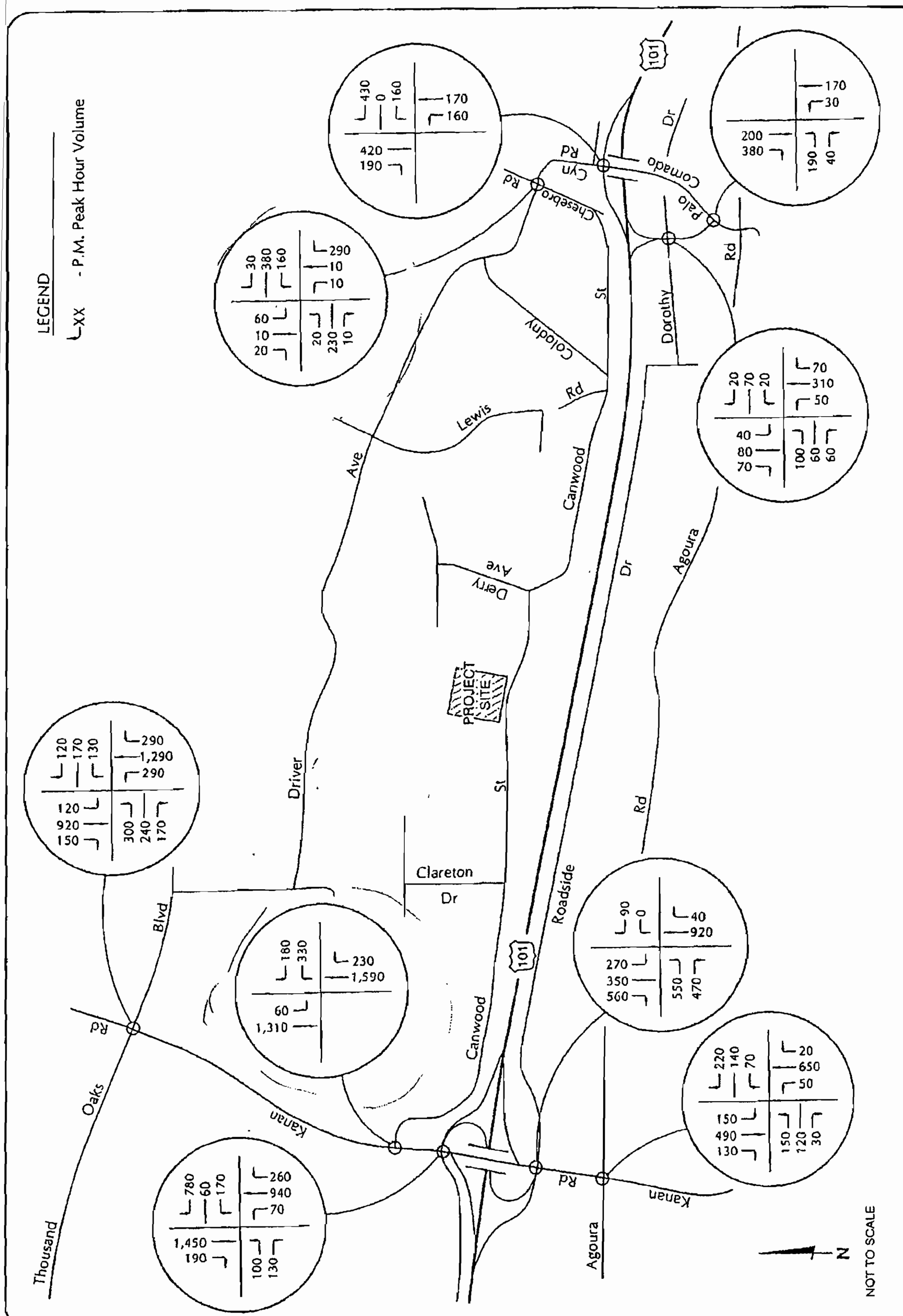


EXISTING AVERAGE DAILY TRAFFIC AND
A.M. PEAK HOUR TRAFFIC VOLUMES

FIGURE 3

PROJECT NO: #05093.01
PREPARED BY: D.H.

ASSOCIATED TRANSPORTATION ENGINEERS



EXISTING P.M. PEAK HOUR TRAFFIC VOLUMES

FIGURE 4

APPENDIX C

Explanation and Calculation of Intersection Capacity Utilization/Delay

EXPLANATION AND CALCULATION OF INTERSECTION CAPACITY UTILIZATION

Overview

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually greater between intersections and less at intersections because traffic flows continuously between them and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green. If capacity is 1,600 vehicles per lane per hour of green, and if the green phase is 50 percent of the cycle and there are three lanes, then the capacity is 1,600 times 50 percent times 3 lanes, or 2,400 vehicles per hour for that approach.

The technique used to compare the volume and capacity at a signalized intersection is known as Intersection Capacity Utilization. Intersection Capacity Utilization, usually expressed as a percent, is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. If an intersection is operating at 80 percent of capacity (i.e., an Intersection Capacity Utilization of 80 percent), then 20 percent of the signal cycle is not used. The signal could show red on all indications 20 percent of the time and the signal would just accommodate approaching traffic.

Intersection Capacity Utilization analysis consists of (a) determining the proportion of signal time needed to serve each conflicting movement of traffic, (b) summing the times for the movements, and (c) comparing the total time required to the total time available. For example, if for north-south traffic the northbound traffic is 1,600 vehicles per hour, the southbound traffic is 1,200 vehicles per hour, and the capacity of either direction is 3,200 vehicles per hour, then the northbound traffic is critical and requires 1,600/3,200 or 50 percent of the signal time. If for east-west traffic, 30 percent of the signal time is required, then it can be seen that the Intersection Capacity Utilization is 50 plus 30, or 80 percent. When left turn arrows (left turn phasing) exist, they are incorporated into the analysis. The critical movements are usually the heavy left turn movements and the opposing through movements.

The Intersection Capacity Utilization technique is an ideal tool to quantify existing as well as future intersection operation. The impact of adding a lane can be quickly determined by examining the effect the lane has on the Intersection Capacity Utilization.

<u>Intersection Capacity Utilization Worksheets That Follow This Discussion</u>

The Intersection Capacity Utilization worksheet table contains the following information:

1. Peak hour turning movement volumes.

2. Number of lanes that serve each movement.

3. For right turn lanes, whether the lane is a free right turn lane, whether it has a right turn arrow, and the percent of right turns on red that are assumed.

4. Capacity assumed per lane.

5. Capacity available to serve each movement (number of lanes times capacity per lane).

6. Volume to capacity ratio for each movement.

7. Whether the movement's volume to capacity ratio is critical and adds to the Intersection Capacity Utilization value.

8. The yellow time or clearance interval assumed.

9. Adjustments for right turn movements.

10. The Intersection Capacity Utilization and Level of Service.

The Intersection Capacity Utilization Worksheet also has two graphics on the same page. These two graphics show the following:

1. Peak hour turning movement volumes.

2. Number of lanes that serve each movement.

3. The approach and exit leg volumes.

4. The two-way leg volumes.

5. An estimate of daily traffic volumes that is fairly close to actual counts and is based strictly on the peak hour leg volumes multiplied by a factor.

6. Percent of daily traffic in peak hours.

7. Percent of peak hour leg volume that is inbound versus outbound.

A more detailed discussion of Intersection Capacity Utilization and Level of Service follows.

Level of Service

Level of Service is used to describe the quality of traffic flow. Levels of Service A to C operate quite well. Level of Service C is typically the standard to which rural roadways are designed.

Level of Service D is characterized by fairly restricted traffic flow. Level of Service D is the standard to which urban roadways are typically designed. Level of Service E is the maximum volume a facility can accommodate and will result in possible stoppages of momentary duration. Level of Service F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A description of the various Levels of Service appears at the end of the Intersection Capacity Utilization description, along with the relationship between Intersection Capacity Utilization and Level of Service.

Signalized Intersections

Although calculating an Intersection Capacity Utilization value for an unsignalized intersection is invalid, the presumption is that a signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volumes with a signal. A traffic signal becomes warranted before Level of Service D is reached for a signalized intersection.

Signal Timing

The Intersection Capacity Utilization calculation assumes that a signal is properly timed. It is possible to have an Intersection Capacity Utilization well below 100 percent, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient green time to satisfy its demand, and excess green time exists on other movements. This is an operational problem that should be remedied.

Lane Capacity

Capacity is often defined in terms of roadway width; however, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Our data indicates a typical lane, whether a through lane or a left turn lane, has a capacity of approximately 1,750 vehicles per hour of green time, with nearly all locations showing a capacity greater than 1,600 vehicles per hour of green per lane. Right turn lanes have a slightly lower capacity; however 1,600 vehicles per hour is a valid capacity assumption for right turn lanes.

This finding is published in the August 1978 issue of Institute of Transportation Engineers Journal in the article entitled, "Another Look at Signalized Intersection Capacity" by William Kunzman. A capacity of 1,600 vehicles per hour per lane with no yellow time penalty, or 1,700 vehicles per hour with a 3 or 5 percent yellow time penalty is reasonable.

Yellow Time

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for approximately 10 percent of a signal cycle, and a penalty of 3 to 5 percent is reasonable.

During peak hour traffic operation the yellow times are nearly completely used. If there is no left turn phasing, the left turn vehicles completely use the yellow time. Even if there is left turn phasing, the through traffic continues to enter the intersection on the yellow until just a split second before the red.

Shared Lanes

Shared lanes occur in many locations. A shared lane is often found at the end of an off ramp where the ramp forms an intersection with the cross street. Often at a diamond interchange off ramp, there are three lanes. In the case of a diamond interchange, the middle lane is sometimes shared, and the driver can turn left, go through, or turn right from that lane.

If one assumes a three lane off ramp as described above, and if one assumes that each lane has 1,600 capacity, and if one assumes that there are 1,000 left turns per hour, 500 right turns per hour, and 100 through vehicles per hour, then how should one assume that the three lanes operate. There are three ways that it is done.

One way is to just assume that all 1,600 vehicles (1,000 plus 500 plus 100) are served simultaneously by three lanes. When this is done, the capacity is 3 times 1,600 or 4,800, and the amount of green time needed to serve the ramp is 1,600 vehicles divided by 4,800 capacity or 33.3 percent. This assumption effectively assumes perfect lane distribution between the three lanes that is not realistic. It also means a left turn can be made from the right lane.

Another way is to equally split the capacity of a shared lane and in this case to assume there are 1.33 left turn lanes, 1.33 right turn lanes, and 0.33 through lanes. With this assumption, the critical movement is the left turns and the 1,000 left turns are served by a capacity of 1.33 times 1,600, or 2,133. The volume to capacity ratio of the critical move is 1,000 divided by 2,133 or 46.9 percent.

The first method results in a critical move of 33.3 percent and the second method results in a critical move of 46.9 percent. Neither is very accurate, and the difference in the calculated Level of Service will be approximately 1.5 Levels of Service (one Level of Service is 10 percent).

The way Kunzman Associates does it is to assign fractional lanes in a reasonable way. In this example, it would be assumed that there is 1.1 right turn lanes, 0.2 through lanes, and 1.7 left turn lanes. The volume to capacity ratios for each movement would be 31.3 percent for the through traffic, 28.4 percent for the right turn movement, and 36.8 percent for the left turn movement. The critical movement would be the 36.8 percent for the left turns.

Right Turn on Red

Kunzman Associates' software treats right turn lanes in one of five different ways. Each right turn lane is classified into one of five cases. The five cases are (1) free right turn lane, (2) right turn lane with separate right turn arrow, (3) standard right turn lane with no right turns on red allowed, (4) standard right turn lane with a certain percentage of right turns on red allowed, and (5) separate right turn arrow and a certain percentage of right turns on red allowed.

Free Right Turn Lane

If it is a free right turn lane, then it is given a capacity of one full lane with continuous or 100 percent green time. A Free right turn lane occurs when there is a separate approach lane for right turning vehicles, there is a separate departure lane for the right turning vehicles after they turn and are exiting the intersection, and the through cross street traffic does not interfere with the vehicles after they turn right.

Separate Right Turn Arrow

If there is a separate right turn arrow, then it is assumed that vehicles are given a green indication and can proceed on what is known as the left turn overlap.

The left turn overlap for a northbound right turn is the westbound left turn. When the left turn overlap has a green indication, the right turn lane is also given a green arrow indication. Thus, if there is a northbound right turn arrow, then it can be turned green for the period of time that the westbound left turns are proceeding.

If there are more right turns than can be accommodated during the northbound through green and the time that the northbound right turn arrow is on, then an adjustment is made to the Intersection Capacity Utilization to account for the green time that needs to be added to the northbound through green to accommodate the northbound right turns.

Standard Right Turn Lane, No Right Turns on Red

A standard right turn lane, with no right turn on red assumed, proceeds only when there is a green indication displayed for the adjacent through movement. If additional green time is needed above that amount of time, then in the Intersection Capacity Utilization calculation a right turn adjustment green time is added above the green time that is needed to serve the adjacent through movement.

Standard Right Turn Lane, With Right Turns on Red

A standard right turn lane with say 20 percent of the right turns allowed to turn right on a red indication is calculated the same as the standard right turn case where there is no right turn on red allowed, except that the right turn adjustment is reduced to account for the 20 percent of the right turning vehicles that can logically turn right on a red light. The right turns on red are never allowed to exceed the time the overlap left turns take plus the unused part of the green cycle that the cross street traffic moving from left to right has.

As an example of how 20 percent of the cars are allowed to turn right on a red indication, assume that the northbound right turn volume needs 40 percent of the signal cycle to be satisfied. To allow 20 percent of the northbound right turns to turn right on red, then during 8 percent of the signal cycle (40 percent of signal cycle times 20 percent that can turn right on red) right turns on red will be allowed if it is feasible.

For this example, assume that 15 percent of the signal cycle is green for the northbound through traffic, and that means that 15 percent of the signal cycle is available to satisfy northbound right turns. After the northbound through traffic has received its green, 25 percent of the signal cycle is still needed to satisfy the northbound right turns (40 percent of the signal cycle minus the 15 percent of the signal cycle that the northbound through used).

Assume that the westbound left turns require a green time of 6 percent of the signal cycle. This 6 percent of the signal cycle is used by northbound right turns on red. After accounting for the northbound right turns that occur on the westbound overlap left turn, 19 percent of the signal cycle is still needed for the northbound right turns (25 percent of the cycle was needed after the northbound through green time was accounted for [see above paragraph], and 6 percent was served during the westbound left turn overlap). Also, at this point 6 percent of the signal cycle has been used for northbound right turns on red, and still 2 percent more of the right turns will be allowed to occur on the red if there is unused eastbound through green time.

For purpose of this example, assume that the westbound through green is critical, and that 15 percent of the signal cycle is unused by eastbound through traffic. Thus, 2 percent more of the signal cycle can be used by the northbound right turns on red since there is 15 seconds of unused green time being given to the eastbound through traffic.

At this point, 8 percent of the signal cycle was available to serve northbound right turning vehicles on red, and 15 percent of the signal cycle was available to serve right turning vehicles on the northbound through green. So 23 percent of the signal cycle has been available for northbound right turns.

Because 40 percent of the signal cycle is needed to serve northbound right turns, there is still a need for 17 percent more of the signal cycle to be available for northbound right turns. What this means is the northbound through traffic green time is increased by 17 percent of the cycle length to serve the unserved right turn volume, and a 17 percent adjustment is added to the Intersection Capacity Utilization to account for the northbound right turns that were not served on the northbound through green time or when right turns on red were assumed.

Separate Right Turn Arrow, With Right Turns on Red

A right turn lane with a separate right turn arrow, plus a certain percentage of right turns allowed on red is calculated the same way as a standard right turn lane with a certain percentage of right turns allowed on red, except the turns which occur on the right turn arrow are not counted as part of the percentage of right turns that occur on red.

Critical Lane Method

Intersection Capacity Utilization parallels another calculation procedure known as the Critical Lane Method with one exception. Critical Lane Method dimensions capacity in terms of standardized vehicles per hour per lane. A Critical Lane Method result of 800 vehicles per hour means that the intersection operates as though 800 vehicles were using a single lane continuously. If one assumes a lane capacity of 1,600 vehicles per hour, then a Critical Lane Method calculation resulting in 800 vehicles per hour is the same as an Intersection Capacity Utilization calculation of 50 percent since 800/1,600 is 50 percent. It is our opinion that the Critical Lane Method is inferior to the Intersection Capacity Utilization method simply because a statement such as "The Critical Lane Method value is 800 vehicles per hour" means little to most persons, whereas a statement such as "The Intersection Capacity Utilization is 50 percent" communicates clearly. Critical Lane Method results directly correspond to Intersection Capacity Utilization results. The correspondence is as follows, assuming a lane capacity of 1,600 vehicles per hour and no clearance interval.

Critical Lane Method Result	Intersection Capacity Utilization Result
800 vehicles per hour	50 percent
960 vehicles per hour	60 percent
1,120 vehicles per hour	70 percent
1,280 vehicles per hour	80 percent
1,440 vehicles per hour	90 percent
1,600 vehicles per hour	100 percent
1,760 vehicles per hour	110 percent

INTERSECTION CAPACITY UTILIZATION
LEVEL OF SERVICE DESCRIPTION[1]

Level of Service	Description	Volume to Capacity Ratio
A	Level of Service A occurs when progression is extremely favorable and vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0.600 and below
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average delay.	0.601 to 0.700
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	0.701 to 0.800
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	0.801 to 0.900
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent.	0.901 to 1.000
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs when oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	1.001 and up

[1] Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council Washington D.C., 2000.

EXPLANATION AND CALCULATION OF INTERSECTION LEVEL OF SERVICE USING DELAY METHODOLOGY

The levels of service at the unsignalized intersections are calculated using the delay methodology in the 2000 Highway Capacity Manual. This methodology views an intersection as consisting of several lane groups. A lane group is a set of lanes serving a movement. If there are two northbound left turn lanes, then the lane group serving the northbound left turn movement has two lanes. Similarly, there may be three lanes in the lane group serving the northbound through movement, one lane in the lane group serving the northbound right turn movement, and so forth. It is also possible for one lane to serve two lane groups. A shared lane might result in there being 1.5 lanes in the northbound left turn lane group and 2.5 lanes in the northbound through lane group.

For each lane group, there is a capacity. That capacity is calculated by multiplying the number of lanes in the lane group times a theoretical maximum lane capacity per lane times 12 adjustment factors.

Each of the 12 adjustment factors has a value of approximately 1.00. A value less than 1.00 is generally assigned when a less than desirable condition occurs.

The 12 adjustment factors are as follows:

1. Peak hour factor (to account for peaking within the peak hour)
2. Lane utilization factor (to account for not all lanes loading equally)
3. Lane width
4. Percent of heavy trucks
5. Approach grade
6. Parking
7. Bus stops at intersections
8. Area type (CBD or other)
9. Right turns
10. Left turns

11. Pedestrian activity

12. Signal progression

The maximum theoretical lane capacity and the 12 adjustment factors for it are all unknowns for which approximate estimates have been recommended in the 2000 Highway Capacity Manual. For the most part, the recommended values are not based on statistical analysis but rather on educated estimates. However, it is possible to use the delay method and get reasonable results as will be discussed below.

Once the lane group volume is known and the lane group capacity is known, a volume to capacity ratio can be calculated for the lane group.

With a volume to capacity ratio calculated, average delay per vehicle in a lane group can be estimated. The average delay per vehicle in a lane group is calculated using a complex formula provided by the 2000 Highway Capacity Manual, which can be simplified and described as follows:

Delay per vehicle in a lane group is a function of the following:

1. Cycle length

2. Amount of red time faced by a lane group

3. Amount of yellow time for that lane group

4. The volume to capacity ratio of the lane group

The average delay per vehicle for each lane group is calculated, and eventually an overall average delay for all vehicles entering the intersection is calculated. This average delay per vehicle is then used to judge Level of Service. The Level of Services are defined in the table that follows this discussion.

Experience has shown that when a maximum lane capacity of 1,900 vehicles per hour is used (as recommended in the 2000 Highway Capacity Manual), little or no yellow time penalty is used, and none of the 12 penalty factors are applied, calculated delay is realistic. The delay calculation for instance assumes that yellow time is totally unused. Yet experience shows that most of the yellow time is used.

An idiosyncrasy of the delay methodology is that it is possible to add traffic to an intersection and reduce the average total delay per vehicle. If the average total delay is 30 seconds per vehicle for all vehicles traveling through an intersection, and traffic is added to a movement that has an average total delay of 15 seconds per vehicle, then the overall average total delay is reduced.

The delay calculation for a lane group is based on a concept that the delay is a function of the amount of unused capacity available. As the volume approaches capacity and there is no more unused capacity available, then the delay rapidly increases. Delay is not proportional to volume, but rather increases rapidly as the unused capacity approaches zero.

Because delay is not linearly related to volumes, the delay does not reflect how close an intersection is to overloading. If an intersection is operating at Level of Service C and has an average total delay of 18 seconds per vehicle, you know very little as to what percent the traffic can increase before Level of Service E is reached.

LEVEL OF SERVICE DESCRIPTION[1]

Level Of Service	Description	Average Total Delay Per Vehicle (Seconds)	
		Signalized	Unsignalized
A	Level of Service A occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0 to 10.00	0 to 10.00
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average total delay.	10.01 to 20.00	10.01 to 15.00
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	20.01 to 35.00	15.01 to 25.00
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	35.01 to 55.00	25.01 to 35.00
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent occurrences.	55.01 to 80.00	35.01 to 50.00
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	80.01 and up	50.01 and up

[1] Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 2000.

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                     Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Kanan Road (NS) at Thousand Oaks Boulevard (EW)
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap.(X):         0.725
Loss Time (sec):      5 (Y+R=0.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      100                Level Of Service:                  C
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        1  0  2  0  1   1  0  2  0  1   2  0  2  0  1   1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     110   720    90   110  1240   100    90    70   120   190   100    90
Growth Adj:  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04
Initial Bse:  114   747    93   114  1287   104    93    73   125   197   104    93
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:   114   747    93   114  1287   104    93    73   125   197   104    93
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:  114   747    93   114  1287   104    93    73   125   197   104    93
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:  114   747    93   114  1287   104    93    73   125   197   104    93
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600  1600  1600  1600  1600  1600  1600  1600  1600  1600  1600  1600
Adjustment:  1.00  1.00  1.00  1.00  1.00  1.00  0.90  1.00  1.00  1.00  1.00  1.00
Lanes:       1.00  2.00  1.00  1.00  2.00  1.00  2.00  2.00  1.00  1.00  2.00  1.00
Final Sat.:  1600  3200  1600  1600  3200  1600  2880  3200  1600  1600  3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07  0.23  0.06  0.07  0.40  0.06  0.03  0.02  0.08  0.12  0.03  0.06
Crit Moves:  ****                    ****                    ****  ****
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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Kanan Road (NS) at Thousand Oaks Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	290	1290	290	120	920	150	300	240	170	130	170	120
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	301	1339	301	125	955	156	311	249	176	135	176	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	1339	301	125	955	156	311	249	176	135	176	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1339	301	125	955	156	311	249	176	135	176	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	1339	301	125	955	156	311	249	176	135	176	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.42	0.19	0.08	0.30	0.10	0.11	0.08	0.11	0.08	0.06	0.08
Crit Moves:		****		****			****					****

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

Intersection #2 Kanan Road (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:		Protected			Protected			Protected			Protected	
Rights:		Include			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:		0 0 2 0 1			2 0 3 0 0			0 0 0 0 0			2 0 0 0 1	
Volume Module:												
Base Vol:	0	940	360	50	1820	0	0	0	0	220	0	50
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	976	374	52	1889	0	0	0	0	228	0	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	976	374	52	1889	0	0	0	0	228	0	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	976	374	52	1889	0	0	0	0	228	0	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	976	374	52	1889	0	0	0	0	228	0	52
OvlAdjVol:												23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	2880	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.23	0.02	0.39	0.00	0.00	0.00	0.00	0.08	0.00	0.03
OvlAdjV/S:												0.01
Crit Moves:	****				****					****		

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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Kanan Road (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2 0 1			2 0 3 0 0			0 0 0 0 0			2 0 0 0 1		
Volume Module:												
Base Vol:	0	1590	230	60	1310	0	0	0	0	330	0	180
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	1651	239	62	1360	0	0	0	0	343	0	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1651	239	62	1360	0	0	0	0	343	0	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1651	239	62	1360	0	0	0	0	343	0	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1651	239	62	1360	0	0	0	0	343	0	187
OvlAdjVol:												152
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	2880	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.15	0.02	0.28	0.00	0.00	0.00	0.00	0.12	0.00	0.12
OvlAdjV/S:												0.10
Crit Moves:		****		****						****		

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                     Level Of Service Computation Report
      ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Kanan Road (NS) at SR-101 Freeway NB Ramps/Canwood Street (EW)
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):        0.673
Loss Time (sec):       5 (Y+R=0.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       100               Level Of Service:                 B
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:            Ovl            Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:        1  0  2  0  1   0  0  3  0  1   1  0  0  0  1   1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      38  732   163     0 1605   486    48    0   100   540   34   466
Growth Adj:  1.04 1.04  1.04  1.04 1.04  1.04  1.04 1.04  1.04  1.04 1.04  1.04
Initial Bse:   39  760   169     0 1666   505    50    0   104   561   35   484
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    39  760   169     0 1666   505    50    0   104   561   35   484
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   39  760   169     0 1666   505    50    0   104   561   35   484
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   39  760   169     0 1666   505    50    0   104   561   35   484
OvlAdjVol:                 0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  0.00 3.00  1.00  1.00 0.00  1.00  1.88 0.12  2.00
Final Sat.:  1600 3200  1600     0 4800  1600  1600    0  1600  3010  190  3200
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.24  0.11  0.00 0.35  0.32  0.03 0.00  0.06  0.19 0.19  0.15
OvlAdjV/S:              0.00
Crit Moves:  ****                   ****                    ****  ****
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ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Kanan Road (NS) at SR-101 Freeway NB Ramps/Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			0 0 3 0 1			1 0 0 0 1			1 1 0 0 2		
Volume Module:												
Base Vol:	7	1215	458	0	981	518	53	0	178	263	63	743
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	7	1261	475	0	1018	538	55	0	185	273	65	771
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1261	475	0	1018	538	55	0	185	273	65	771
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1261	475	0	1018	538	55	0	185	273	65	771
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	1261	475	0	1018	538	55	0	185	273	65	771
OvlAdjVol:			90									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	1.61	0.39	2.00
Final Sat.:	1600	3200	1600	0	4800	1600	1600	0	1600	2582	618	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.30	0.00	0.21	0.34	0.03	0.00	0.12	0.11	0.11	0.24
OvlAdjV/S:			0.06									
Crit Moves:		****		****					****			****

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

Intersection #4 Kanan Road (NS) at SR-101 Freeway SB Ramps/Roadside Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2 1 0			1 0 2 0 1			1 0 1! 0 1			1 0 0 0 1		
Volume Module:												
Base Vol:	0	493	30	124	1071	950	345	133	253	21	0	94
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	512	31	129	1112	986	358	138	263	22	0	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	512	31	129	1112	986	358	138	263	22	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	512	31	129	1112	986	358	138	263	22	0	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	512	31	129	1112	986	358	138	263	22	0	98
OvlAdjVol:						733						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.83	0.17	1.00	2.00	1.00	1.42	0.54	1.04	1.00	0.00	1.00
Final Sat.:	0	4525	275	1600	3200	1600	2265	873	1661	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.08	0.35	0.62	0.16	0.16	0.16	0.01	0.00	0.06
OvlAdjV/S:						0.46						
Crit Moves:	****					****		****				****

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

Intersection #4 Kanan Road (NS) at SR-101 Freeway SB Ramps/Roadside Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2 1 0			1 0 2 0 1			1 0 1! 0 1			1 0 0 0 1		
Volume Module:												
Base Vol:	0	970	23	179	680	521	369	84	572	19	0	282
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	1007	24	186	706	541	383	87	594	20	0	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1007	24	186	706	541	383	87	594	20	0	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1007	24	186	706	541	383	87	594	20	0	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1007	24	186	706	541	383	87	594	20	0	293
OvlAdjVol:						186						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.93	0.07	1.00	2.00	1.00	1.08	0.25	1.67	1.00	0.00	1.00
Final Sat.:	0	4689	111	1600	3200	1600	1728	393	2679	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.12	0.22	0.34	0.22	0.22	0.22	0.01	0.00	0.18
OvlAdjV/S:						0.12						
Crit Moves:		****		****				****				****

Agoura Business Center North Development Agreement
Existing
Morning Peak Hour

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

Intersection #5 Kanan Road (NS) at Agoura Road (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 5 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	50	420	20	110	700	220	90	90	90	50	60	100
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	52	436	21	114	727	228	93	93	93	52	62	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	436	21	114	727	228	93	93	93	52	62	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	436	21	114	727	228	93	93	93	52	62	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	436	21	114	727	228	93	93	93	52	62	104
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.00	1.00	1.00	0.50	0.50	1.00	1.00	1.00
Final Sat.:	1600	3055	145	1600	1600	1600	1600	800	800	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.07	0.45	0.14	0.06	0.12	0.12	0.03	0.04	0.06
Crit Moves:	****				****			****		****		

Agoura Business Center North Development Agreement
Existing
Evening Peak Hour

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

Intersection #5 Kanan Road (NS) at Agoura Road (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:		Protected			Protected			Permitted			Permitted	
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:		1 0 1 1 0			1 0 1 0 1			1 0 0 1 0			1 0 1 0 1	
Volume Module:												
Base Vol:	50	650	20	150	490	130	150	120	30	70	140	220
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	52	675	21	156	509	135	156	125	31	73	145	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	675	21	156	509	135	156	125	31	73	145	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	675	21	156	509	135	156	125	31	73	145	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	675	21	156	509	135	156	125	31	73	145	228
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.00	1.00	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1600	3104	96	1600	1600	1600	1600	1280	320	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.10	0.32	0.08	0.10	0.10	0.10	0.05	0.09	0.14
Crit Moves:	****				****		****					****

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              Agoura Business Center North Development Agreement
                                   Existing
                              Morning Peak Hour
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                       Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #6 Clareton Drive (NS) at Canwood Street (EW)
********************************************************************************
Average Delay (sec/veh):       3.5       Worst Case Level Of Service: B[ 13.4]
********************************************************************************
Approach:      North Bound       South Bound        East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign         Stop Sign        Uncontrolled      Uncontrolled
Rights:           Include           Include           Include           Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0    0     0    55    0    39   128  271     0     0   65    83
Growth Adj:   1.04 1.04  1.04  1.04 1.04  1.04  1.04 1.04  1.04  1.04 1.04  1.04
Initial Bse:     0    0     0    57    0    40   133  281     0     0   67    86
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      0    0     0    57    0    40   133  281     0     0   67    86
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:     0    0     0    57    0    40   133  281     0     0   67    86
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   658  658   111   154 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   432  387   948  1439 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   399  348   948  1439 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.14 0.00  0.04  0.09 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  526 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.7 xxxxx   0.3 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 13.4 xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    B     *     A    *     *     *    *     *
ApproachDel:      xxxxxx              13.4             xxxxxx            xxxxxx
ApproachLOS:           *                 B                 *                 *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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              Agoura Business Center North Development Agreement
                                   Existing
                               Evening Peak Hour
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #6 Clareton Drive (NS) at Canwood Street (EW)
********************************************************************************
Average Delay (sec/veh):      8.6       Worst Case Level Of Service: C[ 19.4]
********************************************************************************
Approach:       North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled      Uncontrolled
Rights:           Include          Include          Include           Include
Lanes:        0  0  0  0  0   0  0  1! 0  0   0  1  0  0  0   0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0     0     0   104     0   228   151  135     0     0  184    92
Growth Adj:  1.04 1.04  1.04  1.04 1.04  1.04  1.04 1.04  1.04  1.04 1.04  1.04
Initial Bse:    0     0     0   108     0   237   157  140     0     0  191    96
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0     0     0   108     0   237   157  140     0     0  191    96
Reduct Vol:     0     0     0     0     0     0     0    0     0     0    0     0
FinalVolume:    0     0     0   108     0   237   157  140     0     0  191    96
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   692  692   239   287 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   413  370   805  1287 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   370  320   805  1287 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.29 0.00  0.29  0.12 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *     *     *     *     *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  589 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  3.8 xxxxx   0.4 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 19.4 xxxxx   8.2 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *     *     *     *     C     *     A    *     *     *    *     *
ApproachDel:     xxxxxx             19.4            xxxxxx            xxxxxx
ApproachLOS:        *                 C                *                 *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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------------------------------------------------------------------------------
         Agoura Business Center North Development Agreement
                              Existing
                          Morning Peak Hour
------------------------------------------------------------------------------

                  Level Of Service Computation Report
       2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #10 Derry Avenue (NS) at Canwood Street (EW)
******************************************************************************
Average Delay (sec/veh):       2.4       Worst Case Level Of Service: B[ 11.4]
******************************************************************************
Approach:       North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Uncontrolled      Uncontrolled
Rights:           Include          Include           Include           Include
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0    0     0     28    0     29     94  231     0      0  109    86
Growth Adj:   1.04 1.04  1.04   1.04 1.04   1.04   1.04 1.04  1.04   1.04 1.04  1.04
Initial Bse:     0    0     0     29    0     30     98  240     0      0  113    89
User Adj:     1.00 1.00  1.00   1.00 1.00   1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00   1.00 1.00   1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:      0    0     0     29    0     30     98  240     0      0  113    89
Reduct Vol:      0    0     0      0    0      0      0    0     0      0    0     0
FinalVolume:     0    0     0     29    0     30     98  240     0      0  113    89
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx    6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx    3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   593 xxxx    158   202 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   472 xxxx    893  1381 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   446 xxxx    893  1381 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.07 xxxx   0.03  0.07 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx    0.1   0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  13.6 xxxx    9.2   7.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *      B    *      A     A    *     *      *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *      *    *      *     *    *     *      *    *     *
ApproachDel:      xxxxxx             11.4             xxxxxx            xxxxxx
ApproachLOS:         *                 B                 *                 *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Agoura Business Center North Development Agreement
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #10 Derry Avenue (NS) at Canwood Street (EW)

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: B[12.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	1 0	0	0 1	1 0	1	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	0	0	0	120	0	132	102	136	0	0	120	63
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	0	0	0	125	0	137	106	141	0	0	125	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	125	0	137	106	141	0	0	125	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	125	0	137	106	141	0	0	125	65
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	510	xxxx	157	190	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	527	xxxx	893	1396	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	496	xxxx	893	1396	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.25	xxxx	0.15	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.0	xxxx	0.5	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.7	xxxx	9.8	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

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------------------------------------------------------------------------------
            Agoura Business Center North Development Agreement
                                Existing
                            Morning Peak Hour
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                    Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #11 Colodny Drive (NS) at Canwood Street (EW)
******************************************************************************
Average Delay (sec/veh):      2.0      Worst Case Level Of Service: B[ 11.2]
******************************************************************************
Approach:     North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign      Uncontrolled     Uncontrolled
Rights:         Include          Include          Include          Include
Lanes:       0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0     0    33    0    17    45  198     0     0  148    10
Growth Adj:  1.04 1.04  1.04  1.04 1.04  1.04  1.04 1.04  1.04  1.04 1.04  1.04
Initial Bse:   0    0     0    34    0    18    47  206     0     0  154    10
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    0    0     0    34    0    18    47  206     0     0  154    10
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   0    0     0    34    0    18    47  206     0     0  154    10
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   458  458   159   164 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   565  502   892  1427 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   551  486   892  1427 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.06 0.00  0.02  0.03 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.6 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  633 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 11.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    B     *     *    *     *     *    *     *
ApproachDel:     xxxxxx              11.2            xxxxxx           xxxxxx
ApproachLOS:        *                 B                 *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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--------------------------------------------------------------------------------
              Agoura Business Center North Development Agreement
                                   Existing
                               Evening Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #11 Colodny Drive (NS) at Canwood Street (EW)
********************************************************************************
Average Delay (sec/veh):       1.4       Worst Case Level Of Service: B[ 10.4]
********************************************************************************
Approach:       North Bound       South Bound        East Bound        West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign         Stop Sign       Uncontrolled      Uncontrolled
Rights:            Include           Include           Include           Include
Lanes:         0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:         0     0     0    14     0    28    35   239     0     0   161    15
Growth Adj:    1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04
Initial Bse:      0     0     0    15     0    29    36   248     0     0   167    16
User Adj:      1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:       1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:       0     0     0    15     0    29    36   248     0     0   167    16
Reduct Vol:       0     0     0     0     0     0     0     0     0     0     0     0
FinalVolume:      0     0     0    15     0    29    36   248     0     0   167    16
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx    6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx    3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    496  496   175   183 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx    537  478   874  1405 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    526  466   874  1405 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx   0.03 0.00  0.03  0.03 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx    7.6 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx   xxxx  716 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 10.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    B     *     *    *     *     *    *     *
ApproachDel:      xxxxxx              10.4             xxxxxx            xxxxxx
ApproachLOS:         *                  B                *                 *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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--------------------------------------------------------------------------------
           Agoura Business Center North Development Agreement
                                 Existing
                             Morning Peak Hour
--------------------------------------------------------------------------------

                    Level Of Service Computation Report
          2000 HCM 4-Way Stop Method (Base Volume Alternative)
********************************************************************************
Intersection #12 Chesbro Road/Canwood Street (NS) at Driver Avenue/Palo Comado C
********************************************************************************
Cycle (sec):            0                Critical Vol./Cap.(X):         0.423
Loss Time (sec):        0 (Y+R=4.0 sec)  Average Delay (sec/veh):        10.7
Optimal Cycle:          0                Level Of Service:                  B
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:        0  1  0  0  1   0  0  1! 0  0   0  1  0  0  1   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      5    1   112   41    3     7    9  255     3  193  135    38
Growth Adj:  1.04 1.04  1.04 1.04 1.04  1.04 1.04 1.04  1.04 1.04 1.04  1.04
Initial Bse:   5    1   116   43    3     7    9  265     3  200  140    39
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    5    1   116   43    3     7    9  265     3  200  140    39
Reduct Vol:    0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   5    1   116   43    3     7    9  265     3  200  140    39
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   5    1   116   43    3     7    9  265     3  200  140    39
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       0.83 0.17  1.00 0.80 0.06  0.14 0.03 0.97  1.00 1.00 0.78  0.22
Final Sat.:   425   85   608  420   31    72   22  626   736  610  535   150
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.19 0.10 0.10  0.10 0.42 0.42  0.00 0.33 0.26  0.26
Crit Moves:             **** ****            ****            ****
Delay/Veh:    9.4  9.4   9.3 10.0 10.0  10.0 11.9 11.9   7.4 11.2  9.6   9.6
Delay Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:   9.4  9.4   9.3 10.0 10.0  10.0 11.9 11.9   7.4 11.2  9.6   9.6
LOS by Move:   A    A     A    A    A     A    B    B     A    B    A     A
ApproachDel:        9.3             10.0             11.8             10.4
Delay Adj:         1.00             1.00             1.00             1.00
ApprAdjDel:         9.3             10.0             11.8             10.4
LOS by Appr:         A                A                B                B
AllWayAvgQ:   0.0  0.0   0.2  0.1  0.1   0.1  0.7  0.7   0.0  0.5  0.3   0.3
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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           Agoura Business Center North Development Agreement
                                Existing
                           Evening Peak Hour
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                   Level Of Service Computation Report
          2000 HCM 4-Way Stop Method (Base Volume Alternative)
********************************************************************************
Intersection #12 Chesbro Road/Canwood Street (NS) at Driver Avenue/Palo Comado C
********************************************************************************
Cycle (sec):          0              Critical Vol./Cap.(X):        0.725
Loss Time (sec):      0 (Y+R=4.0 sec) Average Delay (sec/veh):      15.7
Optimal Cycle:        0              Level Of Service:                C
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:         Include          Include          Include          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        0  1  0  0  1   0  0  1! 0  0   0  1  0  0  1   1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      11     5   252    27     6     9    11   177    12   112   387    50
Growth Adj:  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04  1.04
Initial Bse:   11     5   262    28     6     9    11   184    12   116   402    52
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:    11     5   262    28     6     9    11   184    12   116   402    52
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   11     5   262    28     6     9    11   184    12   116   402    52
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:   11     5   262    28     6     9    11   184    12   116   402    52
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:       0.69  0.31  1.00  0.65  0.14  0.21  0.06  0.94  1.00  1.00  0.89  0.11
Final Sat.:   339   154   581   299    66   100    33   523   619   562   554    72
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03  0.03  0.45  0.09  0.09  0.09  0.35  0.35  0.02  0.21  0.72  0.72
Crit Moves:              ****        ****        ****                    ****
Delay/Veh:    9.8   9.8  12.8  10.6  10.6  10.6  12.0  12.0   8.3  10.5  21.2  21.2
Delay Adj:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
AdjDel/Veh:   9.8   9.8  12.8  10.6  10.6  10.6  12.0  12.0   8.3  10.5  21.2  21.2
LOS by Move:    A     A     B     B     B     B     B     B     A     B     C     C
ApproachDel:       12.6             10.6             11.8             19.0
Delay Adj:         1.00             1.00             1.00             1.00
ApprAdjDel:        12.6             10.6             11.8             19.0
LOS by Appr:          B                B                B                C
AllWayAvgQ:   0.0   0.0   0.7   0.1   0.1   0.1   0.5   0.5   0.0   0.2   2.2   2.2
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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--------------------------------------------------------------------------------
            Agoura Business Center North Development Agreement
                                Existing
                            Morning Peak Hour
--------------------------------------------------------------------------------

                    Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)
********************************************************************************
Average Delay (sec/veh):      7.9       Worst Case Level Of Service: C[ 17.6]
********************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled       Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  1  0  1    0  0  0  0  0    1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       56  141     0     0  328   101     0     0     0   231     0   234
Growth Adj:   1.04 1.04  1.04  1.04 1.04  1.04  1.04 1.04  1.04  1.04 1.04  1.04
Initial Bse:    58  146     0     0  340   105     0     0     0   240     0   243
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     58  146     0     0  340   105     0     0     0   240     0   243
Reduct Vol:      0    0     0     0    0     0     0     0     0     0     0     0
FinalVolume:    58  146     0     0  340   105     0     0     0   240     0   243
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:   4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:   2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   445 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   656 xxxx   146
Potent Cap.:  1126 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   434 xxxx   906
Move Cap.:    1126 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   416 xxxx   906
Volume/Cap:   0.05 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.58 xxxx  0.27
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:     0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   3.5 xxxx   1.1
Control Del:   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  24.8 xxxx  10.4
LOS by Move:     A    *     *     *    *     *     *    *     *     C    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:   0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:   8.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      xxxxxx           xxxxxx           xxxxxx             17.6
ApproachLOS:         *                *                *                 C
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Agoura Business Center North Development Agreement
Existing
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

Average Delay (sec/veh): 55.7 Worst Case Level Of Service: F[167.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 1 0 1			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	264	255	0	0	378	126	0	0	0	220	0	268
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Initial Bse:	274	265	0	0	392	131	0	0	0	228	0	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	265	0	0	392	131	0	0	0	228	0	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	274	265	0	0	392	131	0	0	0	228	0	278
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	523	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1271	xxxx	265
Potent Cap.:	1054	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	187	xxxx	779
Move Cap.:	1054	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	143	xxxx	779
Volume/Cap:	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.60	xxxx	0.36
Level Of Service Module:												
2Way95thQ:	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	16.0	xxxx	1.6
Control Del:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	356.3	xxxx	12.2
LOS by Move:	A	*	*	*	*	*	*	*	*	F	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			167.3		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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              Agoura Business Center North Development Agreement
                                  Existing
                              Morning Peak Hour
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                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #14 Palo Comado Canyon Road (NS) at Chesebro Road (EW)
********************************************************************************
Average Delay (sec/veh):       2.3       Worst Case Level Of Service: B[ 10.8]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0   0  0  1  0  1   1  0  0  0  1   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       20   80     0     0  140   360   120    0    20     0    0     0
Growth Adj:   1.04 1.04  1.04  1.04 1.04  1.04  1.04 1.04  1.04  1.04 1.04  1.04
Initial Bse:    21   83     0     0  145   374   125    0    21     0    0     0
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     21   83     0     0  145   374   125    0    21     0    0     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    21   83     0     0  145   374   125    0    21     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   519 xxxx xxxxx  xxxx xxxx xxxxx   270 xxxx   145  xxxx xxxx xxxxx
Potent Cap.:  1057 xxxx xxxxx  xxxx xxxx xxxxx   724 xxxx   907  xxxx xxxx xxxxx
Move Cap.:    1057 xxxx xxxxx  xxxx xxxx xxxxx   713 xxxx   907  xxxx xxxx xxxxx
Volume/Cap:   0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.17 xxxx  0.02  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:     0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.6 xxxx   0.1  xxxx xxxx xxxxx
Control Del:   8.5 xxxx xxxxx xxxxx xxxx xxxxx  11.1 xxxx   9.1 xxxxx xxxx xxxxx
LOS by Move:     A    *     *     *    *     *     B    *     A     *    *     *
Movement:      LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:   0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:   8.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:       xxxxxx           xxxxxx             10.8            xxxxxx
ApproachLOS:          *                *                 B                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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            Agoura Business Center North Development Agreement
                                Existing
                           Evening Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #14 Palo Comado Canyon Road (NS) at Chesebro Road (EW)
********************************************************************************
Average Delay (sec/veh):      3.4      Worst Case Level Of Service: B[ 14.0]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:        0  1  0  0  0   0  0  1  0  1   1  0  0  0  1   0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       30  170     0     0  200   380  190    0    40     0    0     0
Growth Adj:   1.04 1.04  1.04  1.04 1.04  1.04 1.04 1.04  1.04  1.04 1.04  1.04
Initial Bse:    31  176     0     0  208   394  197    0    42     0    0     0
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     31  176     0     0  208   394  197    0    42     0    0     0
Reduct Vol:      0    0     0     0    0     0    0    0     0     0    0     0
FinalVolume:    31  176     0     0  208   394  197    0    42     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:   4.1 xxxx xxxxx xxxxx xxxx xxxxx  6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:   2.2 xxxx xxxxx xxxxx xxxx xxxxx  3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   602 xxxx xxxxx  xxxx xxxx xxxxx  446 xxxx   208  xxxx xxxx xxxxx
Potent Cap.:   985 xxxx xxxxx  xxxx xxxx xxxxx  573 xxxx   838  xxxx xxxx xxxxx
Move Cap.:     985 xxxx xxxxx  xxxx xxxx xxxxx  559 xxxx   838  xxxx xxxx xxxxx
Volume/Cap:   0.03 xxxx  xxxx  xxxx xxxx  xxxx 0.35 xxxx  0.05  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:     0.1 xxxx xxxxx  xxxx xxxx xxxxx  1.6 xxxx   0.2  xxxx xxxx xxxxx
Control Del:   8.8 xxxx xxxxx xxxxx xxxx xxxxx 14.9 xxxx   9.5 xxxxx xxxx xxxxx
LOS by Move:     A    *     *     *    *     *    B    *     A     *    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:   0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:   8.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      A    *     *     *    *     *    *    *     *     *    *     *
ApproachDel:      xxxxxx           xxxxxx             14.0            xxxxxx
ApproachLOS:         *                *                 B                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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-------------------------------------------------------------------------------
           Agoura Business Center North Development Agreement
                                Existing
                            Morning Peak Hour
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Base Volume Alternative)
*******************************************************************************
Intersection #15 SR-101 Freeway SB Ramps (NS) at Dorothy Drive (EW)
*******************************************************************************
Cycle (sec):           0              Critical Vol./Cap.(X):         0.763
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):        17.1
Optimal Cycle:         0              Level Of Service:                 C
*******************************************************************************
Approach:     North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       0  0  1! 0  0    0  1  0  0  1    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      90  330    30    50  130    70    90   60    70    20   10    40
Growth Adj:  1.04 1.04  1.04  1.04 1.04  1.04  1.04 1.04  1.04  1.04 1.04  1.04
Initial Bse:   93  343    31    52  135    73    93   62    73    21   10    42
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    93  343    31    52  135    73    93   62    73    21   10    42
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   93  343    31    52  135    73    93   62    73    21   10    42
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   93  343    31    52  135    73    93   62    73    21   10    42
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.20 0.73  0.07  0.28 0.72  1.00  0.60 0.40  1.00  0.29 0.14  0.57
Final Sat.:   122  449    41   156  405   643   295  197   569   138   69   276
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.76 0.76  0.76  0.33 0.33  0.11  0.32 0.32  0.13  0.15 0.15  0.15
Crit Moves:             ****       ****        ****              ****
Delay/Veh:   24.3 24.3  24.3  11.8 11.8   8.7  12.4 12.4   9.4  10.7 10.7  10.7
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  24.3 24.3  24.3  11.8 11.8   8.7  12.4 12.4   9.4  10.7 10.7  10.7
LOS by Move:    C    C     C     B    B     A     B    B     A     B    B     B
ApproachDel:      24.3             10.9             11.5             10.7
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       24.3             10.9             11.5             10.7
LOS by Appr:         C                B                B                B
AllWayAvgQ:   2.6  2.6   2.6   0.4  0.4   0.1   0.4  0.4   0.1   0.1  0.1   0.1
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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--------------------------------------------------------------------------------
              Agoura Business Center North Development Agreement
                                   Existing
                               Evening Peak Hour
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Base Volume Alternative)
********************************************************************************
Intersection #15 SR-101 Freeway SB Ramps (NS) at Dorothy Drive (EW)
********************************************************************************
Cycle (sec):            0               Critical Vol./Cap.(X):         0.729
Loss Time (sec):        0 (Y+R=4.0 sec) Average Delay (sec/veh):        16.0
Optimal Cycle:          0               Level Of Service:                  C
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        0  0  1! 0  0   0  1  0  0  1   0  1  0  0  1   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      50  310    70    40   80    70   100   60    60    20   70    20
Growth Adj:  1.04 1.04  1.04  1.04 1.04  1.04  1.04 1.04  1.04  1.04 1.04  1.04
Initial Bse:   52  322    73    42   83    73   104   62    62    21   73    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    52  322    73    42   83    73   104   62    62    21   73    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   52  322    73    42   83    73   104   62    62    21   73    21
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   52  322    73    42   83    73   104   62    62    21   73    21
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.12 0.72  0.16  0.33 0.67  1.00  0.62 0.38  1.00  0.18 0.64  0.18
Final Sat.:    71  441   100   180  360   620   312  187   580    90  314    90
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.73 0.73  0.73  0.23 0.23  0.12  0.33 0.33  0.11  0.23 0.23  0.23
Crit Moves:       ****        ****              ****                  ****
Delay/Veh:   22.0 22.0  22.0  10.8 10.8   8.8  12.5 12.5   9.1  11.4 11.4  11.4
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  22.0 22.0  22.0  10.8 10.8   8.8  12.5 12.5   9.1  11.4 11.4  11.4
LOS by Move:    C    C     C     B    B     A     B    B     A     B    B     B
ApproachDel:      22.0             10.1             11.6             11.4
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       22.0             10.1             11.6             11.4
LOS by Appr:         C                B                B                B
AllWayAvgQ:   2.2  2.2   2.2   0.3  0.3   0.1   0.4  0.4   0.1   0.2  0.2   0.2
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Opening Year (2022) Without Project

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--------------------------------------------------------------------------------
                Agoura Business Center North Development Agreement
                      Opening Year (2022) Without Project
                              Morning Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Kanan Road (NS) at Thousand Oaks Boulevard (EW)
********************************************************************************
Cycle (sec):          100              Critical Vol./Cap.(X):          0.777
Loss Time (sec):        5 (Y+R=0.0 sec) Average Delay (sec/veh):       xxxxxx
Optimal Cycle:        100              Level Of Service:                   C
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        1  0  2  0  1   1  0  2  0  1   2  0  2  0  1   1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     110  720    90   110 1240   100    90    70   120   190  100    90
Growth Adj:  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12
Initial Bse:  123  805   101   123 1387   112   101    78   134   213  112   101
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   123  805   101   123 1387   112   101    78   134   213  112   101
Reduct Vol:     0    0     0     0    0     0     0     0     0     0    0     0
Reduced Vol:  123  805   101   123 1387   112   101    78   134   213  112   101
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  123  805   101   123 1387   112   101    78   134   213  112   101
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1600 3200  1600  1600 3200  1600  2880 3200  1600  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.25  0.06  0.08 0.43  0.07  0.03 0.02  0.08  0.13 0.03  0.06
Crit Moves:  ****                  ****                    ****  ****
********************************************************************************
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--------------------------------------------------------------------------------
              Agoura Business Center North Development Agreement
                      Opening Year (2022) Without Project
                               Evening Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #1 Kanan Road (NS) at Thousand Oaks Boulevard (EW)
********************************************************************************
Cycle (sec):          100              Critical Vol./Cap.(X):         0.795
Loss Time (sec):        5 (Y+R=0.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100              Level Of Service:                  C
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0    0    0     0    0    0     0    0    0     0
Lanes:        1  0  2  0  1    1  0  2  0  1    2  0  2  0  1    1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     290 1290   290   120  920   150   300  240   170   130  170   120
Growth Adj:  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12
Initial Bse:  324 1443   324   134 1029   168   336  268   190   145  190   134
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   324 1443   324   134 1029   168   336  268   190   145  190   134
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  324 1443   324   134 1029   168   336  268   190   145  190   134
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  324 1443   324   134 1029   168   336  268   190   145  190   134
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00  1.00 2.00  1.00
Final Sat.:  1600 3200  1600  1600 3200  1600  2880 3200  1600  1600 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.45  0.20  0.08 0.32  0.10  0.12 0.08  0.12  0.09 0.06  0.08
Crit Moves:       ****        ****                          ****  ****
********************************************************************************
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Agoura Business Center North Development Agreement
Opening Year (2022) Without Project
Morning Peak Hour

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

Intersection #2 Kanan Road (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:		Protected			Protected			Protected			Protected	
Rights:		Include			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:		0 0 2 0 1			2 0 3 0 0			0 0 0 0 0			2 0 0 0 1	
Volume Module:												
Base Vol:	0	940	360	50	1820	0	0	0	0	220	0	50
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1051	403	56	2036	0	0	0	0	246	0	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1051	403	56	2036	0	0	0	0	246	0	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1051	403	56	2036	0	0	0	0	246	0	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1051	403	56	2036	0	0	0	0	246	0	56
OvlAdjVol:												25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	2880	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.25	0.02	0.42	0.00	0.00	0.00	0.00	0.09	0.00	0.03
OvlAdjV/S:												0.02
Crit Moves:	****				****					****		

Agoura Business Center North Development Agreement
Opening Year (2022) Without Project
Evening Peak Hour

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

Intersection #2 Kanan Road (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:		Protected			Protected			Protected			Protected	
Rights:		Include			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:		0 0 2 0 1			2 0 3 0 0			0 0 0 0 0			2 0 0 0 1	
Volume Module:												
Base Vol:	0	1590	230	60	1310	0	0	0	0	330	0	180
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1779	257	67	1465	0	0	0	0	369	0	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1779	257	67	1465	0	0	0	0	369	0	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1779	257	67	1465	0	0	0	0	369	0	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1779	257	67	1465	0	0	0	0	369	0	201
OvlAdjVol:												164
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	2880	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.16	0.02	0.31	0.00	0.00	0.00	0.00	0.13	0.00	0.13
OvlAdjV/S:												0.10
Crit Moves:		****		****						****		

Agoura Business Center North Development Agreement
Opening Year (2022) Without Project
Morning Peak Hour

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

Intersection #3 Kanan Road (NS) at SR-101 Freeway NB Ramps/Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			0 0 3 0 1			1 0 0 0 1			1 1 0 0 2		
Volume Module:												
Base Vol:	38	732	163	0	1605	486	48	0	100	540	34	466
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	43	819	182	0	1795	544	54	0	112	604	38	521
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	819	182	0	1795	544	54	0	112	604	38	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	819	182	0	1795	544	54	0	112	604	38	521
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	819	182	0	1795	544	54	0	112	604	38	521
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	1.88	0.12	2.00
Final Sat.:	1600	3200	1600	0	4800	1600	1600	0	1600	3010	190	3200
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.11	0.00	0.37	0.34	0.03	0.00	0.07	0.20	0.20	0.16
OvlAdjV/S:			0.00									
Crit Moves:	****				****				****	****		

Agoura Business Center North Development Agreement
Opening Year (2022) Without Project
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Kanan Road (NS) at SR-101 Freeway NB Ramps/Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	0 0	3 0	1	1 0	0 0	1	1 1	0 0	2
Volume Module:												
Base Vol:	7	1215	458	0	981	518	53	0	178	263	63	743
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	8	1359	512	0	1097	579	59	0	199	294	70	831
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1359	512	0	1097	579	59	0	199	294	70	831
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1359	512	0	1097	579	59	0	199	294	70	831
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1359	512	0	1097	579	59	0	199	294	70	831
OvlAdjVol:			97									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	3.00	1.00	1.00	0.00	1.00	1.61	0.39	2.00
Final Sat.:	1600	3200	1600	0	4800	1600	1600	0	1600	2582	618	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.32	0.00	0.23	0.36	0.04	0.00	0.12	0.11	0.11	0.26
OvlAdjV/S:			0.06									
Crit Moves:		****		****					****			****

Agoura Business Center North Development Agreement
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Kanan Road (NS) at SR-101 Freeway SB Ramps/Roadside Drive (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2 1 0			1 0 2 0 1			1 0 1! 0 1			1 0 0 0 1		
Volume Module:												
Base Vol:	0	493	30	124	1071	950	345	133	253	21	0	94
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	551	34	139	1198	1063	386	149	283	23	0	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	551	34	139	1198	1063	386	149	283	23	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	551	34	139	1198	1063	386	149	283	23	0	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	551	34	139	1198	1063	386	149	283	23	0	105
OvlAdjVol:						790						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.83	0.17	1.00	2.00	1.00	1.42	0.54	1.04	1.00	0.00	1.00
Final Sat.:	0	4525	275	1600	3200	1600	2265	873	1661	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.09	0.37	0.66	0.17	0.17	0.17	0.01	0.00	0.07
OvlAdjV/S:						0.49						
Crit Moves:	****					****		****				****

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                     Opening Year (2022) Without Project
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                       Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Kanan Road (NS) at SR-101 Freeway SB Ramps/Roadside Drive (EW)
********************************************************************************
Cycle (sec):          100               Critical Vol./Cap.(X):         0.843
Loss Time (sec):        5 (Y+R=0.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100               Level Of Service:                  D
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:          Include            Ovl            Include          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        0  0  2  1  0   1  0  2  0  1   1  0  1! 0  1   1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0  970    23   179  680   521   369   84   572    19    0   282
Growth Adj:  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12
Initial Bse:   0 1085    26   200  761   583   413   94   640    21    0   315
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    0 1085    26   200  761   583   413   94   640    21    0   315
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   0 1085    26   200  761   583   413   94   640    21    0   315
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   0 1085    26   200  761   583   413   94   640    21    0   315
OvlAdjVol:                                 201
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.93  0.07  1.00 2.00  1.00  1.08 0.25  1.67  1.00 0.00  1.00
Final Sat.:    0 4689   111  1600 3200  1600  1728  393  2679  1600    0  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.23  0.23  0.13 0.24  0.36  0.24 0.24  0.24  0.01 0.00  0.20
OvlAdjV/S:                               0.13
Crit Moves:       ****        ****                   ****                   ****
********************************************************************************
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Agoura Business Center North Development Agreement
Opening Year (2022) Without Project
Morning Peak Hour

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

Intersection #5 Kanan Road (NS) at Agoura Road (EW)

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 5 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	50	420	20	110	700	220	90	90	90	50	60	100
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	56	470	22	123	783	246	101	101	101	56	67	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	470	22	123	783	246	101	101	101	56	67	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	470	22	123	783	246	101	101	101	56	67	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	470	22	123	783	246	101	101	101	56	67	112
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.00	1.00	1.00	0.50	0.50	1.00	1.00	1.00
Final Sat.:	1600	3055	145	1600	1600	1600	1600	800	800	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.08	0.49	0.15	0.06	0.13	0.13	0.03	0.04	0.07
Crit Moves:	****				****			****		****		

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              Agoura Business Center North Development Agreement
                      Opening Year (2022) Without Project
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                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #5 Kanan Road (NS) at Agoura Road (EW)
********************************************************************************
Cycle (sec):          100              Critical Vol./Cap.(X):         0.686
Loss Time (sec):        5 (Y+R=0.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:        100              Level Of Service:                  B
********************************************************************************
Approach:       North Bound       South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|-----------------||-----------------||-----------------||-----------------|
Control:        Protected         Protected         Permitted         Permitted
Rights:           Include           Include           Include           Include
Min. Green:    0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        1  0  1  1  0    1  0  1  0  1    1  0  0  1  0    1  0  1  0  1
------------|-----------------||-----------------||-----------------||-----------------|
Volume Module:
Base Vol:      50   650    20   150   490   130   150   120    30    70   140   220
Growth Adj:  1.12  1.12  1.12  1.12  1.12  1.12  1.12  1.12  1.12  1.12  1.12  1.12
Initial Bse:   56   727    22   168   548   145   168   134    34    78   157   246
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:    56   727    22   168   548   145   168   134    34    78   157   246
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   56   727    22   168   548   145   168   134    34    78   157   246
PCE Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
FinalVolume:   56   727    22   168   548   145   168   134    34    78   157   246
------------|-----------------||-----------------||-----------------||-----------------|
Saturation Flow Module:
Sat/Lane:    1600  1600  1600  1600  1600  1600  1600  1600  1600  1600  1600  1600
Adjustment:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Lanes:       1.00  1.94  0.06  1.00  1.00  1.00  1.00  0.80  0.20  1.00  1.00  1.00
Final Sat.:  1600  3104    96  1600  1600  1600  1600  1280   320  1600  1600  1600
------------|-----------------||-----------------||-----------------||-----------------|
Capacity Analysis Module:
Vol/Sat:     0.03  0.23  0.23  0.10  0.34  0.09  0.10  0.10  0.10  0.05  0.10  0.15
Crit Moves:  ****                    ****        ****                          ****
********************************************************************************
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--------------------------------------------------------------------------------
           Agoura Business Center North Development Agreement
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                   Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #6 Clareton Drive (NS) at Canwood Street (EW)
********************************************************************************
Average Delay (sec/veh):      3.6      Worst Case Level Of Service: B[ 14.2]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0   0  0  1! 0  0   0  1  0  0  0   0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    55    0    39   128  271     0     0   65    83
Growth Adj:  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12
Initial Bse:    0    0     0    62    0    44   143  303     0     0   73    93
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    62    0    44   143  303     0     0   73    93
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    62    0    44   143  303     0     0   73    93
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   709  709   119   166 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   404  362   938  1425 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   370  322   938  1425 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.17 0.00  0.05  0.10 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  494 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.8 xxxxx   0.3 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 14.2 xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    B     *     A    *     *     *    *     *
ApproachDel:      xxxxxx             14.2             xxxxxx           xxxxxx
ApproachLOS:         *                 B                 *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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              Agoura Business Center North Development Agreement
                      Opening Year (2022) Without Project
                               Evening Peak Hour
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                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #6 Clareton Drive (NS) at Canwood Street (EW)
********************************************************************************
Average Delay (sec/veh):      10.1       Worst Case Level Of Service: C[ 23.4]
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:        0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   104    0   228   151  135     0     0  184    92
Growth Adj:  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12
Initial Bse:    0    0     0   116    0   255   169  151     0     0  206   103
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0   116    0   255   169  151     0     0  206   103
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0   116    0   255   169  151     0     0  206   103
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   746  746   257   309 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   384  344   786  1263 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   340  293   786  1263 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.34 0.00  0.32  0.13 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.5 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  558 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  4.9 xxxxx   0.5 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 23.4 xxxxx   8.3 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     A    *     *     *    *     *
ApproachDel:     xxxxxx             23.4            xxxxxx           xxxxxx
ApproachLOS:        *                 C                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

```
--------------------------------------------------------------------------------
             Agoura Business Center North Development Agreement
                     Opening Year (2022) Without Project
                    Morning Peak Hour - With Improvements
--------------------------------------------------------------------------------

                     Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #6 Clareton Drive (NS) at Canwood Street (EW)
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap.(X):         0.309
Loss Time (sec):      5 (Y+R=0.0 sec) Average Delay (sec/veh):       xxxxxx
Optimal Cycle:      100              Level Of Service:                  A
********************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:        0  0  0  0  0   0  0  1! 0  0   1  0  1  0  0   0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0     0   55    0    39  128  271     0    0   65    83
Growth Adj:  1.12 1.12  1.12 1.12 1.12  1.12 1.12 1.12  1.12 1.12 1.12  1.12
Initial Bse:   0    0     0   62    0    44  143  303     0    0   73    93
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    0    0     0   62    0    44  143  303     0    0   73    93
Reduct Vol:    0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   0    0     0   62    0    44  143  303     0    0   73    93
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   0    0     0   62    0    44  143  303     0    0   73    93
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600  1600
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       0.00 0.00  0.00 0.59 0.00  0.41 1.00 1.00  0.00 0.00 0.44  0.56
Final Sat.:    0    0     0  936    0   664 1600 1600     0    0  703   897
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.04 0.00  0.07 0.09 0.19  0.00 0.00 0.10  0.10
Crit Moves:                             **** ****                   ****
********************************************************************************
```

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------------------------------------------------------------------------------
             Agoura Business Center North Development Agreement
                     Opening Year (2022) Without Project
                    Evening Peak Hour - With Improvements
------------------------------------------------------------------------------

                     Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
******************************************************************************
Intersection #6 Clareton Drive (NS) at Canwood Street (EW)
******************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):        0.581
Loss Time (sec):       5 (Y+R=0.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       100               Level Of Service:                 A
******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       0  0  0  0  0   0  0  1! 0  0   1  0  1  0  0   0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0    0     0  104    0   228  151  135     0    0  184    92
Growth Adj:  1.12 1.12  1.12 1.12 1.12  1.12 1.12 1.12  1.12 1.12 1.12  1.12
Initial Bse:   0    0     0  116    0   255  169  151     0    0  206   103
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    0    0     0  116    0   255  169  151     0    0  206   103
Reduct Vol:    0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   0    0     0  116    0   255  169  151     0    0  206   103
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   0    0     0  116    0   255  169  151     0    0  206   103
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600  1600
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       0.00 0.00  0.00 0.31 0.00  0.69 1.00 1.00  0.00 0.00 0.67  0.33
Final Sat.:    0    0     0  501    0  1099 1600 1600     0    0 1067   533
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00 0.07 0.00  0.23 0.11 0.09  0.00 0.00 0.19  0.19
Crit Moves:                             **** ****                  ****
******************************************************************************
```

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--------------------------------------------------------------------------------
              Agoura Business Center North Development Agreement
                      Opening Year (2022) Without Project
                             Morning Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #10 Derry Avenue (NS) at Canwood Street (EW)
********************************************************************************
Average Delay (sec/veh):        2.4       Worst Case Level Of Service: B[ 11.7]
********************************************************************************
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:         0  0  0  0  0   1  0  0  0  1   1  0  1  0  0   0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0     0     0    28     0    29    94   231     0     0   109    86
Growth Adj:   1.12  1.12  1.12  1.12  1.12  1.12  1.12  1.12  1.12  1.12  1.12  1.12
Initial Bse:     0     0     0    31     0    32   105   258     0     0   122    96
User Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:      1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:      0     0     0    31     0    32   105   258     0     0   122    96
Reduct Vol:      0     0     0     0     0     0     0     0     0     0     0     0
FinalVolume:     0     0     0    31     0    32   105   258     0     0   122    96
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx    6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx    3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   639 xxxx    170   218 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   444 xxxx    879  1363 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   417 xxxx    879  1363 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.08 xxxx   0.04  0.08 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2WayQ95thQ:  xxxx xxxx xxxxx   0.2 xxxx    0.1   0.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  14.3 xxxx    9.3   7.9 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *     *     *     B     *     A     A     *     *     *     *     *
Movement:      LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *     *     *     *     *     *     *     *     *     *     *     *
ApproachDel:      xxxxxx             11.7             xxxxxx           xxxxxx
ApproachLOS:         *                 B                 *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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-------------------------------------------------------------------------------
            Agoura Business Center North Development Agreement
                    Opening Year (2022) Without Project
                             Evening Peak Hour
-------------------------------------------------------------------------------

                    Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #10 Derry Avenue (NS) at Canwood Street (EW)
*******************************************************************************
Average Delay (sec/veh):       5.9       Worst Case Level Of Service: B[ 12.7]
*******************************************************************************
Approach:      North Bound      South Bound       East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled      Uncontrolled
Rights:          Include          Include           Include           Include
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0    0     0   120    0   132   102  136     0     0  120    63
Growth Adj:   1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12
Initial Bse:     0    0     0   134    0   148   114  152     0     0  134    70
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      0    0     0   134    0   148   114  152     0     0  134    70
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:     0    0     0   134    0   148   114  152     0     0  134    70
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   550 xxxx   169   205 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   500 xxxx   880  1379 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   468 xxxx   880  1379 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.29 xxxx  0.17  0.08 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2WayQ95thQ:  xxxx xxxx xxxxx   1.2 xxxx   0.6   0.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  15.8 xxxx   9.9   7.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     C    *     A     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:     xxxxxx             12.7             xxxxxx            xxxxxx
ApproachLOS:        *                 B                 *                 *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

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-------------------------------------------------------------------------------
              Agoura Business Center North Development Agreement
                      Opening Year (2022) Without Project
                              Morning Peak Hour
-------------------------------------------------------------------------------

                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #11 Colodny Drive (NS) at Canwood Street (EW)
*******************************************************************************
Average Delay (sec/veh):       2.0      Worst Case Level Of Service: B[ 11.5]
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  0   0  0  1! 0  0   1  0  1  0  0   0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    33    0    17    45  198     0     0  148    10
Growth Adj:  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12
Initial Bse:    0    0     0    37    0    19    50  221     0     0  166    11
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    37    0    19    50  221     0     0  166    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    37    0    19    50  221     0     0  166    11
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   493  493   171   177 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   539  480   878  1412 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   524  463   878  1412 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.07 0.00  0.02  0.04 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.6 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  607 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 11.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    B     *     *    *     *     *    *     *
ApproachDel:      xxxxxx            11.5            xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

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-------------------------------------------------------------------------------
           Agoura Business Center North Development Agreement
                   Opening Year (2022) Without Project
                           Evening Peak Hour
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
         2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #11 Colodny Drive (NS) at Canwood Street (EW)
********************************************************************************
Average Delay (sec/veh):      1.4       Worst Case Level Of Service: B[ 10.6]
********************************************************************************
Approach:     North Bound      South Bound       East Bound        West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign       Uncontrolled      Uncontrolled
Rights:          Include          Include          Include          Include
Lanes:       0  0  0  0  0   0  0  1! 0  0   1  0  1  0  0   0  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   14    0    28   35  239     0     0  161    15
Growth Adj:  1.12 1.12  1.12 1.12 1.12  1.12 1.12 1.12  1.12  1.12 1.12  1.12
Initial Bse:    0    0     0   16    0    31   39  267     0     0  180    17
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0   16    0    31   39  267     0     0  180    17
Reduct Vol:     0    0     0    0    0     0    0    0     0     0    0     0
FinalVolume:    0    0     0   16    0    31   39  267     0     0  180    17
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx  6.4  6.5   6.2  4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx  3.5  4.0   3.3  2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  534  534   188  197 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  510  455   859 1388 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  499  442   859 1388 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx 0.03 0.00  0.04 0.03 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  7.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *    *    *     *    A    *     *     *    *     *
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  692 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 10.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    B     *    *    *     *     *    *     *
ApproachDel:     xxxxxx             10.6            xxxxxx            xxxxxx
ApproachLOS:        *                 B                *                 *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Agoura Business Center North Development Agreement
Opening Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #12 Chesbro Road/Canwood Street (NS) at Driver Avenue/Palo Comado C

Cycle (sec):	0	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.2
Optimal Cycle:	0	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 0 1! 0 0			0 1 0 0 1			1 0 0 1 0		
Volume Module:												
Base Vol:	5	1	112	41	3	7	9	255	3	193	135	38
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	6	1	125	46	3	8	10	285	3	216	151	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1	125	46	3	8	10	285	3	216	151	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1	125	46	3	8	10	285	3	216	151	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	1	125	46	3	8	10	285	3	216	151	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.83	0.17	1.00	0.80	0.06	0.14	0.03	0.97	1.00	1.00	0.78	0.22
Final Sat.:	416	83	592	409	30	70	22	615	720	601	525	148
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.21	0.11	0.11	0.11	0.46	0.46	0.00	0.36	0.29	0.29
Crit Moves:			****			****	****			****		
Delay/Veh:	9.5	9.5	9.7	10.2	10.2	10.2	12.7	12.7	7.5	11.7	9.9	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.5	9.7	10.2	10.2	10.2	12.7	12.7	7.5	11.7	9.9	9.9
LOS by Move:	A	A	A	B	B	B	B	B	A	B	A	A
ApproachDel:		9.6			10.2			12.7			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.6			10.2			12.7			10.9	
LOS by Appr:		A			B			B			B	
AllWayAvgQ:	0.0	0.0	0.2	0.1	0.1	0.1	0.8	0.8	0.0	0.5	0.4	0.4

Note: Queue reported is the number of cars per lane.

```
--------------------------------------------------------------------------------
              Agoura Business Center North Development Agreement
                      Opening Year (2022) Without Project
                               Evening Peak Hour
--------------------------------------------------------------------------------

                       Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Base Volume Alternative)
********************************************************************************
Intersection #12 Chesbro Road/Canwood Street (NS) at Driver Avenue/Palo Comado C
********************************************************************************
Cycle (sec):            0              Critical Vol./Cap.(X):         0.798
Loss Time (sec):        0 (Y+R=4.0 sec) Average Delay (sec/veh):        18.5
Optimal Cycle:          0              Level Of Service:                  C
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        0  1  0  0  1   0  0  1! 0  0    0  1  0  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      11    5   252   27    6     9    11  177    12   112  387    50
Growth Adj:  1.12 1.12  1.12 1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12
Initial Bse:   12    6   282   30    7    10    12  198    13   125  433    56
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    12    6   282   30    7    10    12  198    13   125  433    56
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
Reduced Vol:   12    6   282   30    7    10    12  198    13   125  433    56
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   12    6   282   30    7    10    12  198    13   125  433    56
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.69 0.31  1.00 0.65 0.14  0.21  0.06 0.94  1.00  1.00 0.89  0.11
Final Sat.:   331  151   566  290   64    97    32  507   598   551  543    70
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.04  0.50 0.10 0.10  0.10  0.39 0.39  0.02  0.23 0.80  0.80
Crit Moves:             ****      ****             ****                    ****
Delay/Veh:   10.0 10.0  14.0 11.0 11.0  11.0  12.9 12.9   8.5  10.9 26.7  26.7
Delay Adj:   1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  10.0 10.0  14.0 11.0 11.0  11.0  12.9 12.9   8.5  10.9 26.7  26.7
LOS by Move:    B    B     B    B    B     B     B    B     A     B    D     D
ApproachDel:      13.7             11.0             12.6             23.5
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       13.7             11.0             12.6             23.5
LOS by Appr:        B                B                B                C
AllWayAvgQ:   0.0  0.0   0.8  0.1  0.1   0.1   0.6  0.6   0.0   0.3  3.1   3.1
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

Agoura Business Center North Development Agreement
Opening Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

Average Delay (sec/veh): 9.3 Worst Case Level Of Service: C[20.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 1 0 1			0 0 0 0 0			1 0 0 0 1		
Volume Module:												
Base Vol:	56	141	0	0	328	101	0	0	0	231	0	234
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	63	158	0	0	367	113	0	0	0	258	0	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	158	0	0	367	113	0	0	0	258	0	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	63	158	0	0	367	113	0	0	0	258	0	262
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	480	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	706	xxxx	158
Potent Cap.:	1093	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	405	xxxx	893
Move Cap.:	1093	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	387	xxxx	893
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.67	xxxx	0.29
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	4.7	xxxx	1.2
Control Del:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	31.2	xxxx	10.7
LOS by Move:	A	*	*	*	*	*	*	*	*	D	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			20.9		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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-------------------------------------------------------------------------------
             Agoura Business Center North Development Agreement
                      Opening Year (2022) Without Project
                              Evening Peak Hour
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)
*******************************************************************************
Average Delay (sec/veh):     86.6       Worst Case Level Of Service: F[262.7]
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Lanes:        0  1  0  0  0   0  0  1  0  1   0  0  0  0  0   1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     264  255     0     0  378   126     0    0     0   220    0   268
Growth Adj:  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12
Initial Bse:  295  285     0     0  423   141     0    0     0   246    0   300
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   295  285     0     0  423   141     0    0     0   246    0   300
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  295  285     0     0  423   141     0    0     0   246    0   300
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  564 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1369 xxxx   285
Potent Cap.: 1018 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   163 xxxx   759
Move Cap.:   1018 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   119 xxxx   759
Volume/Cap:  0.29 xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  2.06 xxxx  0.40
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    1.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  20.4 xxxx   1.9
Control Del: 10.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx 567.2 xxxx  12.8
LOS by Move:    A    *     *     *    *     *     *    *     *     F    *     B
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  1.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 10.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:     xxxxxx           xxxxxx           xxxxxx           262.7
ApproachLOS:        *                *                *                F
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

```
-------------------------------------------------------------------------------
             Agoura Business Center North Development Agreement
                    Opening Year (2022) Without Project
                   Morning Peak Hour - With Improvements
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*******************************************************************************
Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)
*******************************************************************************
Cycle (sec):          100                 Critical Vol./Cap.(X):        0.480
Loss Time (sec):        5 (Y+R=0.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        100                 Level Of Service:                 A
*******************************************************************************
Approach:     North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:        1  0  1  0  0   0  0  1  0  1   0  0  0  0  0   1  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      56  141     0    0  328   101    0    0     0  231    0   234
Growth Adj:  1.12 1.12  1.12 1.12 1.12  1.12 1.12 1.12  1.12 1.12 1.12  1.12
Initial Bse:   63  158     0    0  367   113    0    0     0  258    0   262
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    63  158     0    0  367   113    0    0     0  258    0   262
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:   63  158     0    0  367   113    0    0     0  258    0   262
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:   63  158     0    0  367   113    0    0     0  258    0   262
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600  1600
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       1.00 1.00  0.00 0.00 1.00  1.00 0.00 0.00  0.00 1.00 0.00  1.00
Final Sat.:  1600 1600     0    0 1600  1600    0    0     0 1600    0  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.10  0.00 0.00 0.23  0.07 0.00 0.00  0.00 0.16 0.00  0.16
Crit Moves:  ****                ****                            ****
*******************************************************************************
```

Agoura Business Center North Development Agreement
Opening Year (2022) Without Project
Evening Peak Hour - With Improvements

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

Intersection #13 Palo Comado Canyon Road (NS) at SR-101 Freeway NB Ramps (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	264	255	0	0	378	126	0	0	0	220	0	268
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	295	285	0	0	423	141	0	0	0	246	0	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	295	285	0	0	423	141	0	0	0	246	0	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	285	0	0	423	141	0	0	0	246	0	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	285	0	0	423	141	0	0	0	246	0	300
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	1600	0	0	1600	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.00	0.00	0.26	0.09	0.00	0.00	0.00	0.15	0.00	0.19
Crit Moves:	****				****							****

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--------------------------------------------------------------------------------
             Agoura Business Center North Development Agreement
                     Opening Year (2022) Without Project
                              Morning Peak Hour
--------------------------------------------------------------------------------

                     Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #14 Palo Comado Canyon Road (NS) at Chesebro Road (EW)
********************************************************************************
Average Delay (sec/veh):       2.3       Worst Case Level Of Service: B[ 11.1]
********************************************************************************
Approach:      North Bound       South Bound        East Bound        West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled      Uncontrolled       Stop Sign         Stop Sign
Rights:           Include           Include           Include           Include
Lanes:        0  1  0  0  0    0  0  1  0  1    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20    80     0     0   140   360   120     0    20     0     0     0
Growth Adj:  1.12  1.12  1.12  1.12  1.12  1.12  1.12  1.12  1.12  1.12  1.12  1.12
Initial Bse:   22    89     0     0   157   403   134     0    22     0     0     0
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:    22    89     0     0   157   403   134     0    22     0     0     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
FinalVolume:   22    89     0     0   157   403   134     0    22     0     0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  559 xxxx xxxxx  xxxx xxxx xxxxx   291 xxxx   157  xxxx xxxx xxxxx
Potent Cap.: 1022 xxxx xxxxx  xxxx xxxx xxxxx   704 xxxx   894  xxxx xxxx xxxxx
Move Cap.:   1022 xxxx xxxxx  xxxx xxxx xxxxx   692 xxxx   894  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.19 xxxx  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.7 xxxx   0.1  xxxx xxxx xxxxx
Control Del:  8.6 xxxx xxxxx xxxxx xxxx xxxxx  11.4 xxxx   9.1 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     B    *     A     *    *     *
Movement:     LT - LTR - RT   LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:     xxxxxx            xxxxxx             11.1            xxxxxx
ApproachLOS:          *                 *                B                 *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

Agoura Business Center North Development Agreement
Opening Year (2022) Without Project
Evening Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

```
******************************************************************************
Intersection #14 Palo Comado Canyon Road (NS) at Chesebro Road (EW)
******************************************************************************
Average Delay (sec/veh):      3.7       Worst Case Level Of Service: C[ 15.0]
******************************************************************************
Approach:     North Bound      South Bound       East Bound        West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Uncontrolled     Uncontrolled       Stop Sign         Stop Sign
Rights:          Include          Include          Include           Include
Lanes:       0  1  0  0  0    0  0  1  0  1    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      30  170    0      0  200   380   190    0    40     0    0     0
Growth Adj:  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12
Initial Bse:   34  190    0      0  224   425   213    0    45     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    34  190    0      0  224   425   213    0    45     0    0     0
Reduct Vol:     0    0    0      0    0     0     0    0     0     0    0     0
FinalVolume:   34  190    0      0  224   425   213    0    45     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  649 xxxx xxxxx  xxxx xxxx xxxxx   481 xxxx   224  xxxx xxxx xxxxx
Potent Cap.:  947 xxxx xxxxx  xxxx xxxx xxxxx   548 xxxx   821  xxxx xxxx xxxxx
Move Cap.:    947 xxxx xxxxx  xxxx xxxx xxxxx   532 xxxx   821  xxxx xxxx xxxxx
Volume/Cap:  0.04 xxxx  xxxx  xxxx xxxx  xxxx  0.40 xxxx  0.05  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx   1.9 xxxx   0.2  xxxx xxxx xxxxx
Control Del:  8.9 xxxx xxxxx xxxxx xxxx xxxxx  16.2 xxxx   9.6 xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     C    *     A     *    *     *
Movement:     LT - LTR - RT   LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:     xxxxxx           xxxxxx            15.0            xxxxxx
ApproachLOS:        *                *                C                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Agoura Business Center North Development Agreement
Opening Year (2022) Without Project
Morning Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #15 SR-101 Freeway SB Ramps (NS) at Dorothy Drive (EW)

Cycle (sec):	0	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 1	0	0 1	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	90	330	30	50	130	70	90	60	70	20	10	40
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	101	369	34	56	145	78	101	67	78	22	11	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	369	34	56	145	78	101	67	78	22	11	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	369	34	56	145	78	101	67	78	22	11	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	369	34	56	145	78	101	67	78	22	11	45
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.73	0.07	0.28	0.72	1.00	0.60	0.40	1.00	0.29	0.14	0.57
Final Sat.:	120	440	40	151	393	623	288	192	553	136	68	271
Capacity Analysis Module:												
Vol/Sat:	0.84	0.84	0.84	0.37	0.37	0.13	0.35	0.35	0.14	0.16	0.16	0.16
Crit Moves:			****	****				****			****	
Delay/Veh:	31.5	31.5	31.5	12.5	12.5	9.0	13.2	13.2	9.7	11.1	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	31.5	31.5	12.5	12.5	9.0	13.2	13.2	9.7	11.1	11.1	11.1
LOS by Move:	D	D	D	B	B	A	B	B	A	B	B	B
ApproachDel:		31.5			11.5			12.1			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		31.5			11.5			12.1			11.1	
LOS by Appr:		D			B			B			B	
AllWayAvgQ:	3.8	3.8	3.8	0.5	0.5	0.1	0.5	0.5	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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--------------------------------------------------------------------------------
              Agoura Business Center North Development Agreement
                      Opening Year (2022) Without Project
                               Evening Peak Hour
--------------------------------------------------------------------------------

                      Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Base Volume Alternative)
********************************************************************************
Intersection #15 SR-101 Freeway SB Ramps (NS) at Dorothy Drive (EW)
********************************************************************************
Cycle (sec):           0               Critical Vol./Cap.(X):         0.802
Loss Time (sec):       0 (Y+R=4.0 sec) Average Delay (sec/veh):        18.9
Optimal Cycle:         0               Level Of Service:                  C
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:          Include          Include          Include          Include
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:       0  0  1! 0  0    0  1  0  0  1    0  1  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     50   310    70   40    80    70  100    60    60   20    70    20
Growth Adj: 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12  1.12
Initial Bse:  56   347    78   45    89    78  112    67    67   22    78    22
User Adj:   1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
PHF Adj:    1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
PHF Volume:   56   347    78   45    89    78  112    67    67   22    78    22
Reduct Vol:    0     0     0    0     0     0    0     0     0    0     0     0
Reduced Vol:  56   347    78   45    89    78  112    67    67   22    78    22
PCE Adj:    1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
MLF Adj:    1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
FinalVolume:  56   347    78   45    89    78  112    67    67   22    78    22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment: 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
Lanes:      0.12  0.72  0.16 0.33  0.67  1.00 0.62  0.38  1.00 0.18  0.64  0.18
Final Sat.:   70   432    98  174   348   597  302   181   560   87   303    87
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:    0.80  0.80  0.80 0.26  0.26  0.13 0.37  0.37  0.12 0.26  0.26  0.26
Crit Moves: ****                  ****              ****        ****
Delay/Veh:  27.7  27.7  27.7 11.3  11.3   9.1 13.4  13.4   9.4 12.0  12.0  12.0
Delay Adj:  1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00
AdjDel/Veh: 27.7  27.7  27.7 11.3  11.3   9.1 13.4  13.4   9.4 12.0  12.0  12.0
LOS by Move:   D     D     D    B     B     A    B     B     A    B     B     B
ApproachDel:      27.7             10.5             12.3             12.0
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       27.7             10.5             12.3             12.0
LOS by Appr:         D                B                B                B
AllWayAvgQ:  3.1   3.1   3.1  0.3   0.3   0.1  0.5   0.5   0.1  0.3   0.3   0.3
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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<u>Opening Year (2022) With “North” Project</u>

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-------------------------------------------------------------------------------
           Agoura Business Center North Development Agreement
                Opening Year (2022) With "North" Project
                          Morning Peak Hour
-------------------------------------------------------------------------------
                   Level Of Service Computation Report
      ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #1 Kanan Road (NS) at Thousand Oaks Boulevard (EW)
*******************************************************************************
Cycle (sec):         100             Critical Vol./Cap.(X):         0.781
Loss Time (sec):       5 (Y+R=0.0 sec) Average Delay (sec/veh):    xxxxxx
Optimal Cycle:       100             Level Of Service:                  C
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected        Protected        Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  0  1   1  0  2  0  1   2  0  2  0  1   1  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     110  720   90   110 1240  100    90   70  120   190  100   90
Growth Adj:  1.12 1.12 1.12  1.12 1.12 1.12  1.12 1.12 1.12  1.12 1.12 1.12
Initial Bse:  123  805  101   123 1387  112   101   78  134   213  112  101
Added Vol:      0    1    0     0    5    0     0    0    2     1    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  123  806  101   123 1392  112   101   78  136   214  112  101
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   123  806  101   123 1392  112   101   78  136   214  112  101
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  123  806  101   123 1392  112   101   78  136   214  112  101
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  123  806  101   123 1392  112   101   78  136   214  112  101
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  0.90 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 2.00 1.00  1.00 2.00 1.00  2.00 2.00 1.00  1.00 2.00 1.00
Final Sat.:  1600 3200 1600  1600 3200 1600  2880 3200 1600  1600 3200 1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.25 0.06  0.08 0.44 0.07  0.03 0.02 0.09  0.13 0.03 0.06
Crit Moves:  ****                 ****                   ****  ****
*******************************************************************************
```

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" Project
Evening Peak Hour

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

Intersection #1 Kanan Road (NS) at Thousand Oaks Boulevard (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	290	1290	290	120	920	150	300	240	170	130	170	120
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	324	1443	324	134	1029	168	336	268	190	145	190	134
Added Vol:	3	5	1	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	327	1448	325	134	1030	168	336	268	190	145	190	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	327	1448	325	134	1030	168	336	268	190	145	190	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	1448	325	134	1030	168	336	268	190	145	190	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	1448	325	134	1030	168	336	268	190	145	190	134
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.20	0.45	0.20	0.08	0.32	0.10	0.12	0.08	0.12	0.09	0.06	0.08
Crit Moves:		****		****					****	****		

Agoura Business Center North Development Agreement
Opening Year (2022) With "North" Project
Morning Peak Hour

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

Intersection #2 Kanan Road (NS) at Canwood Street (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	5 (Y+R=0.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	3 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	940	360	50	1820	0	0	0	0	220	0	50
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1051	403	56	2036	0	0	0	0	246	0	56
Added Vol:	0	0	49	8	0	0	0	0	0	6	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1051	452	64	2036	0	0	0	0	252	0	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1051	452	64	2036	0	0	0	0	252	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1051	452	64	2036	0	0	0	0	252	0	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1051	452	64	2036	0	0	0	0	252	0	57
OvlAdjVol:												21
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	2880	4800	0	0	0	0	2880	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.28	0.02	0.42	0.00	0.00	0.00	0.00	0.09	0.00	0.04
OvlAdjV/S:												0.01
Crit Moves:	****				****					****		

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--------------------------------------------------------------------------------
            Agoura Business Center North Development Agreement
                 Opening Year (2022) With "North" Project
                             Evening Peak Hour
--------------------------------------------------------------------------------
                     Level Of Service Computation Report
      ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #2 Kanan Road (NS) at Canwood Street (EW)
********************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.776
Loss Time (sec):       5 (Y+R=0.0 sec) Average Delay (sec/veh):     xxxxxx
Optimal Cycle:       100              Level Of Service:                  C
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:          Include          Include          Include            Ovl
Min. Green:    0     0     0    0     0     0    0     0     0    0     0     0
Lanes:        0  0  2  0  1   2  0  3  0  0   0  0  0  0  0   2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0 1590   230    60 1310     0     0     0     0   330     0   180
Growth Adj:  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12
Initial Bse:   0 1779   257    67 1465     0     0     0     0   369     0   201
Added Vol:     0    0     7     1    0     0     0     0     0    52     0     9
PasserByVol:   0    0     0     0    0     0     0     0     0     0     0     0
Initial Fut:   0 1779   264    68 1465     0     0     0     0   421     0   210
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    0 1779   264    68 1465     0     0     0     0   421     0   210
Reduct Vol:    0    0     0     0    0     0     0     0     0     0     0     0
Reduced Vol:   0 1779   264    68 1465     0     0     0     0   421     0   210
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   0 1779   264    68 1465     0     0     0     0   421     0   210
OvlAdjVol:                                                                  173
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  0.90 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00
Lanes:       0.00 2.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:    0 3200  1600  2880 4800     0     0     0     0  2880     0  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.56  0.17  0.02 0.31  0.00  0.00 0.00  0.00  0.15 0.00  0.13
OvlAdjV/S:                                                                 0.11
Crit Moves:       ****        ****                              ****
********************************************************************************
```