**Project Parking and Vehicular Access**

According to the City of Agoura Hills Municipal Code, residential condominiums are required to provide parking at a ratio of 2.5 spaces per dwelling unit, which includes 0.5 spaces per dwelling unit for guest parking. The project's two condominium buildings will provide all parking for residents underneath in subterranean garages. Guest parking will in surface lots next to the buildings. The parking calculations, presented in Table 3 below, show that project parking will be in compliance with code. It is also anticipated that with senior residents, overall vehicle ownership will less compared to that for non-senior residents. Thus, the project parking supply should be more than adequate for the demand.

**Table 3**
**Project Parking Summary**

| | Code Parking Ratio | Spaces Required | Spaces Provided |
|---|---|---|---|
| Building A, 20 du | 2.0 spaces/du | 40 | 40 |
| Guest Parking | 0.5 spaces/du | 10 | 11 |
| Building B, 26 du | 2.0 spaces/du | 52 | 52 |
| Guest Parking | 0.5 spaces/du | 13 | 25 |

There will be two project driveways, approximately 30 feet wide, on Agoura Road, as shown in Figure 2. The layout of these driveways and the internal roadways is straightforward and unconstrained. Both driveways will provide ingress and egress. The west driveway, which will access Building A, may be restricted to right-turn-only movements. The east driveway, which will access Building B, is not expected to have turning movement restrictions. The widths and configurations of these driveways and internal roadways will adequately serve the intended traffic.

**Conclusions**

- The trip generation for the project will be low, conservatively estimated to be 267 trips per day and no more than 24 trips during the highest peak hour.
- The traffic volumes eastbound and westbound on Agoura Road are relatively low and well within its directional capacities.

- Agoura Road is currently operating at Level of Service A, an excellent service level. The addition of project traffic will have negligible impact and Agoura Road will continue to operate at Level of Service A.
- The imminent Agoura Road Widening Project will provide additional capacity, further improving traffic conditions for project and other traffic.
- Parking for the condominium buildings will be in compliance with the code requirement, including guest parking, and is expected to be more than adequate for the demand.
- The widths and configurations of the project driveways and internal roadways will be adequate for project users.

Based on these conclusions, no further traffic, parking or access analysis should be necessary for the project.

Please contact me if you have any questions.

Sincerely,

Roy Nakamura

Roy Nakamura, P. E. (TR 455)
Senior Transportation Engineer

RN:n
C21777
attachments
cc: Erika Iverson
Carlos Khantzis
Steve Rice

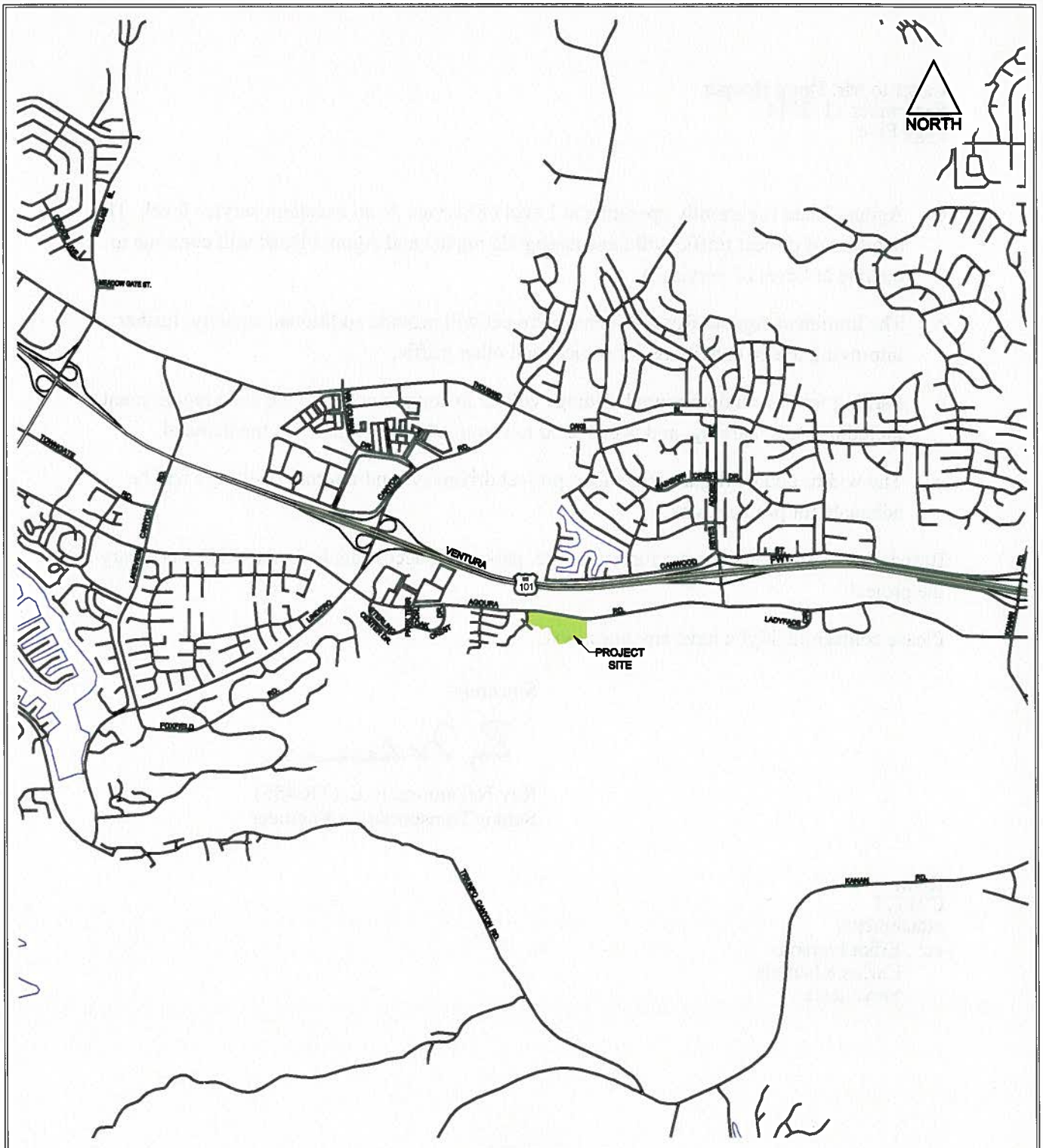



FIGURE 1

9/2/2014

FN: AGOURA SENIOR CARE HMK\SITE-VICINITY

PROJECT SITE VICINITY MAP

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
2007 Sawtelle Boulevard
Los Angeles California 90025
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

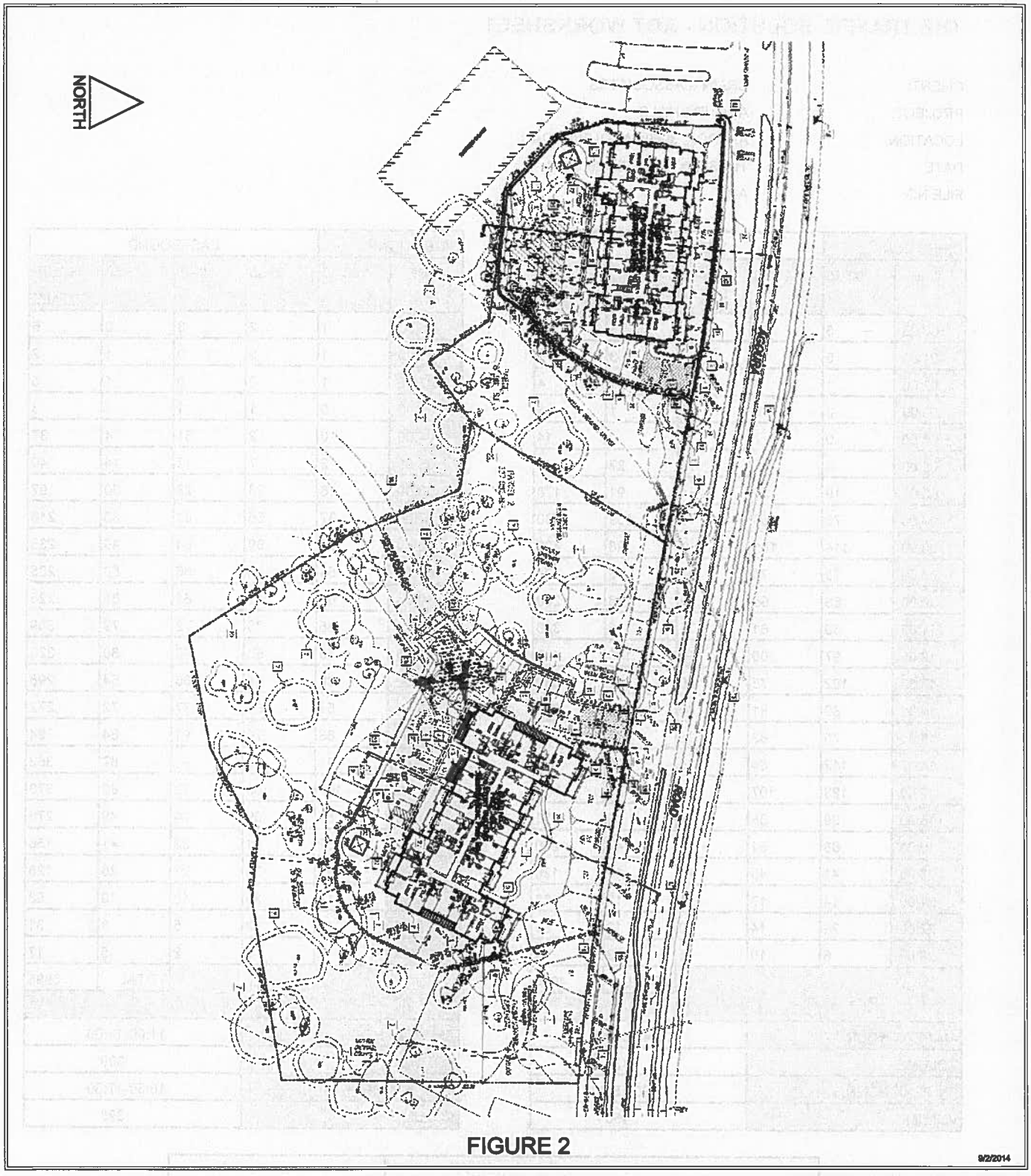



FIGURE 2

9/2/2014

FN: AGOURA SENIOR CARE HM\SITEPLAN(2014-9-2)

PROPOSED PROJECT SITE PLAN

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 4508 F (310) 444 9771
www.crainandassociates.com

# THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: CRAIN & ASSOCIATES
PROJECT: AGOURA HILLS
LOCATION: APPROX. 30801 AGOURA ROAD
DATE: TUESDAY, AUGUST 26, 2014
FILE NO: A-1

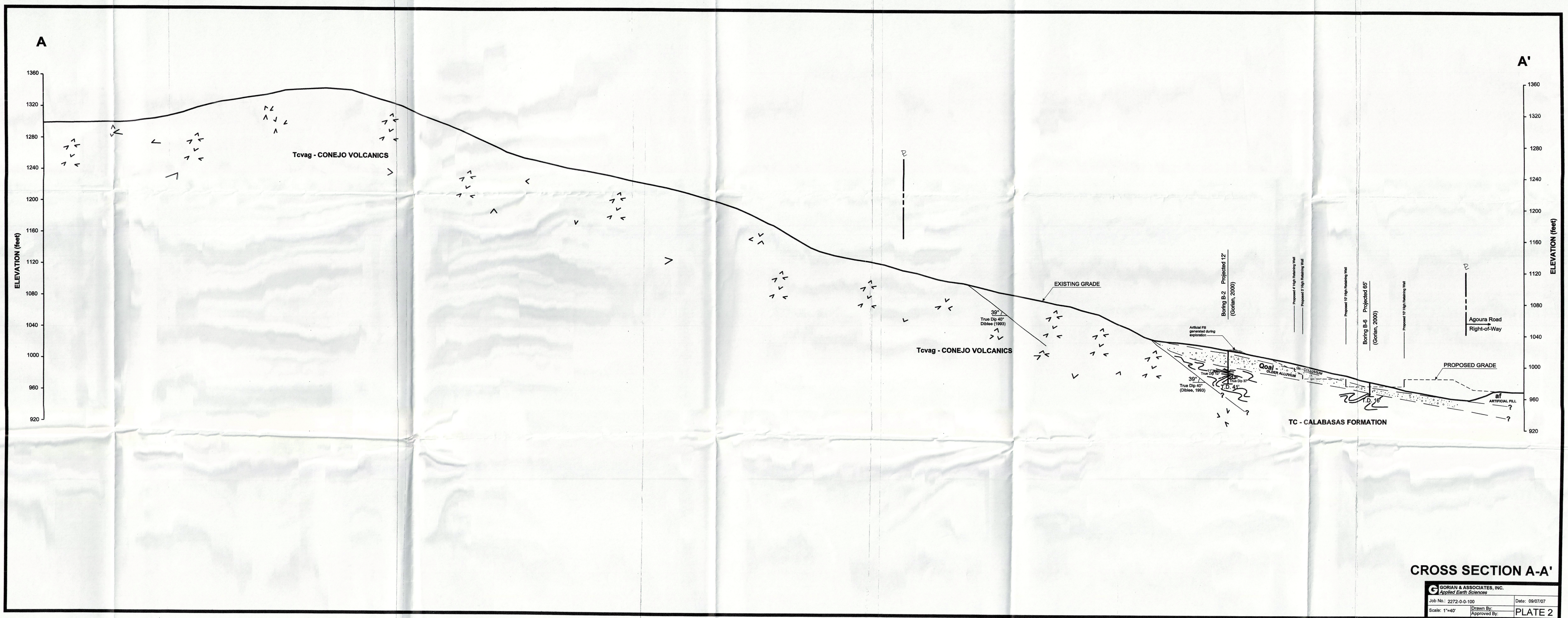
| DIRECTION: | WESTBOUND | | | | |
|---|---|---|---|---|---|
| TIME | 00-15 | 15-30 | 30-45 | 45-60 | HOUR TOTALS |
| 00:00 | 5 | 3 | 1 | 3 | 12 |
| 01:00 | 5 | 3 | 0 | 3 | 11 |
| 02:00 | 1 | 0 | 2 | 1 | 4 |
| 03:00 | 0 | 0 | 0 | 1 | 1 |
| 04:00 | 0 | 2 | 3 | 9 | 14 |
| 05:00 | 4 | 5 | 11 | 27 | 47 |
| 06:00 | 19 | 34 | 34 | 91 | 178 |
| 07:00 | 76 | 68 | 77 | 109 | 330 |
| 08:00 | 114 | 101 | 112 | 96 | 423 |
| 09:00 | 78 | 79 | 62 | 55 | 274 |
| 10:00 | 66 | 65 | 69 | 68 | 268 |
| 11:00 | 69 | 61 | 75 | 115 | 320 |
| 12:00 | 97 | 100 | 116 | 103 | 416 |
| 13:00 | 102 | 75 | 85 | 77 | 339 |
| 14:00 | 80 | 81 | 86 | 64 | 311 |
| 15:00 | 75 | 83 | 98 | 87 | 343 |
| 16:00 | 112 | 84 | 105 | 106 | 407 |
| 17:00 | 123 | 107 | 105 | 115 | 450 |
| 18:00 | 99 | 88 | 64 | 70 | 321 |
| 19:00 | 68 | 51 | 54 | 47 | 220 |
| 20:00 | 41 | 40 | 26 | 19 | 126 |
| 21:00 | 14 | 17 | 21 | 13 | 65 |
| 22:00 | 24 | 14 | 10 | 13 | 61 |
| 23:00 | 6 | 10 | 5 | 3 | 24 |
| | | | | TOTAL | 4965 |

| | |
|---|---|
| AM PEAK HOUR | 07:45-08:45 |
| VOLUME | 436 |
| PM PEAK HOUR | 17:00-18:00 |
| VOLUME | 450 |

| DIRECTION: | EASTBOUND | | | | |
|---|---|---|---|---|---|
| TIME | 00-15 | 15-30 | 30-45 | 45-60 | HOUR TOTALS |
| 00:00 | 1 | 2 | 3 | 0 | 6 |
| 01:00 | 1 | 0 | 0 | 1 | 2 |
| 02:00 | 1 | 3 | 0 | 1 | 5 |
| 03:00 | 0 | 1 | 1 | 1 | 3 |
| 04:00 | 0 | 2 | 31 | 4 | 37 |
| 05:00 | 2 | 7 | 17 | 14 | 40 |
| 06:00 | 16 | 23 | 28 | 30 | 97 |
| 07:00 | 37 | 65 | 61 | 83 | 246 |
| 08:00 | 62 | 60 | 64 | 49 | 235 |
| 09:00 | 54 | 45 | 56 | 50 | 205 |
| 10:00 | 62 | 37 | 61 | 65 | 225 |
| 11:00 | 85 | 73 | 72 | 79 | 309 |
| 12:00 | 79 | 63 | 98 | 80 | 320 |
| 13:00 | 80 | 88 | 66 | 64 | 298 |
| 14:00 | 57 | 66 | 77 | 72 | 272 |
| 15:00 | 63 | 76 | 91 | 64 | 294 |
| 16:00 | 91 | 93 | 91 | 87 | 362 |
| 17:00 | 107 | 108 | 72 | 86 | 373 |
| 18:00 | 84 | 69 | 74 | 49 | 276 |
| 19:00 | 52 | 31 | 32 | 41 | 156 |
| 20:00 | 39 | 36 | 27 | 26 | 128 |
| 21:00 | 15 | 20 | 13 | 10 | 58 |
| 22:00 | 11 | 12 | 5 | 3 | 31 |
| 23:00 | 7 | 3 | 2 | 5 | 17 |
| | | | | TOTAL | 3995 |

| | |
|---|---|
| AM PEAK HOUR | 11:00-12:00 |
| VOLUME | 309 |
| PM PEAK HOUR | 16:30-17:30 |
| VOLUME | 393 |

| | |
|---|---|
| TOTAL BI-DIRECTIONAL VOLUME | 8960 |




## CROSS SECTION A-A'

GORIAN & ASSOCIATES, INC.
*Applied Earth Sciences*

| | |
|---|---|
| Job No.: 2272-0-0-100 | Date: 09/07/07 |
| Scale: 1"=40' | Drawn By: / Approved By: |

PLATE 2

# Appendix E

*Noise Measurements and Modeling Results*

Measurement Location 1

| Address | Time | Measurme | LAeq | LAE | LAmax | LAmin | LA10 |
|---|---|---|---|---|---|---|---|
| 1 | ######## | 0:15:00 | 62.5 | 92.1 | 72 | 52.7 | 66.2 |
| 2 | ######## | 0:02:07 | 61.9 | 82.9 | 67 | 55.9 | 64.6 |

| LA33 | LA50 | LA90 | LA95 | Lppeak | Over | Under | Pause |
|---|---|---|---|---|---|---|---|
| 63 | 61.1 | 55.5 | 54.7 | 103.9 | - | - | - |
| 62.3 | 61.3 | 57.1 | 56.6 | 102.7 | - | - | - |

Measurement Location 2

| Address | Time | Measurme | LAeq | LAE | LAmax | LAmin | LA10 |
|---|---|---|---|---|---|---|---|
| 1 | ######## | 0:15:00 | 54.9 | 84.4 | 62.3 | 48.5 | 57.3 |
| 2 | ######## | 0:00:02 | 52.2 | 55.2 | 52.6 | 52 | 52.5 |

| LA33 | LA50 | LA90 | LA95 | Lppeak | Over | Under | Pause |
|---|---|---|---|---|---|---|---|
| 55.3 | 54.2 | 50.9 | 50 | 98.7 | - | - | - |
| 52.3 | 52.2 | 52.1 | 52.1 | 77.1 | - | - | - |

<Organization?>
<Analysis By?>

10 December 2014
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 20 deg C, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier | | | | | With Barrier | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | LAeq1h | | Increase over existing | | Type Impact | Calculated LAeq1h | Noise Reduction | | |
| | | | | Calculated | Crit'n | Calculated | Crit'n Sub'l Inc | | | Calculated | Goal | Calculated minus Goal |
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| Building A | 1 | 1 | 0.0 | 61.7 | 66 | 61.7 | 10 | ---- | 61.7 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction | | |
|---|---|---|---|---|
| | | Min | Avg | Max |
| | | dB | dB | dB |
| All Selected | 1 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

<Organization?>
<Analysis By?>

10 December 2014
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 20 deg C, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

| Receiver Name | No. | #DUs | Existing LAeq1h | No Barrier | | | | | With Barrier | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | LAeq1h | | Increase over existing | | Type Impact | Calculated LAeq1h | Noise Reduction | | |
| | | | | Calculated | Crit'n | Calculated | Crit'n Sub'l Inc | | | Calculated | Goal | Calculated minus Goal |
| | | | dBA | dBA | dBA | dB | dB | | dBA | dB | dB | dB |
| Building A | 1 | 1 | 0.0 | 61.8 | 66 | 61.8 | 10 | ---- | 61.8 | 0.0 | 8 | -8.0 |

| Dwelling Units | # DUs | Noise Reduction | | |
|---|---|---|---|---|
| | | Min | Avg | Max |
| | | dB | dB | dB |
| All Selected | 1 | 0.0 | 0.0 | 0.0 |
| All Impacted | 0 | 0.0 | 0.0 | 0.0 |
| All that meet NR Goal | 0 | 0.0 | 0.0 | 0.0 |

# Appendix F

*Traffic Assessment*

CRAIN & ASSOCIATES

EMAIL TRANSMITTED

September 11, 2014

Mr. Doug Hooper
Assistant Planning & Community Development Director
City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 91301

RE: Revised Traffic and Parking Assessment for The Park at Ladyface Project, City of Agoura Hills

Dear Mr. Hooper,

**Background**

Agoura Hills Center Properties, LLC, proposes to develop The Park at Ladyface, a 46-unit senior condominium project at 30800 Agoura Road in the City of Agoura Hills. The project site is approximately one-half mile west of Reyes Adobe Road and east of the city limit of Westlake Village, as shown in attached Figure 1, Project Site Vicinity Map. Crain & Associates has prepared this revised traffic and parking assessment for the project, which supersedes our traffic and parking assessment of December 10, 2009.

**Project Description**

The project site plan is depicted in attached Figure 2. Buildings A and B are two-story condominium buildings that will be occupied by senior citizens. Building A, next to the western boundary of the site, will have 20 dwelling units, and Building B, on the eastern part of the site, will have 26 dwelling units. Both building include multi-purpose rooms that will be for use of residents only.

*300 Corporate Pointe*
*Suite 470*
*Culver City, CA 90230*
*310 473 6508 (main)*
*310 444 9771 (fax)*

*www.crainandassociates.com*

Subterranean parking for residents and surface parking for guests will be provided at each building. Two driveways on Agoura Road will access the project. The west driveway will access Building A, while the east driveway will access Building B.

**Project Trip Generation and Distribution**

The vehicle trips expected to be generated by the project on a typical weekday were calculated using trip generation rates in the current 9th Edition of Trip Generation, published in 2012 by the Institute of Transportation Engineers (ITE). This handbook is the standard reference most widely used by traffic engineering professionals regarding trip generation. It has trip generation rates for regular condominium/townhouse units but none for senior condominium units. A senior condominium use would be expected to generate fewer trips than a regular condominium/townhouse use, based on a comparison of the ITE trip generation rates for a senior housing use with the rates for a regular apartment use. Nevertheless, to ensure a conservative analysis, the ITE condominium/townhouse trip generation rates in Table 1 below were assumed for the project.

**Table 1**
**ITE Trip Generation Rates for Project**

Residential Condominium/Townhouse - Land Use 230 (trips per dwelling unit)

| | |
|---|---|
| Daily: | T = 5.81 (DU) |
| AM Peak Hour: | T = 0.44 (DU); I/B = 17%, O/B = 83% |
| PM Peak Hour: | T = 0.52 (DU); I/B = 67%, O/B = 33% |

T = Trips; DU = Dwelling Unit; I/B = Inbound; O/B = Outbound.

Applying the trip generation rates in Table 1, the trip generation calculated for the project is shown in Table 2. It is conservatively estimated that the project will generate 267 trips per day, including 20 trips during the AM peak hour and 24 trips during the PM peak hour.

**Table 2**
**Project Trip Generation**

| | | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|
| | Daily | I/B | O/B | Total | I/B | O/B | Total |
| Condominiums, 46 DU | 267 | 3 | 17 | 20 | 16 | 8 | 24 |

A new 24-hour machine count of Agoura Road, near the project site, was conducted Tuesday, August 26, 2014. Schools in the Las Virgenes Unified School District were back in regular session at the time of the count. The count measured a daily volume of 8,960 vehicles, with 3,995 vehicles (45 percent) traveling eastbound from the west and 4,965 vehicles (55 percent) traveling westbound from the east. Roughly the same distribution "split" occurred during the 7:00-10:00 AM and 3:00-6:00 PM peak-hour periods. (The traffic count sheet is attached.)

Assuming this "45 eastbound/55 westbound" distribution for project traffic, 120 trips per day would be from and to the west, and 146 trips per day would be from and to the east. During the AM peak hour, 1 inbound and 8 outbound trips would be from and to the west, and 2 inbound and 9 outbound trips would be from and to the east. During the PM peak hour, 7 inbound and 4 outbound trips would be from and to the west, and 9 inbound and 4 outbound trips would be from and to.

**Agoura Road Project Impact Assessment**

Agoura Road in the project site vicinity currently has one through lane eastbound, two through lanes westbound, left-turn channelization and a bike lane in each direction. According to the August 26, 2014 traffic count, the highest directional peak-hour volumes were 393 vehicles eastbound and 450 vehicles westbound, both during the afternoon commute peak period. Based on a roadway capacity of 1,100 vehicles per hour per lane, as adapted from the Highway Capacity Manual, Agoura Road has directional capacities of 1,100 vehicles eastbound and 2,200 vehicles westbound. Using the preceding directional peak-hour volumes, the existing volume-to-capacity (V/C) ratios are 0.357 eastbound and 0.205 westbound, which are indicative that Agoura Road in the site vicinity is operating at an excellent level of service, Level of Service A, when it is experiencing its highest volumes.

The addition of the project's directional PM peak-hour trips, 7 inbound trips from the west and 9 inbound trips from the east, to the existing directional PM peak-hour traffic volumes will have negligible impact on Agoura Road. The resulting "With Project" V/C ratios will increase slightly eastbound to 0.364 [ = (393 + 7) ÷ 1,100 ] and westbound to 0.209 [ = (450 + 9) ÷ 2,200 ], still well within Level of Service A.

The City's Agoura Road Widening Project, which is expected to begin construction shortly, will provide a second through lane in the eastbound direction, including along the project site frontage. The additional capacity from this roadway widening will reduce by one-half the eastbound "With Project" V/C ratio during the PM peak hour, from 0.364 to 0.182, resulting in even better Level of Service A conditions.