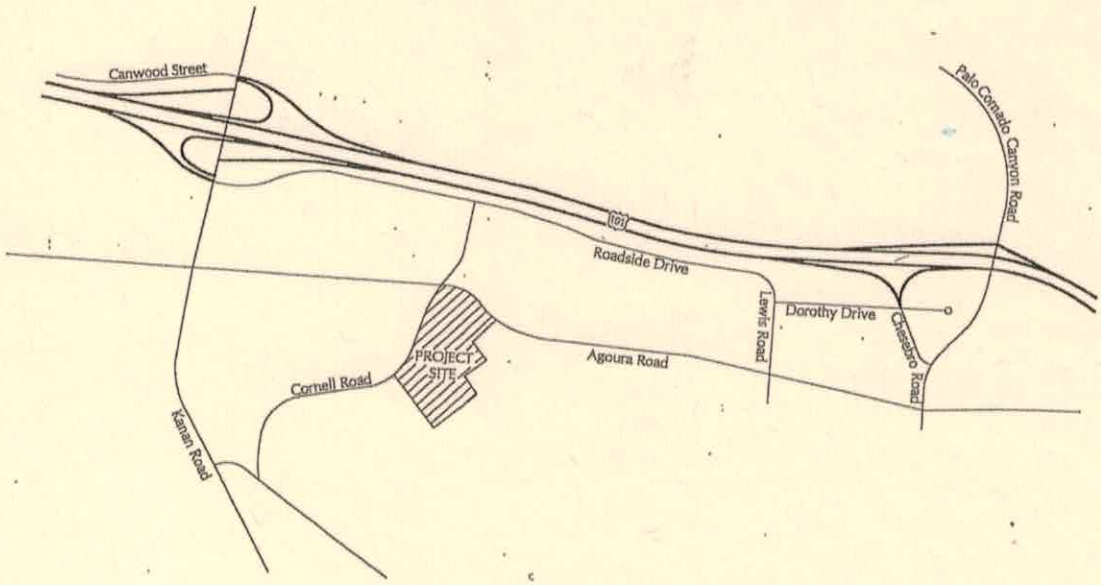
CORNERSTONE MIXED-USE PROJECT
CITY OF AGOURA HILLS, CALIFORNIA

REVISED TRAFFIC AND CIRCULATION STUDY



December 23, 2014 **ATE Project #13070**

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December 23, 2014

13070R03.WPD

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REVISED TRAFFIC AND CIRCULATION STUDY FOR THE CORNERSTONE MIXED-USE PROJECT, CITY OF AGOURA HILLS, CALIFORNIA

Associated Transportation Engineers (ATE) has prepared the following revised traffic and circulation study for the Cornerstone Mixed-Use Project, proposed in the City of Agoura Hills. The study addresses the comments provided by City staff.

We appreciate the opportunity to assist you with this project.

Associated Transportation Engineers

Scott A. Schell, AICP, PTP
Principal Transportation Planner

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INTRODUCTION

The following traffic and circulation study contains an analysis of the potential traffic impacts associated with the Cornerstone Mixed-Use Project. The study provides information regarding existing and future traffic conditions within the project study-area and recommends improvements where necessary. The study also provides an analysis of the project's consistency with the policies outlined in the Los Angeles County Congestion Management Program (CMP).

PROJECT DESCRIPTION

The Cornerstone Mixed-Use Project is located on the southeast corner of the Agoura Road/Cornell Road intersection in the Agoura Village Specific Plan area of City of Agoura Hills. The project is proposing to develop seven mixed-use buildings comprised of 35 residential units and 68,918 square feet of commercial space that would be occupied by retail, office and restaurant uses. The project is consistent with the Agoura Village Specific Plan. Figure 1 shows the location of the project site within the City of Agoura Hills.

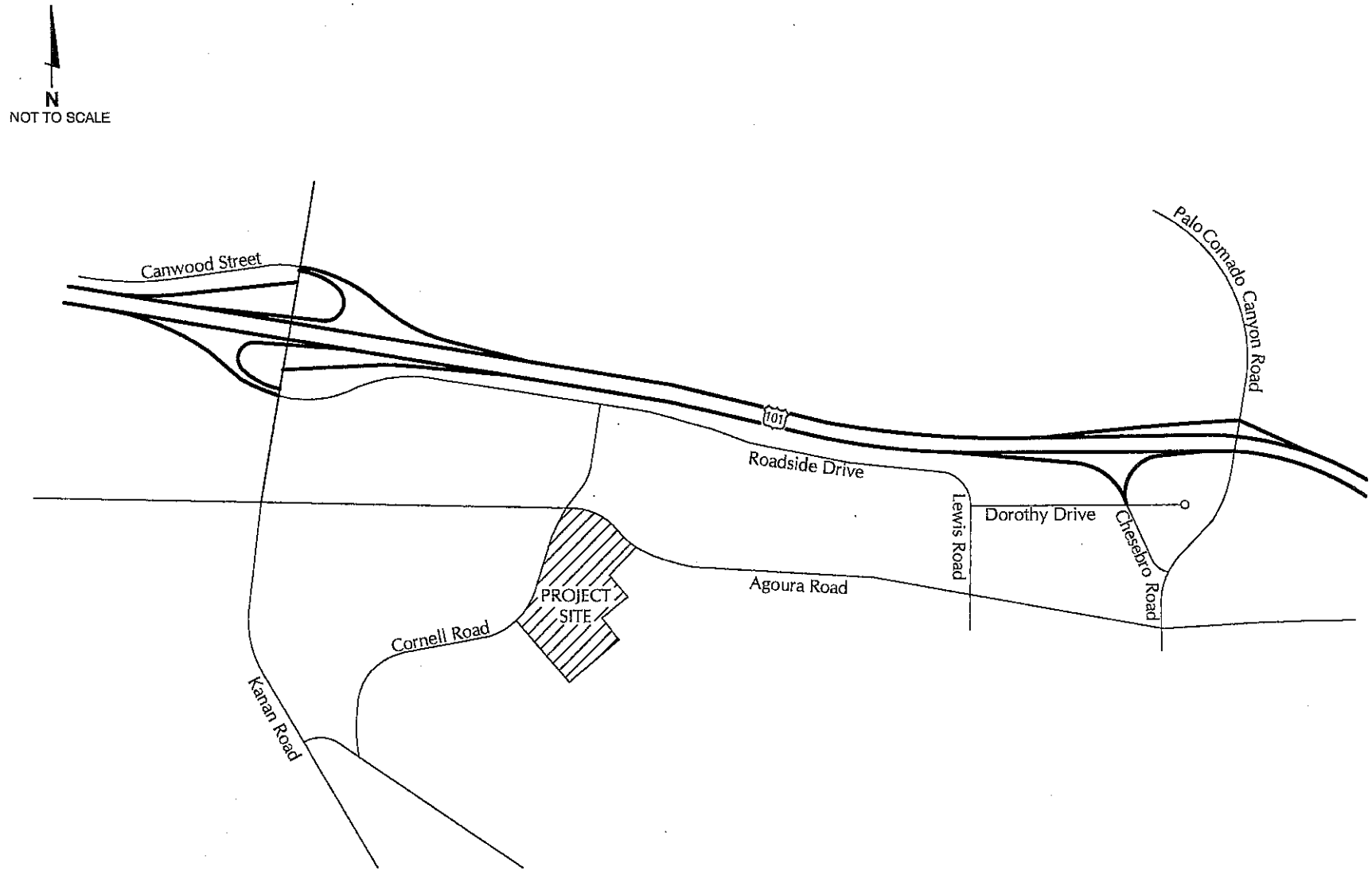
Parking for the development would be provided by surface level parking lots and underground parking garages totaling of 250 parking spaces. An additional 51 parking spaces would be provided on the adjacent sections of Agoura Road and Cornell Road for general public use. The on-street parking spaces would not be dedicated for the project, but could be used to meet the project's parking demands. Figure 2 illustrates the project site plan.

EXISTING CONDITIONS

Street Network

The project site is served by a network of highways, arterial roads and collector streets as illustrated in Figure 1. The following text provides a brief description of the major components of the study-area street network.

U.S. Highway 101, located north of the project site, is a multi-lane interstate highway serving the Pacific coast between the City of Los Angeles and the State of Washington. U.S. Highway 101 is the principal route between the City of Agoura Hills and the adjacent cities of Thousand Oaks and Westlake Village to the north, and the cities of Calabasas, Hidden Hills, and Los Angeles to the south. Access between the site and U.S. Highway 101 is provided via the Kanan Road and Palo-Comado Canyon-Chesebro Road interchanges. The ramp intersections at the Kanan Road interchange are controlled by traffic signals. The ramp intersections at the Palo-Comado Canyon-Chesebro Road interchange are controlled by STOP-signs.



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EXISTING STREET NETWORK AND PROJECT LOCATION

FIGURE 1

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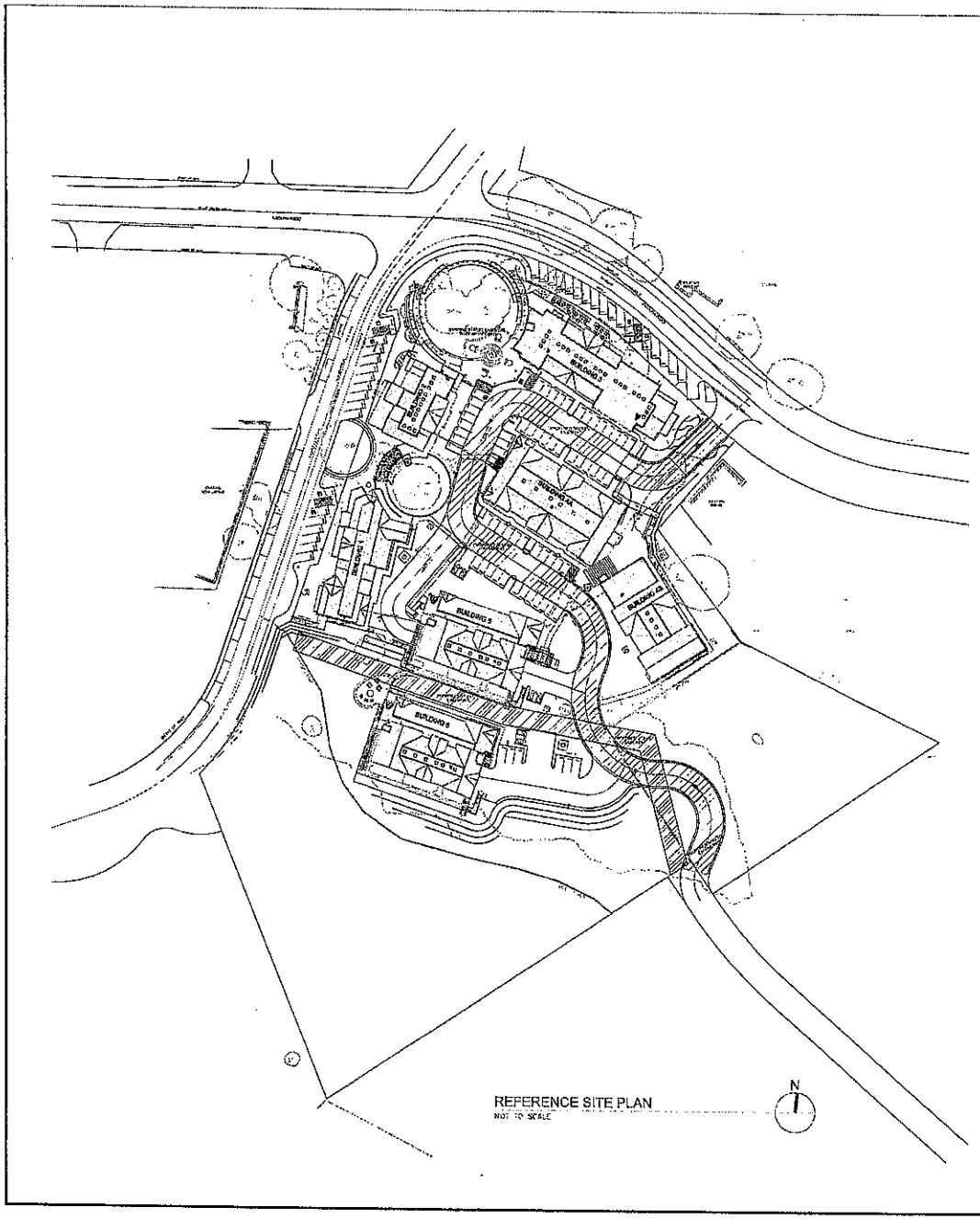

REFERENCE SITE PLAN
NOT TO SCALE

LOT SIZE

SITE AREA (SEE 1/T2)

	SQ. FT.	ACRES	%
LOT 1 (ZONE E)	271,370	6.23	76
LOT 2 (ZONE C)	86,248	1.98	24
TOTAL	357,618	8.21	100

LOT 1 (ZONE E)

SITE COVERAGE (SEE 1/T2)

	SQ. FT.	ACRES	%
BUILDINGS	59,952	1.38	22
LANDSCAPING & OPEN SPACE	123,669	2.84	46
HARDSCAPE (PAVING, DRIVEWAYS, SIDEWALKS, PLAZA)	87,748	2.01	32
TOTAL	271,370	6.23	100

TOTAL USABLE AREAS (SEE 4/T2)

	SQ. FT
RETAIL / RESTAURANT	23,597
OFFICE / RETAIL	45,321
RESIDENTIAL (35 TOTAL)	47,855
TOTAL	116,776

FLOOR AREA RATIO (F.A.R.) CALCULATIONS (SEE 4/T2)

	SQ. FT.
RETAIL & RESTURANT	23,597
OFFICE / RETAIL AREA	45,321
SUB TOTAL *	68,918
TOTAL SITE AREA LOT 1	271,370
FLOOR AREA RATIO (68,918 / 271,370)	0.25

* AREAS DO NOT INCLUDE RESIDENTIAL OR BASEMENTCAR / ENCLOSED PARKING

PUBLIC SPACE REQUIREMENTS (SEE 3/T2)

	SQ. FT	%
REQUIRED PUBLIC SPACE	40,707	15
PROVIDED PUBLIC SPACE	40,979	15

PARKING AREA (SEE 2/T2)

	SQ. FT.	
ENCLOSED PARKING	81,497	
ON SITE PARKING	22,154	
TOTAL	103,651	
REQUIRED LANDSCAPE (15% OF 22,154)	3,323	15
PROVIDED LANDSCAPE	4,086	18

PARKING SPACES (SEE 2/T2)

	STANDARD	HANDICAP	TOTAL
ENCLOSED PARKING	175	8	183
ON SITE PARKING	84	3	87
STREET PARKING	45	6	51
TOTAL	284	17	301

BUILDING HEIGHTS

	FEET
BUILDING 1	40–45
BUILDING 2	40–45
BUILDING 3	40–45
BUILDING 4A	30–45
BUILDING 4B	30–35
BUILDING 5	30–35
BUILDING 6	30–35

NOTES:
1. SEE SHEET T2 FOR CALCULATION DETAILS
2. SEE SHEET T2 FOR SUSTAINABLE PRACTICES

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PROJECT SITE PLAN

FIGURE 2

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Kanan Road, located west of the project site, is a 4-lane arterial roadway that extends south from Tamarind Street and intersects with U.S. Highway 101 and Agoura Road before entering into Los Angeles County at the southern City limits. The roadway provides a primary north-south surface street route through the City of Agoura Hills. Within the study-area, Kanan Road is signalized at the U.S. Highway 101 interchange and at the Agoura Road intersection.

Agoura Road, located along the project's northern frontage, is a 2- to 4-lane east-west arterial roadway that extends between Las Virgenes Road on the east and South Westlake Boulevard on the west. Within the study-area, the Agoura Road/Kanan Road intersection is controlled by a traffic signal. The Agoura Road/Cornell Road and Agoura Road/Chesebro Road intersections are All-Way STOP-sign controlled. Access to the project site is provided via one driveway located on the south side of Agoura Road.

Cornell Road, located along the west project frontage, is a 2-lane north-south collector street that extends south from the intersection of Roadside Drive through the intersection of Agoura Road and beyond the City limits into Los Angeles County. The intersection of Agoura Road/Cornell Road is All-Way STOP-sign controlled.

Chesebro Road, located east of the project site, is a 2-lane arterial roadway that extends between Agoura Road and the U.S. Highway 101 southbound ramps. Within the study-area, the intersection of Chesebro Road/Agoura Road is All-Way STOP-sign controlled.

Roadside Drive, located north of the project site, is a 2-lane east-west collector street that extends east from the U.S. Highway 101 Southbound Off-Ramp/Kanan Road intersection to Lewis Road. Within the study-area, the U.S. Highway 101 Southbound Off-Ramp/Roadside Drive/Kanan Road intersection is controlled by a traffic signal. The Roadside Drive/Cornell Road intersection is All-Way STOP-sign controlled.

Intersection Operations

Because traffic flow on urban arterial roadways is most constrained at intersections, detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. In rating intersection operations, "Levels of Service" (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are included in the Technical Appendix). The City of Agoura Hills considers LOS C as the minimum acceptable operating standard for intersections.

Figure 3 shows the study-area intersections, the existing traffic controls, and the intersection lane geometries. Existing peak hour volumes at study-area intersections were collected in March of 2013 and October 2013 while school was in session (traffic count data is contained in the Technical Appendix for reference). Existing A.M. and P.M. peak hour traffic volumes for the study-area intersections are shown on Figure 4. Levels of service were calculated for the signalized intersections based on the "Intersection Capacity Utilization" (ICU) methodology. Levels of service for the unsignalized intersections were calculated using the methodology outlined in the Highway Capacity Manual (HCM) [1]. Table 1 lists the existing levels of service for the study-area intersections (calculation worksheets are contained in the Technical Appendix).

Table 1
Existing Intersection Levels of Service

Intersection	A.M. Peak Hour		P.M. Peak Hour	
	ICU/Delay	LOS	ICU/Delay	LOS
U.S. 101 NB Ramp/Canwood Street/Kanan Road	0.69	LOS B	0.63	LOS B
U.S. 101 SB Ramp/Roadside Drive/Kanan Road	0.50	LOS A	0.62	LOS B
Kanan Road/Agoura Road	0.59	LOS A	0.61	LOS B
Roadside Drive/Cornell Road	8.2 sec.	LOS A	8.9 sec.	LOS A
Agoura Road/Cornell Road	8.0 sec.	LOS A	9.2 sec	LOS A
Agoura Road/Chesebro Road	8.9 sec.	LOS A	11.7 sec	LOS B

The data presented in Table 1 show that all of the study-area intersections currently operate at LOS B or better during the A.M. and P.M. peak hour periods.

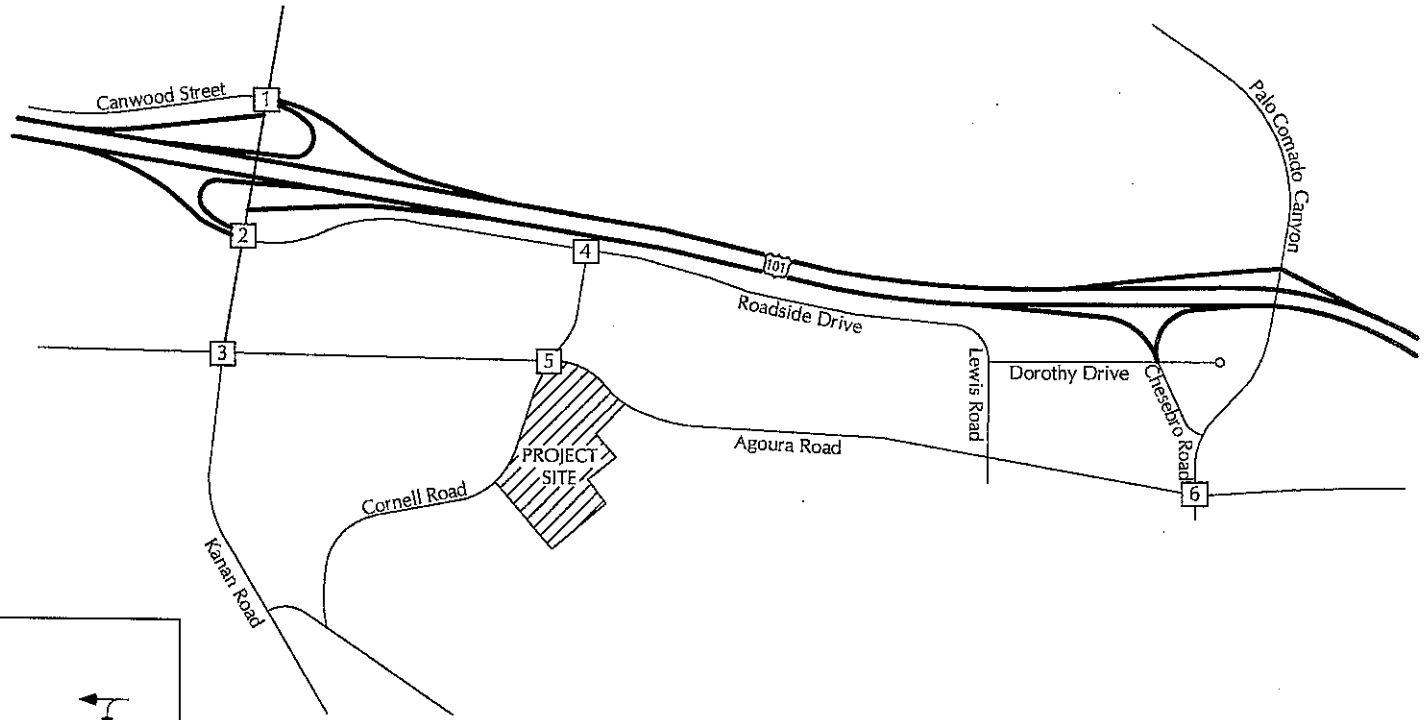
PLANNED IMPROVEMENTS

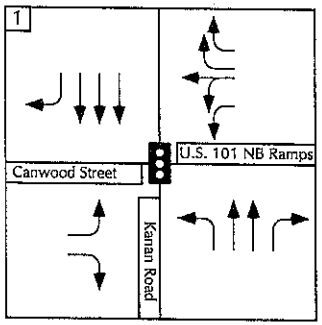
The City of Agoura Hills has identified the following near-term and cumulative planned and programmed improvements for the signalized Agoura Road/Kanan Road intersection and the 2-lane section of Chesebro Road from Palo Comado Road to Agoura Road.

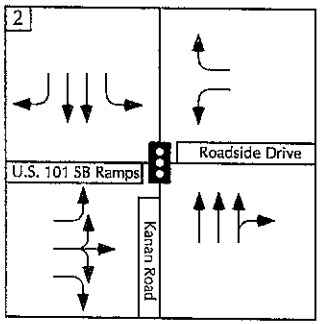
Near - Term Agoura Road/Kanan Road Intersection Improvement:
Southbound Approach: Add a second left-turn lane and a through lane.
Eastbound Approach: Add a second left-turn lane.

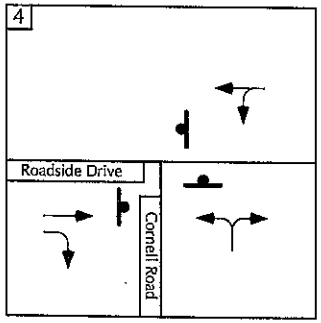
Cumulative Agoura Road/Kanan Road Intersection Improvement: Convert the intersection from standard four-leg signalized intersection to a dual lane roundabout.

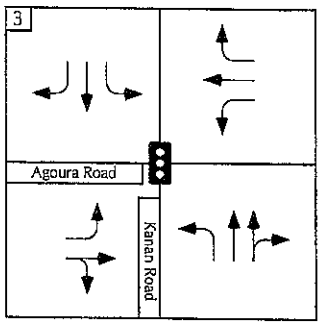
[1] 2010 Highway Capacity Manual, Transportation Research Board, National Research Council, 2010.

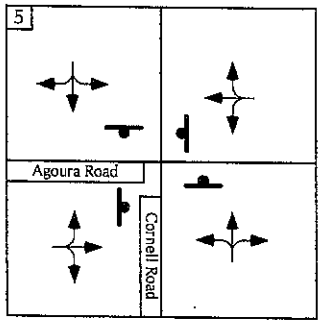


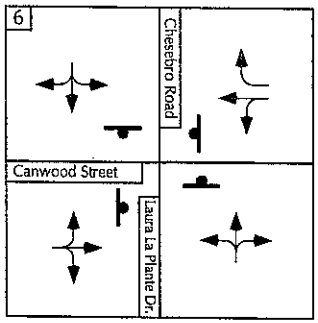












LEGEND

- Lane Geometry
- Signalized Intersection
- Stopped Approach

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EXISTING LANE GEOMETRY AND TRAFFIC CONTROL

FIGURE 3

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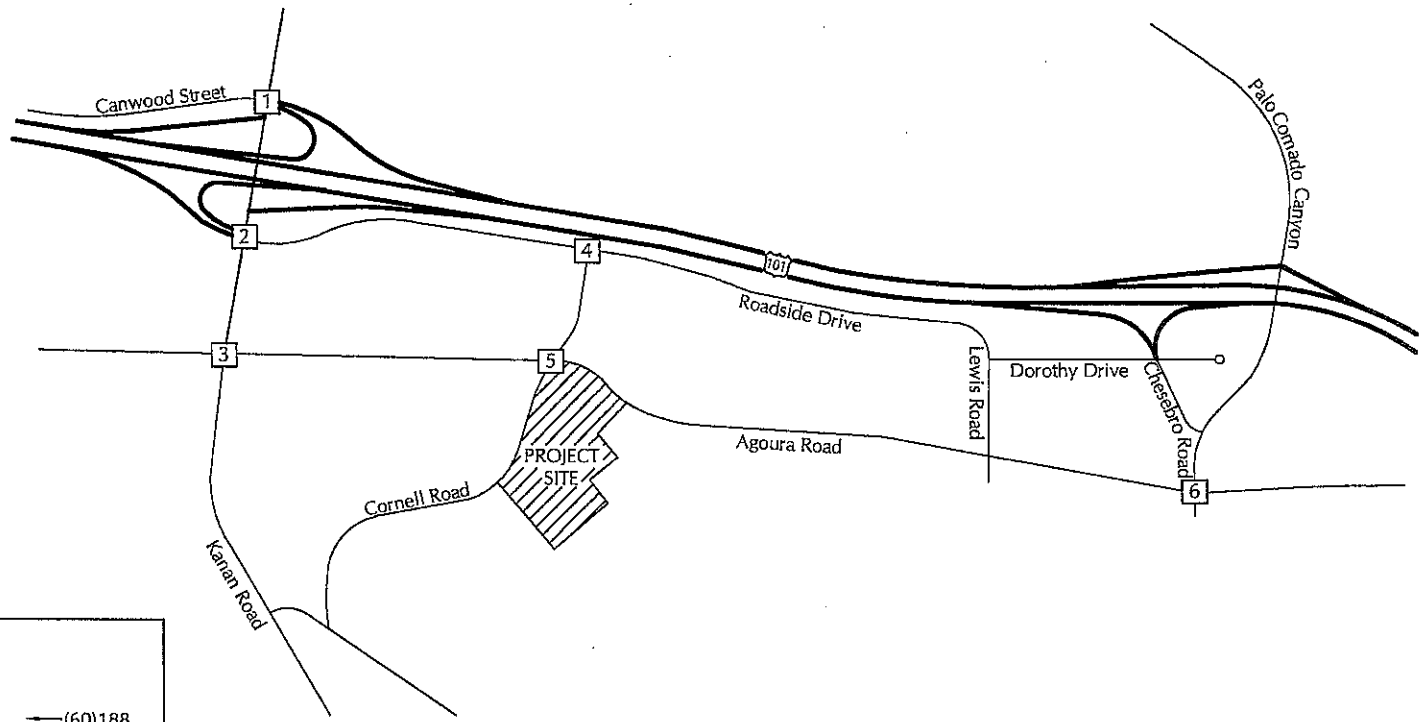

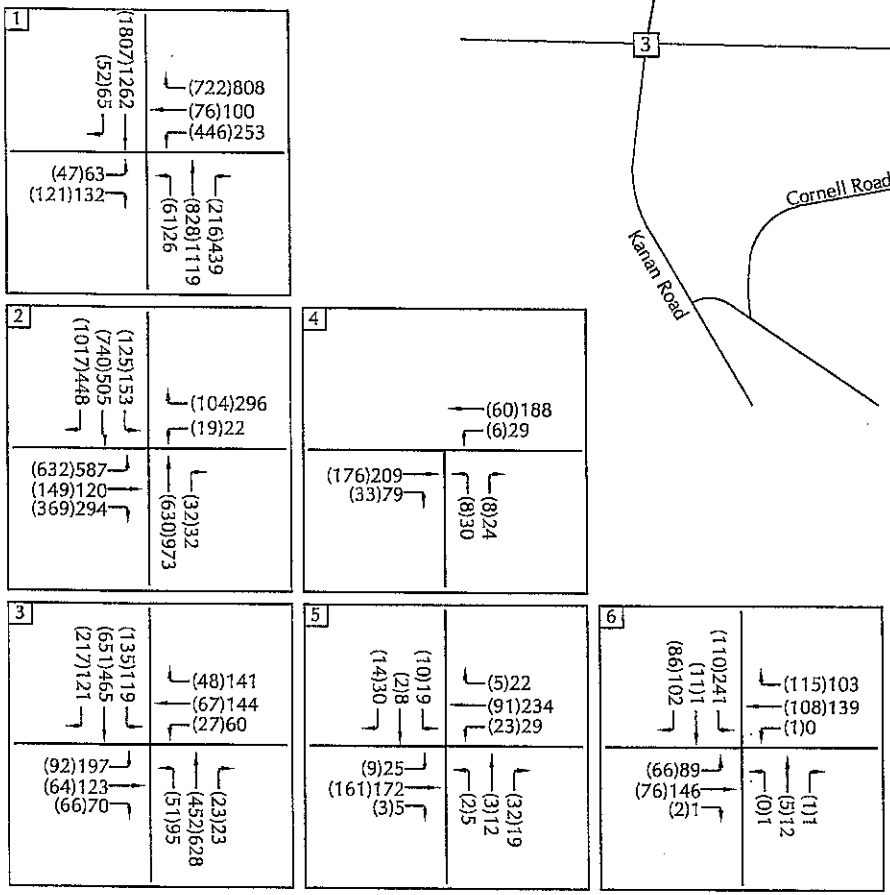

LEGEND

(XX)XX - (A.M.)P.M. Peak Hour Volume

N
NOT TO SCALE

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EXISTING TRAFFIC VOLUMES

FIGURE 4

MMF - #13070

Cumulative Chesebro Road Improvement: Widen Chesebro Road between Palo Comado Road and Agoura Road to 4-lanes.

These planned improvements will be assumed for the Near-Term and Cumulative analysis of the Agoura Road/Kanan Road intersection and the for the Agoura Road/Chesebro Road intersection.

THRESHOLDS OF SIGNIFICANCE

The City of Agoura Hills considers LOS C or better acceptable for signalized intersection operations. A significant impact would occur when a proposed project increases traffic demand by:

4% or greater (V/C increase $\geq$ 0.04) at a facility that would operate at LOS C or worse with project-added traffic volumes.

2% or greater (V/C increase $\geq$ 0.02) at a facility that would operate at LOS D or worse with project-added traffic volumes.

1% or greater (V/C increase $\geq$ 0.01) at a facility that would operate at LOS E/F or worse with project-added traffic volumes.

The City of Agoura Hills considers LOS C or better acceptable for unsignalized intersection operations. A significant impact would occur if there is a change in the LOS with the addition of project traffic to LOS D or worse. A significant impact at an unsignalized intersection would also occur if there is a increase in delay by 5 or more seconds for intersections operating at an unacceptable LOS. A significant impact at an unsignalized intersection would also occur if the California Manual on Uniform Traffic Control Devices (MUTCD) warrants for traffic signals are satisfied with the addition of project traffic.

PROJECT-SPECIFIC ANALYSIS

Project Trip Generation

Trip generation estimates were calculated for the Cornerstone Mixed-Use Project based on the rates presented in the Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition for Low-Rise Apartment (Land-Use Code #221), General Office (Land-Use Code #710), Specialty Retail Center (Land-Use Code #826), and High-Turnover (Sit-Down) Restaurant (Land-Use Code #932).[22] Table 2 summarizes the average daily, A.M. and P.M. peak hour trip generation estimates for the proposed project (a trip generation worksheet is included in the Technical Appendix for reference).

---

[2] Trip Generation, Institute of Transportation Engineers, 9th Edition, 2012.

Table 2
Project Trip Generation

Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Apartments	35 Units	6.59	231	0.46	16 (3/13)	0.58	20 (13/7)
Specialty Retail	23,013 SF	44.32	1,020	1.33	31 (19/12)	2.71	62 (27/35)
General Office	34,905 SF	11.03	385	1.56	54 (48/6)	1.49	52 (9/43)
High-Turnover Restaurant	11,000 SF	127.15	1,399	10.81	119 (65/54)	9.85	108 (65/43)
Total Trip Generation:			**3,035**		**220 (135/85)**		**242 (114/128)**

The data presented in Table 2 show that the proposed project would generate 3,035 average daily trips, 220 A.M. peak hour trips, and 242 P.M. peak hour trips.

The trip generation analysis also accounts for the various trip types that would occur at the site, including "Internal Capture" and "Primary" trips. The following text outlines the trip type definitions and forecasts. The breakdown of project trip types is shown in Table 3.

Internal Capture Trips. Internal capture trips are trips made between land uses within the project site (for example, people working in the office space that would also patronize on-site commercial uses). Internal capture trips would not affect the off-site street network. The ITE mixed-use traffic model[3] was used to determine the number of trips that would be captured on the site (a copy of the mixed-use model is included in the Technical Appendix for reference). The mixed use model shows that about 8% of the average daily and P.M. peak hour trips would be internal to the site, and the remaining 92% of the trips would be primary trips. The ITE mixed-use model does not contain data for the A.M. peak hour, so internal trips were not calculated for that period (assumes 100% primary trips).

Table 3
Project Trip Types

Trip Generation	ADT	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Total	3,035	220	242
Internal Capture Trips(a)	243	0	19
Primary Trips(b)	2,792	220	223

(a) Internal Capture Trips = 8% of total trips (not applied in A.M. peak hour period).
(b) Primary Trips = 92% of External Trips.

[3] Trip Generation Handbook, an ITE Recommended Practice, 2nd Edition, 2004.

Project Trip Distribution

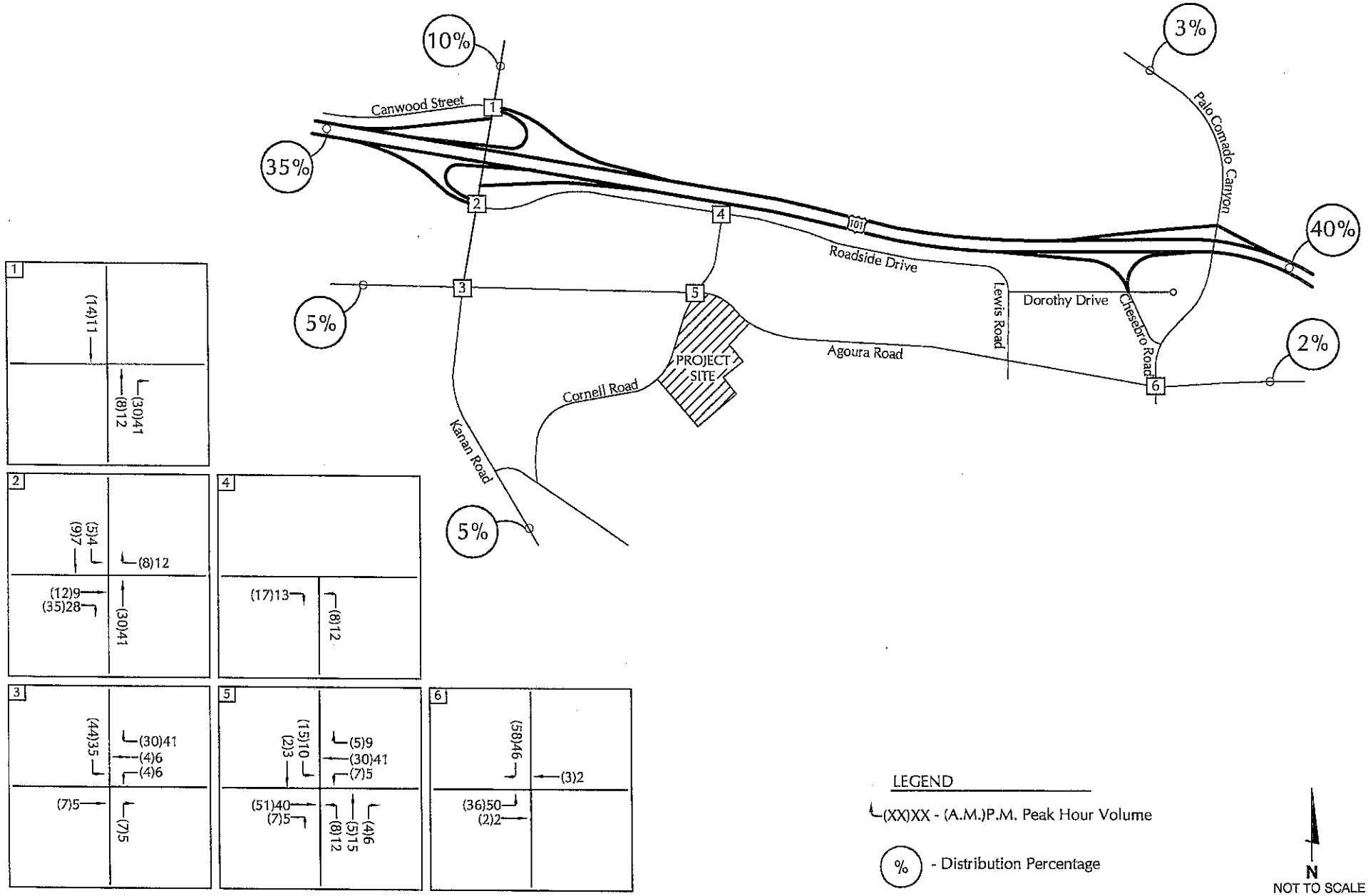
The project-generated traffic volumes (primary trips) were distributed and assigned to the adjacent street network based on percentages shown in Table 4 and presented on Figure 5. The trip distribution percentages were developed based on existing traffic patterns observed in the study area, input from City staff, and consideration of the most logical travel routes for drivers accessing the proposed development.

Table 4
Project Trip Distribution

Origin/Destination	Direction	Percent
U.S. Highway 101 East of Palo Comado Canyon Road	East	40%
U.S. Highway 101 West of Kanan Road	West	35%
Palo Comado Canyon Road North of U.S. Highway 101	North	3%
Kanan Road North of U.S. Highway 101/Canwood Street	North	10%
Kanan Road South of Agoura Road	South	5%
Agoura Road East of Chesebro Road	East	2%
Agoura Road West of Kanan Road	West	5%
Total		**100%**

Intersection Operations

Levels of service were calculated for the study-area intersections assuming the Existing + Project traffic volumes presented on Figure 6. Tables 5 and 6 compare the Existing and Existing + Project levels of service and identify project specific impacts based on City thresholds.



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PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

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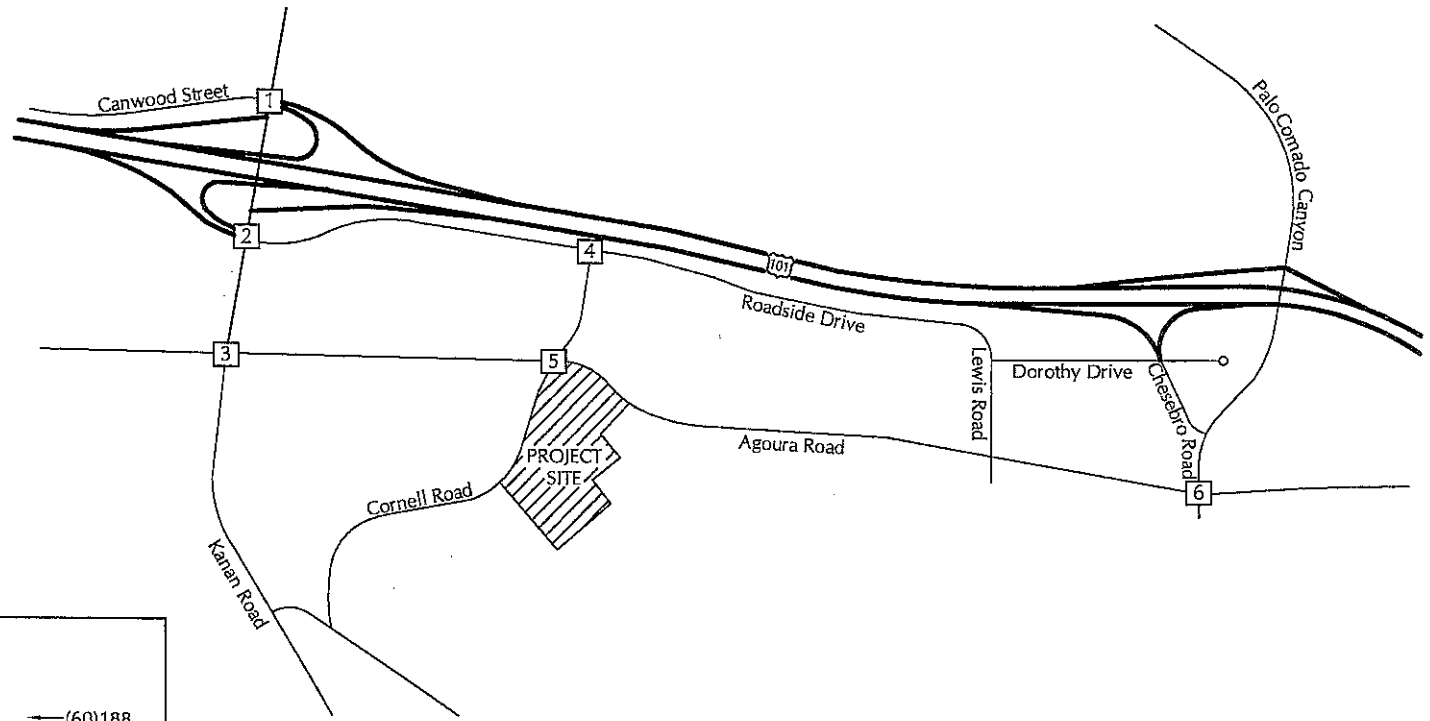

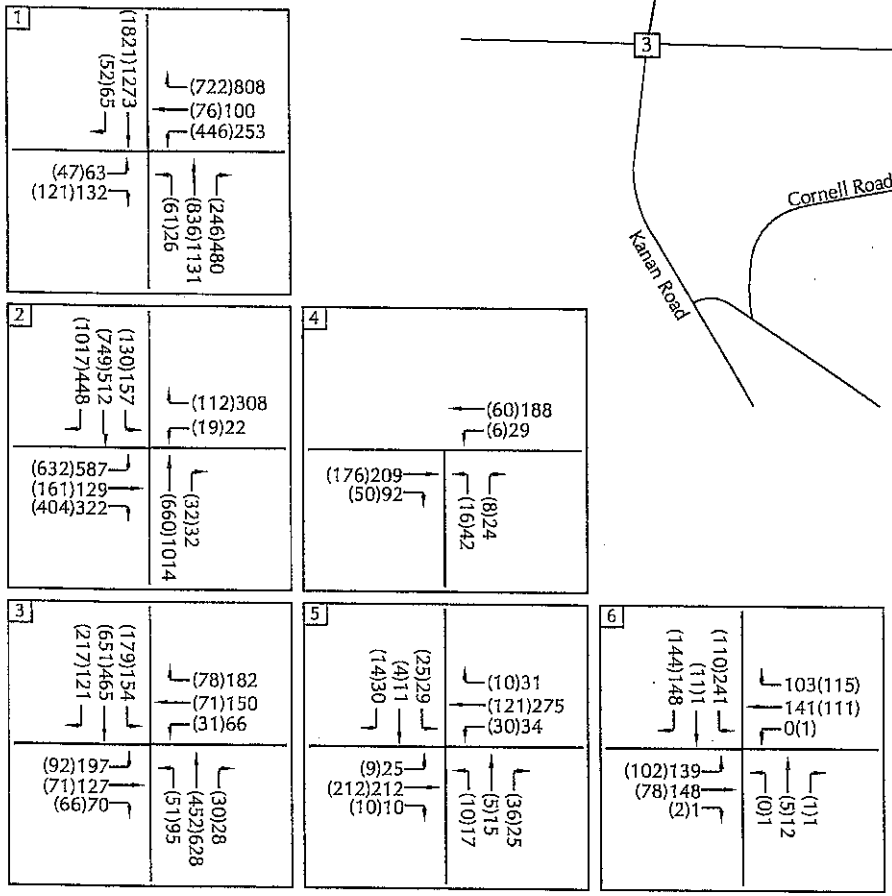

LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

N
NOT TO SCALE

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EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

MMF - #13070

Table 5
Existing and Existing + Project A.M. Peak Hour Levels of Service

Intersection	Existing		Existing + Project		Project Added	
	ICU/Delay	LOS	ICU/Delay	LOS	Increase	Impact?
U.S. 101 NB Ramp/Canwood/Kanan	0.69	B	0.69	B	0.00	NO
U.S. 101 SB Ramp/Roadside/Kanan	0.50	A	0.51	A	0.01	NO
Kanan Road/Agoura Road	0.59	A	0.59	A	0.00	NO
Roadside Drive/Cornell Road	8.2 sec.	A	8.1 sec.	A	N/A	NO
Agoura Road/Cornell Road	8.0 sec.	A	8.6 sec.	A	N/A	NO
Agoura Road/Chesebro Road	8.9 sec.	A	9.6 sec.	A	N/A	NO

N/A = Increase not applicable at LOS C or better.

Table 6
Existing and Existing + Project P.M. Peak Hour Levels of Service

Intersection	Existing		Existing + Project		Project Added	
	ICU/Delay	LOS	ICU/Delay	LOS	Increase	Impact?
U.S. 101 NB Ramp/Canwood/Kanan	0.63	B	0.63	B	0.00	NO
U.S. 101 SB Ramp/Roadside/Kanan	0.62	B	0.64	B	0.02	NO
Kanan Road/Agoura Road	0.61	B	0.62	B	0.01	NO
Roadside Drive/Cornell Road	8.9 sec.	A	9.0 sec.	A	N/A	NO
Agoura Road/Cornell Road	9.2 sec.	A	10.2 sec.	B	N/A	NO
Agoura Road/Chesebro Road	11.7 sec.	B	13.4 sec.	B	N/A	NO

N/A = Increase not applicable at LOS C or better.

The data presented in Tables 5 and 6 indicate that all of the study-area intersections would continue to operate at LOS B or better with Existing + Project traffic. The project would not generate project-specific impacts based on City thresholds.

NEAR-TERM (OPENING YEAR 2016) ANALYSIS

The City of Agoura Hills requires that intersections be analyzed with the addition of traffic generated by approved/pending developments that would be operational by the opening year (Year 2016) of the project. Analysis assumes the implementation of the City's near-term improvements at the Agoura Road/Kanan Road intersection.

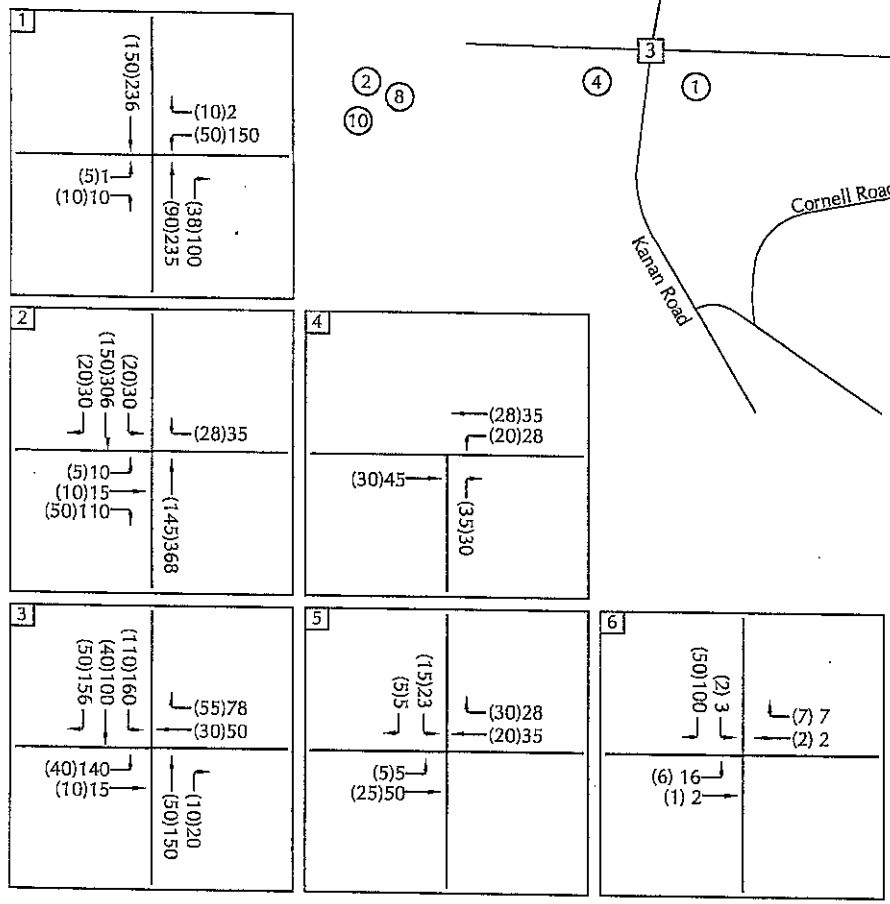
Traffic Forecasts

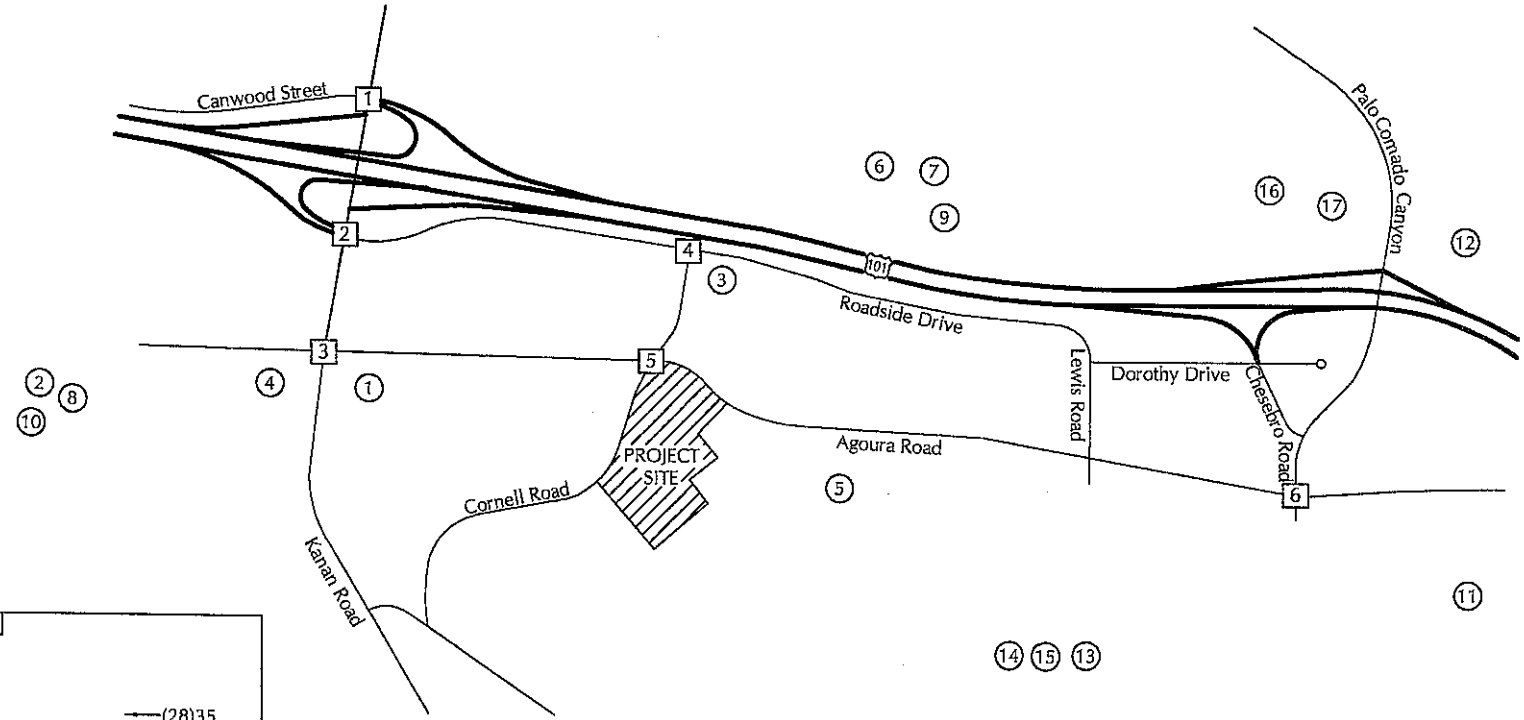
Near-Term (Opening Year 2016) traffic volumes were forecast for the study-area intersections assuming development of the approved and pending projects proposed within the City of Agoura Hills. A copy of the City of Agoura Hills, Development Summary September 2013 Quarterly Report is contained in the Technical Appendix for reference. Figure 7 Illustrates the location of the approved/pending projects. Trip generation estimates were developed for the Near-Term projects using the rates presented in the ITE, Trip Generation, 9th Edition. Table 7 summarizes the average daily, A.M. and P.M. peak hour trip generation estimates for the approved/pending development projects.

Table 7
Approved/Pending Development Projects Trip Generation

No.	Project	Land Use	Size	ADT	A.M. Peak Hour	P.M. Peak Hour
1.	Agoura Village	Commercial	48,500 s.f.	2,150	64	131
		Multi-Family Res.	95 units	626	44	55
2.	Heathcote	Medical Office	14,075 s.f.	164	25	24
3.	Whizin Market	Trip Generation from ATE T.I.S.		4,274	234	319
4.	Agoura-Kanan LLC	Multi-Family Res.	107 units	705	49	62
		Commercial	167,000 s.f	7,131	160	620
5.	Santorini	Office	1,378 s.f.	15	2	2
		Restaurant	1,293 s.f.	926	56	34
		Apartments	5 units	33	2	3
		Live/Work	30,865 s.f	684	20	42
6.	Shirvanian	Industrial Park	103,000 s.f.	718	95	100
7.	Agoura Business Center West	Commercial	21,782 s.f.	965	29	59
8.	Parks and Recreation	Gov. Office	12,978 s.f.	10	1	1
9.	Smiley	Fitness Studio	4,500 s.f.	10	1	1
10.	Khantzis/Rice	Residential	46 units	267	20	24
11.	Riopharm	Residential	24 units	228	18	24
12.	Equine Estates	Residential	15 unit	143	11	15
13.	Abudalu	Residential	1 unit	10	1	1
14.	Pirouti	Residential	1 unit	10	1	1
15.	Pirouti	Residential	1 unit	10	1	1
16.	Hrach Apartments	Residential	5 units	23	2	3
17.	Hillel Townhomes	Residential	18 units	104	8	9
			Total Trips:	19,206	844	1,531

The data presented in Table 7 indicates that the approved/pending projects would generate a total of 19,206 average daily trips, 844 A.M. peak hour trips and 1,531 P.M. peak hour trips. The approved/pending projects' peak hour traffic volumes were distributed and assigned to the study-area intersections. The trip assignment for the Near-Term projects was developed based on the location of each project, recent traffic studies, existing traffic patterns observed in the study area as well as a general knowledge of the population, employment and commercial centers in Agoura Hills. Figure 7 illustrates the Near-Term-Added peak hour





LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

(X) - Near-Term Project Location

N
NOT TO SCALE

ASSOCIATED TRANSPORTATION ENGINEERS

NEAR-TERM ADDED TRAFFIC VOLUMES

FIGURE 7

MMF - #13070

traffic volumes at the study-area intersections. The trip distribution for the Near-Term projects is presented in the Technical Appendix.

Intersection Operations

Levels of service were calculated for the study-area intersections assuming the Near-Term and Near-Term + Project traffic volumes presented on Figures 8 and 9. Tables 8 and 9 compare the Near-Term and Near-Term + Project levels of service for the study-area intersections and identify near-term impacts based on City thresholds.

Table 8
Near-Term and Near-Term + Project A.M. Peak Hour Levels of Service

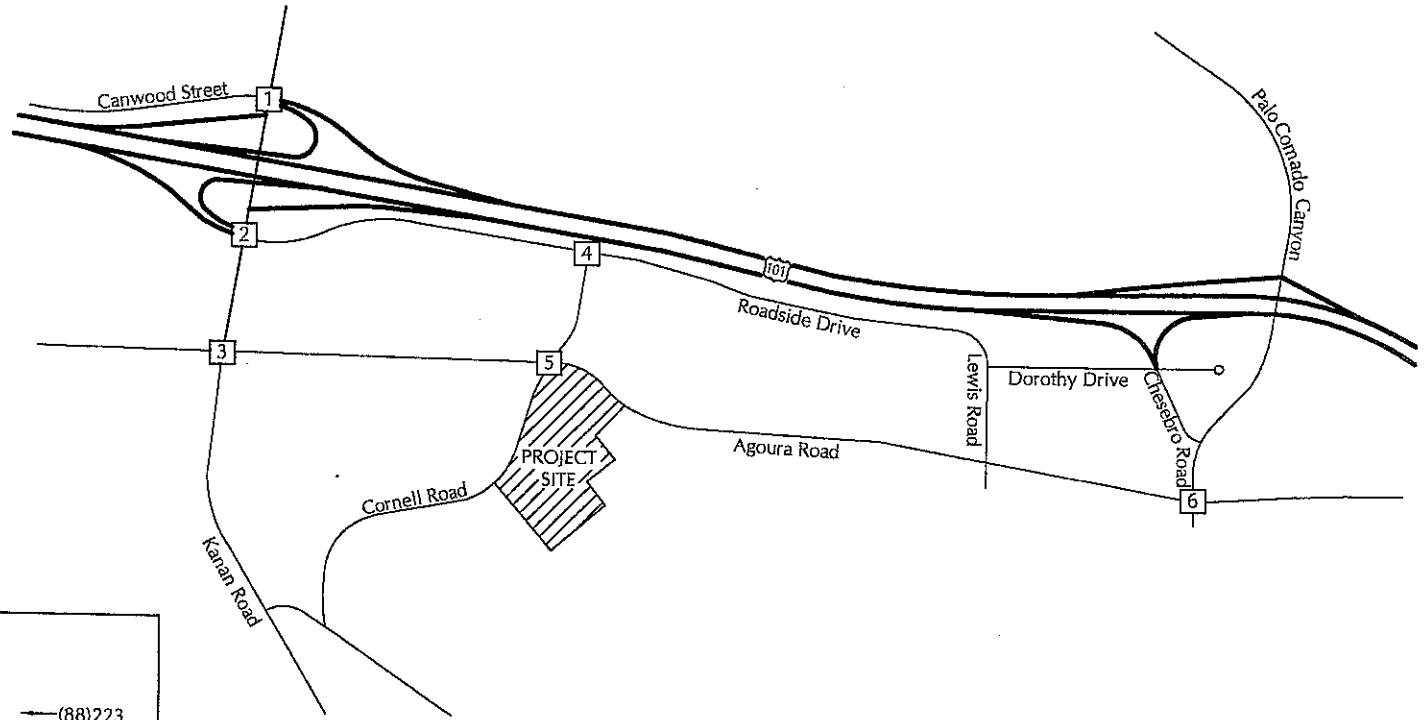
Intersection	Near-Term		Near-Term + Project		Project Added	
	ICU/Delay	LOS	ICU/Delay	LOS	Increase	Impact?
U.S. 101 NB Ramp/Canwood/Kanan	0.74	C	0.74	C	0.00	NO
U.S. 101 SB Ramp/Roadside/Kanan	0.56	B	0.57	B	0.01	NO
Kanan Road/Agoura Road[a]	0.41	A	0.43	A	0.02	NO
Roadside Drive/Cornell Road	8.5 sec.	A	8.5 sec.	A	N/A	NO
Agoura Road/Cornell Road	8.4 sec.	A	9.1 sec.	A	N/A	NO
Agoura Road/Chesebro Road	9.4 sec.	A	10.3 sec.	B	N/A	NO

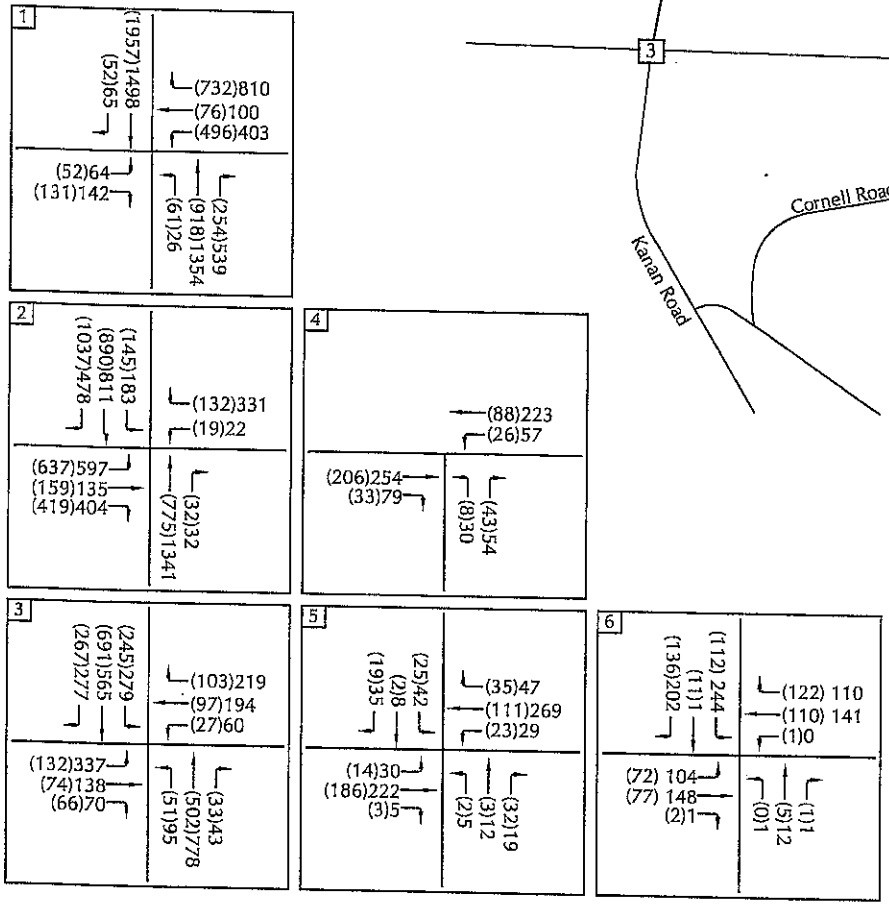
(a) LOS based assumes planned Near-Term improvements in place.
N/A = Increase not applicable at LOS C or better.

Table 9
Near-Term and Near-Term + Project P.M. Peak Hour Levels of Service

Intersection	Near-Term		Near-Term + Project		Project Added	
	ICU/Delay	LOS	ICU/Delay	LOS	Increase	Impact?
U.S. 101 NB Ramp/Canwood/Kanan	0.71	C	0.71	C	0.00	NO
U.S. 101 SB Ramp/Roadside/Kanan	0.74	C	0.76	C	0.02	NO
Kanan Road/Agoura Road[a]	0.64	B	0.66	B	0.02	NO
Roadside Drive/Cornell Road	9.8 sec.	A	9.9 sec.	A	N/A	NO
Agoura Road/Cornell Road	10.3 sec.	B	11.8 sec.	B	N/A	NO
Agoura Road/Chesebro Road	14.5 sec.	B	17.9 sec.	C	N/A	NO

(a) LOS based assumes planned Near-Term improvements in place.
N/A = Increase not applicable at LOS C or better.





LEGEND

(XX)XX - (A.M.)P.M. Peak Hour Volume

N
NOT TO SCALE

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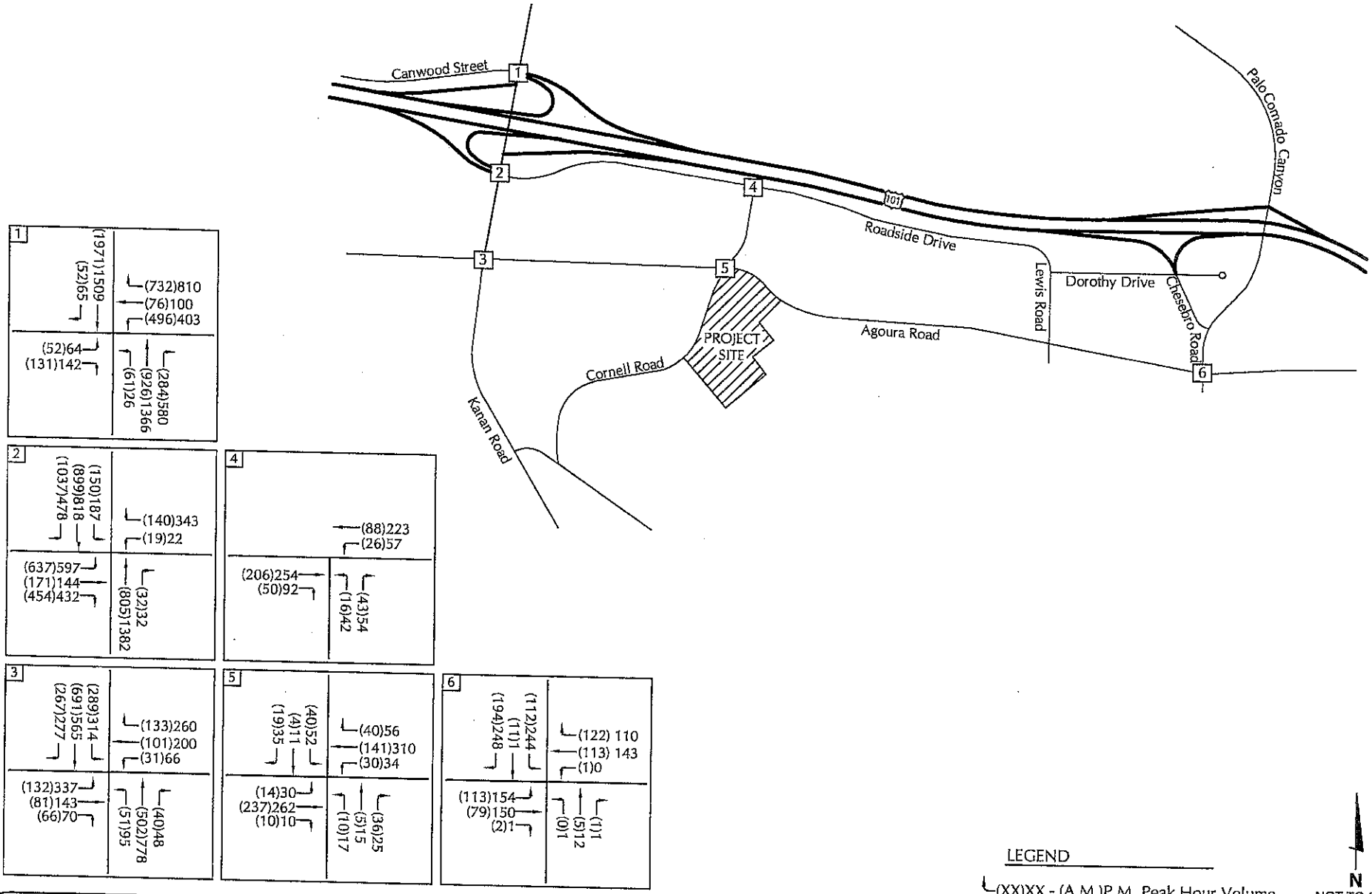
NEAR-TERM TRAFFIC VOLUMES

FIGURE 8

MMF - #13070



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NEAR-TERM + PROJECT TRAFFIC VOLUMES

FIGURE 9

MMF - #13070

The data presented in Tables 8 and 9 indicate that all of the study-area intersections would operate at LOS C or better with Near-Term + Project traffic. The project would not generate project-specific impacts based on City thresholds.

CUMULATIVE (YEAR 2035) ANALYSIS

The City of Agoura Hills requires that intersections be analyzed with the addition of traffic generated by approved/pending developments and with an ambient growth to account for future cumulative traffic over a 22 year period. Analysis assumes the implementation of the City's cumulative improvements at the Agoura Road/Kanan Road and Agoura Road/Chesebro Road intersections.

Traffic Forecasts

Cumulative traffic volumes were forecast for the study-area intersection assuming an annual ambient growth factor of 0.75 percent over a 22 year period (1.1787). The cumulative traffic volumes also include the traffic generated by near-term developments proposed within the City of Agoura Hills.

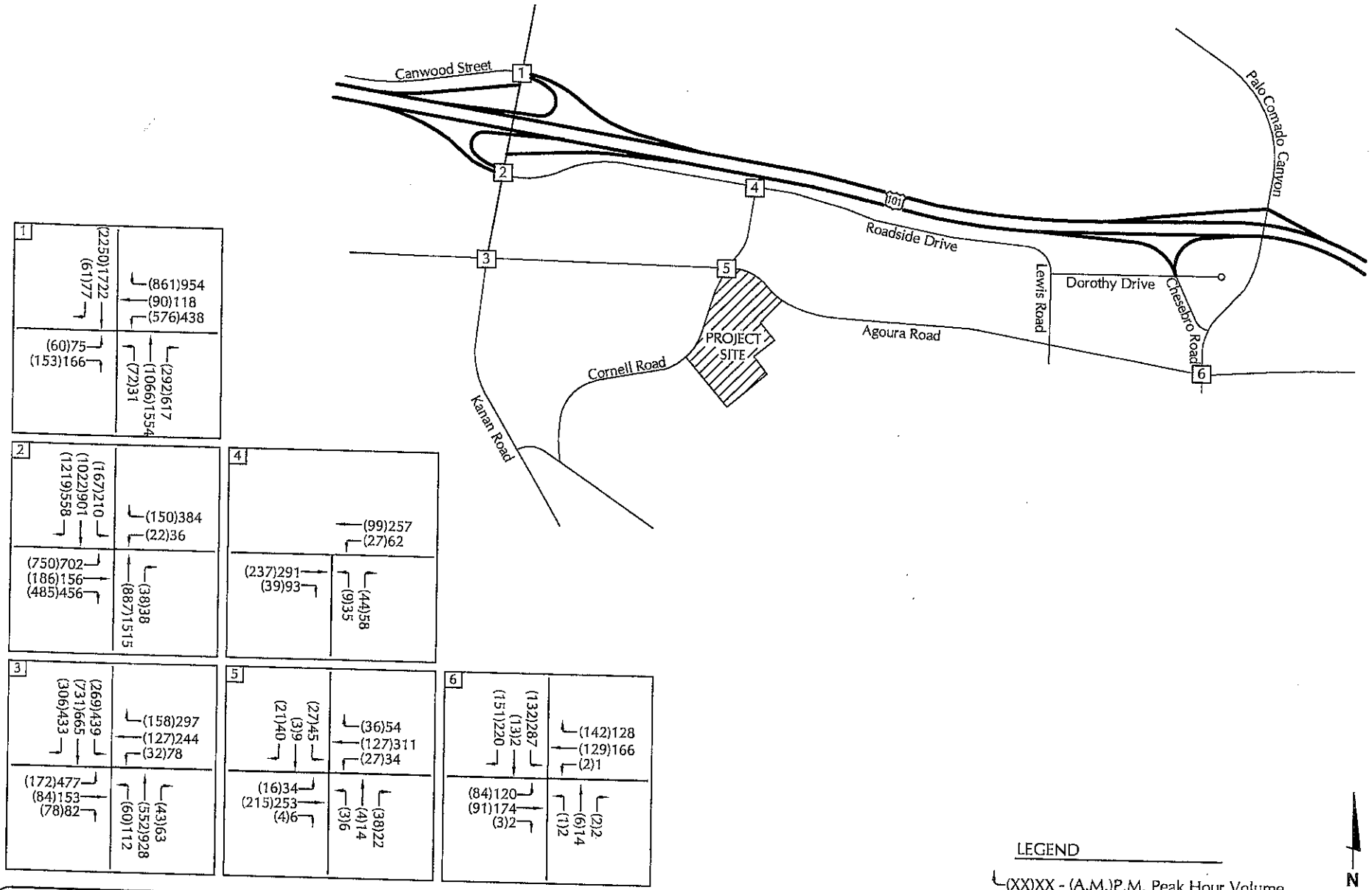
Intersection Operations

Levels of service were calculated for the study-area intersections assuming the Cumulative and Cumulative + Project traffic volumes presented on Figures 10 and 11. Tables 10 and 11 compare the Cumulative and Cumulative + Project levels of service for the study-area intersections and identify cumulative impacts based on City thresholds.

Table 10
Cumulative and Cumulative + Project A.M. Peak Hour Levels of Service

Intersection	Cumulative		Cumulative + Project		Project Added	
	ICU/Delay	LOS	ICU/Delay	LOS	Increase	Impact?
U.S. 101 NB Ramp/Canwood/Kanan	**0.85**	**D**	**0.85**	**D**	**0.00**	**NO**
U.S. 101 SB Ramp/Roadside/Kanan	0.64	B	0.65	A	0.01	NO
Kanan Road/Agoura Road[a]	0.58	A	0.59	A	0.01	NO
Roadside Drive/Cornell Road	8.8 sec.	A	8.8 sec.	A	N/A	NO
Agoura Road/Cornell Road	8.7 sec.	A	9.6 sec.	A	N/A	NO
Agoura Road/Chesebro Road	9.9 sec	A	10.7 sec.	B	N/A	NO

N/A = Increase not applicable at LOS C or better.
Bold Values exceed City's LOS C standard.

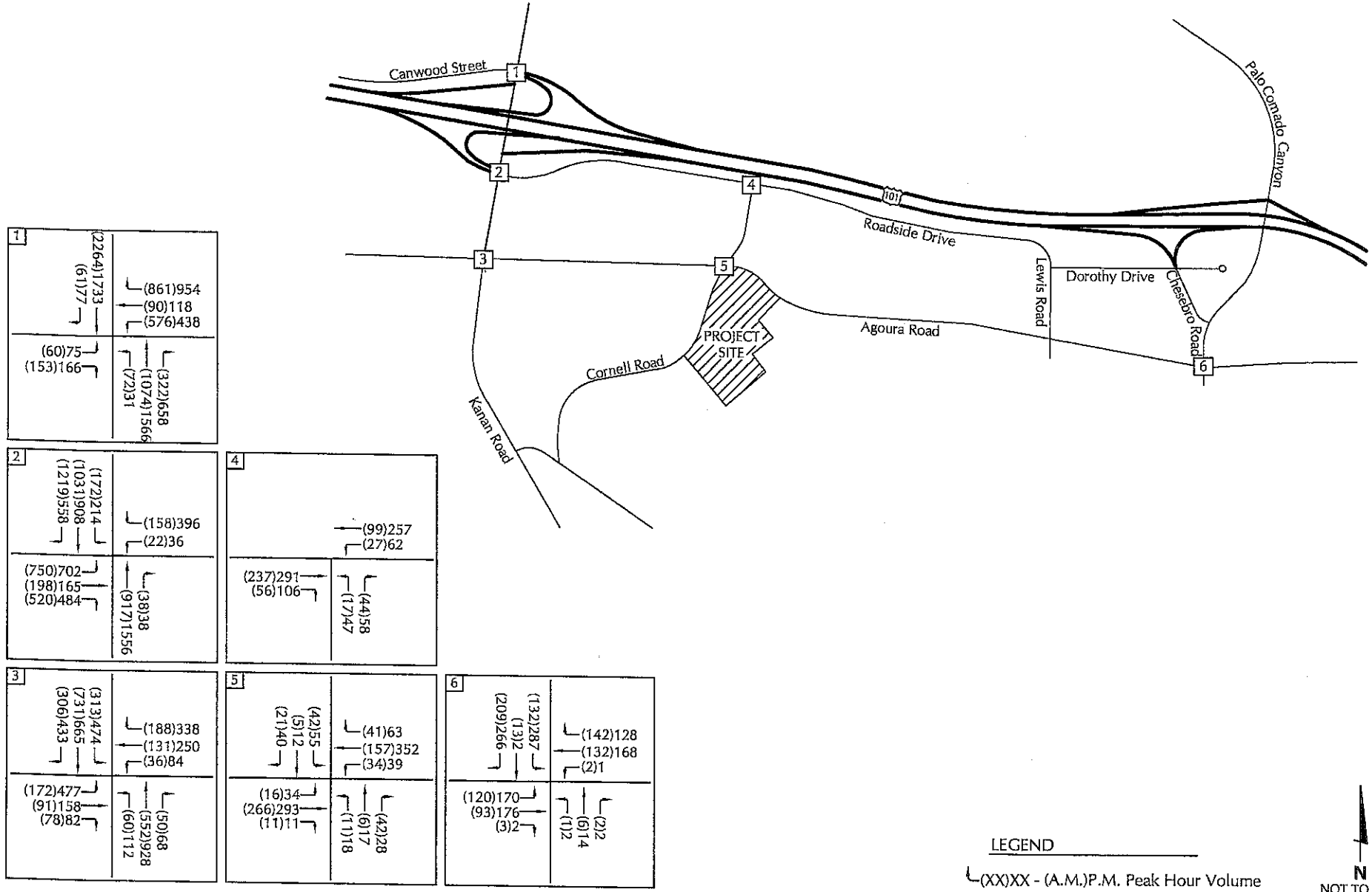


ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE TRAFFIC VOLUMES

FIGURE 10

MMF - #13070



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CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 11

MMF - #13070

Table 11
Cumulative and Cumulative + Project P.M. Peak Hour Levels of Service

Intersection	Cumulative		Cumulative + Project		Project Added	
	ICU/Delay	LOS	ICU/Delay	LOS	Increase	Impact?
U.S. 101 NB Ramp/Canwood/Kanan	**0.81**	**D**	**0.81**	**D**	**0.00**	**NO**
U.S. 101 SB Ramp/Roadside/Kanan	**0.84**	**D**	**0.86**	**D**	**0.02**	**YES**
Kanan Road/Agoura Road	**0.85**	**D**	**0.85**	**D**	**0.00**	**NO**
Roadside Drive/Cornell Road	10.6 sec.	B	10.7 sec.	B	N/A	NO
Agoura Road/Cornell Road	11.5 sec.	B	13.6 sec.	B	N/A	NO
Agoura Road/Chesebro Road	14.4 sec.	B	16.5 sec.	C	N/A	NO

N/A = Increase not applicable at LOS C or better.
Bold Values exceed City's LOS C standard.

The data presented in Table 11 indicates that the U.S. Highway 101 Northbound/Canwood Street/Kanan Road, U.S. Highway 101 Southbound/Roadside Drive/Kanan Road and Kanan Road/Agoura Road intersections are forecast to operate at LOS D under Cumulative and Cumulative + Project traffic conditions. The project increases the V/C ratio at the intersection of U.S. Highway 101 Southbound/Roadside Drive/Kanan Road by 0.02 during the P.M. peak hour, thus generating a significant impact based on the City's impact thresholds.

MITIGATIONS

Cumulative Mitigations

U.S. 101 Highway Southbound/Roadside Drive/Kanan Road (P.M. peak hour): The intersection is forecast to operate at LOS D during the P.M. peak hour under Cumulative + Project conditions. The project would significantly impact the facility by increasing the traffic demand by 0.02 during the P.M. peak hour. Additional capacity on the southbound approach is needed to provide LOS C operations at the intersection.

The Traffic and Circulation Section of the Agoura Village Specific Plan EIR identifies cumulative mitigations for the intersection of U.S. 101 Southbound Ramp/Roadside Drive/Kanan Road. One of the potential mitigation improvements include restriping the southbound approach to provide a second left-turn lane. Additionally, the east leg of the intersection (Roadside Drive) would need to be widened to the south to provide two receiving lanes. Other feasible mitigation alternatives could also be further evaluated. The mitigated geometries and levels of service are shown below in Tables 12 and 13.

Table 12
U.S. 101 Southbound Ramp/Roadside Drive/Kanan Road
Mitigated Intersection Geometry

Scenario	Northbound	Southbound	Eastbound	Westbound
Existing Geometry	TT TR	L TT R	L LTR R	L R
Mitigated Geometry	TT TR	LL TT R	L LTR R	L R

Table 13
U.S. 101 Southbound Ramp/Roadside Drive/Kanan Road
Mitigated Cumulative + Project P.M. Peak Hour Level Of Service

Intersection	Intersection Geometry	
	Existing	With Improvements
U.S. 101 SB Ramp/Roadside/Kanan	V/C = 0.86 / LOS D	V/C = 0.79 / LOS C

The data presented in Table 13 show implementation of the intersection improvements shown in Table 12 would result in LOS C during the P.M. peak hour under Cumulative + Project conditions, thereby reducing the cumulative impact to less than significant.

The Cornerstone Mixed-Use Project would be required to pay a pro-rata share of the costs of this improvement to mitigate its cumulative impact. The project's percentage contribution to the cumulative traffic volumes forecast for the intersection is 6.20%. A worksheet showing the fair-share calculations is contained in the Technical Appendix.

SITE ACCESS AND CIRCULATION

Agoura Road Driveway

Access to the project site is proposed via one driveway on the south side of Agoura Road. The driveway intersects Agoura Road about 300 feet east of the Agoura Road/Cornell Road intersection. The Agoura Road cross-section allows full access at the project driveway (right- and left-turns inbound and outbound). The driveway is located on the outside curve of the Agoura Road alignment and sight distances would be adequate for movements to/from the driveway. The project driveway extends south from Agoura Road and provides access to the plaza parking area and to the subterranean parking garage areas under buildings 4A, 4B, and 5. This traffic analysis assumes 85% of the project traffic would access the project site via the driveway on Agoura Road and the other 15% would use on-street parking along Cornell Road and Agoura Road.

A level of service and gap analysis was completed to assess operations at the project driveway intersection (HCS worksheets are contained in the Technical Appendix). The results show that there would be sufficient gaps for traffic to enter and exit the proposed driveway under

Cumulative + Project conditions. Vehicle delays would be in the LOS A range for left-turns inbound to the site during the peak hour periods and LOS B - C range for left- and right-turns outbound from the site during the peak hour periods. The 95th percentile queue lengths at the driveway are less than 1 vehicle which indicates that adequate gaps in the traffic flow will exist for exiting and entering vehicles.

Frontage Improvements

The project includes roadway improvements to the sections of Agoura Road and Cornell Road located adjacent to the site. Cornell Road would be widened to accommodate new sidewalks, curb and gutter, and the addition of on-street parking spaces along the east and west sides of the roadway. Agoura Road would be widened to include a new sidewalk, curb and gutter improvements, on-street bike lanes, and 17 on-street angled parking spaces on the south side of the street.

Agoura Road/Cornell Road Intersection Left-Turn Lane Analysis

The following section reviews the Existing and Cumulative traffic operations at the intersection and analyzes if a westbound left-turn lane is needed.

Intersection Design

The Cornerstone Mixed-Use Project is located on the southeast corner of the Agoura Road/Cornell Road intersection. This intersection is currently controlled by All-Way STOP Signs. The project site plan shows the improvements envisioned for the intersection. The eastbound and westbound approaches on Agoura Road would have a single left-through-right turn lane and 8-foot on-street bike lanes that would provide space for separate right-turn movements at the Cornell Road intersection. The north-south minor approaches on Cornell Road would have a single left-through-right turn lane.

Intersection Analysis

In order to evaluate intersection operations, ATE reviewed the future traffic volumes and LOS calculations for the intersection assuming the intersection geometry shown on the project site plan and that the intersection would remain All-Way STOP-Sign controlled. Table 14 presents the results of the calculations and lists the existing westbound left-turn volumes. Cumulative traffic volumes were forecasted assuming development of the project and the approved and pending projects proposed within the City of Agoura Hills and ambient traffic growth from the adjacent areas of Los Angeles County (see Cumulative section for more information).

Table 14
Cumulative + Project Levels of Service and Left-Turn Volumes

Intersection	Time Period	Traffic Control	Cumulative + Project	
			Delay/LOS	WB Left-Turns
Agoura Road/Cornell Road	A.M.	All-Way Stop	9.6 Sec/LOS A	34
Agoura Road/Cornell Road	P.M.	All-Way Stop	13.6 Sec/LOS B	39

The data presented in Table 14 show that the intersection of Agoura Road/Cornell Road is forecast to operate at LOS B during the A.M. and P.M. peak hours with Cumulative + Project traffic volumes. The westbound left-turn volumes are forecast at 34 left-turns during the A.M. peak hour and 39 left-turns during the P.M. peak hour.

The intersection levels of service for the Cumulative + Project scenario are in the LOS A - B range, indicating that the intersection capacity is acceptable with no left-turn lane. The intersection of Agoura Hills/Cornell Road is All-Way STOP controlled, therefore left-turns at the intersection will not block thru traffic as all traffic must stop at the intersection. The 34 A.M. and 39 P.M. peak hour trips do not warrant a separate left-turn lane as part of future improvements at the intersection.

Pedestrian Facilities

There are limited pedestrian facilities (crosswalks/sidewalks etc.) located along the roadways in the study-area. No sidewalks are provided on Agoura Road adjacent to the project site, however a pedestrian crosswalk is provided on the northern leg of the Agoura Road/Cornell Road intersection. Along Cornell Road, a sidewalk is provided on the west side from Agoura Road to Roadside Drive and no sidewalks are provided on the east side of the road.

The planned project improvements to Agoura Road and Cornell Road would enhance pedestrian facilities in the study-area. The project includes the construction of 5 foot minimum width pedestrian sidewalks on the sections of Agoura Road and Cornell Road located adjacent to the site. Agoura Road would be widened to include a new sidewalk, curb and gutter improvements on the south side adjacent to the project frontage. Cornell Road would be widened to accommodate new sidewalks, curb and gutter on the both sides of the road. Figure A in the Technical Appendix illustrates the project pedestrian improvements along Agoura Road and Cornell Road.

Bicycle Facilities

The project site is served by the City of Agoura Hills Bikeway System. The existing bicycle facilities located in the study-area consist of Class II bike lanes along Agoura Road adjacent to the project site. These Class II bike lanes connect the project to residential areas east and

west of the project.

The planned project improvements to Agoura Road would enhance bicycle facilities in the study-area. The project includes bike lane (8 foot) improvements to the section of Agoura Road located adjacent to the site. Agoura Road would be widened to include a new sidewalk, curb and gutter improvements, on-street bike lane on the south side of the street. Figure A in the Technical Appendix illustrates the project bicycle improvements along Agoura Road.

CONGESTION MANAGEMENT PROGRAM ANALYSIS

Impact Criteria

Los Angels County has developed traffic impact guidelines with criteria and thresholds to assess the impacts of land use decisions made by local jurisdictions on the regional transportation facilities included as part of the Congestion Management Program (CMP) roadway system. The following guidelines were developed to determine the significance of project-generated traffic impacts. A significant impact occurs when the proposed project increases traffic demand on a facility by 2% of capacity (V/C > 0.02), causing LOS F (V/C > 1.00). If the facility is already at LOS F, a significant impact occurs when the proposed project increases the traffic demand on a facility by 2% of capacity (V/C > 0.02).

Potential Intersection Impacts

The CMP guidelines require that intersection monitoring locations must be examined if the proposed project would add 50 peak hour trips (PHT) or more during the A.M. or P.M. peak hours. None of the intersections included in this traffic study are included in the CMP network. Therefore, no further review of potential impacts to CMP intersections is required.

Potential Freeway Impacts

The CMP guidelines require that freeway monitoring locations must be examined if the proposed project would add 150 PHT or more (in either direction) during the A.M. or P.M. peak hours. The proposed project is forecast to add 88 A.M. and 87 P.M. PHT to U.S. Highway 101 northbound as well as 83 A.M. and 87 P.M. PHT to U.S. Highway 101 southbound, which is less than 150 PHT. Based on CMP criteria the project would not generate a significant impact to the freeway segments located in the study-area.

REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Scott A. Schell, AICP, PTP, Principal Transportation Planner
Darryl F. Nelson, PTP, Senior Transportation Planner
Matthew Farrington, Transportation Planner I

References

Highway Capacity Manual , Highway Research Board Special Report 209, Transportation Research Board, National Research Council, 2000.

Trip Generation, Institute of Transportation Engineers, 9th Edition, 2012.

Agoura Village Specific Plan EIR, ATE, January 2006.

Agoura Medical Office Traffic and Circulation Study, ATE, August 2008.

2004 Congestion Management Program for Los Angeles County, County of Los Angeles Metropolitan Transportation Authority, 2004.

Persons Contacted

Sri Chakravarthy, P.E., T.E., City of Agoura Hills

TECHNICAL APPENDIX

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

TRAFFIC COUNT DATA

PROJECT TRIP GENERATION WORKSHEET

CITY OF AGOURA HILLS APPROVED AND PENDING PROJECTS LIST (SEPTEMBER 2013)

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - U.S. Highway 101 Northbound Ramp/Canwood Street/Kanan Road
Reference 2 - U.S. Highway 101 Southbound Ramp/Roadside Drive/Kanan Road
Reference 3 - Kanan Road/Agoura Road
Reference 4 - Roadside Drive/Cornell Road
Reference 5 - Agoura Road/Cornell Road
Reference 6 - Agoura Road/Chesebro Road

PROJECT'S PERCENT CONTRIBUTION TO U.S. HIGHWAY 101 SB RAMPS/KANAN ROAD

ROADWAY CROSS SECTION

APPROVED/PENDING PROJECTS TRIP DISTRIBUTION

LEVEL OF SERVICE DEFINITIONS

Signalized Intersection Level of Service Definitions

LOS	Delay[a]	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

[a] Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM[1] uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

[1] Highway Capacity Manual, National Research Board, 2000

DISCUSSION OF INTERSECTION CAPACITY UTILIZATION (ICU)

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually 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. The technique used to compare the volumes and capacity of an intersection is known as Intersection Capacity Utilization (ICU). ICU or volume-to-capacity ratio, usually expressed as a percentage, 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, then 20 percent of the signal cycle is not used.

The ICU calculation assumes that an intersection is signalized and that the signal is ideally timed. Although calculating ICU 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. It is possible to have an ICU well below 100 percent, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient time to satisfy its demand, and excess time exists on other movements. This is an operational problem which should be addressed.

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. Data collected by Kunzman Associates indicates a typical lane, whether a through-lane or a left-turn lane, has a capacity of approximately 1,700 vehicles per hour, with nearly all locations showing a capacity greater than 1,600 vehicles per hour per lane. This finding is published in the August, 1978 issue of ITE Journal in the article entitled, "Another Look at Signalized Intersection Capacity" by William Kunzman. For this study, a capacity of 1,600 vehicles per hour per lane will be assumed for left-turn, through, and right-turn lanes as per City policy.

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 less than 10 percent of a cycle, and a penalty of up to five percent is reasonable. On the other hand, during peak hour traffic operation, the yellow times are nearly completely used. In this study, no penalty will be applied for the yellow because the capacities have been assumed to be only 1,600 vehicles per hour per lane when in general they are 1,700-1,800 vehicles per hour per lane.

The ICU technique is an ideal tool to quantify existing as well as future intersection operations. The impact of adding a lane can be quickly determined by examining the effect the lane has on the intersection capacity utilization.

Source: Oxnard Airport Business Park Traffic Study, Kunzman Assoc., City of Oxnard, 1985.

TRAFFIC COUNT DATA

ITM Peak Hour Summary

Prepared by:

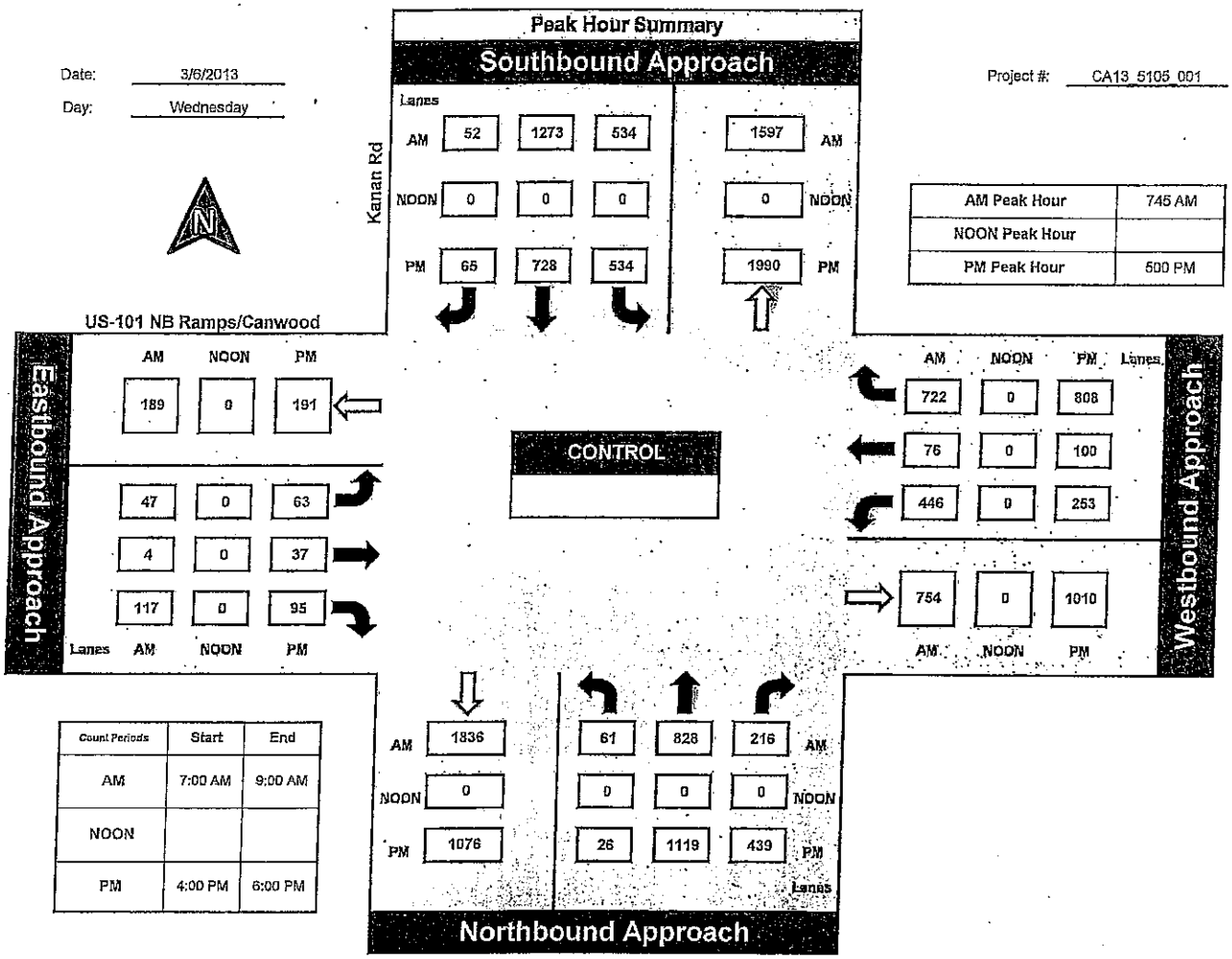
National Data & Surveying Services

Kanan Rd and US-101 NB Ramps/Canwood , City of Agoura Hills

Date: 3/6/2013

Day: Wednesday

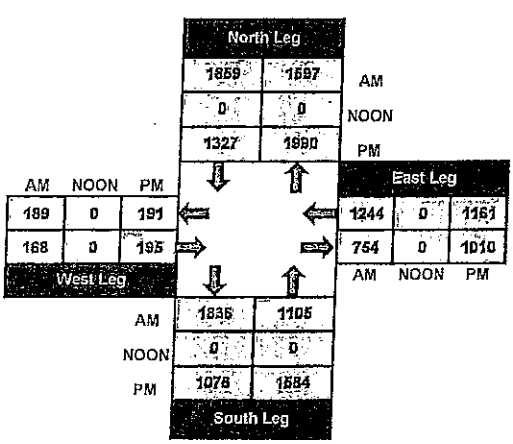
Project #: CA13_5105_001



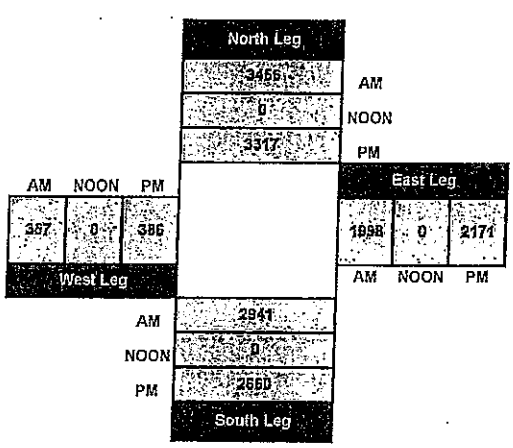
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg

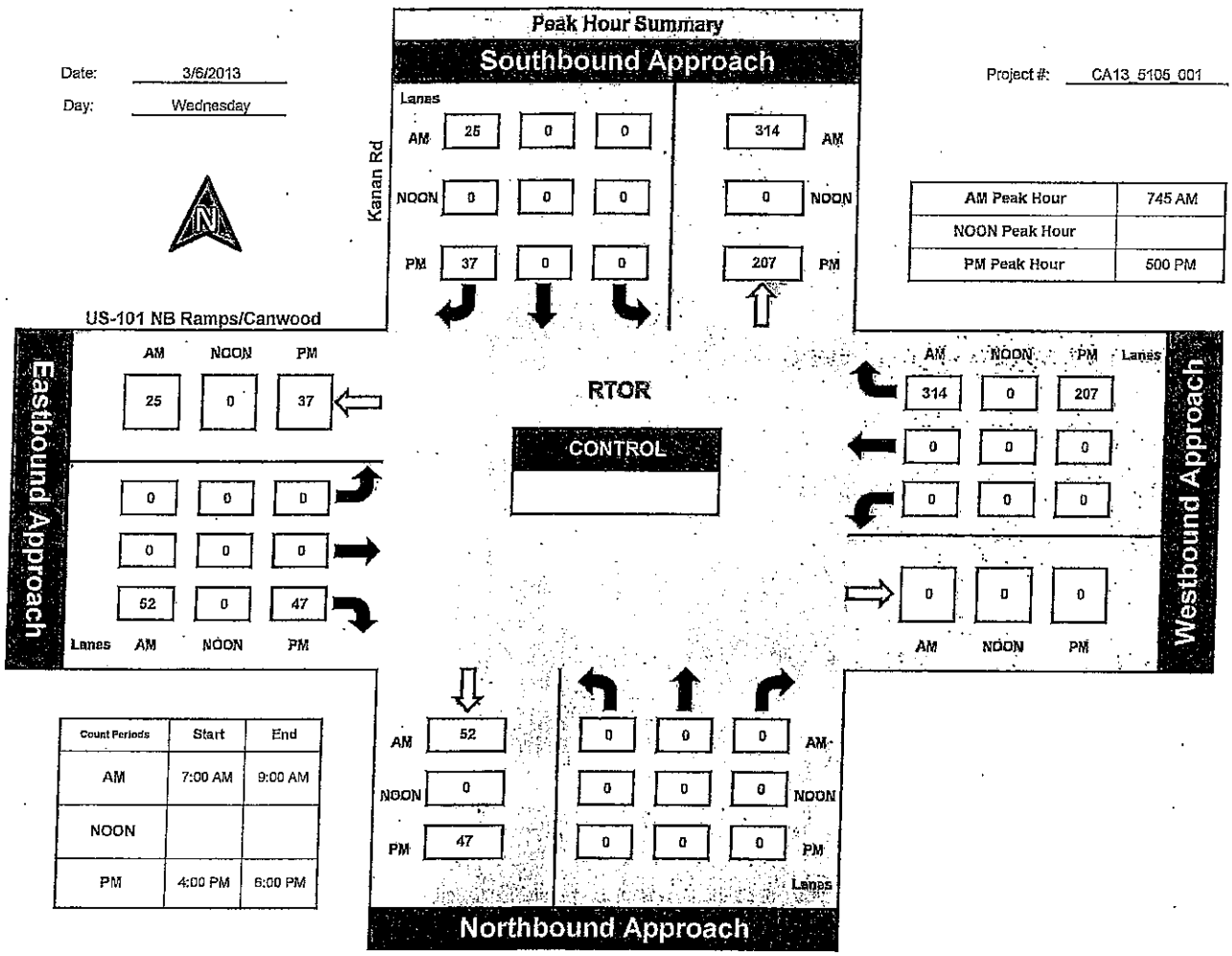


ITM Peak Hour Summary

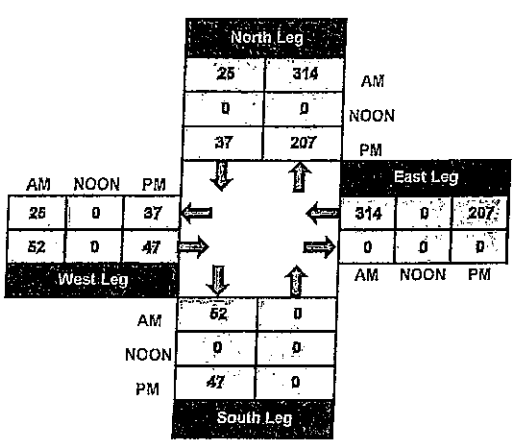
Prepared by:

National Data & Surveying Services

Kanan Rd and US-101 NB Ramps/Canwood , City of Agoura Hills



Total Ins & Outs



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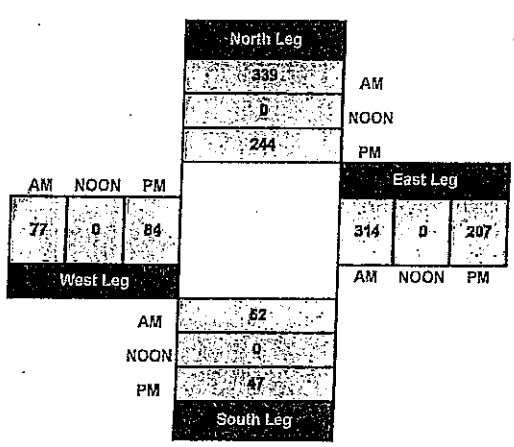


ITM Peak Hour Summary

Prepared by:

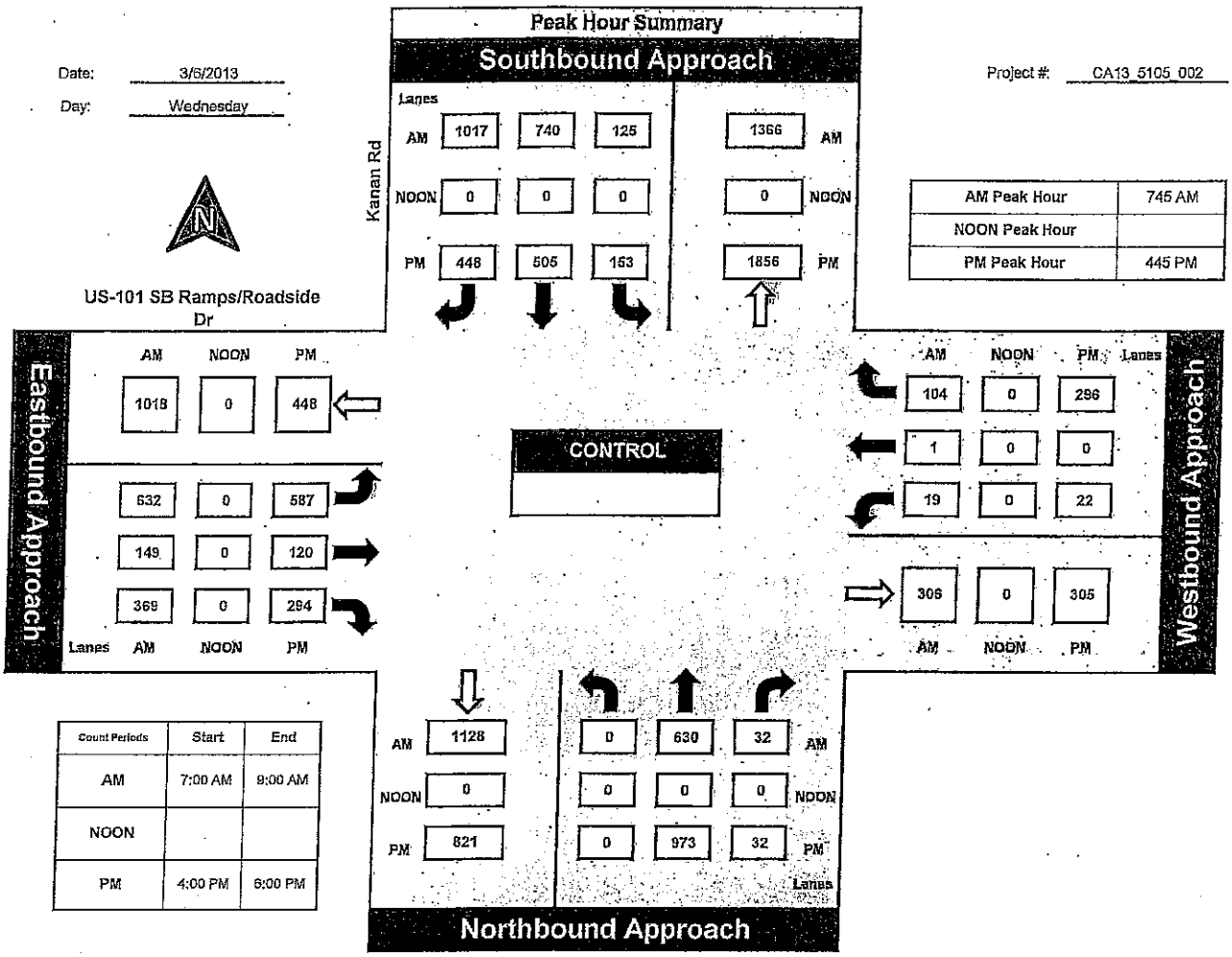
National Data & Surveying Services

Kanan Rd and US-101 SB Ramps/Roadside Dr , City of Agoura Hills

Date: 3/6/2013

Day: Wednesday

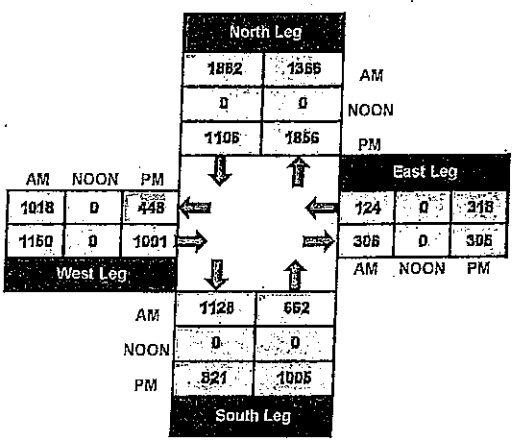
Project #: CA13_5105_002



AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



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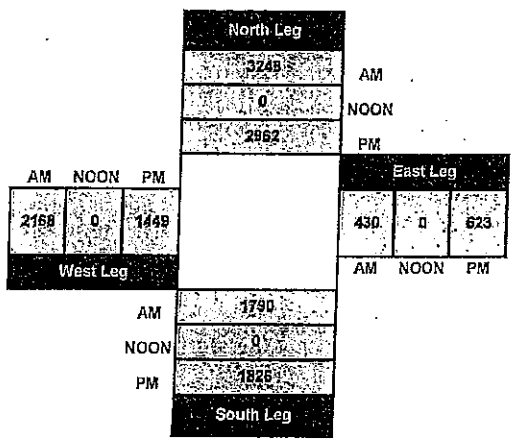


ITM Peak Hour Summary

Prepared by:

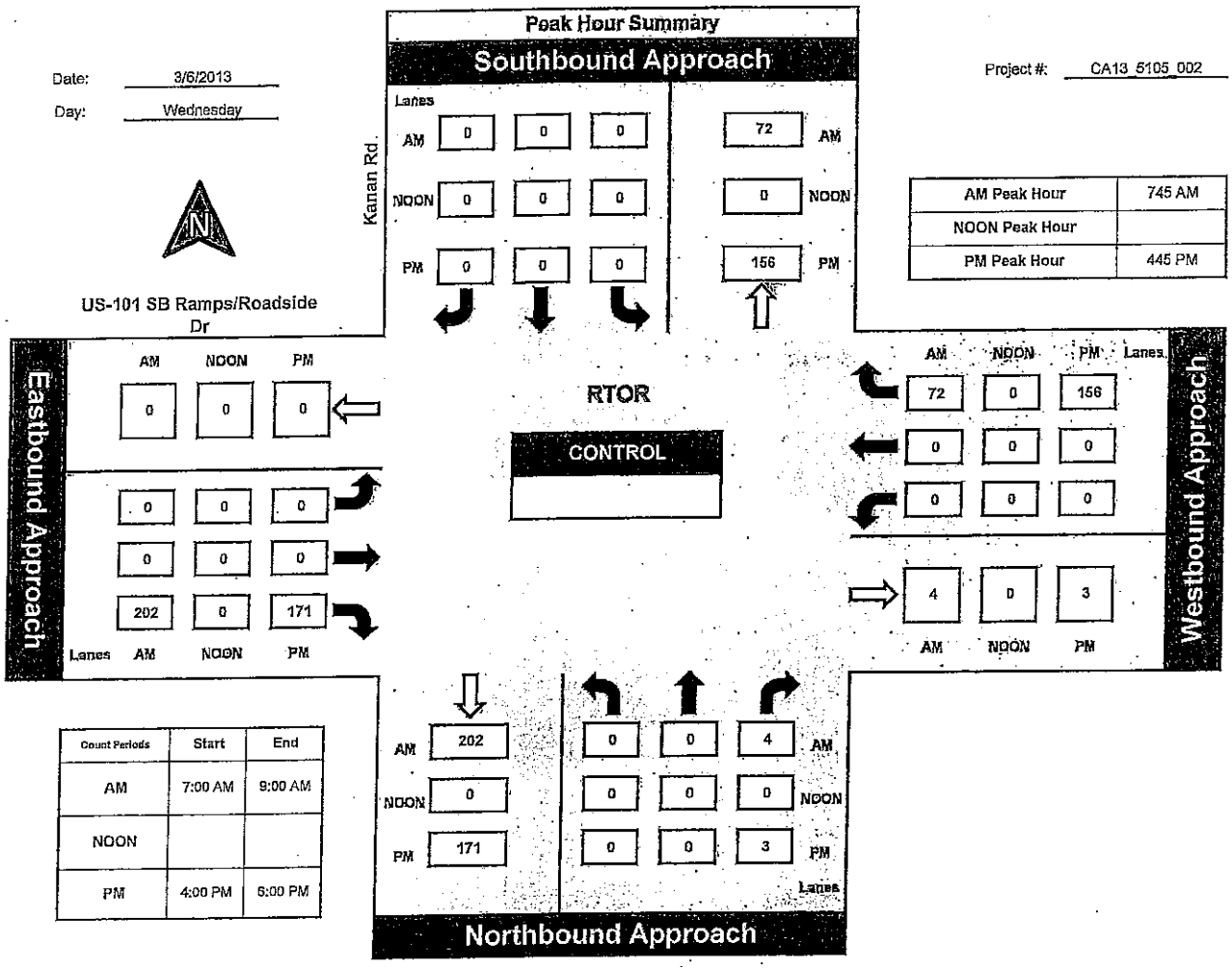
National Data & Surveying Services

Kanan Rd and US-101 SB Ramps/Roadside Dr , City of Agoura Hills

Date: 3/6/2013

Day: Wednesday

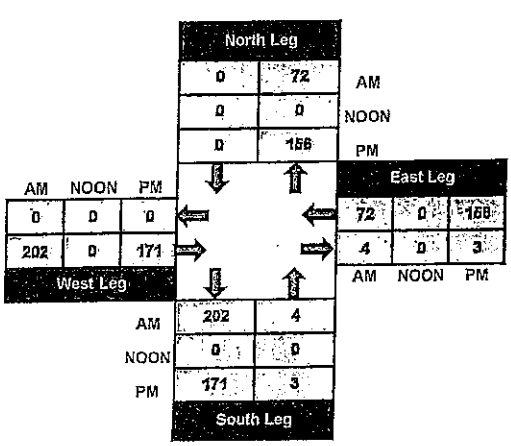
Project #: CA13_5105_002



AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



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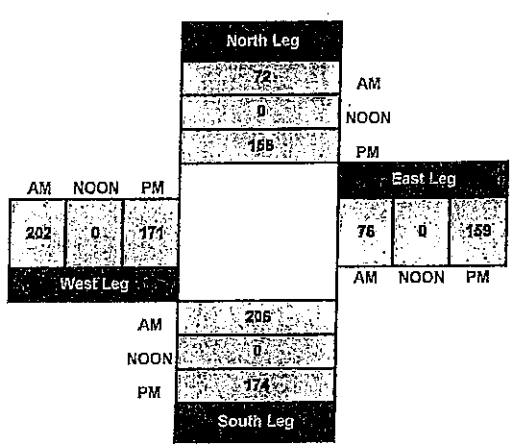


ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

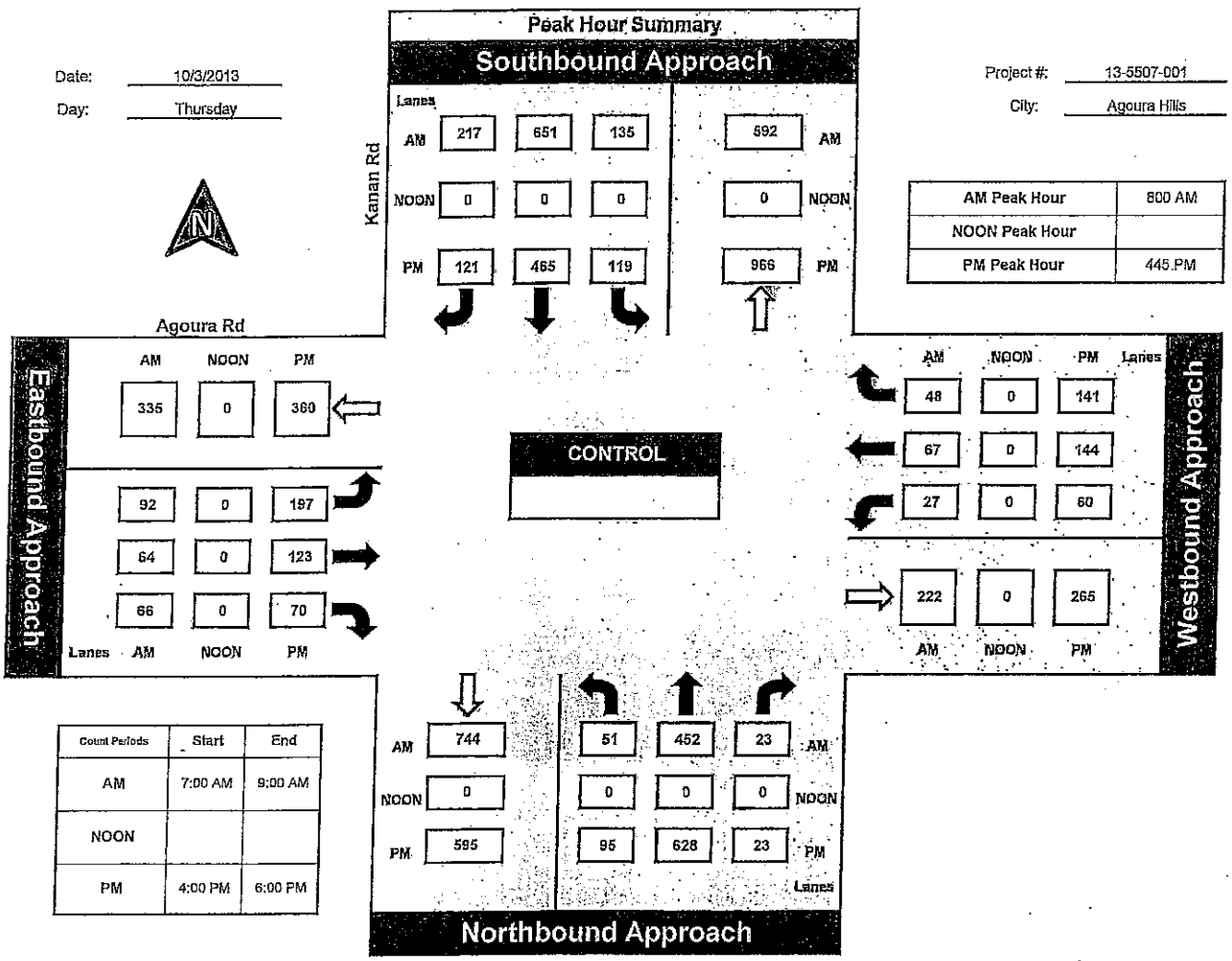
Kanan Rd and Agoura Rd , Agoura Hills

Date: 10/3/2013

Day: Thursday

Project #: 13-5507-001

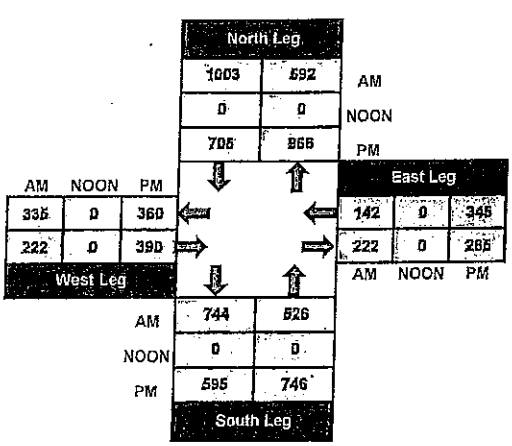
City: Agoura Hills



AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



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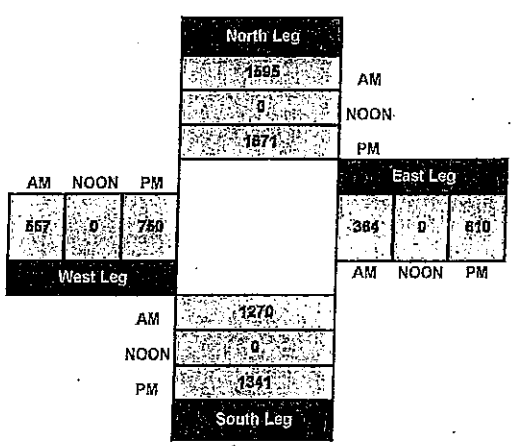


ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

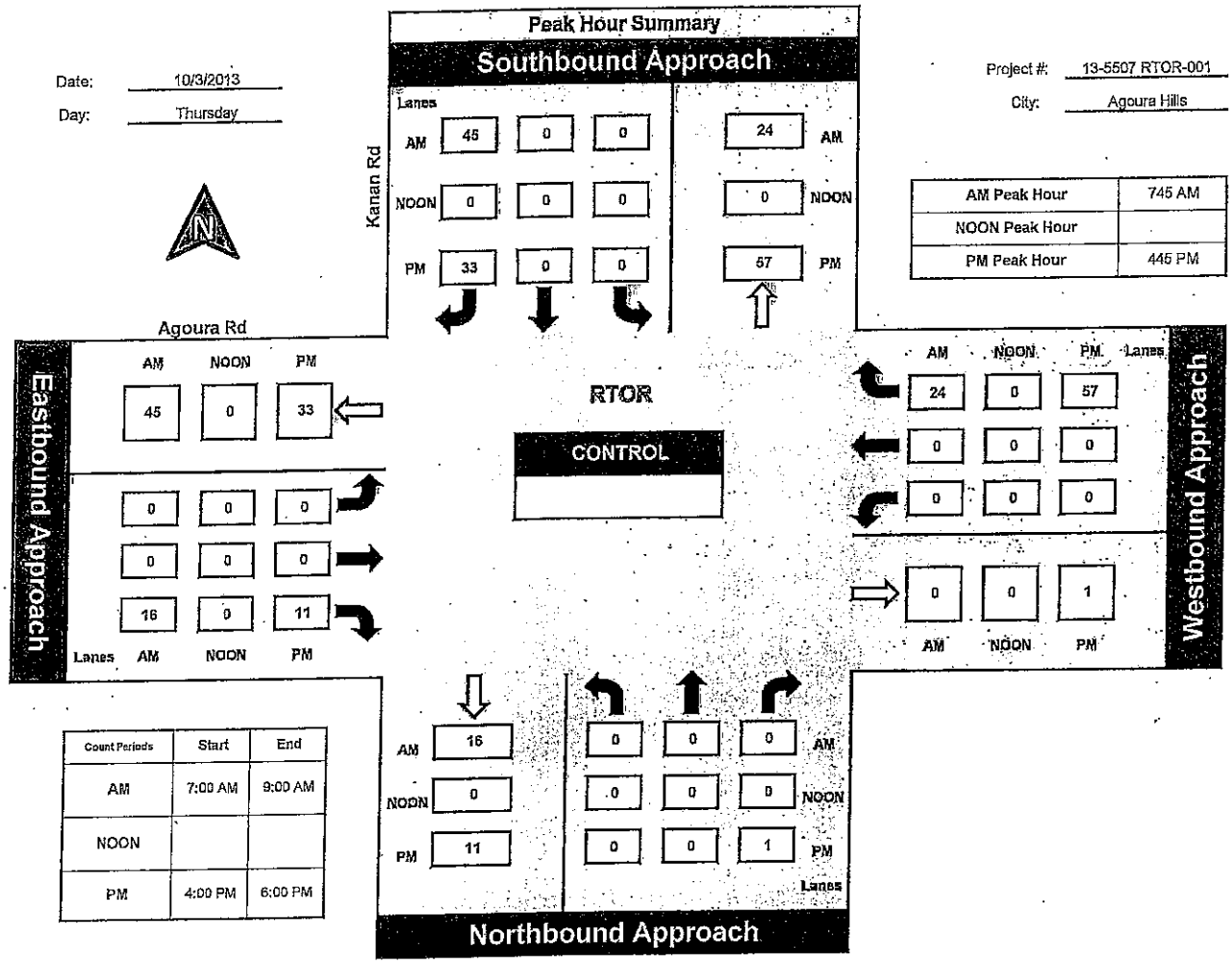
Kanan Rd and Agoura Rd , Agoura Hills

Date: 10/3/2013

Day: Thursday

Project #: 13-5507 RTOR-001

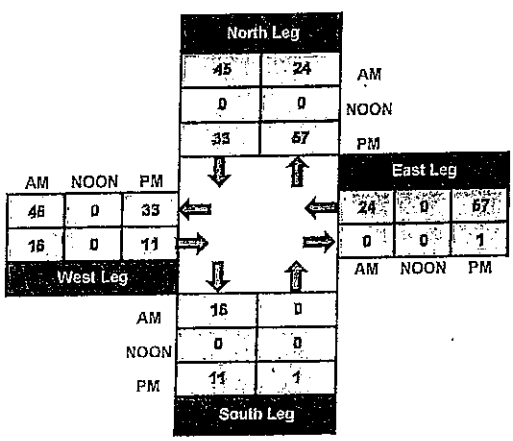
City: Agoura Hills



AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



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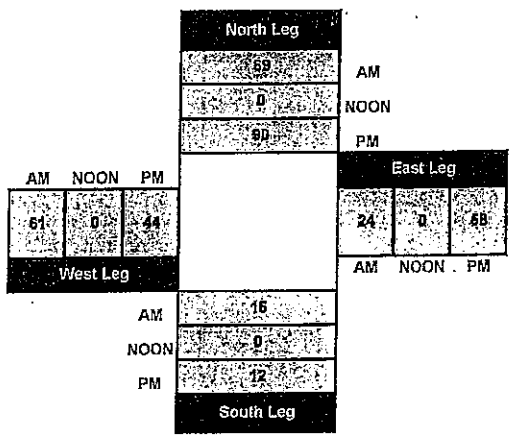


ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Cornell Rd and Roadside Dr , Agoura Hills

Date: 10/3/2013

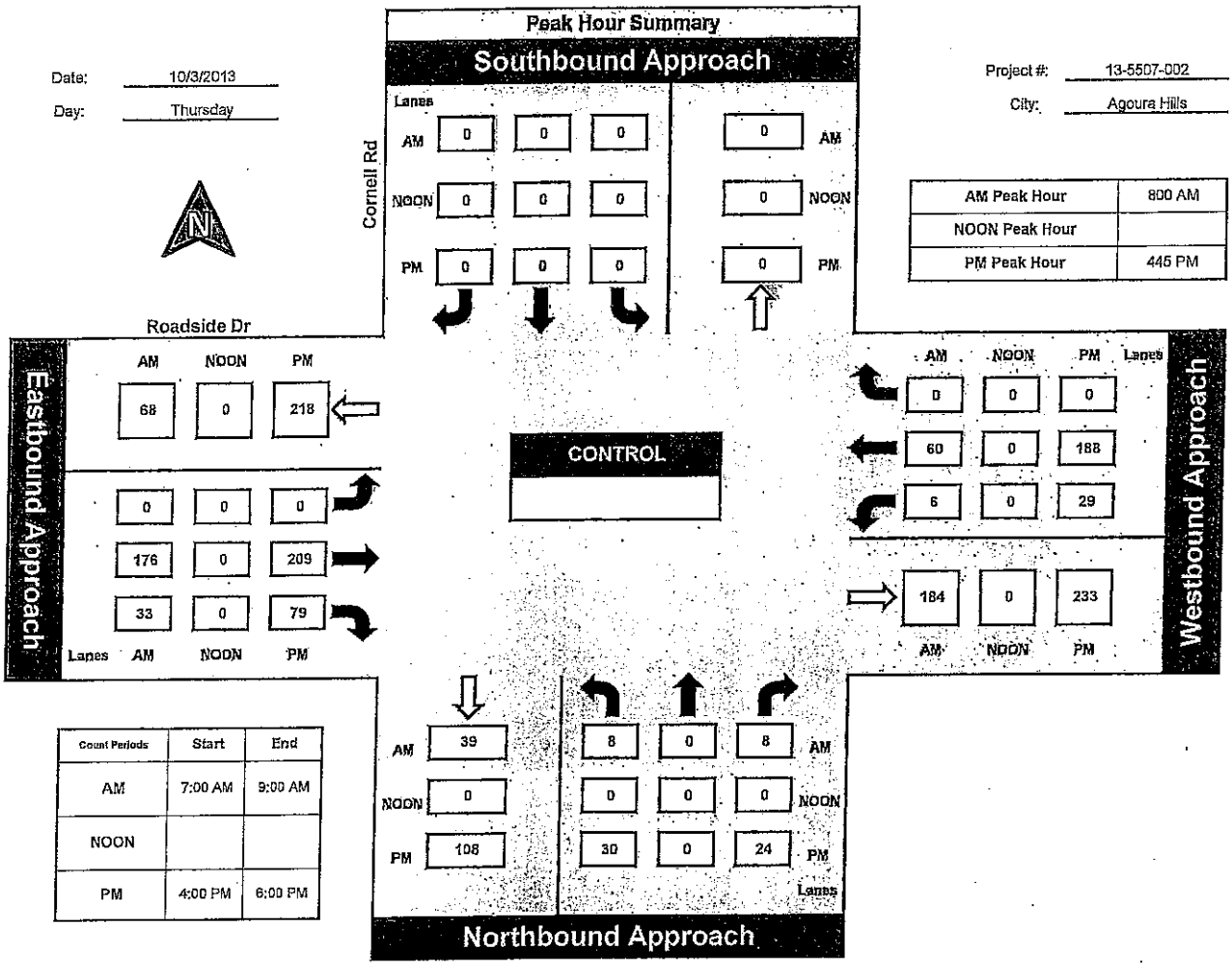
Day: Thursday

Project #: 13-5507-002

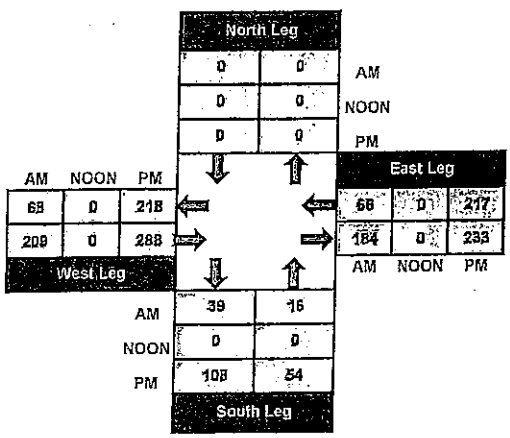
City: Agoura Hills

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM



Total Ins & Outs



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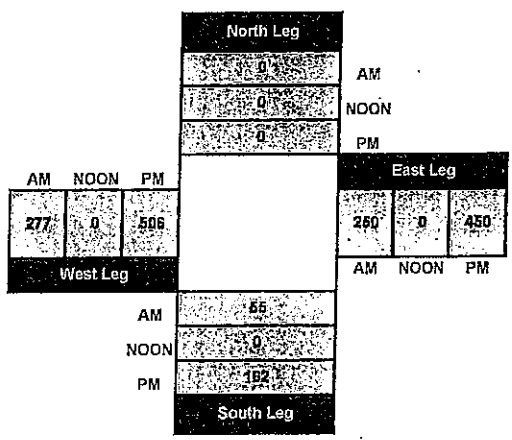


ITM Peak Hour Summary

Prepared by:

NDS

National Data & Surveying Services

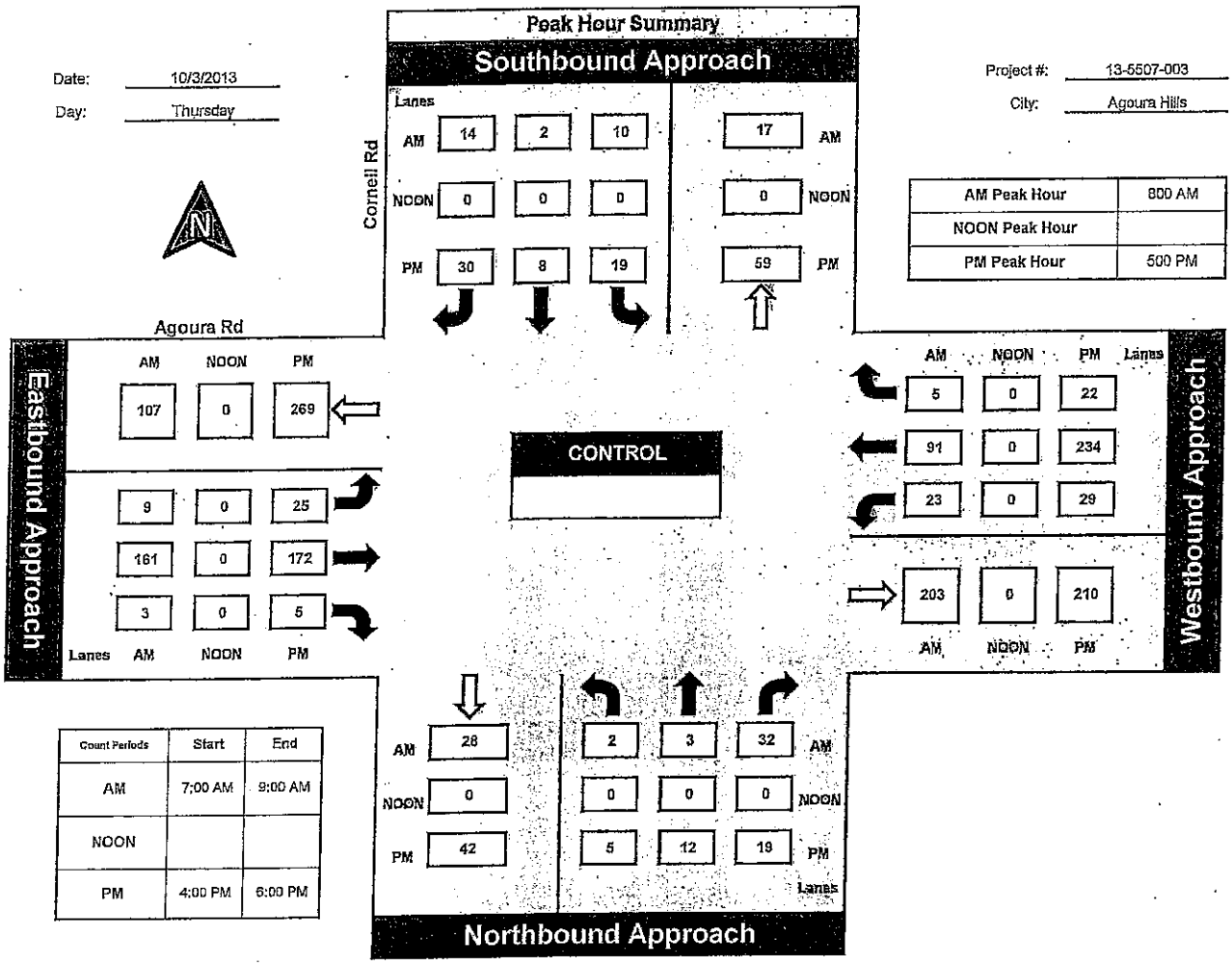
Cornell Rd and Agoura Rd , Agoura Hills

Date: 10/3/2013

Day: Thursday

Project #: 13-5507-003

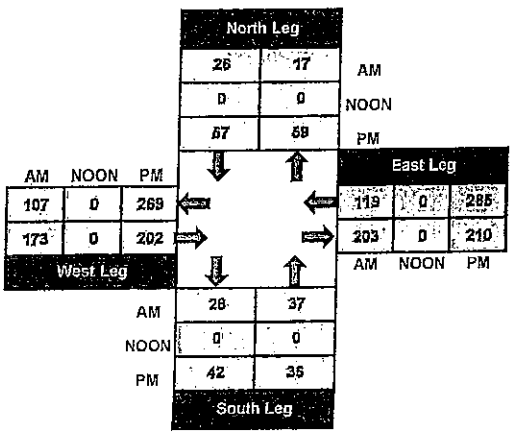
City: Agoura Hills



AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



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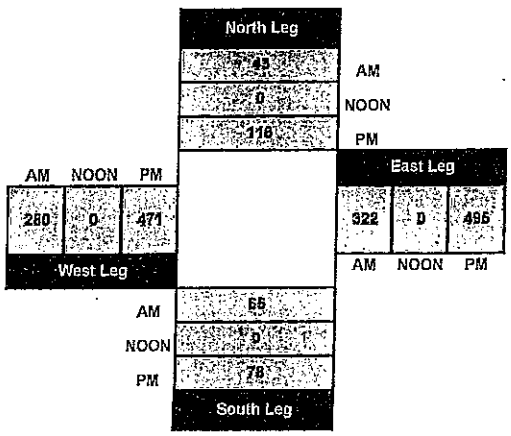


ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

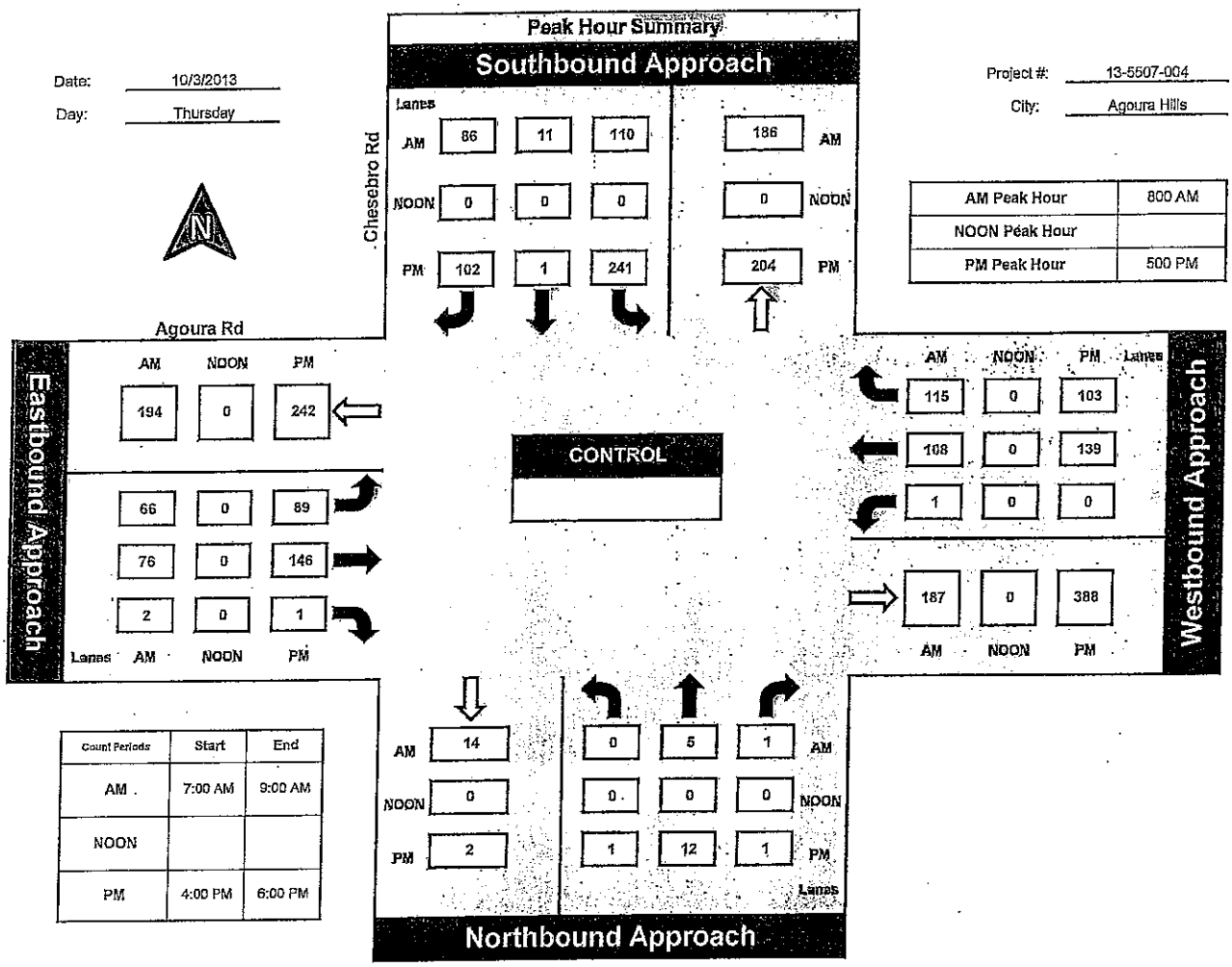
Chesebro Rd and Agoura Rd , Agoura Hills

Date: 10/3/2013

Day: Thursday

Project #: 13-5507-004

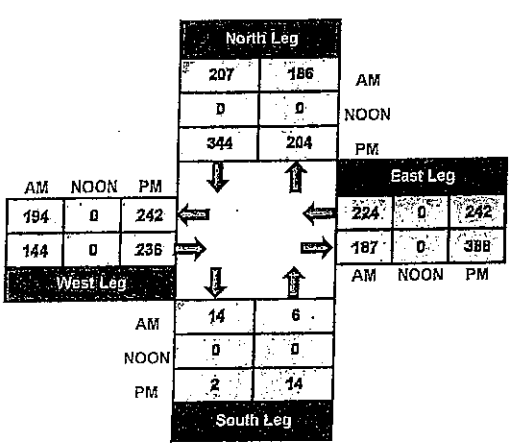
City: Agoura Hills



AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



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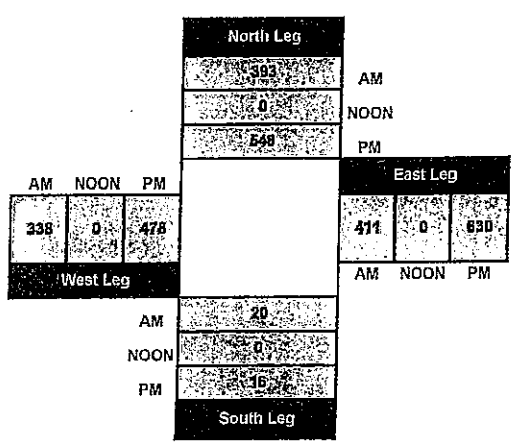


PROJECT TRIP GENERATION WORKSHEET

Associated Transportation Engineers
Trip Generation Worksheet - With In/Out Splits
Cornerstone Traffic Study #13070

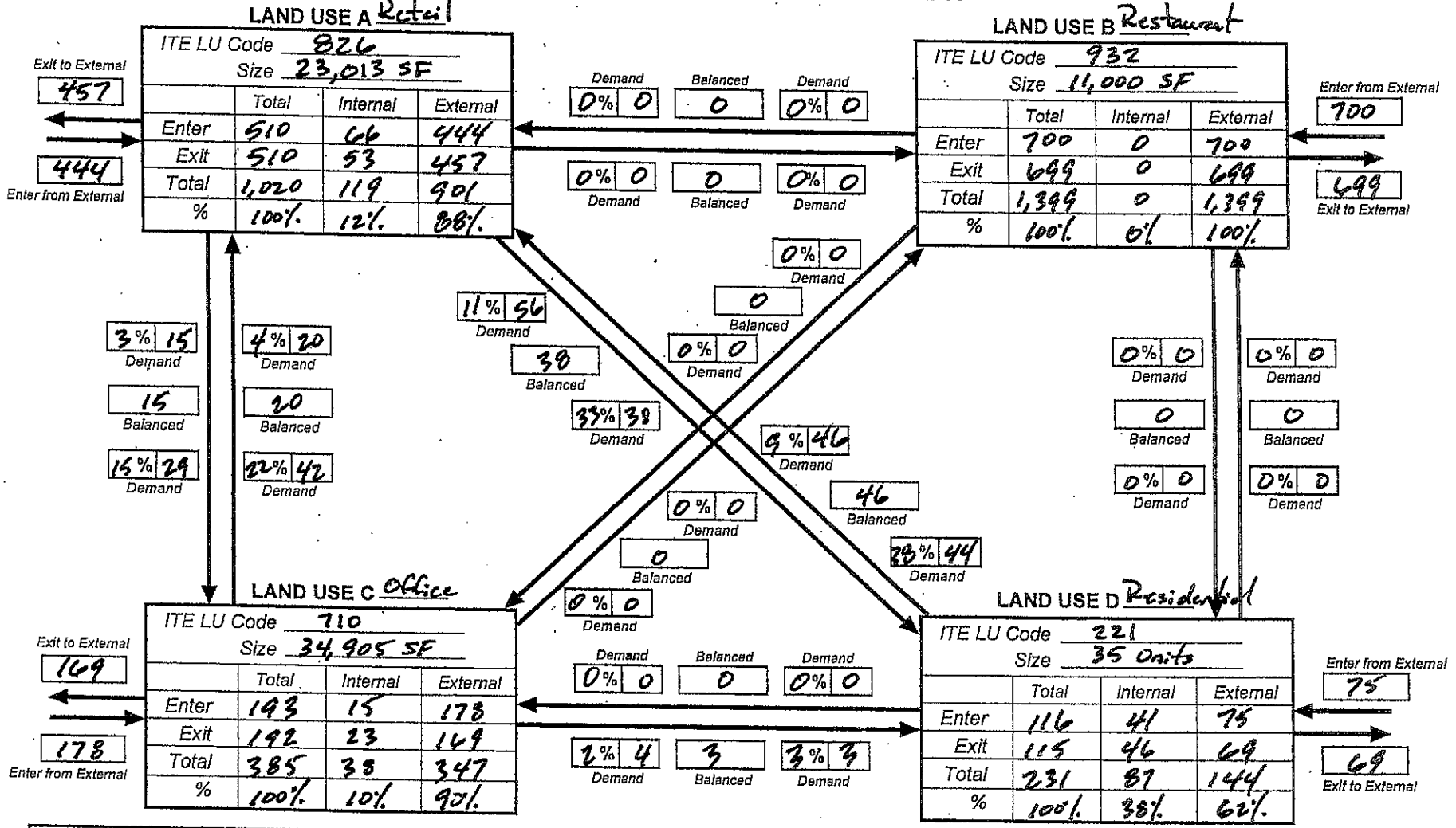
CORNERSTONE MIXED-USE PROJECT

Land Use	Size	Multi-Trip Factor	ADT		A.M.						P.M.					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
1. Low-Rise Apartments	35	1.00	6.59	231	0.46	16	21%	3	79%	13	0.58	20	65%	13	35%	7
2. Specialty Retail	23,013	1.00	44.32	1,020	1.33	31	60%	19	40%	12	2.71	62	44%	27	56%	35
3. General Office	34,905	1.00	11.03	385	1.56	54	88%	48	12%	6	1.49	52	17%	9	83%	43
4. High-Turnover (Sit-Down) Restaurant	11,000	1.00	127.15	1,399	10.81	119	55%	65	45%	54	9.85	108	60%	65	40%	43
Project Total:				3,035		220		135		85		242		114		128

Analyst Darryl Nelson PTP
Date 1/6/14

MULTI- USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt Cornerstone
Time Period ADT



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	444	700	178	75	1,397
Exit	457	699	169	69	1,394
Total	901	1,399	347	144	2,791
Single-Use Trip Gen. Est.	1,020	1,399	385	231	3,035

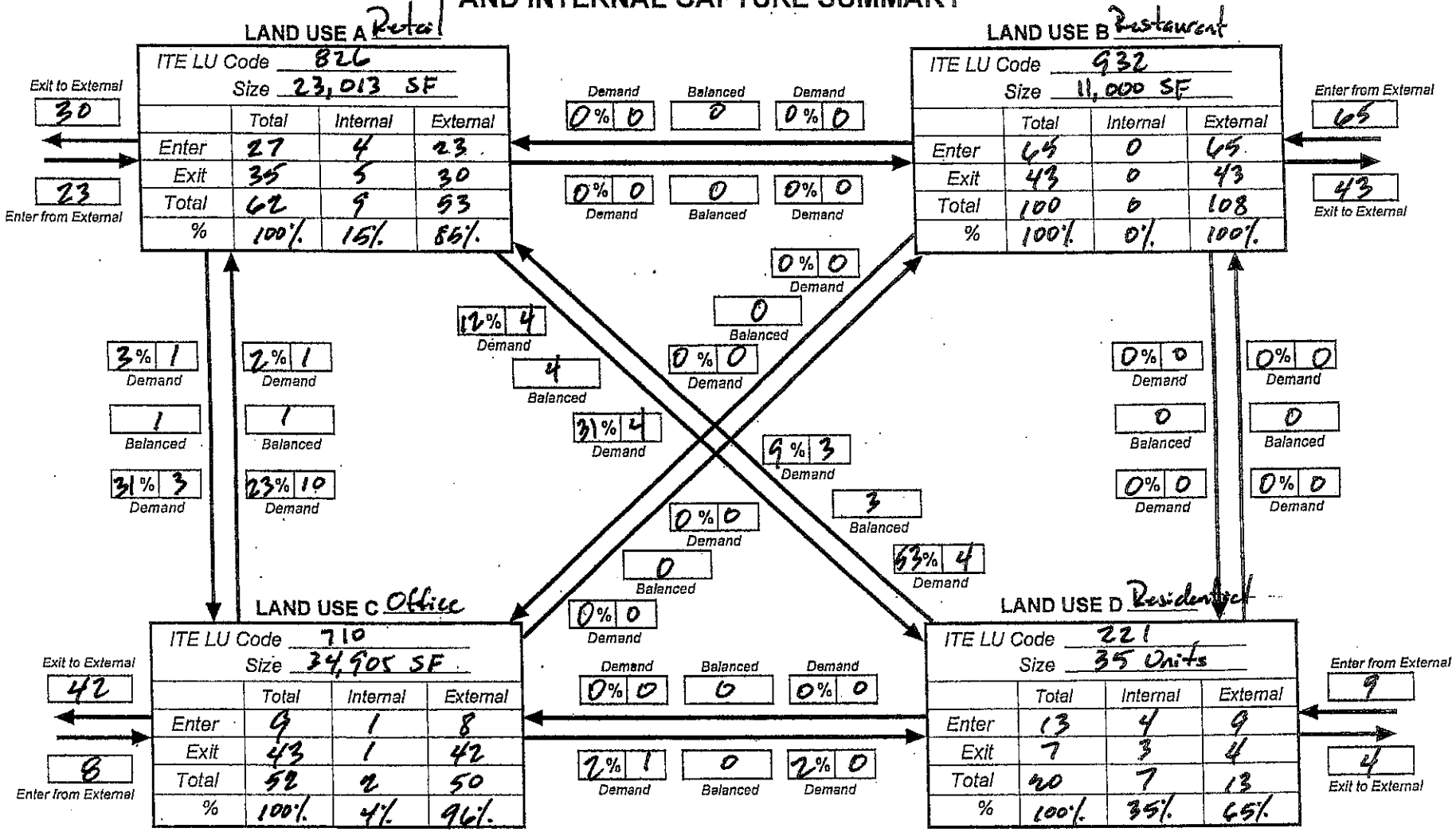
Source: Kaku Associates, Inc.

INTERNAL CAPTURE 8%

Analyst Darryl Nelson, PTP
Date 1/6/14

MULTI- USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt Cornerstone
Time Period P.M. Peak Hour



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	23	65	8	9	105
Exit	30	43	42	4	119
Total	53	108	50	13	224
Single-Use Trip Gen. Est.	62	108	52	20	242

Source: Kaku Associates, Inc.

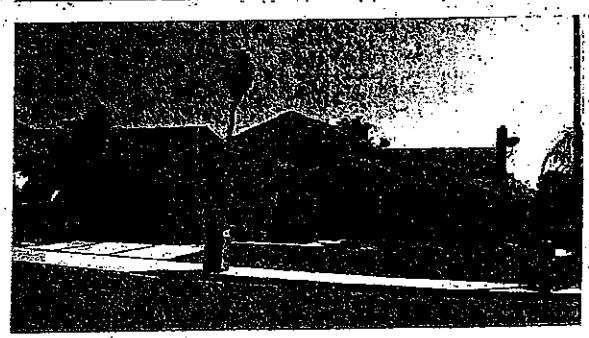
INTERNAL CAPTURE 8%

CITY OF AGOURA HILLS APPROVED AND PENDING PROJECTS LIST (SEPTEMBER 2013)

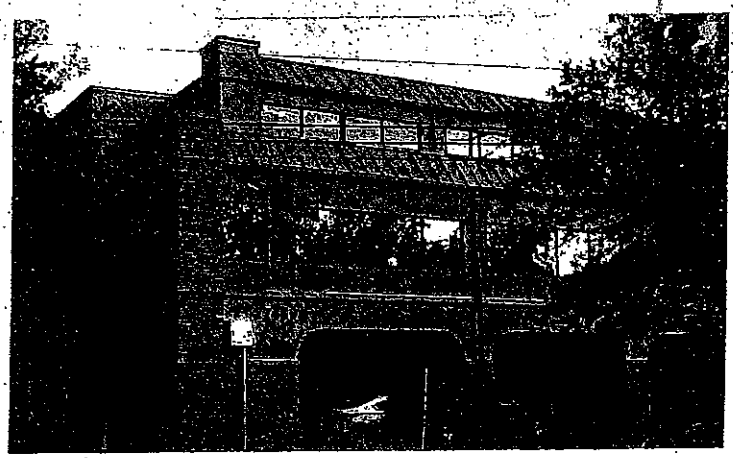
City of Agoura Hills Development Summary

CITY OF
AGOURA HILLS

Department of Planning and Community Development
30001 Ladyface Court, Agoura Hills, CA 91301
www.ci.agoura-hills.ca.us
(818) 597-7309



Commercial and Residential Projects
September 2013 Quarterly Report



COMMERCIAL AND MIXED-USE PROJECTS IN REVIEW - SEPTEMBER 2013

Map No.	Project Name	Case No.	Project Location	Parcel No.	Site Sqft.	Use Sqft.	Project Description	City Contact
1	**E.F. Moore & Co.**	03-CUP-006	SEC of Agoura and Kanan Road	2061-031-020	18 acres (784,080 sq.ft.)	Retail/office: 48,500 sq.ft. MFU: 95 units	Agoura Village Mixed Use Development Env. Review: MND	A. Cook (818) 597-7310
2	**Heathcote for Buckley**	03-CUP-019	South of Agoura Road near western City Limits	2061-001-031	3 acres (130,680 sq.ft.)	14,075 sq.ft.	Commercial/Medical Building Env. Review: TBD	V. Darbouze (818) 597-7328
3	**Agoura-Kanan, LLC/ The Martin Group/Symphony Development**	07-AVDP-001	4995 Kanan Road	2061-033-018	21.58 acres (940,024.8 sq.ft.)	MFU: 107 units Retail:167,000 sq.ft.	First phase of development & parcelization of site includes 107 res.units over 62,000sq.ft. of retail space. (other phases to include 30,000 sq.ft. of retail and 75,000 sq.ft. of commercial space). Env. Review: MND	A. Cook (818) 597-7310
4	**Cornerstone/Coast to Coast**	07-AVDP-002 PM 70559	SEC Agoura Rd. and Cornell Rd.	2061-029-005 thru 16 2061-030-001 thru 013	5.58 acres (243,172 sqft.)	35 du, 17,830 s.f. office, 25,017 s.f. retail	Mixed-Use Development Env. Review: Pending	A. Cook (818) 597-7310
5	**Whizin Market Square, LLC/ Tucker Investment Group, LLC**	08-AVDP-001	28888 thru 28914 Roadside Drive	2061-007-041, 051, 052, 054, 055	8.85 acres (388,890 sq. ft.)	100,000 sq. ft. existing floor area, 14,850 sq. ft. of new flr.area and 5,800 sq. ft. of new outdoor dining areas.	Concept: 100,000sq.ft.of existing flr.area, 14,850 sq.ft.of new retail & restaurant flr.area, add 88 new parking spaces to existing 515 parking spaces & demolish baseball batting cages. Add 5,800 sq. ft. of outdoor dining, public seating, play areas, open space for outdoor entertainment & community gathering uses. Env. Review: Catex	D. Hooper (818) 597-7342

COMMERCIAL AND MIXED-USE PROJECTS IN REVIEW - SEPTEMBER 2013

6	**Owen Nostrant**	12-AVDP-001	29112 Roadside Drive	2061-006-042	1.33 acres (57,817 sq.ft.)	6,512 sq.ft.	Add a new trellis element on the front elevation of the Roadside Lumber building; reconfiguring the easterly parking lot and driveways; relocating and removing accessory structures; providing new landscaping on both parcels; and providing a new monument sign on the westerly parcel. Env. Review: Catex	D. Hooper (818) 597-7342
7	**Owen Nostrant**	12-AVDP-002	29130 Roadside Drive	2061-006-048	0.44 acres (19,152 sq.ft.)	7,500 sq.ft.	Exterior Remodel and 744 sq.ft. addition to a retail showroom space at an existing lumber yard/hardware supply store Env Review: Catex	D. Hooper (818) 597-7342
8	**Santorini Mall/Villa Santorini - Alon Zakoot**	13-AVDP-001 for Concept Review of an Agoura Village Development Permit	Agoura Road	2061-029-003; 2061-029-004	1.14 acres (49,743 sq.ft.)	60,071 sq.ft. mixed use plus 9,565 sq.ft. semi sub parking garage.	Mixed -use and live/work project: 1,378 sq.ft. office, 1,293 sq.ft restaurant, 6,473 sq.ft. 5-unit apt; and 30,865 sq.ft. 11 live/work townhomes; semi-sub parking garage. Env. Review: MND	A.Cook (818) 597-7310
9	**Crown Castle**	13-CUP-003	Public Right-of-Way near 5708 Kanan Road	N/A	N/A	N/A	Install antenna on existing utility pole Env. Review: Catex	A. Cook (818) 597-7310
10	**Tesoro South Coast Company**	13-SPR-007 (Admin.)	30245 Agoura Road	2061-002-045	0.68 acres (29,586 sq.ft.)	180 sq.ft.	Extend existing car wash 10 feet Env. Review: Catex	R. Madrigal (818) 597-7339
11	**Cable Engineering for AT&T**	13-CUP-007	Water District Property zoned U	2056-029-900	N/A	N/A	Request to install 8 ground-mounted antennas and equipment on Water District owned property in the Morrison Ranch Residential Neighborhood. Env. Review: Catex	A. Cook (818) 597-7310

COMMERCIAL AND MIXED-USE PROJECTS IN REVIEW	ACRES	SQ.FT.	# OF UNITS
Commercial - New	49.3	275,093.00	N/A
Commercial - T.I. /Addition	10.07	15,774.00	N/A
Residential - New		37,338.00	253
Outdoor Use	N/A	5,800	N/A

City of Agoura Hills
September 2013

COMMERCIAL AND MIXED-USE PROJECTS APPROVED - SEPTEMBER 2013

Map No.	Project Name	Case No.	Project Location	Parcel No.	Site Sq. ft.	Use Sq. ft.	Project Description	City Contact
1P	**Shirvanian Family Investment (New ABC North)**	06-CUP-003 06-OTP-005 PM 65503	Lots between 28700 and 28811 Canwood Street	2048-012-026	10 acres (435,600 sq.ft.)	103,000 sq. ft.	Industrial park with 7 buildings Env. Review: MND	D. Hooper (818) 597-7342
2P	**Ware Malcomb for Agoura Business Center West,LLC (William Poe)**	07-CUP-010 07-GPA-001 07-ZC-001 PM 69426 08-VAR-006	Northwest corner of Canwood Street and Derry Ave.	2048-012-022 and 2048-012-027	The entire Lot 2 of Tr.33249 is 8.82 acres buildable area; however, with the new Parcel Map, the project site is proposed to be 1.93 acres (840,708 sq.ft.)	21,782 sq. ft.	A GPA and ZC app.to change project site from Bus.Manufacturing to Commercial Retail and a CUP app.to construct 3 retail buildings totalling 21,782 sq.ft. Env. Review: MND	V. Darbouze (818) 597-328
3P	**APB Properties LLC (Formerly 27489 Agoura Road LLC)**	11-SPR-009, 11-OTP-019, 11-VAR-002, VTPM 67397 (Ref Cases: 06-SPR-009, 06-OTP-021, 06-VAR-003, VTPM 67397)	27489 Agoura Road	2064-006-006, 007, 009, 016, 018, 019	5 empty lots and one developed lot for a site total of approx. 4.18 acres	30,000 sq. ft. (existing bldg. on site is 24,450 sq. ft.)	Time Extension for a project: 2 bldgs. One single-story, 10,000 sq.ft. and one two-story, 20,400 sq. ft. and a Parcel Map to combine the 6 lots. Env. Review: MND Addendum	V. Darbouze (818) 597-7328
4P	**Whizin Market Square, LLC/ Tucker Investment**	12-SP-035 & 12-VAR-003	28888-28914 Roadside Dr.	2061-007-041, 051, 052, 054, 055	N/A	N/A	Sign Program Amendment. Env. Review: Catex	D. Hooper (818) 597-7342
5P	**PDC for AT&T**	11-CUP-002	28030 Dorothy Drive	2061-013-037	N/A	N/A	Upgrade wireless telecommunication facility. Env. Review: Catex	V. Darbouze (818) 597-7328

COMMERCIAL AND MIXED-USE PROJECTS APPROVED - SEPTEMBER 2013

6P	**PDC for AT&T**	11-CUP-003	30105-30131 Agoura Road	2061-005-058	N/A	N/A	Upgrade wireless telecommunication facility. Env. Review: Catex	V. Darbouze (818) 597-7328
7P	**Acqua E Farina, Inc. Aka Blue Table**	12-CUP-005	28912 Roadside Drive, Suite 100	2061-007-041	8.95 acres (389,890 sq. ft.)	1,100 sq.ft + 500 sq.ft	Request a type 41 and type 20 license from ABC in a 500 sq.ft. addition to an existing restaurant Env. Review: Catex	V. Darbouze (818) 597-7328
8P	**Steven P. Dahl**	12-SPR-006 & 12-VAR-004	5017 Lewis Road	2061-009-028 & 052	N/A	N/A	Improvements to building. Request for a reduction in the parking requirement. Env. Review: Catex	R.Madrigal (818) 597-7339
9P	**Steven Mongeau**	12-SPR-008	28136 Roadside Drive	2061-006-037, 2061-006-038, 2061-006-039	N/A	N/A	Façade remodel to the existing Burger King and revise signage. Env. Review: Catex	R.Madrigal (818) 597-7339
10P	**SACW for Sprint**	12-CUP-001	28020 Dorothy Drive	2061-013-037	N/A	N/A	Replacing antennas with new 4G antennas + additional equipment on the roof Env. Review: Catex	V. Darbouze (818) 597-7328
11P	**SACW for Sprint**	12-CUP-002	30125 Agoura Road	2061-005-058+047	N/A	N/A	Replacing antennas and equipment on the roof. Env. Review: Catex	V. Darbouze (818) 597-7328
12P	**City of Agoura Hills**	13-CUP-002 13-VAR-002 13-OTP-005	29900 Ladyface Court	2061-005-915	5.97 acres (260,173 sqft.)	25,333 sqft. (12,978 sq. ft. net addition)	Remodel in phases of an existing building to be used by the Park and Rec department. Phases I and II: demolish 2,294 sqft., renovate: 12,081 sqft. Phase III: demolish 1,825 sq.ft. add 4,277 sqft. Other improvements are planned outside including hardscape and landscaping, repaving of the parking lot with new 10-foot high retaining walls. Env. Review: MND	D. Hooper (818) 597-7342

COMMERCIAL AND MIXED-USE PROJECTS APPROVED - SEPTEMBER 2013

13P	**Greg Smiley**	13-CUP-004	28710 Canwood Street Suites 105, 106 and 107	2048-012-024	1.33 acres (57,969 sqft.)	4,500 sqft.	Physical fitness studio in a BP-OR zone	D. Hooper (818) 597-7342
14P	**Latigo Kid - Peter & Diane Gomez**	13-CUP-005 13-ODP-001	28914 Roadside Drive	2061-007-041	N/A	N/A	Request to add an outdoor dining patio and add an alcohol beverage license for the expansion of the dining area.	R.Madrigal (818) 597-7339

COMMERCIAL AND MIXED-USE PROJECTS APPROVED TOTALS	ACRES	SQ.FT.	# OF UNITS
Commercial - New	**16.11**	**154,782.00**	**N/A**
Commercial - T.I. /Addition	**14.92**	**13,478.00**	**N/A**
Residential			**0**

City of Agoura Hills
September 2013

COMMERCIAL PROJECTS RECENTLY COMPLETED

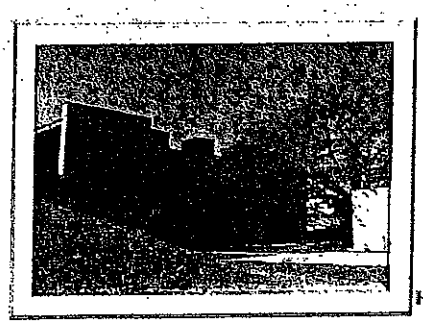
Map No.	Project Name	Case No.	Project Location	Parcel No.	Site Sqft.	Use Sqft.	Project Description	Env. Review
1C	**Scheu Development Co. for Agoura Hills Corporate point, LLC**	98-CUP-012 98-OTP-010 Amendment TPM 71468 12-SP-024 12-VAR-002	30200 and 30300 Agoura Road	2061-002-022	26 acres (1,132,560 sq.ft.)	71,844 sq. ft.	Amendment to approved application to extend the approval beyond the allowed extension already granted for two com. office buildings on 5.23 acres The balance of the site to be deed restricted to prevent development.	EIR
2C	**Conrad Hilton Foundation**	09-CUP-001, 09-OTP-003, 10-VAR-004, VTPM 71264, 09-DA-001 12-SP027	30440 and 30500 Agoura Rd. (south side of Agoura Rd., east of Reyes Adobe)	2061-002-024 and 2061-002-048	66 acres (2,874,960 sq.ft.)	90,300 sq.ft.	Construct the Foundation headquarters in a three-phase campus style development. Phase I: One 22,240 sqft. office building with one 450 sqft. maintenance building and retaining walls.	EIR
3C	**Conrad Hilton Foundation**	12-SP-027	30440 Agoura Road	2061-002-024 &048	N/A	N/A	Establish a Sign Program.	Catex
4C	**Tavistock Freebirds, LLC**	12-CUP-003	29125 Canwood St	2048-011-074	N/A	N/A	Reqest for ABC Liquor License	Catex
5C	**Elias Ben Hazany**	07-CUP-001	5226 Palo Comado Canyon Road	2052-008-030	0.45 acre (19,602 sq.ft.)	1,454.7 sq. ft.	Remodel existing gas station building and remove the service-bay facilities in order to convert entire building to a Food Mart.	Catex
6C	**Ron Underwood (McDonald's Restaurant)**	05-SPR-018 Minor Amendment	29161 Canwood Street	2048-011-069	N/A	N/A	Façade remodel to the existing Mc Donald's Restaurant and Sign Program Update.	Catex
7C	**Grissini Ristorante**	13-SP-007 + 12-VAR-001	30125 Agoura Road	2061-005-058	N/A	N/A	Request to install a second monument sign and closer to the property line.	Catex
8C	**Maral Cuisine**	13-CUP-001	5843 Kanan Road (Agoura City Mall)	2051-005-002	N/A	N/A	Request for a alcohol beverage license.	Catex

COMMERCIAL PROJECTS RECENTLY COMPLETED

COMMERCIAL PROJECTS COMPLETED TOTALS (FROM ABOVE)	ACRES	SQ.FT.	
Commercial - New	92	94,084.00	N/A
Commercial - T.I./Addition	0.45	1,454.00	N/A
Residential - New			N/A
Outdoor Use		0.00	N/A

Agoura Hills Corporate Point

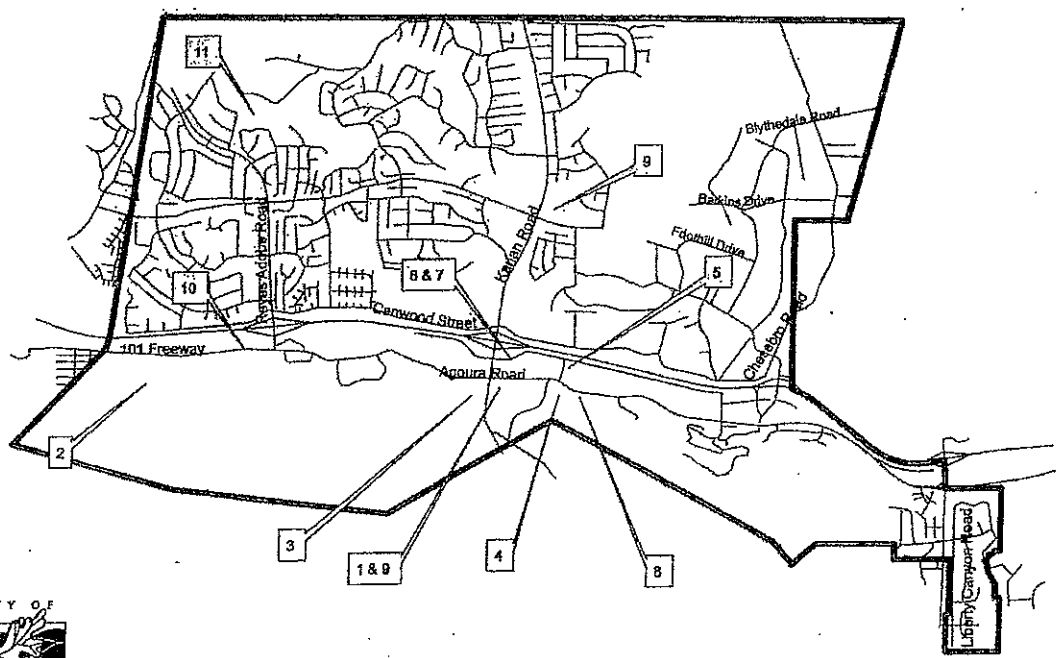
Freebirds



Hilton Foundation

Grissini Monument Sign

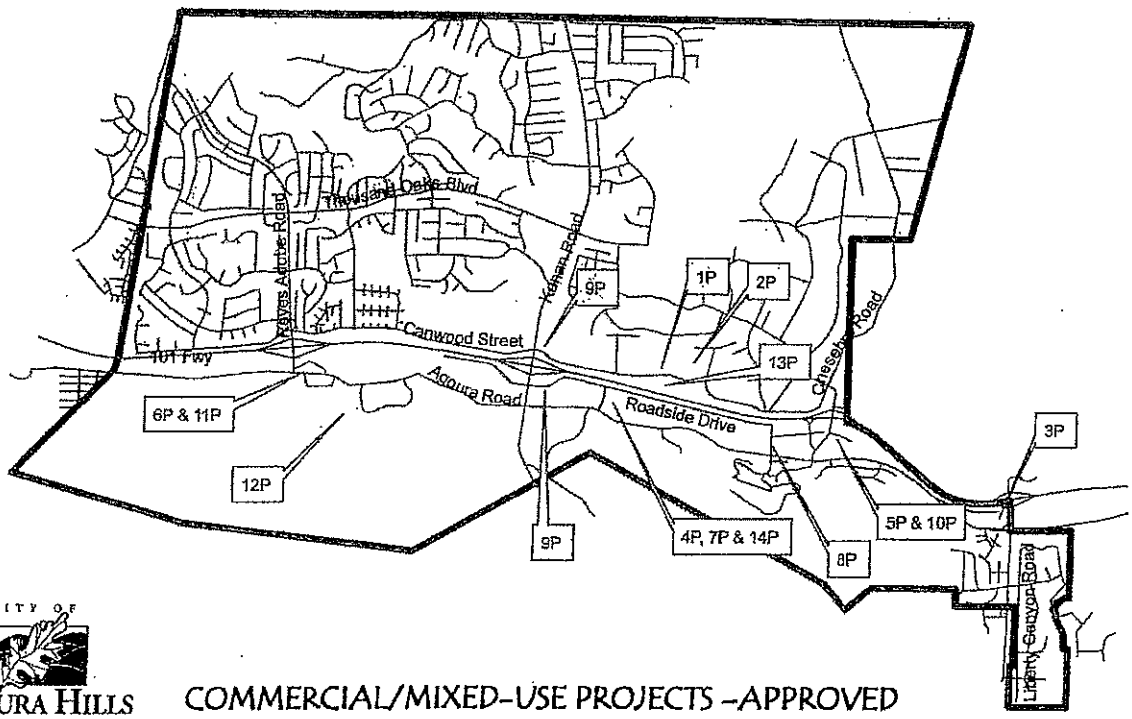
City of Agoura Hills Development Summaries



CITY OF AGOURA HILLS

COMMERCIAL/MIXED-USE PROJECTS –IN REVIEW—

City of Agoura Hills Development Summaries



CITY OF AGOURA HILLS

COMMERCIAL/MIXED-USE PROJECTS –APPROVED

RESIDENTIAL PROJECTS APPROVED - SEPTEMBER 2013

Map No.	Project Name	Case No.	Project Location	Parcel No.	Site Sqft.	Use Sqft.	Project Description	City Contact
1P	Riopharm USA Inc.	03-CUP-010 03-VAR-005 TR 48901 (Formerly: TT48901, 90-CUP-010, 98-CUP-007)	27650 Agoura Rd.	2061-014-007 through 015 & 2061-014-18 through 20 & 2061-014-23 through 26	10.58 acres (460,864 sq.ft.)	Three models from 2,777 to 3,235 sqft. 84,945 sqft.	24 Single-Family Residences Env. Review: EIR	D. Hooper (818) 597-7339
2P	Stockton/ Iamburg (Ben Menahem)	03-CUP-016 03-OTP-017	6149 Palo Comado Canyon Rd.	2055-023-073	0.92 acres (40,080 sq.ft.)	3,994 sq.ft. + 475 sqft garage = 4,469 sqft.	A two-story custom house with three car garage Env. Review: Catex	V. Darbouze (818) 597-7328
3P	Lucian T. Hood for Steven & Katy Rishoff	09-SPR-003	5411 Colodny Drive	2055-013-014	1.69 acres (73,649 sq.ft.)	1,980 sq. ft. existing; 3,407 sq. ft. proposed	Remodel and single story room addition of a 380 sq. ft. pool room and 1,047 sq. ft. attached garage. Env. Review: Catex	R. Madrigal (818) 597-7339

RESIDENTIAL PROJECTS APPROVED - SEPTEMBER 2013

Map No.	Project Name	Case No.	Project Location	Parcel No.	Site Sqft.	Use Sqft.	Project Description	City Contact
4P	Daniel Farkash for Heather Danko	10-CUP-001	28414 Foothill Drive	2055-017-025	0.459 acres (20,000 sq.ft.)	1,148 sq. ft. existing; 1,938 sq. ft. total proposed	Remodel and 790 sq. ft. room addition to a 1,148 sq. ft. single-family residence Env. Review: Catex	V. Darbouze (818) 597-7328
5P	Mr. and Mrs. Amini	10-SPR-004 10-OTP-011	5622 Foothill Drive	2055-017-007	0.87 acres (37,900 sq.ft.)	3680 sq. ft. + 672 sqft. garage = 4,352 sqft.	One-story single-family dwelling unit with a garage connected by a breezeway Env. Review: Catex	V. Darbouze (818) 597-7339
6P	Ashnoor Piroutl	03-CUP-023 + 05-OTP-012	28454 Renee Dr.	2061-021-005	0.116 acres (5,040 sq.ft.)	1,874 sq.ft. with a 616 sq.ft. garage = 2,490 sqft.	Two-story single-family dwelling unit Env. Review: Catex	V. Darbouze (818) 597-7339
7P	Ashnoor Piroutl	03-CUP-022 + 05-OTP-011	28458 Renee Dr.	2061-021-023	0.148 acres (6,452 sq.ft.)	2431 sq.ft. with 568 sq.ft. garage = 2,999 sqft.	Two-story single-family dwelling unit Env. Review: Catex	V. Darbouze (818) 597-7339

RESIDENTIAL PROJECTS APPROVED - SEPTEMBER 2013

Map No.	Project Name	Case No.	Project Location	Parcel No.	Site Sqft.	Use Sqft	Project Description	City Contact
8P	M. Kamal & Associates, LLC for Henry M. Hafimi	08-CUP-002; 08-ZC-001; 08-GPA-001; PM 69698 (Ref: 06-PAR-002 & 05-PSR-001)	28700 Thousand Oaks Blvd. (Park zoned lot east of Carell, north side of Thousand Oaks Blvd.)	2048-003-002	9.6 acres to be divided into 7.2 of open space and 2.4 of developable land.	6,850 sq. ft.	A Parcel Map to subdivide one lot into two lots to construct a 6,850 sq. ft. D. U. on a hillside, donate one lot for park purposes, change the zone, amend the Gen. Plan. Env. Review: Catex	R. Madrigal (818) 597-7339
9P	Brent Schneider for Zahavi	11-SPR-005	6021 Colodny Drive	2055-028-036	1.04 acres (45,227 sq.ft.)	5,781 sq.ft.	New single-family residence Env. Review: Catex	R. Madrigal (818) 597-7339
10P	Altan Hillel	12-SPR-002 12-OTP-005 12-SP-011 12-ZC-001 12-GPA-001	Southeast Corner of Chesebro and Driver Avenue	2052-008-043	0.93 acres (40,715 sq.ft.)	Living: 24,107 sq.ft. Garages: 11,592 sq.ft. Total: 35,699 sq.ft.	A request to change the zone and build an 18-unit townhome complex Env. Review: MND	Doug Hooper (818) 597-7342
11P	Arc Design Group, Inc.	12-SPR-003 & 12-OTP-007	26080 Balkins Drive	2055-023-098	1.03 acres (44,991 sq. ft.)	5506 sq. ft.	4,037 sq.ft., two story house, 701 sq. ft. attached garage, and a 768 sq. ft. detached garage/storage/ workshop) Env. Review: Catex	R. Madrigal (818) 597-7339

RESIDENTIAL PROJECTS APPROVED - SEPTEMBER 2013

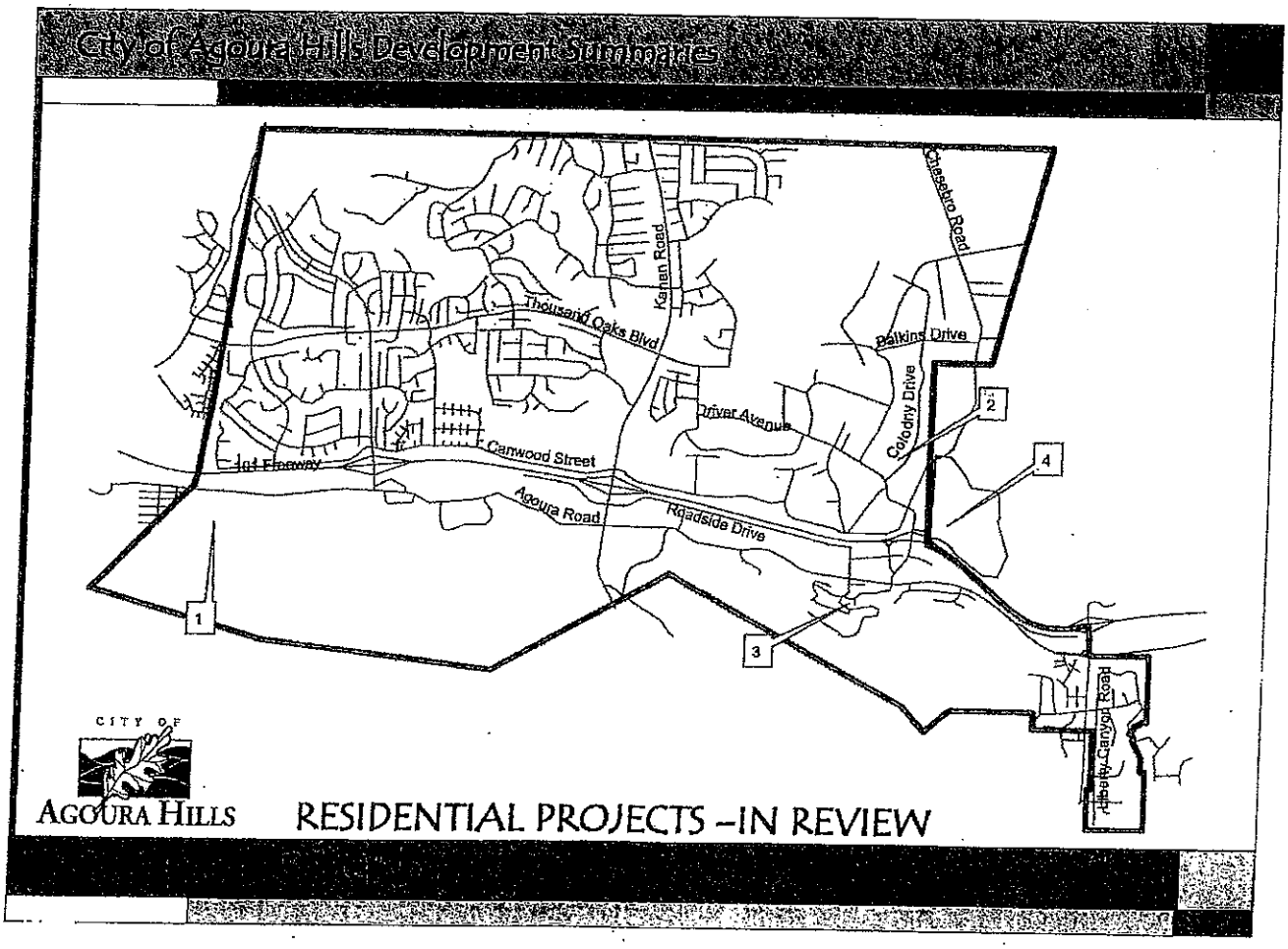
Map No.	Project Name	Case No.	Project Location	Parcel No.	Site Sqft.	Use Sqft.	Project Description	City Contact
12P	Abudalu, Joseph (Architect: Studio by Design)	06-CUP-019	28303 Laura La Plante Drive	2061-022-051	0.53 acres (23,090 sq.ft.)	3,630 sq. ft.	Construct 3,230 sq. ft., 2-story S.F.D. with a 400 sq. ft. attached garage. Env. Review: Catex	R. Madrigal (818) 597-7339
13P	Tracy Hrach	12-SPR-004	5310 Colodny Drive	2055-007-053	0.31 acres (13,724 sq. ft.)	8,391 sq. ft.	5 Unit Apartment Complex Env. Review: Catex	R. Madrigal (818) 597-7339
14P	Manny Montes	13-SPR-002	5427 Colodny Drive	2055-013-015	1 acre (43,560 sq. ft.)	1,218 sq. ft. + 1,153 sq. ft.	Addition to main house and a new garage and recreation room Env. Review: Catex	R. Madrigal (818) 597-7339
15P	Avi and Lisa Siboni	11-SPR-006, 11-OTP-012	5446 Lewis Road	2055-005-070	0.63 acres (27,485 sq. ft.)	5,088 sq.ft.	New single-family residence Env. Review: Catex	R. Madrigal (818) 597-7339

RESIDENTIAL PROJECTS APPROVED TOTALS	ACRES	SQ.FT.	# OF UNITS
New Construction	19.5	170,200	56
Room Additions	3.149	3,728	3

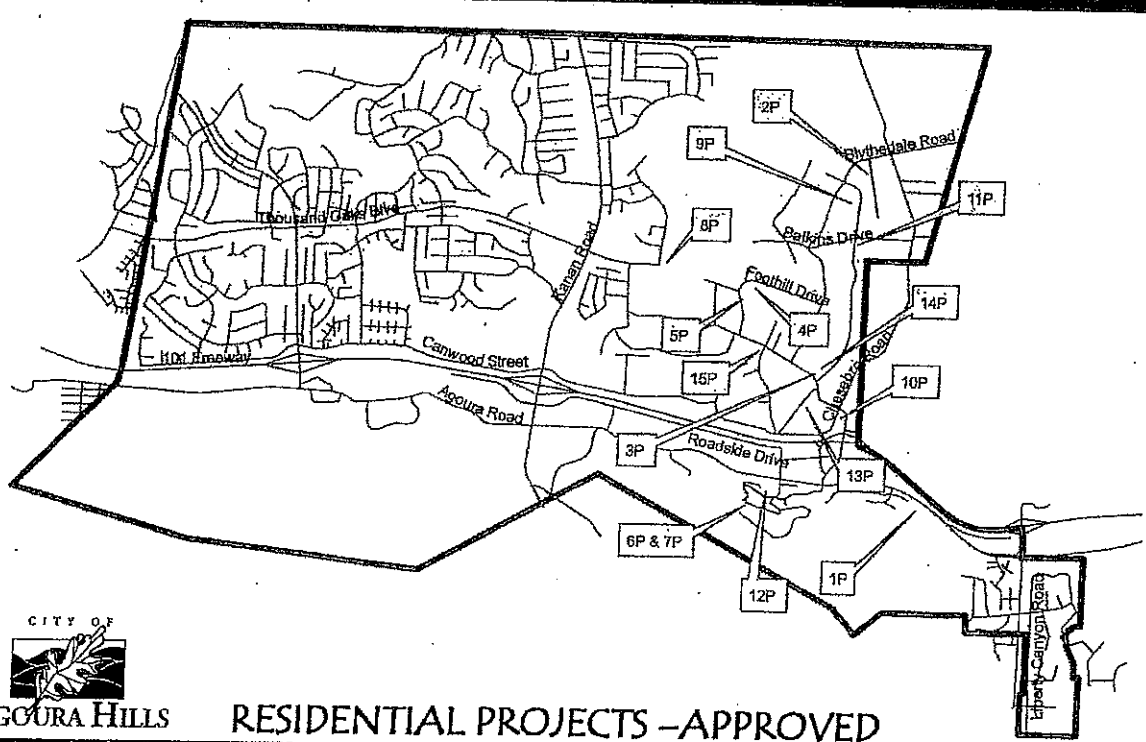
RESIDENTIAL PROJECTS RECENTLY COMPLETED

Map No.	Project Name	Case No.	Project Location	Parcel No.	Site Sqft.	Use Sqft.	Project Description	Env. Review
1C	Keith Blinkinsoph	10-CUP-004 10-OTP-006	28441 Lewis Place	2061-022-023 through 025	0.53 acres (23,108 sq.ft.)	4,228 sq. ft.	Two-story single-family dwelling unit	Catex
2C	Jim English/Tim Ahern for Jane Swanson	03-CUP-011 Amendment 11-VAR-001	28354 Batkins Drive	2055-021-042	N/A	N/A	Amend CUP to allow for a pool increasing the lot coverage	Catex
3C	Howard Littman	11-SPR-002	5525 Softwind Way	2053-017-015	0.13 acres (5788 sq. ft.)	2,840 sq. ft.	1,072 sq. ft. first and second-story addition to a 1,768 sq. ft. SFR	Catex
4C	Marzi Zion for Feldman	11-SPR-010	6131 Rustling Oaks Drive	2051-009-017	0.14 acres (6,290 sq. ft.)	3,026 sq. ft.	527 sq. ft. addition to a 3,026 sq. ft. two-story residence.	Catex
5C	Salpi Manouklan for Simon	11-SPR-007	30227 Watford Ct.	2056-031-014	0.35 sqft. (15,400 sq. ft.)	846 sq. ft.	Second-story addition to a 3,039 single-story residence.	Catex
6C	Von Buck	03-CUP-017 03-OTP-016	27801 Blythedale Rd.	2055-001-035	4.27 acres (186,001.2 sq.ft.)	4,274 sqft with 1,272 sqft. Garage = 5,545 sqft.	A two-story custom house with three car garage	Catex
7C	Kurt Menslage	12-SPR-007	6005 Rainbow Hills Road	2056-055-004	0.24 acres (10,658 sq.ft.)	327 sq.ft.	A room addition in a volume ceiling.	Catex
8C	Kenneth and Patricia Berkman	12-SPR-009	28920 Dargan Street	2050-003-010	0.16 acres (6,900 sq.ft.)	1924 sq.ft. + 430 sq.ft. garage	A request to add a 667 sq.ft. second floor to a one-story residence	Catex

RESIDENTIAL PROJECTS COMPLETED TOTALS	ACRES	SQ.FT.	# OF UNITS
Completed New Dwellling Units	4.8	9,772.00	2
Completed Room Additions	1.02	3,459.00	2
Other	0.00	0.00	0

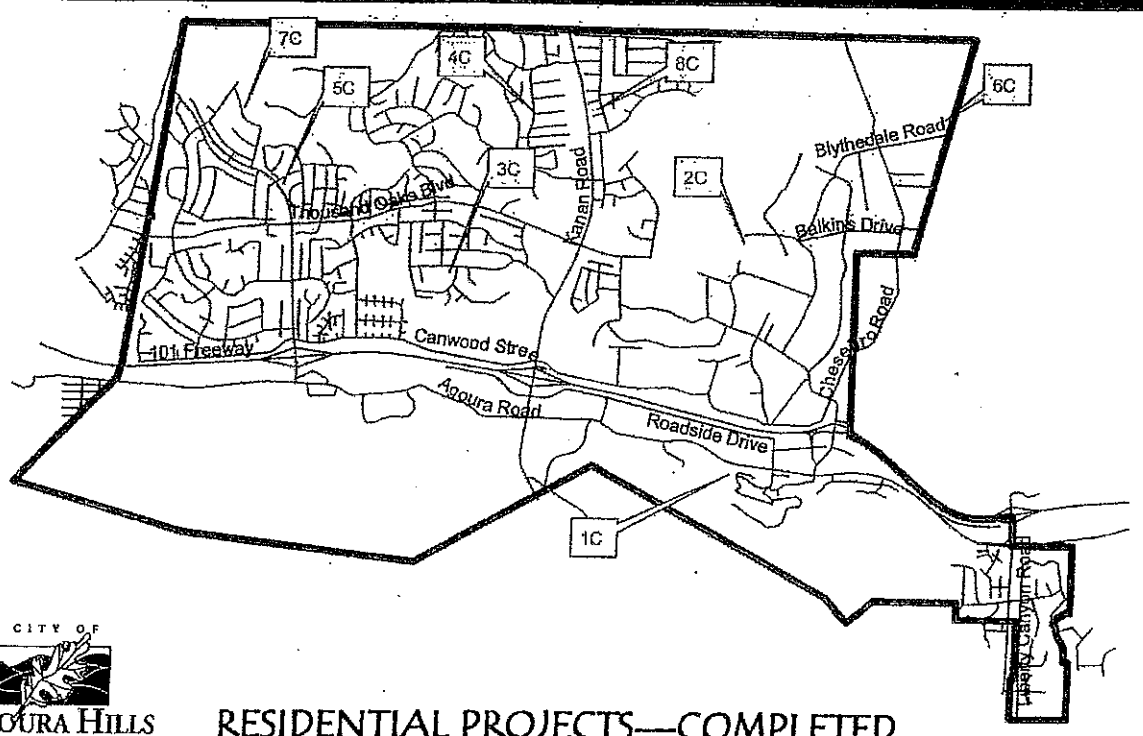

City of Agoura Hills Development Summaries
Kanan Road
Thousand Oaks Blvd
Chesebro Road
Palkins Drive
Colodny Drive
Driver Avenue
Canwood Street
Agoura Road
Roadside Drive
Agoura Road
1
2
3
4
CITY OF
AGOURA HILLS
RESIDENTIAL PROJECTS –IN REVIEW

City of Agoura Hills Development Summaries



CITY OF AGOURA HILLS

RESIDENTIAL PROJECTS –APPROVED



CITY OF AGOURA HILLS

RESIDENTIAL PROJECTS—COMPLETED

LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - U.S. Highway 101 Northbound Ramp/Canwood Street/Kanan Road
Reference 2 - U.S. Highway 101 Southbound Ramp/Roadside Drive/Kanan Road
Reference 3 - Kanan Road/Agoura Road
Reference 4 - Roadside Drive/Cornell Road
Reference 5 - Agoura Road/Cornell Road
Reference 6 - Agoura Road/Chesebro Road

INTERSECTION CAPACITY UTILIZATION WORKSHEET

CORNERSTONE MIXED-USE PROJECT - #13070

REF. #01AM

COUNT DATE: 03/06/2013

N/S STREET: KANAN ROAD

E/W STREET: CANWOOD STREET/U.S. HWY 101 NB RAMPS (Split-Phased)

TIME PERIOD: A.M. PEAK HOUR

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	61	828	216	0	1807	52	47	0	121	446	76	722
(B) PROJECT:	0	8	30	0	14	0	0	0	0	0	0	0
(C) NEAR TERM - ADDED:	0	90	38	0	150	0	5	0	10	50	0	10

GEOMETRICS: NORTH BOUND L TT R; SOUTH BOUND TTT R; EAST BOUND L R; WEST BOUND L LT R R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	61	61	61	61	0.038 *	0.038 *	0.038 *	0.038 *
NBT	2	3200	828	836	918	926	0.259	0.261	0.287	0.289
NBR *(a)*	1	1600	216	246	254	284	0.135	0.154	0.159	0.178
SBL	0	0	0	0	0	0	-	-	-	-
SBT	3	4800	1807	1821	1957	1971	0.376 *	0.379 *	0.408 *	0.411 *
SBR *(b)*	1	1600	27	27	27	27	0.017	0.017	0.017	0.017
EBL	1	1600	47	47	52	52	0.029	0.029	0.033	0.033
EBT	0	0	0	0	0	0	-	-	-	-
EBR *(c)*	1	1600	68	68	73	73	0.043 *	0.043 *	0.046 *	0.046 *
WBL	0	0	446	446	496	496	-	-	-	-
WBT	2	2880	76	76	76	76	0.181 *	0.181 *	0.199 *	0.199 *
WBR *(d)*	2	3200	412	412	417	417	0.129	0.129	0.130	0.130
						LOST TIME:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.69	0.69	0.74	0.74
						LEVEL OF SERVICE:	B	B	C	C

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

(a) 0% RTOR
(b) 48% RTOR
(c) 44% RTOR
(d) 43% RTOR

INTERSECTION CAPACITY UTILIZATION WORKSHEET

CORNERSTONE MIXED-USE PROJECT - #13070

REF. #01PM

COUNT DATE: 03/06/2013
N/S STREET: KANAN ROAD
E/W STREET: CANWOOD STREET/U.S. HWY 101 NB RAMPS (Split-Phased)
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	26	1119	439	0	1262	65	63	0	132	253	100	808
(B) PROJECT:	0	12	41	0	11	0	0	0	0	0	0	0
(C) NEAR TERM - ADDED:	0	235	100	0	236	0	1	0	10	150	0	2

GEOMETRICS: NORTH BOUND L TT R; SOUTH BOUND TTT R; EAST BOUND L R; WEST BOUND L LT R R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	26	26	26	26	0.016	0.016	0.016	0.016
NBT	2	3200	1119	1131	1354	1366	0.350 *	0.353 *	0.423 *	0.427 *
NBR *(a)*	1	1600	439	480	539	580	0.274	0.300	0.337	0.363
SBL	0	0	0	0	0	0	-	-	-	-
SBT	3	4800	1262	1273	1498	1509	0.263	0.265	0.312	0.314
SBR *(b)*	1	1600	28	28	28	28	0.018	0.018	0.018	0.018
EBL	1	1600	63	63	64	64	0.039	0.039	0.040	0.040
EBT	0	0	0	0	0	0	-	-	-	-
EBR *(c)*	1	1600	67	67	72	72	0.042 *	0.042 *	0.045 *	0.045 *
WBL	0	0	253	253	403	403	-	-	-	-
WBT	2	2880	100	100	100	100	0.123	0.123	0.175	0.175
WBR *(d)*	2	3200	598	598	599	599	0.187 *	0.187 *	0.187 *	0.187 *
						LOST TIME:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.63	0.63	0.71	0.71
						LEVEL OF SERVICE:	B	B	C	C

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

(a) 0% RTOR
(b) 57% RTOR
(c) 49% RTOR
(d) 26% RTOR

INTERSECTION CAPACITY UTILIZATION WORKSHEET

CORNERSTONE MIXED-USE PROJECT - #13070

REF. #01AM

COUNT DATE: 03/06/2013
N/S STREET: KANAN ROAD
E/W STREET: CANWOOD STREET/U.S. HWY 101 NB RAMPS (Split-Phased)
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	72	1066	292	0	2250	61	60	0	153	576	90	86
(B) PROJECT:	0	8	30	0	14	0	0	0	0	0	0	0

GEOMETRICS: NORTH BOUND L TT R; SOUTH BOUND TTT R; EAST BOUND L R; WEST BOUND L LT R R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	72	72	72	72	0.045 *	0.045 *	0.045 *	0.045 *
NBT	2	3200	1066	1074	1066	1074	0.333	0.336	0.333	0.336
NBR *(a)*	1	1600	292	322	292	322	0.183	0.201	0.183	0.201
SBL	0	0	0	0	0	0	-	-	-	-
SBT	3	4800	2250	2264	2250	2264	0.469 *	0.472 *	0.469 *	0.472 *
SBR *(b)*	1	1600	32	32	32	32	0.020	0.020	0.020	0.020
EBL	1	1600	60	60	60	60	0.038	0.038	0.038	0.038
EBT	0	0	0	0	0	0	-	-	-	-
EBR *(c)*	1	1600	86	86	86	86	0.054 *	0.054 *	0.054 *	0.054 *
WBL	0	0	576	576	576	576	-	-	-	-
WBT	2	2880	90	90	90	90	0.231 *	0.231 *	0.231 *	0.231 *
WBR *(d)*	2	3200	49	49	49	49	0.015	0.015	0.015	0.015
						LOST TIME:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.85	0.85	0.85	0.85
						LEVEL OF SERVICE:	D	D	D	D

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

(a) 0% RTOR
(b) 48% RTOR
(c) 44% RTOR
(d) 43% RTOR

INTERSECTION CAPACITY UTILIZATION WORKSHEET

CORNERSTONE MIXED-USE PROJECT - #13070

REF. #01PM

COUNT DATE: 03/06/2013
N/S STREET: KANAN ROAD
E/W STREET: CANWOOD STREET/U.S. HWY 101 NB RAMPS (Split-Phased)
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	31	1554	617	0	1722	77	75	0	166	438	118	954
(B) PROJECT:	0	12	41	0	11	0	0	0	0	0	0	0

GEOMETRICS: NORTH BOUND L TT R; SOUTH BOUND TTT R; EAST BOUND L R; WEST BOUND L LT R R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	31	31	31	31	0.019	0.019	0.019	0.019
NBT	2	3200	1554	1566	1789	1801	0.486 *	0.489 *	0.559 *	0.563 *
NBR *(a)*	1	1600	617	658	717	758	0.386	0.411	0.448	0.474
SBL	0	0	0	0	0	0	-	-	-	-
SBT	3	4800	1722	1733	1958	1969	0.359	0.361	0.408	0.410
SBR *(b)*	1	1600	33	33	33	33	0.021	0.021	0.021	0.021
EBL	1	1600	75	75	76	76	0.047	0.047	0.048	0.048
EBT	0	0	0	0	0	0	-	-	-	-
EBR *(c)*	1	1600	85	85	90	90	0.053 *	0.053 *	0.056 *	0.056 *
WBL	0	0	438	438	588	588	-	-	-	-
WBT	2	2880	118	118	118	118	0.193	0.193	0.245	0.245
WBR *(d)*	2	3200	706	706	707	707	0.221 *	0.221 *	0.221 *	0.221 *
						LOST TIME:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.81	0.81	0.89	0.89
						LEVEL OF SERVICE:	D	D	D	D

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

(a) 0% RTOR
(b) 57% RTOR
(c) 49% RTOR
(d) 26% RTOR

INTERSECTION CAPACITY UTILIZATION WORKSHEET

CORNERSTONE MIXED-USE PROJECT - #13070

REF. #02AM

COUNT DATE: 03/06/2013

N/S STREET: KANAN ROAD

E/W STREET: ROADSIDE DRIVE/U.S. HIGHWAY 101 SB RAMPS (Split-Phased)

TIME PERIOD: A.M. PEAK HOUR

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	0	630	32	125	740	1017	632	149	369	19	0	104
(B) PROJECT:	0	30	0	5	9	0	0	12	35	0	0	8
(C) NEAR TERM - ADDED:	0	145	0	20	150	20	5	10	50	0	0	28

GEOMETRICS:	NORTH BOUND TT TR	SOUTH BOUND L TT R	EAST BOUND L LTR R	WEST BOUND L R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	3	4800	630	660	775	805	0.137	0.143	0.167	0.174
NBR *(a)*	0	0	28	28	28	28	-	-	-	-
SBL	1	1600	125	130	145	150	0.078	0.081	0.091	0.094
SBT	2	3200	740	749	880	899	0.231 *	0.234 *	0.278 *	0.281 *
SBR *(b)*	1	1600	1017	1017	1037	1037	0.636	0.636	0.648	0.648
EBL	0	0	632	632	637	637	-	-	-	-
EBT	3	4800	149	161	159	171	0.197 *	0.203 *	0.205 *	0.211 *
EBR *(c)*	0	0	166	182	189	204	-	-	-	-
WBL	1	1600	19	19	19	19	0.012	0.012	0.012	0.012
WBT	0	0	0	0	0	0	-	-	-	-
WBR *(d)*	1	1600	32	35	41	43	0.020 *	0.022 *	0.026 *	0.027 *
					LOST TIME:		0.05 *	0.05 *	0.05 *	0.05 *
					INTERSECTION CAPACITY UTILIZATION:		0.50	0.51	0.56	0.57
					LEVEL OF SERVICE:		A	A	A	A

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

(a) 12% RTOR
(b) 0% RTOR Note: Right-turn only lane to southbound on-ramp. No conflicting movements.
(c) 55% RTOR Note: Left-turn check.
(d) 69% RTOR

INTERSECTION CAPACITY UTILIZATION WORKSHEET

CORNERSTONE MIXED-USE PROJECT - #13070

REF. #02PM

COUNT DATE: 03/06/2013

N/S STREET: KANAN ROAD

E/W STREET: ROADSIDE DRIVE/U.S. HIGHWAY 101 SB RAMPS (Split-Phased)

TIME PERIOD: P.M. PEAK HOUR

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	0	973	32	153	505	448	587	120	294	22	0	296
(B) PROJECT:	0	41	0	4	7	0	0	12	35	0	0	12
(C) NEAR TERM - ADDED:	0	368	0	30	306	30	10	15	110	0	0	35

GEOMETRICS:	NORTH BOUND T T TR	SOUTH BOUND L TT R	EAST BOUND L LTR R	WEST BOUND L R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	3	4800	973	1014	1341	1382	0.209 *	0.217 *	0.285 *	0.294 *
NBR *(a)*	0	0	29	29	29	29	-	-	-	-
SBL	1	1600	153	157	183	187	0.096 *	0.098 *	0.114 *	0.117 *
SBT	2	3200	505	512	811	818	0.158	0.160	0.253	0.256
SBR *(b)*	1	1600	448	448	478	478	0.280	0.280	0.299	0.299
EBL	0	0	587	587	597	597	-	-	-	-
EBT	3	4800	120	132	135	147	0.173 *	0.179 *	0.188 *	0.193 *
EBR *(c)*	0	0	123	138	170	184	-	-	-	-
WBL	1	1600	22	22	22	22	0.014	0.014	0.014	0.014
WBT	0	0	0	0	0	0	-	-	-	-
WBR *(d)*	1	1600	139	145	158	161	0.087 *	0.091 *	0.098 *	0.101 *
						LOST TIME:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.62	0.64	0.74	0.76
						LEVEL OF SERVICE:	B	B	C	C

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

(a) 9% RTOR
(b) 0% RTOR Note: Right-turn only lane to southbound on-ramp. No conflicting movements.
(c) 58% RTOR Note: Left-turn check.
(d) 53% RTOR

INTERSECTION CAPACITY UTILIZATION WORKSHEET

CORNERSTONE MIXED-USE PROJECT - #13070 REF. #02AM

COUNT DATE: 03/06/2013
N/S STREET: KANAN ROAD
E/W STREET: ROADSIDE DRIVE/U.S. HIGHWAY 101 SB RAMPS (Split-Phased)
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	0	887	38	167	1022	1219	750	186	485	22	0	150
(B) PROJECT:	0	30	0	5	9	0	0	12	35	0	0	8

GEOMETRICS:	NORTH BOUND T T TR	SOUTH BOUND L TT R	EAST BOUND L LTR R	WEST BOUND L R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	3	4800	887	917	1032	1062	0.192	0.198	0.222	0.228
NBR *(a)*	0	0	33	33	33	33	-	-	-	-
SBL	1	1600	167	172	187	192	0.104	0.108	0.117	0.120
SBT	2	3200	1022	1031	1172	1181	0.319 *	0.322 *	0.366 *	0.369 *
SBR *(b)*	1	1600	1219	1219	1239	1239	0.762	0.762	0.774	0.774
EBL	0	0	750	750	755	755	-	-	-	-
EBT	3	4800	186	198	196	208	0.240 *	0.246 *	0.244 *	0.254 *
EBR *(c)*	0	0	218	234	241	257	-	-	-	-
WBL	1	1600	22	22	22	22	0.014	0.014	0.014	0.014
WBT	0	0	0	0	0	0	-	-	-	-
WBR *(d)*	1	1600	47	49	55	58	0.029 *	0.031 *	0.034 *	0.036 *
					LOST TIME:		0.05 *	0.05 *	0.05 *	0.05 *
					INTERSECTION CAPACITY UTILIZATION:		0.64	0.65	0.70	0.71
					LEVEL OF SERVICE:		B	B	B	C

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

(a) 12% RTOR
(b) 0% RTOR Note: Right-turn only lane to southbound on-ramp. No conflicting movements.
(c) 55% RTOR Note: Left-turn check.
(d) 69% RTOR

INTERSECTION CAPACITY UTILIZATION WORKSHEET

CORNERSTONE MIXED-USE PROJECT - #13070 REF. #02PM

COUNT DATE: 03/06/2013
N/S STREET: KANAN ROAD
E/W STREET: ROADSIDE DRIVE/U.S. HIGHWAY 101 SB RAMPS (Split-Phased)
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	0	1515	38	210	901	558	702	156	456	36	0	384
(B) PROJECT:	0	41	0	4	7	0	0	12	35	0	0	12

GEOMETRICS:	NORTH BOUND T T TR	SOUTH BOUND L TT R	EAST BOUND L LTR R	WEST BOUND L R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	3	4800	1515	1556	1883	1924	0.323 *	0.331 *	0.400 *	0.408 *
NBR *(a)*	0	0	35	35	35	35	-	-	-	-
SBL	1	1600	210	214	240	244	0.131 *	0.134 *	0.150 *	0.153 *
SBT	2	3200	901	908	1207	1214	0.282	0.284	0.377	0.379
SBR *(b)*	1	1600	558	558	588	588	0.349	0.349	0.368	0.368
EBL	0	0	702	702	712	712	-	-	-	-
EBT	3	4800	156	168	171	183	0.219 *	0.224 *	0.234 *	0.249 *
EBR *(c)*	0	0	192	206	238	252	-	-	-	-
WBL	1	1600	36	36	36	36	0.023	0.023	0.023	0.023
WBT	0	0	0	0	0	0	-	-	-	-
WBR *(d)*	1	1600	180	186	197	203	0.113 *	0.116 *	0.123 *	0.127 *
					LOST TIME:		0.05 *	0.05 *	0.05	0.05
					INTERSECTION CAPACITY UTILIZATION:		0.84	0.86	0.96	0.98
					LEVEL OF SERVICE:		D	D	E	E

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

(a) 9% RTOR
(b) 0% RTOR Note: Right-turn only lane to southbound on-ramp. No conflicting movements.
(c) 58% RTOR Note: Left-turn check.
(d) 53% RTOR

INTERSECTION CAPACITY UTILIZATION WORKSHEET

CORNERSTONE MIXED-USE PROJECT - #13070

REF. #03AM

COUNT DATE: 10/03/2013
N/S STREET: KANAN ROAD
E/W STREET: AGOURA ROAD
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	51	452	23	135	651	217	92	64	66	27	67	48
(B) PROJECT:	0	0	7	44	0	0	0	7	0	4	4	30
(C) CUMULATIVE - ADDED:	0	50	10	110	40	50	40	10	0	0	30	55

GEOMETRICS:

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L T R	L TR	L T R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	51	51	51	51	0.032 *	0.032 *	0.032 *	0.032 *
NBT	2	3200	452	452	502	502	0.148	0.151	0.167	0.169
NBR (a)	0	0	23	30	33	40	-	-	-	-
SBL	1	1600	135	179	245	289	0.084	0.112	0.153	0.181
SBT	1	1600	651	651	691	691	0.407 *	0.407 *	0.432 *	0.432 *
SBR (b)	1	1600	171	171	211	211	0.107	0.107	0.132	0.132
EBL	1	1600	92	92	132	132	0.058 *	0.058 *	0.083 *	0.083 *
EBT	1	1600	64	71	74	81	0.071	0.076	0.078	0.082
EBR (c)	0	0	50	50	50	50	-	-	-	-
WBL	1	1600	27	31	27	31	0.017	0.019	0.017	0.019
WBT	1	1600	87	71	97	101	0.042 *	0.044 *	0.061 *	0.063 *
WBR (d)	1	1600	24	39	52	67	0.015	0.024	0.033	0.042
					CLEARANCE INTERVAL:		0.05 *	0.05 *	0.05 *	0.05 *
					INTERSECTION CAPACITY UTILIZATION:		0.59	0.59	0.66	0.66
					LEVEL OF SERVICE:		A	A	B	B

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
~~SCENARIO 3: EXISTING+CUMULATIVE (A+C)~~
~~SCENARIO 4: EXISTING+PROJECT+CUMULATIVE (A+B+C)~~

NOTES:

(a) 0% RTOR
(b) 21% RTOR
(c) 24% RTOR
(d) 50% RTOR

INTERSECTION CAPACITY UTILIZATION WORKSHEET

CORNERSTONE MIXED-USE PROJECT - #13070

REF. #03PM

COUNT DATE: 10/03/2013
N/S STREET: KANAN ROAD
E/W STREET: AGOURA ROAD
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	95	628	23	119	465	121	197	123	70	60	144	141
(B) PROJECT:	0	0	5	35	0	0	0	5	0	6	6	41
(C) CUMULATIVE - ADDED:	0	150	20	160	100	156	140	15	0	0	50	78

GEOMETRICS:	NORTH BOUND L T TR	SOUTH BOUND L T R	EAST BOUND L TR	WEST BOUND L T R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	95	95	95	95	0.059 *	0.059 *	0.059	0.059
NBT	2	3200	628	628	778	778	0.203	0.205	0.257 *	0.258 *
NBR *(a)*	0	0	23	28	43	48	-	-	-	-
SBL	1	1600	119	154	279	314	0.074	0.096	0.174 *	0.196 *
SBT	1	1600	465	465	565	565	0.291 *	0.291 *	0.353	0.353
SBR *(b)*	1	1600	88	88	202	202	0.055	0.055	0.126	0.126
EBL	1	1600	197	197	337	337	0.123 *	0.123 *	0.211 *	0.211 *
EBT	1	1600	123	128	138	143	0.114	0.117	0.128	0.126
EBR *(c)*	0	0	59	59	59	59	-	-	-	-
WBL	1	1600	60	66	60	66	0.038	0.041	0.038	0.041
WBT	1	1600	144	150	194	200	0.090 *	0.094 *	0.121 *	0.126 *
WBR *(d)*	1	1600	85	109	131	156	0.053	0.068	0.082	0.098
						CLEARANCE INTERVAL:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.61	0.62	0.81	0.84
						LEVEL OF SERVICE:	B	B	D	D

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
~~SCENARIO 3: EXISTING+CUMULATIVE (A+C)~~
~~SCENARIO 4: EXISTING+PROJECT+CUMULATIVE (A+B+C)~~

NOTES:

(a) 0% RTOR
(b) 27% RTOR
(c) 16% RTOR
(d) 40% RTOR

INTERSECTION CAPACITY UTILIZATION WORKSHEET

CORNERSTONE MIXED-USE PROJECT - #13070 REF. #03AM

COUNT DATE: 10/03/2013
N/S STREET: KANAN ROAD
E/W STREET: AGOURA ROAD
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	51	452	23	135	651	217	92	64	66	27	67	48
(B) PROJECT:	0	0	7	44	0	0	0	7	0	4	4	30
(C) NEAR TERM - ADDED:	0	50	10	110	40	50	40	10	0	0	30	55

GEOMETRICS:	NORTH BOUND L T TR	SOUTH BOUND L L T T R	EAST BOUND L L TR	WEST BOUND L T R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600			51	51			0.032	0.032
NBT	2	3200			502	502			0.167 *	0.169 *
NBR *(a)*	0	0			33	40			-	-
SBL	2	2880			245	289			0.085 *	0.100 *
SBT	2	3200			691	691			0.216	0.216
SBR *(b)*	1	1600			211	211			0.132	0.132
EBL	2	2880			132	132			0.046 *	0.046 *
EBT	1	1600			74	81			0.078	0.082
EBR *(c)*	0	0			50	50			-	-
WBL	1	1600			27	31			0.017	0.019
WBT	1	1600			97	101			0.061 *	0.063 *
WBR *(d)*	1	1600			52	67			0.033	0.042
					CLEARANCE INTERVAL:				0.05 *	0.05 *
					INTERSECTION CAPACITY UTILIZATION:				0.41	0.43
					LEVEL OF SERVICE:				A	A

SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

(a) 0% RTOR
(b) Eastbound Left-Turn Overlap
(c) 24% RTOR
(d) Southbound Left-Turn Overlap

INTERSECTION CAPACITY UTILIZATION WORKSHEET

CORNERSTONE MIXED-USE PROJECT - #13070

REF. #03PM

COUNT DATE: 10/03/2013
N/S STREET: KANAN ROAD
E/W STREET: AGOURA ROAD
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	95	628	23	119	465	121	197	123	70	60	144	141
(B) PROJECT:	0	0	5	35	0	0	0	5	0	6	6	41
(C) NEAR TERM - ADDED:	0	150	20	160	100	156	140	15	0	0	50	78

GEOMETRICS:	NORTH BOUND L T TR	SOUTH BOUND L L T T R	EAST BOUND L L TR	WEST BOUND L T R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600			95	95			0.059	0.059
NBT	2	3200			778	778			0.257 *	0.258 *
NBR *(a)*	0	0			43	48			-	-
SBL	2	2880			279	314			0.097 *	0.109 *
SBT	2	3200			565	565			0.177	0.177
SBR *(b)*	1	1600			202	202			0.126	0.126
EBL	2	2880			337	337			0.117 *	0.117 *
EBT	1	1600			138	143			0.123	0.126
EBR *(c)*	0	0			59	59			-	-
WBL	1	1600			60	66			0.038	0.041
WBT	1	1600			194	200			0.121 *	0.125 *
WBR *(d)*	1	1600			131	156			0.082	0.098
						CLEARANCE INTERVAL:			0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:			0.64	0.65
						LEVEL OF SERVICE:			B	B

SCENARIO 3: EXISTING+NEAR-TERM (A+C)
SCENARIO 4: EXISTING+PROJECT+NEAR-TERM (A+B+C)

NOTES:

(a) 0% RTOR
(b) Eastbound Left-Turn Overlap
(c) 16% RTOR
(d) Southbound Left-Trun Overlap

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REF. #03AM

CORNERSTONE MIXED-USE PROJECT - #13070

COUNT DATE: 10/03/2013
N/S STREET: KANAN ROAD
E/W STREET: AGOURA ROAD
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) CUMULATIVE:	60	552	43	269	731	306	172	84	78	32	127	158
(B) PROJECT:	0	0	7	44	0	0	0	7	0	4	4	30

GEOMETRICS: NORTH BOUND L T T R; SOUTH BOUND LL TT R; EAST BOUND LL T R; WEST BOUND L T R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	60	60	60	60	0.038	0.038	0.038	0.038
NBT	2	3200	552	552	602	602	0.173 *	0.173 *	0.188	0.188
NBR *(a)*	1	1600	43	50	53	60	0.027	0.031	0.033	0.038
SBL	2	3200	269	313	379	423	0.084	0.098	0.118	0.132
SBT	2	3200	731	731	771	771	0.228 *	0.228 *	0.241	0.241
SBR *(b)*	1	1600	242	242	281	281	0.151	0.151	0.176	0.176
EBL	2	3200	172	172	212	212	0.054 *	0.054	0.066	0.066
EBT	1	1600	84	91	94	101	0.053	0.057 *	0.059	0.063
EBR *(c)*	1	1600	59	59	59	59	0.037	0.037	0.037	0.037
WBL	1	1600	32	36	32	36	0.020	0.023	0.020	0.023
WBT	1	1600	127	131	157	161	0.079 *	0.082 *	0.098	0.101
WBR *(d)*	1	1600	79	94	107	122	0.049	0.059	0.067	0.076
						CLEARANCE INTERVAL:	0.05 *	0.05 *	0.05	0.05
						INTERSECTION CAPACITY UTILIZATION:	0.58	0.59	0.05	0.05
						LEVEL OF SERVICE:	A	A	A	A

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

(a) 0% RTOR
(b) 21% RTOR
(c) 24% RTOR
(d) 50% RTOR

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REF. #03PM

CORNERSTONE MIXED-USE PROJECT - #13070

COUNT DATE: 10/03/2013
N/S STREET: KANAN ROAD
E/W STREET: AGOURA ROAD
TIME PERIOD: P.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	112	928	63	439	665	433	477	153	82	78	244	297
(B) PROJECT:	0	0	5	35	0	0	0	5	0	6	6	41

GEOMETRICS: NORTH BOUND L T T R; SOUTH BOUND LL TT R; EAST BOUND LL T R; WEST BOUND L T R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	112	112	112	112	0.070	0.070	0.070	0.070
NBT	2	3200	928	928	1078	1078	0.290 *	0.290 *	0.337	0.337
NBR *(a)*	1	1600	63	68	83	88	0.039	0.043	0.052	0.055
SBL	2	3200	439	474	599	634	0.137	0.148	0.187	0.198
SBT	2	3200	665	665	765	765	0.208 *	0.208 *	0.239	0.239
SBR *(b)*	1	1600	316	316	430	430	0.198	0.198	0.269	0.269
EBL	2	3200	477	477	617	617	0.149 *	0.149 *	0.193	0.193
EBT	1	1600	153	158	168	173	0.096	0.099	0.105	0.108
EBR *(c)*	1	1600	69	69	69	69	0.043	0.043	0.043	0.043
WBL	1	1600	78	84	78	84	0.049	0.053	0.049	0.053
WBT	1	1600	244	250	294	300	0.153 *	0.156 *	0.184	0.188
WBR *(d)*	1	1600	178	203	225	250	0.111	0.127	0.141	0.156
						CLEARANCE INTERVAL:	0.05 *	0.05 *	0.05 *	0.05 *
						INTERSECTION CAPACITY UTILIZATION:	0.85	0.85	0.05	0.05
						LEVEL OF SERVICE:	D	D	A	A

SCENARIO 1: CUMULATIVE (A)
SCENARIO 2: CUMULATIVE+PROJECT (A+B)

NOTES:

(a) 0% RTOR
(b) 27% RTOR
(c) 16% RTOR
(d) 40% RTOR

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	A.M. Peak Hour

Site Information

Intersection	Roadside Drive/Comell Road
Jurisdiction	City of Agoura Hills
Analysis Year	Existing Conditions

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: Roadside Drive | North/South Street: Comell Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	176	33	6	60	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	8	0	8	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		LR			
PHF	1.00	1.00	1.00		1.00			
Flow Rate (veh/h)	176	33	66		16			
% Heavy Vehicles	4	4	4		4			
No. Lanes	2		1		1		0	
Geometry Group	5		3a		1			
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.5			
Prop. Right-Turns	0.0	1.0	0.0		0.5			
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0			
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2		
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	0.1	-0.6	0.1		-0.1			

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20			
x, initial	0.16	0.03	0.06		0.01			
hd, final value (s)	4.65	3.95	4.33		4.38			
x, final value	0.23	0.04	0.08		0.02			
Move-up time, m (s)	2.3		2.0		2.0			
Service Time, t_s (s)	2.3	1.6	2.3		2.4			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	426	283	316		266			
Delay (s/veh)	8.72	6.80	7.70		7.47			
LOS	A	A	A		A			
Approach: Delay (s/veh)	8.41		7.70		7.47			
LOS	A		A		A			
Intersection Delay (s/veh)	8.20							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	Darryl Nelson	Intersection	Roadside Drive/Cornell Road
Agency/Co.	ATE	Jurisdiction	City of Agoura Hills
Date Performed		Analysis Year	Existing Conditions
Analysis Time Period	P.M. Perak Hour		

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: Roradside Drive | North/South Street: Cornell Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	209	79	29	188	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	30	0	24	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		LR			
PHF	1.00	1.00	1.00		1.00			
Flow Rate (veh/h)	209	79	217		54			
% Heavy Vehicles	4	4	4		4			
No. Lanes	2		1		1		0	
Geometry Group	5		3a		1			
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.6			
Prop. Right-Turns	0.0	1.0	0.0		0.4			
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0			
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2		
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	0.1	-0.6	0.1		-0.1			

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20			
x, initial	0.19	0.07	0.19		0.05			
d, final value (s)	4.87	4.17	4.53		4.92			
x, final value	0.28	0.09	0.27		0.07			
Move-up time, m (s)	2.3		2.0		2.0			
Service Time, t_s (s)	2.6	1.9	2.5		2.9			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	459	329	467		304			
Delay (s/veh)	9.49	7.29	9.23		8.31			
LOS	A	A	A		A			
Approach: Delay (s/veh)	8.89		9.23		8.31			
LOS	A		A		A			
Intersection Delay (s/veh)	8.97							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JJK	Intersection	ROADSIDE DRIVE/CORNELL ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/06/2014	Analysis Year	EXISTING + PROJECT
Analysis Time Period	A.M. PEAK HOUR		

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: ROADSIDE DRIVE | North/South Street: CORNELL ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	176	50	6	60	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	18	0	8	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		LR			
PHF	1.00	1.00	1.00		1.00			
Flow Rate (veh/h)	176	50	66		26			
% Heavy Vehicles	4	4	4		4			
No. Lanes	2		1		1		0	
Geometry Group	5		3a		1			
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.7			
Prop. Right-Turns	0.0	1.0	0.0		0.3			
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0			
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2		
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	0.1	-0.6	0.1		0.0			

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20			
x, initial	0.16	0.04	0.06		0.02			
d, final value (s)	4.68	3.98	4.37		4.56			
x, final value	0.23	0.06	0.08		0.03			
Move-up time, m (s)	2.3		2.0		2.0			
Service Time, t_s (s)	2.4	1.7	2.4		2.6			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	426	300	316		276			
Delay (s/veh)	8.76	6.91	7.75		7.72			
LOS	A	A	A		A			
Approach: Delay (s/veh)	8.35		7.75		7.72			
LOS	A		A		A			
Intersection Delay (s/veh)	8.18							
Intersection LOS	A							

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Darryl F. Nelson

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	JJK
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. PEAK HOUR

Site Information

Intersection	ROADSIDE DRIVE/CORNELL ROAD
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	EXISTING + PROJECT

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: ROADSIDE DRIVE | North/South Street: CORNELL ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	209	92	29	188	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	42	0	24	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		LR			
PHF	1.00	1.00	1.00		1.00			
Flow Rate (veh/h)	209	92	217		66			
% Heavy Vehicles	4	4	4		4			
No. Lanes	2		1		1		0	
Geometry Group	5		3a		1			
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.6			
Prop. Right-Turns	0.0	1.0	0.0		0.4			
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0			
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2		
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	0.1	-0.6	0.1		-0.0			

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20			
x, initial	0.19	0.08	0.19		0.06			
hd, final value (s)	4.91	4.21	4.58		5.01			
x, final value	0.29	0.11	0.28		0.09			
Move-up time, m (s)	2.3		2.0		2.0			
Service Time, t_s (s)	2.6	1.9	2.6		3.0			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	459	342	467		316			
Delay (s/veh)	9.57	7.42	9.33		8.52			
LOS	A	A	A		A			
Approach: Delay (s/veh)	8.92		9.33		8.52			
LOS	A		A		A			
Intersection Delay (s/veh)	9.02							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	A.M. Peak Hour

Site Information

Intersection	Roadside Drive/Cornell Road
Jurisdiction	City of Agoura Hills
Analysis Year	Near-Term

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: Roadside Drive | North/South Street: Cornell Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	206	33	26	88	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	8	0	43	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		LR			
PHF	1.00	1.00	1.00		1.00			
Flow Rate (veh/h)	206	33	114		51			
% Heavy Vehicles	4	4	4		4			
No. Lanes	2		1		1		0	
Geometry Group	5		3a		1			
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.2		0.2			
Prop. Right-Turns	0.0	1.0	0.0		0.8			
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0			
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2		
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	0.1	-0.6	0.1		-0.4			

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20			
x, initial	0.18	0.03	0.10		0.05			
hd, final value (s)	4.77	4.07	4.48		4.29			
x, final value	0.27	0.04	0.14		0.06			
Move-up time, m (s)	2.3		2.0		2.0			
Service Time, t_s (s)	2.5	1.8	2.5		2.3			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	456	283	364		301			
Delay (s/veh)	9.26	6.93	8.22		7.57			
LOS	A	A	A		A			
Approach: Delay (s/veh)	8.94		8.22		7.57			
LOS	A		A		A			
Intersection Delay (s/veh)	8.56							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. Peak Hour

Site Information

Intersection	Roadside Drive/Cornell Road
Jurisdiction	City of Agoura Hills
Analysis Year	Near-Term

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: Roadside Drive | North/South Street: Cornell Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	254	79	57	223	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	30	0	54	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		LR			
PHF	1.00	1.00	1.00		1.00			
Flow Rate (veh/h)	254	79	280		84			
% Heavy Vehicles	4	4	4		4			
No. Lanes	2		1		1		0	
Geometry Group	5		3a		1			
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.2		0.4			
Prop. Right-Turns	0.0	1.0	0.0		0.6			
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0			
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2		
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	0.1	-0.6	0.1		-0.2			

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20			
x, initial	0.23	0.07	0.25		0.07			
d, final value (s)	5.02	4.32	4.70		5.03			
x, final value	0.35	0.09	0.37		0.12			
Move-up time, m (s)	2.3		2.0		2.0			
ervice Time, t_s (s)	2.7	2.0	2.7		3.0			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	504	329	530		334			
lay (s/veh)	10.48	7.47	10.39		8.70			
OS	B	A	B		A			
Approach: Delay (s/veh)	9.77		10.39		8.70			
LOS	A		B		A			
ntersection Delay (s/veh)	9.89							
ntersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	A.M. Peak Hour

Site Information

Intersection	Roadside Drive/Cornell Road
Jurisdiction	City of Agoura Hills
Analysis Year	Near-Term + Project

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: Roadside Drive | North/South Street: Cornell Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	206	50	26	88	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	16	0	43	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		LR			
PHF	1.00	1.00	1.00		1.00			
Flow Rate (veh/h)	206	50	114		59			
% Heavy Vehicles	4	4	4		4			
No. Lanes	2		1		1		0	
Geometry Group	5		3a		1			
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.2		0.3			
Prop. Right-Turns	0.0	1.0	0.0		0.7			
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0			
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2		
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	0.1	-0.6	0.1		-0.3			

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20			
x, initial	0.18	0.04	0.10		0.05			
d, final value (s)	4.79	4.09	4.52		4.42			
x, final value	0.27	0.06	0.14		0.07			
Move-up time, m (s)	2.3		2.0		2.0			
Service Time, t_s (s)	2.5	1.8	2.5		2.4			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	456	300	364		309			
Delay (s/veh)	9.30	7.04	8.27		7.76			
LOS	A	A	A		A			
Approach: Delay (s/veh)	8.86		8.27		7.76			
LOS	A		A		A			
Intersection Delay (s/veh)	8.55							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. Peak Hour

Site Information

Intersection	Roadside Drive/Cornell Road
Jurisdiction	City of Agoura Hills
Analysis Year	Near-Term + Project

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: Roadside Drive

North/South Street: Cornell Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	254	92	57	223	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	42	0	54	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		LR			
PHF	1.00	1.00	1.00		1.00			
Flow Rate (veh/h)	254	92	280		96			
% Heavy Vehicles	4	4	4		4			
No. Lanes	2		1		1		0	
Geometry Group	5		3a		1			
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.2		0.4			
Prop. Right-Turns	0.0	1.0	0.0		0.6			
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0			
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2		
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	0.1	-0.6	0.1		-0.2			

Departure Headway and Service Time

hd, Initial value (s)	3.20	3.20	3.20		3.20			
x, initial	0.23	0.08	0.25		0.09			
hd, final value (s)	5.07	4.37	4.75		5.12			
x, final value	0.36	0.11	0.37		0.14			
Move-up time, m (s)	2.3		2.0		2.0			
Service Time, t_s (s)	2.8	2.1	2.8		3.1			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	504	342	530		346			
Delay (s/veh)	10.59	7.62	10.53		8.93			
LOS	B	A	B		A			
Approach: Delay (s/veh)	9.80		10.53		8.93			
LOS	A		B		A			
Intersection Delay (s/veh)	9.97							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	JJK
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	A.M. PEAK HOUR

Site Information

Intersection	ROADSIDE DRIVE/CORNELL ROAD
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	CUMULATIVE CONDITIONS

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: ROADSIDE DRIVE | North/South Street: CORNELL ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	237	39	27	99	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	9	0	44	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		LR			
PHF	1.00	1.00	1.00		1.00			
Flow Rate (veh/h)	237	39	126		53			
% Heavy Vehicles	4	4	4		4			
No. Lanes	2		1		1		0	
Geometry Group	5		3a		1			
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.2		0.2			
Prop. Right-Turns	0.0	1.0	0.0		0.8			
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0			
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2		
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	0.1	-0.6	0.1		-0.4			

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20			
x, initial	0.21	0.03	0.11		0.05			
hd, final value (s)	4.79	4.09	4.53		4.41			
x, final value	0.32	0.04	0.16		0.06			
Move-up time, m (s)	2.3		2.0		2.0			
Service Time, t_s (s)	2.5	1.8	2.5		2.4			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	487	289	376		303			
Delay (s/veh)	9.69	6.98	8.38		7.72			
LOS	A	A	A		A			
Approach: Delay (s/veh)	9.30		8.38		7.72			
LOS	A		A		A			
Intersection Delay (s/veh)	8.86							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. PEAK HOUR

Site Information

Intersection	ROADSIDE DRIVE/CORNELL ROAD
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	CUMULATIVE CONDITIONS

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: ROADSIDE DRIVE | North/South Street: CORNELL ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	291	93	62	257	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	35	0	58	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		LR			
PHF	1.00	1.00	1.00		1.00			
Flow Rate (veh/h)	291	93	319		93			
% Heavy Vehicles	4	4	4		4			
No. Lanes	2		1		1		0	
Geometry Group	5		3a		1			
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.2		0.4			
Prop. Right-Turns	0.0	1.0	0.0		0.6			
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0			
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2		
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	0.1	-0.6	0.1		-0.2			

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20			
x, initial	0.26	0.08	0.28		0.08			
hd, final value (s)	5.10	4.40	4.79		5.25			
x, final value	0.41	0.11	0.42		0.14			
Move-up time, m (s)	2.3		2.0		2.0			
Service Time; t_s (s)	2.8	2.1	2.8		3.2			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	541	343	569		343			
Delay (s/veh)	11.38	7.66	11.31		9.07			
LOS	B	A	B		A			
Approach: Delay (s/veh)	10.48		11.31		9.07			
LOS	B		B		A			
Intersection Delay (s/veh)	10.65							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	A.M. PEAK HOUR

Site Information

Intersection	ROADSIDE DRIVE/CORNELL ROAD
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	CUMULATIVE + PROJECT

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: ROADSIDE DRIVE | North/South Street: CORNELL ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	237	56	27	99	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	17	0	44	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		LR			
PHF	1.00	1.00	1.00		1.00			
Flow Rate (veh/h)	237	56	126		61			
% Heavy Vehicles	4	4	4		4			
No. Lanes	2		1		1		0	
Geometry Group	5		3a		1			
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.2		0.3			
Prop. Right-Turns	0.0	1.0	0.0		0.7			
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0			
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2		
RT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6		
nHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	0.1	-0.6	0.1		-0.3			

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20			
x, initial	0.21	0.05	0.11		0.05			
d, final value (s)	4.81	4.11	4.56		4.53			
x, final value	0.32	0.06	0.16		0.08			
Move-up time, m (s)	2.3		2.0		2.0			
Service Time, t_s (s)	2.5	1.8	2.6		2.5			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	487	306	376		311			
Delay (s/veh)	9.74	7.09	8.43		7.91			
LOS	A	A	A		A			
Approach: Delay (s/veh)	9.24		8.43		7.91			
LOS	A		A		A			
Intersection Delay (s/veh)	8.86							
Intersection LOS	A							

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Darryl F. Nelson

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. PEAK HOUR

Site Information

Intersection	ROADSIDE DRIVE/CORNELL ROAD
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	CUMULATIVE + PROJECT

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: ROADSIDE DRIVE | North/South Street: CORNELL ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	291	106	62	257	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	47	0	58	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	T	R	LT		LR			
PHF	1.00	1.00	1.00		1.00			
Flow Rate (veh/h)	291	106	319		105			
% Heavy Vehicles	4	4	4		4			
No. Lanes	2		1		1		0	
Geometry Group	5		3a		1			
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.2		0.4			
Prop. Right-Turns	0.0	1.0	0.0		0.6			
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0			
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2		
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	0.1	-0.6	0.1		-0.2			

Departure Headway and Service Time

hd, Initial value (s)	3.20	3.20	3.20		3.20			
x, initial	0.26	0.09	0.28		0.09			
d, final value (s)	5.15	4.45	4.85		5.33			
, final value	0.42	0.13	0.43		0.16			
Move-up time, m (s)	2.3		2.0		2.0			
ervice Time, t_s (s)	2.9	2.1	2.8		3.3			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	541	356	569		355			
Delay (s/veh)	11.52	7.82	11.48		9.31			
LOS	B	A	B		A			
Approach: Delay (s/veh)	10.53		11.48		9.31			
LOS	B		B		A			
Intersection Delay (s/veh)	10.74							
Intersection LOS	B							

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Darryl F. Nelson

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	A.M. Peak Hour

Site Information

Intersection	Agoura Road/Cornell Road
Jurisdiction	City of Agoura Hills
Analysis Year	Existing Conditions

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: Agoura Road | North/South Street: Cornell Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	9	161	3	23	91	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	2	3	32	10	2	14
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	173		119		37		26	
% Heavy Vehicles	4		4		4		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.1		0.4	
Prop. Right-Turns	0.0		0.0		0.9		0.5	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		0.1		-0.4		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.15		0.11		0.03		0.02	
hd, final value (s)	4.23		4.30		4.14		4.41	
x, final value	0.20		0.14		0.04		0.03	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.2		2.3		2.1		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	423		369		287		276	
Delay (s/veh)	8.31		8.01		7.32		7.56	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.31		8.01		7.32		7.56	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.05							
Intersection LOS	A							

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Darryl F. Nelson

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. Peak Hour

Site Information

Intersection	Agoura Road/Cornell Road
Jurisdiction	City of Agoura Hills
Analysis Year	Existing Conditions

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: Agoura Road | North/South Street: Cornell Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	25	172	5	29	234	22
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	12	19	19	8	30
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	202		285		36		57	
% Heavy Vehicles	4		4		4		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.1		0.3	
Prop. Right-Turns	0.0		0.1		0.5		0.5	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		0.0		-0.2		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.18		0.25		0.03		0.05	
hd, final value (s)	4.53		4.41		4.88		4.88	
x, final value	0.25		0.35		0.05		0.08	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.5		2.4		2.9		2.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	452		535		286		307	
Delay (s/veh)	9.07		9.77		8.13		8.29	
LOS	A		A		A		A	
Approach: Delay (s/veh)	9.07		9.77		8.13		8.29	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.28							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	A.M. PEAK HOUR

Site Information

Intersection	AGOURA ROAD/CORNELL ROAD
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	EXISTING + PROJECT

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: AGOURA ROAD | North/South Street: CORNELL ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	9	212	10	30	121	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	10	5	36	25	4	14
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	231		161		51		43	
% Heavy Vehicles	4		4		4		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.2		0.2		0.6	
Prop. Right-Turns	0.0		0.1		0.7		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		0.1		-0.3		-0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.21		0.14		0.05		0.04	
hd, final value (s)	4.36		4.45		4.53		4.85	
x, final value	0.28		0.20		0.06		0.06	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.4		2.4		2.5		2.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	481		411		301		293	
Delay (s/veh)	9.05		8.55		7.85		8.15	
LOS	A		A		A		A	
Approach: Delay (s/veh)	9.05		8.55		7.85		8.15	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.68							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. PEAK HOUR

Site Information

Intersection	AGOURA ROAD/CORNELL ROAD
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	EXISTING + PROJECT

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: AGOURA ROAD | North/South Street: CORNELL ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	25	212	10	34	275	31
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	17	15	25	29	11	30
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	247		340		57		70	
% Heavy Vehicles	4		4		4		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.3		0.4	
Prop. Right-Turns	0.0		0.1		0.4		0.4	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		0.0		-0.1		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.22		0.30		0.05		0.06	
hd, final value (s)	4.72		4.58		5.27		5.27	
x, final value	0.32		0.43		0.08		0.10	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.7		2.6		3.3		3.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	497		590		307		320	
Delay (s/veh)	9.97		11.07		8.75		8.88	
LOS	A		B		A		A	
Approach: Delay (s/veh)	9.97		11.07		8.75		8.88	
LOS	A		B		A		A	
Intersection Delay (s/veh)	10.29							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	A.M. Peak Hour

Site Information

Intersection	Agoura Road/Cornell Road
Jurisdiction	City of Agoura Hills
Analysis Year	Near-Term

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: Agoura Road

North/South Street: Cornell Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	14	186	3	23	111	35
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	2	3	32	25	2	
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	203		169		37		27	
% Heavy Vehicles	4		4		4		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.1		0.9	
Prop. Right-Turns	0.0		0.2		0.9		0.0	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.0		-0.4		0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.18		0.15		0.03		0.02	
hd, final value (s)	4.30		4.24		4.32		5.03	
x, final value	0.24		0.20		0.04		0.04	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.3		2.2		2.3		3.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	453		419		287		277	
Delay (s/veh)	8.68		8.29		7.52		8.22	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.68		8.29		7.52		8.22	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.40							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. Peak Hour

Site Information

Intersection	Agoura Road/Cornell Road
Jurisdiction	City of Agoura Hills
Analysis Year	Near-Term

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: Agoura Road

North/South Street: Cornell Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	30	222	5	29	269	47
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	12	19	42	8	35
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	257		345		36		85	
% Heavy Vehicles	4		4		4		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.1		0.5	
Prop. Right-Turns	0.0		0.1		0.5		0.4	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		0.0		-0.2		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.23		0.31		0.03		0.08	
hd, final value (s)	4.72		4.55		5.24		5.29	
x, final value	0.34		0.44		0.05		0.12	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.7		2.5		3.2		3.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	507		595		286		335	
Delay (s/veh)	10.10		11.05		8.53		9.04	
LOS	B		B		A		A	
Approach: Delay (s/veh)	10.10		11.05		8.53		9.04	
LOS	B		B		A		A	
Intersection Delay (s/veh)	10.35							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	A.M. Peak Hour

Site Information

Intersection	Agoura Road/Cornell Road
Jurisdiction	City of Agoura Hills
Analysis Year	Near-Term + Project

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: Agoura Road

North/South Street: Cornell Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	14	237	10	30	141	40
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	10	5	36	40	4	19
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	261		211		51		63	
% Heavy Vehicles	4		4		4		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.2		0.6	
Prop. Right-Turns	0.0		0.2		0.7		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.0		-0.3		0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.23		0.19		0.05		0.06	
hd, final value (s)	4.49		4.47		4.77		5.07	
x, final value	0.33		0.26		0.07		0.09	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.5		2.5		2.8		3.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	511		461		301		313	
Delay (s/veh)	9.65		9.06		8.11		8.57	
LOS	A		A		A		A	
Approach: Delay (s/veh)	9.65		9.06		8.11		8.57	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.19							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. Peak Hour

Site Information

Intersection	Agoura Road/Cornell Road
Jurisdiction	City of Agoura Hills
Analysis Year	Near-Term + Project

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: Agoura Road | North/South Street: Cornell Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	30	262	10	34	310	56
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	17	15	25	52	11	35
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	302		400		57		98	
% Heavy Vehicles	4		4		4		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.3		0.5	
Prop. Right-Turns	0.0		0.1		0.4		0.4	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		0.0		-0.1		-0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.27		0.36		0.05		0.09	
hd, final value (s)	4.93		4.76		5.67		5.67	
x, final value	0.41		0.53		0.09		0.15	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.9		2.8		3.7		3.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	552		650		307		348	
Delay (s/veh)	11.40		13.05		9.23		9.71	
LOS	B		B		A		A	
Approach: Delay (s/veh)	11.40		13.05		9.23		9.71	
LOS	B		B		A		A	
Intersection Delay (s/veh)	11.84							
Intersection LOS	B							

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Darryl F. Nelson

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst		Intersection	AGOURA ROAD/CORNELL ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/06/2014	Analysis Year	CUMULATIVE CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: AGOURA ROAD | North/South Street: CORNELL ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	16	215	4	27	127	36
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	3	4	38	27	3	21
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	235		190		45		51	
% Heavy Vehicles	4		4		4		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.1		0.5	
Prop. Right-Turns	0.0		0.2		0.8		0.4	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.0		-0.4		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.21		0.17		0.04		0.05	
hd, final value (s)	4.42		4.38		4.51		4.85	
x, final value	0.29		0.23		0.06		0.07	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.4		2.4		2.5		2.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	485		440		295		301	
Delay (s/veh)	9.20		8.69		7.78		8.21	
LOS	A		A		A		A	
Approach: Delay (s/veh)	9.20		8.69		7.78		8.21	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.79							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. PEAK HOUR

Site Information

Intersection	AGOURA ROAD/CORNELL ROAD
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	CUMULATIVE CONDITIONS

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: AGOURA ROAD | North/South Street: CORNELL ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	34	253	6	34	311	54
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	6	14	22	45	9	40
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	293		399		42		94	
% Heavy Vehicles	4		4		4		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.1		0.5	
Prop. Right-Turns	0.0		0.1		0.5		0.4	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		0.0		-0.2		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.26		0.35		0.04		0.08	
ıd, final value (s)	4.86		4.67		5.52		5.53	
x, final value	0.40		0.52		0.06		0.14	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.9		2.7		3.5		3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	543		649		292		344	
elay (s/veh)	11.02		12.65		8.90		9.47	
LOS	B		B		A		A	
Approach: Delay (s/veh)	11.02		12.65		8.90		9.47	
LOS	B		B		A		A	
Intersection Delay (s/veh)	11.52							
tersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	A.M. PEAK HOUR

Site Information

Intersection	AGOURA ROAD/CORNELL ROAD
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	CUMULATIVE + PROJECT

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: AGOURA ROAD | North/South Street: CORNELL ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	16	266	11	34	157	41
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	11	6	42	42	5	21
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	293		232		59		68	
% Heavy Vehicles	4		4		4		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.2		0.6	
Prop. Right-Turns	0.0		0.2		0.7		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.0		-0.3		0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.26		0.21		0.05		0.06	
hd, final value (s)	4.57		4.57		4.91		5.22	
x, final value	0.37		0.29		0.08		0.10	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.6		2.6		2.9		3.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	543		482		309		318	
Delay (s/veh)	10.26		9.48		8.35		8.80	
LOS	B		A		A		A	
Approach: Delay (s/veh)	10.26		9.48		8.35		8.80	
LOS	B		A		A		A	
Intersection Delay (s/veh)	9.66							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. PEAK HOUR

Site Information

Intersection	AGOURA ROAD/CORNELL ROAD
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	CUMULATIVE + PROJECT

Project ID CORNERSTONE MIXED-USED PROJECT #13070

East/West Street: AGOURA ROAD | North/South Street: CORNELL ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	34	293	11	39	352	63
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	18	17	28	55	12	40
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	338		454		63		107	
% Heavy Vehicles	4		4		4		4	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.3		0.5	
Prop. Right-Turns	0.0		0.1		0.4		0.4	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		0.0		-0.1		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.30		0.40		0.06		0.10	
hd, final value (s)	5.10		4.90		5.97		5.94	
x, final value	0.48		0.62		0.10		0.18	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.1		2.9		4.0		3.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	588		704		313		357	
Delay (s/veh)	12.76		15.73		9.67		10.22	
LOS	B		C		A		B	
Approach: Delay (s/veh)	12.76		15.73		9.67		10.22	
LOS	B		C		A		B	
Intersection Delay (s/veh)	13.68							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	A.M. Peak Hour

Site Information

Intersection	Agoura Road/Chesebro Road
Jurisdiction	City of Agoura Hills
Analysis Year	Existing Conditions

Project ID CORNERSTONE MIXED-USE - #13070

East/West Street: Agoura Road

North/South Street: Chesebro Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	66	76	2	1	108	115
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	5	1	110	11	86
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		LTR	
PHF	1.00		1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	144		109	115	6		207	
% Heavy Vehicles	4		4	4	4		4	
No. Lanes	1		2		1		1	
Geometry Group	4a		5		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.0	0.0	0.0		0.5	
Prop. Right-Turns	0.0		0.0	1.0	0.2		0.4	
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.2		0.1	-0.6	-0.0		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	
x, initial	0.13		0.10	0.10	0.01		0.18	
hd, final value (s)	4.96		5.26	4.55	5.03		4.70	
x, final value	0.20		0.16	0.15	0.01		0.27	
Move-up time, m (s)	2.0		2.3		2.0		2.0	
Service Time, t_s (s)	3.0		3.0	2.3	3.0		2.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	394		359	365	256		457	
Delay (s/veh)	9.18		8.95	8.02	8.08		9.44	
LOS	A		A	A	A		A	
Approach: Delay (s/veh)	9.18		8.48		8.08		9.44	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.99							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. Peak Hour

Site Information

Intersection	Agoura Road/Chesebro Road
Jurisdiction	City of Agoura Hills
Analysis Year	Existing Conditions

Project ID CORNESTONE MIXED-USE - #13070

East/West Street: Agoura Road | North/South Street: Chesebro Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	89	146	1	0	139	103
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	1	12	1	241	1	102
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		LTR	
PHF	1.00		1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	236		139	103	14		344	
% Heavy Vehicles	4		4	4	4		4	
No. Lanes	1		2		1		1	
Geometry Group	4a		5		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4		0.0	0.0	0.1		0.7	
Prop. Right-Turns	0.0		0.0	1.0	0.1		0.3	
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		0.1	-0.6	0.0		0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	
x, initial	0.21		0.12	0.09	0.01		0.31	
hd, final value (s)	5.52		5.91	5.20	5.82		5.21	
x, final value	0.36		0.23	0.15	0.02		0.50	
Move-up time, m (s)	2.0		2.3		2.0		2.0	
Service Time, t_s (s)	3.5		3.6	2.9	3.8		3.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	486		389	353	264		594	
Delay (s/veh)	11.63		10.35	8.81	8.96		13.34	
LOS	B		B	A	A		B	
Approach: Delay (s/veh)	11.63		9.69		8.96		13.34	
LOS	B		A		A		B	
Intersection Delay (s/veh)	11.73							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	A.M. Peak Hour

Site Information

Intersection	Agoura Road/Chesebro Road
Jurisdiction	City of Agoura Hills
Analysis Year	Existing + Project

Project ID CORNERSTONE MIXED-USE - #13070

East/West Street: Agoura Road | North/South Street: Chesebro Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	102	78	2	1	111	115
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	5	1	110	11	144
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		LTR	
PHF	1.00		1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	182		112	115	6		265	
% Heavy Vehicles	4		4	4	4		4	
No. Lanes	1		2		1		1	
Geometry Group	4a		5		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.6		0.0	0.0	0.0		0.4	
Prop. Right-Turns	0.0		0.0	1.0	0.2		0.5	
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.2		0.1	-0.6	-0.0		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	
x, initial	0.16		0.10	0.10	0.01		0.24	
hd, final value (s)	5.16		5.47	4.76	5.27		4.74	
x, final value	0.26		0.17	0.15	0.01		0.35	
Move-up time, m (s)	2.0		2.3		2.0		2.0	
Service Time, t_s (s)	3.2		3.2	2.5	3.3		2.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	432		362	365	256		515	
Delay (s/veh)	9.98		9.30	8.32	8.32		10.27	
LOS	A		A	A	A		B	
Approach: Delay (s/veh)	9.98		8.80		8.32		10.27	
LOS	A		A		A		B	
Intersection Delay (s/veh)	9.68							
Intersection LOS	A							

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Darryl F. Nelson

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. Peak Hour

Site Information

Intersection	Agoura Road/Chesebro Road
Jurisdiction	City of Agoura Hills
Analysis Year	Existing + Project

Project ID CORNERSTONE MIXED-USE - #13070

East/West Street: Agoura Road | North/South Street: Chesebro Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	139	148	1	0	141	103
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	1	12	1	241	1	148
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		LTR	
PHF	1.00		1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	288		141	103	14		390	
% Heavy Vehicles	4		4	4	4		4	
No. Lanes	1		2		1		1	
Geometry Group	4a		5		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.0	0.0	0.1		0.6	
Prop. Right-Turns	0.0		0.0	1.0	0.1		0.4	
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.2		0.1	-0.6	0.0		-0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	
x, initial	0.26		0.13	0.09	0.01		0.35	
hd, final value (s)	5.73		6.18	5.47	6.17		5.34	
x, final value	0.46		0.24	0.16	0.02		0.58	
Move-up time, m (s)	2.0		2.3		2.0		2.0	
Service Time, t_s (s)	3.7		3.9	3.2	4.2		3.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	538		391	353	264		640	
Delay (s/veh)	13.56		10.86	9.19	9.33		15.59	
LOS	B		B	A	A		C	
Approach: Delay (s/veh)	13.56		10.15		9.33		15.59	
LOS	B		B		A		C	
Intersection Delay (s/veh)	13.46							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	A.M. Peak Hour

Site Information

Intersection	Agoura Road/Chesebro Road
Jurisdiction	City of Agoura Hills
Analysis Year	Near-Term

Project ID CORNERSTONE MIXED-USE - #13070

East/West Street: Agoura Road | North/South Street: Chesebro Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	72	77	2	1	110	122
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	5	1	112	11	136
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		LTR	
PHF	1.00		1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	151		111	122	6		259	
% Heavy Vehicles	4		4	4	4		4	
No. Lanes	1		2		1		1	
Geometry Group	4a		5		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.0	0.0	0.0		0.4	
Prop. Right-Turns	0.0		0.0	1.0	0.2		0.5	
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.2		0.1	-0.6	-0.0		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	
x, initial	0.13		0.10	0.11	0.01		0.23	
hd, final value (s)	5.12		5.41	4.70	5.18		4.68	
x, final value	0.21		0.17	0.16	0.01		0.34	
Move-up time, m (s)	2.0		2.3		2.0		2.0	
Service Time, t_s (s)	3.1		3.1	2.4	3.2		2.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	401		361	372	256		509	
Delay (s/veh)	9.52		9.19	8.29	8.22		10.04	
LOS	A		A	A	A		B	
Approach: Delay (s/veh)	9.52		8.72		8.22		10.04	
LOS	A		A		A		B	
Intersection Delay (s/veh)	9.43							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. Peak Hour

Site Information

Intersection	Agoura Road/Chesebro Road
Jurisdiction	City of Agoura Hills
Analysis Year	Near-Term

Project ID CORNERSTONE MIXED-USE - #13070

East/West Street: Agoura Road

North/South Street: Chesebro Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	104	148	1	0	142	110
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	1	12	1	244	1	202
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		LTR	
PHF	1.00		1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	253		142	110	14		447	
% Heavy Vehicles	4		4	4	4		4	
No. Lanes	1		2		1		1	
Geometry Group	4a		5		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4		0.0	0.0	0.1		0.5	
Prop. Right-Turns	0.0		0.0	1.0	0.1		0.5	
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		0.1	-0.6	0.0		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	
x, initial	0.22		0.13	0.10	0.01		0.40	
hd, final value (s)	5.89		6.30	5.59	6.21		5.23	
x, final value	0.41		0.25	0.17	0.02		0.65	
Move-up time, m (s)	2.0		2.3		2.0		2.0	
Service Time, t_s (s)	3.9		4.0	3.3	4.2		3.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	503		392	360	264		666	
Delay (s/veh)	13.03		11.08	9.44	9.36		17.79	
LOS	B		B	A	A		C	
Approach: Delay (s/veh)	13.03		10.36		9.36		17.79	
LOS	B		B		A		C	
Intersection Delay (s/veh)	14.48							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	A.M. Peak Hour

Site Information

Intersection	Agoura Road/Chesebro Road
Jurisdiction	City of Agoura Hills
Analysis Year	Near-Term + Project

Project ID CORNERSTONE MIXED-USE - #13070

East/West Street: Agoura Road | North/South Street: Chesebro Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	113	78	2	1	113	122
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	5	1	112	11	194
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		LTR	
PHF	1.00		1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	193		114	122	6		317	
% Heavy Vehicles	4		4	4	4		4	
No. Lanes	1		2		1		1	
Geometry Group	4a		5		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.6		0.0	0.0	0.0		0.4	
Prop. Right-Turns	0.0		0.0	1.0	0.2		0.6	
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.2		0.1	-0.6	-0.0		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	
x, initial	0.17		0.10	0.11	0.01		0.28	
hd, final value (s)	5.33		5.65	4.94	5.45		4.76	
x, final value	0.29		0.18	0.17	0.01		0.42	
Move-up time, m (s)	2.0		2.3		2.0		2.0	
Service Time, t_s (s)	3.3		3.3	2.6	3.4		2.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	443		364	372	256		567	
Delay (s/veh)	10.47		9.58	8.63	8.50		11.18	
LOS	B		A	A	A		B	
Approach: Delay (s/veh)	10.47		9.09		8.50		11.18	
LOS	B		A		A		B	
Intersection Delay (s/veh)	10.32							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. Peak Hour

Site Information

Intersection	Agoura Road/Chesebro Road
Jurisdiction	City of Agoura Hills
Analysis Year	Near-Term + Project

Project ID *CORNERSTONE MIXED-USE - #13070*

East/West Street: *Agoura Road* | North/South Street: *Chesebro Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	154	150	1	0	143	110
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	1	12	1	244	1	248
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		LTR	
PHF	1.00		1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	305		143	110	14		493	
% Heavy Vehicles	4		4	4	4		4	
No. Lanes	1		2		1		1	
Geometry Group	4a		5		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.0	0.0	0.1		0.5	
Prop. Right-Turns	0.0		0.0	1.0	0.1		0.5	
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.2		0.1	-0.6	0.0		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	
x, initial	0.27		0.13	0.10	0.01		0.44	
hd, final value (s)	6.12		6.62	5.91	6.61		5.40	
x, final value	0.52		0.26	0.18	0.03		0.74	
Move-up time, m (s)	2.0		2.3		2.0		2.0	
Service Time, t_s (s)	4.1		4.3	3.6	4.6		3.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	555		393	360	264		649	
Delay (s/veh)	15.68		11.68	9.91	9.78		23.25	
LOS	C		B	A	A		C	
Approach: Delay (s/veh)	15.68		10.91		9.78		23.25	
LOS	C		B		A		C	
Intersection Delay (s/veh)	17.97							
Intersection LOS	C							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	A.M. PEAK HOUR

Site Information

Intersection	AGOURA ROAD/CHESEBRO ROAD
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	CUMULATIVE CONDITIONS

Project ID CORNERSTONE MIXED-USE - #13070

East/West Street: AGOURA ROAD

North/South Street: CHESEBRO ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	84	91	3	2	129	142
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	1	6	2	132	13	151
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		L	TR
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	178		131	142	9		132	164
% Heavy Vehicles	4		4	4	4		4	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.0	0.0	0.1		1.0	0.0
Prop. Right-Turns	0.0		0.0	1.0	0.2		0.0	0.9
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.2		0.1	-0.6	-0.0		0.6	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.16		0.12	0.13	0.01		0.12	0.15
hd, final value (s)	5.81		5.64	4.93	6.10		6.27	5.05
x, final value	0.29		0.21	0.19	0.02		0.23	0.23
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	3.5		3.3	2.6	3.8		4.0	2.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	428		381	392	259		382	414
Delay (s/veh)	10.84		9.80	8.82	8.90		10.83	9.25
LOS	B		A	A	A		B	A
Approach: Delay (s/veh)	10.84		9.29		8.90		9.96	
LOS	B		A		A		A	
Intersection Delay (s/veh)	9.91							
Intersection LOS	A							

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Darryl F. Nelson

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. PEAK HOUR

Site Information

Intersection	AGOURA ROAD/CHESEBRO ROAD
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	CUMULATIVE CONDITIONS

Project ID CORNERSTONE MIXED-USE - #13070

East/West Street: AGOURA ROAD | North/South Street: CHESEBRO ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	120	174	2	1	166	128
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	2	14	2	287	2	220
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		L	TR
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	296		167	128	18		287	222
% Heavy Vehicles	4		4	4	4		4	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4		0.0	0.0	0.1		1.0	0.0
Prop. Right-Turns	0.0		0.0	1.0	0.1		0.0	1.0
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		0.1	-0.6	0.0		0.6	-0.7

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.26		0.15	0.11	0.02		0.26	0.20
hd, final value (s)	6.56		6.64	5.92	7.29		6.88	5.60
x, final value	0.54		0.31	0.21	0.04		0.55	0.35
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	4.3		4.3	3.6	5.0		4.6	3.3

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	534		417	378	268		510	472
Delay (s/veh)	16.87		12.28	10.20	10.26		17.84	11.25
LOS	C		B	B	B		C	B
Approach: Delay (s/veh)	16.87		11.38		10.26		14.97	
LOS	C		B		B		B	
Intersection Delay (s/veh)	14.45							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

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Date Performed	1/06/2014
Analysis Time Period	A.M. PEAK HOUR

Site Information

Intersection	AGOURA ROAD/CHESEBRO ROAD
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	CUMULATIVE + PROJECT

Project ID CORNERSTONE MIXED-USE - #13070

East/West Street: AGOURA ROAD | North/South Street: CHESEBRO ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	120	93	3	2	132	142
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	1	6	2	132	13	209
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		L	TR
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	216		134	142	9		132	222
% Heavy Vehicles	4		4	4	4		4	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.6		0.0	0.0	0.1		1.0	0.0
Prop. Right-Turns	0.0		0.0	1.0	0.2		0.0	0.9
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.2		0.1	-0.6	-0.0		0.6	-0.7

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.19		0.12	0.13	0.01		0.12	0.20
hd, final value (s)	6.00		5.88	5.16	6.37		6.42	5.19
x, final value	0.36		0.22	0.20	0.02		0.24	0.32
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	3.7		3.6	2.9	4.1		4.1	2.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	466		384	392	259		382	472
Delay (s/veh)	12.06		10.22	9.18	9.17		11.10	10.32
LOS	B		B	A	A		B	B
Approach: Delay (s/veh)	12.06		9.68		9.17		10.61	
LOS	B		A		A		B	
Intersection Delay (s/veh)	10.66							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. PEAK HOUR

Site Information

Intersection	AGOURA ROAD/CHESEBRO ROAD
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	CUMULATIVE + PROJECT

Project ID CORNERSTONE MIXED-USE - #13070

East/West Street: AGOURA ROAD | North/South Street: CHESEBRO ROAD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	170	176	2	1	168	128
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	2	14	2	287	2	266
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LT	R	LTR		L	TR
PHF	1.00		1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	348		169	128	18		287	268
% Heavy Vehicles	4		4	4	4		4	0
No. Lanes	1		2		1		2	
Geometry Group	4b		5		4b		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.0	0.0	0.1		1.0	0.0
Prop. Right-Turns	0.0		0.0	1.0	0.1		0.0	1.0
Prop. Heavy Vehicle	0.0		0.0	0.0	0.0		0.0	0.0
hLT-adj	0.2	0.2	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.2		0.1	-0.6	0.0		0.6	-0.7

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20	3.20	3.20		3.20	3.20
x, initial	0.31		0.15	0.11	0.02		0.26	0.24
hd, final value (s)	6.70		6.89	6.17	7.65		7.09	5.81
x, final value	0.65		0.32	0.22	0.04		0.56	0.43
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	4.4		4.6	3.9	5.3		4.8	3.5

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	526		419	378	268		497	518
Delay (s/veh)	21.52		12.87	10.60	10.65		18.88	12.92
LOS	C		B	B	B		C	B
Approach: Delay (s/veh)	21.52		11.89		10.65		16.00	
LOS	C		B		B		C	
Intersection Delay (s/veh)	16.50							
Intersection LOS	C							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	DFN
Agency/Co.	ATE
Date Performed	
Analysis Time Period	A.M. PEAK HOUR

Site Information

Intersection	AGOURA ROAD/PROJECT DRIVEWAY
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	CUMULATIVE+PROJECT CONDITIONS

Project Description: CORNERSTONE MIXED-USE PROJECT #13070

East/West Street: AGOURA ROAD | North/South Street: PROJECT DRIVEWAY

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		284	66	54	197	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	284	66	54	197	0
Percent Heavy Vehicles	0	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	35		34			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	35	0	34	0	0	0
Percent Heavy Vehicles	4	0	4	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		54		69				
C (m) (veh/h)		1198		534				
v/c		0.05		0.13				
95% queue length		0.14		0.44				
Control Delay (s/veh)		8.1		12.7				
LOS		A		B				
Approach Delay (s/veh)	--	--	12.7					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	DFN
Agency/Co.	ATE
Date Performed	1/06/2014
Analysis Time Period	P.M. PEAK HOUR

Site Information

Intersection	AGOURA ROAD/PROJECT DRIVEWAY
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	CUMULATIVE+PROJECT CONDITIONS

Project Description: CORNERSTONE MIXED-USE PROJECT #13070

East/West Street: AGOURA ROAD | North/South Street: PROJECT DRIVEWAY

Intersection Orientation: East-West | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		326	50	43	404	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	326	50	43	404	0
Percent Heavy Vehicles	0	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	50		46			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	50	0	46	0	0	0
Percent Heavy Vehicles	4	0	4	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		43		96				
C (m) (veh/h)		1172		430				
v/c		0.04		0.22				
95% queue length		0.11		0.86				
Control Delay (s/veh)		8.2		15.8				
LOS		A		C				
Approach Delay (s/veh)	--	--	15.8					
Approach LOS	--	--	C					

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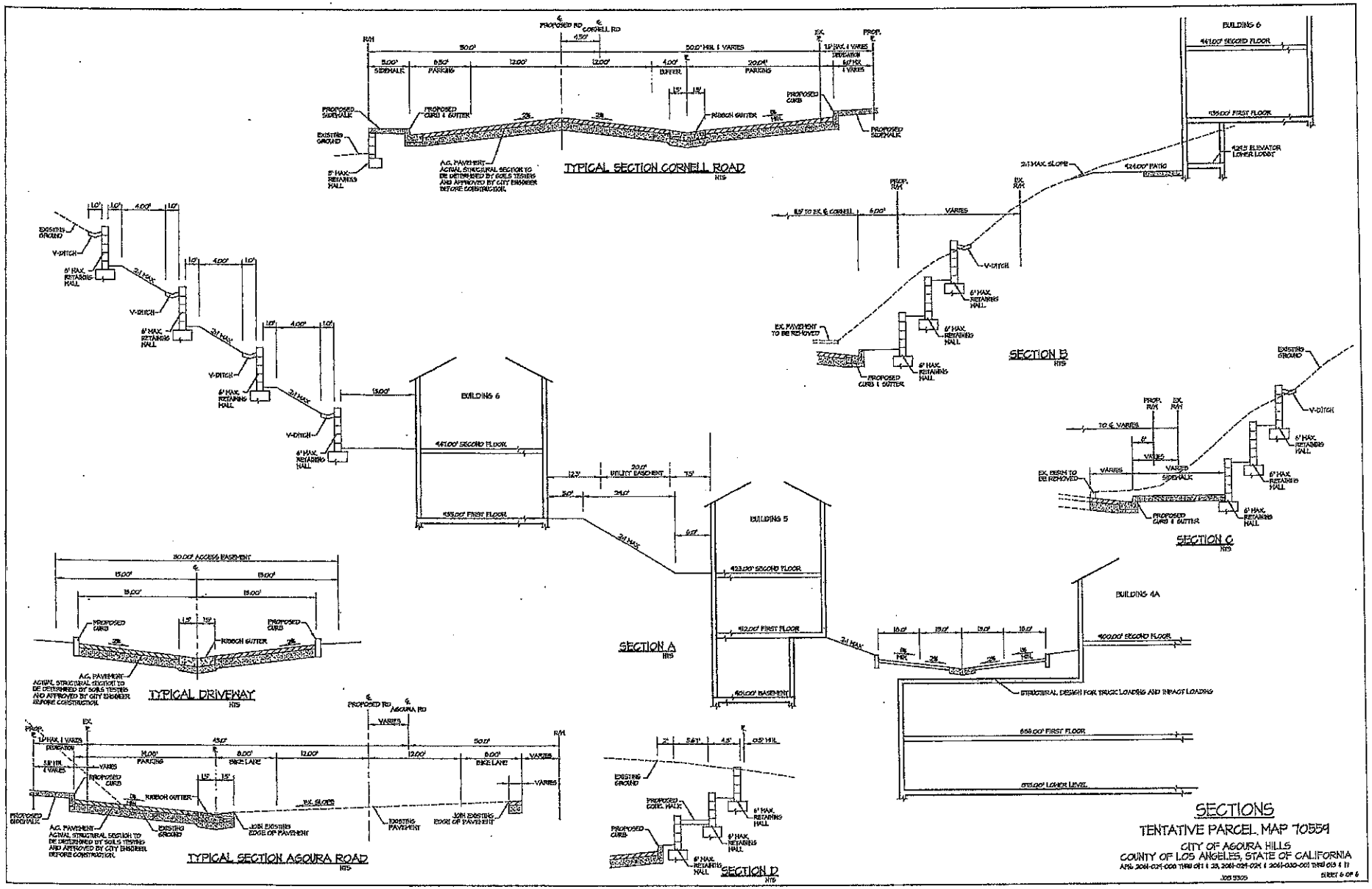
Darryl F. Nelson

PROJECT'S PERCENT CONTRIBUTION TO U.S. HIGHWAY 101 SB RAMPS/KANAN ROAD

Intersection	Total Cumulative-Added Traffic Volumes	Project-Added Traffic Volumes	Project % Contribution
U.S. Highway 101 SB Ramps/Kanan Road	1627	101	6.20%

ROADWAY CROSS SECTION



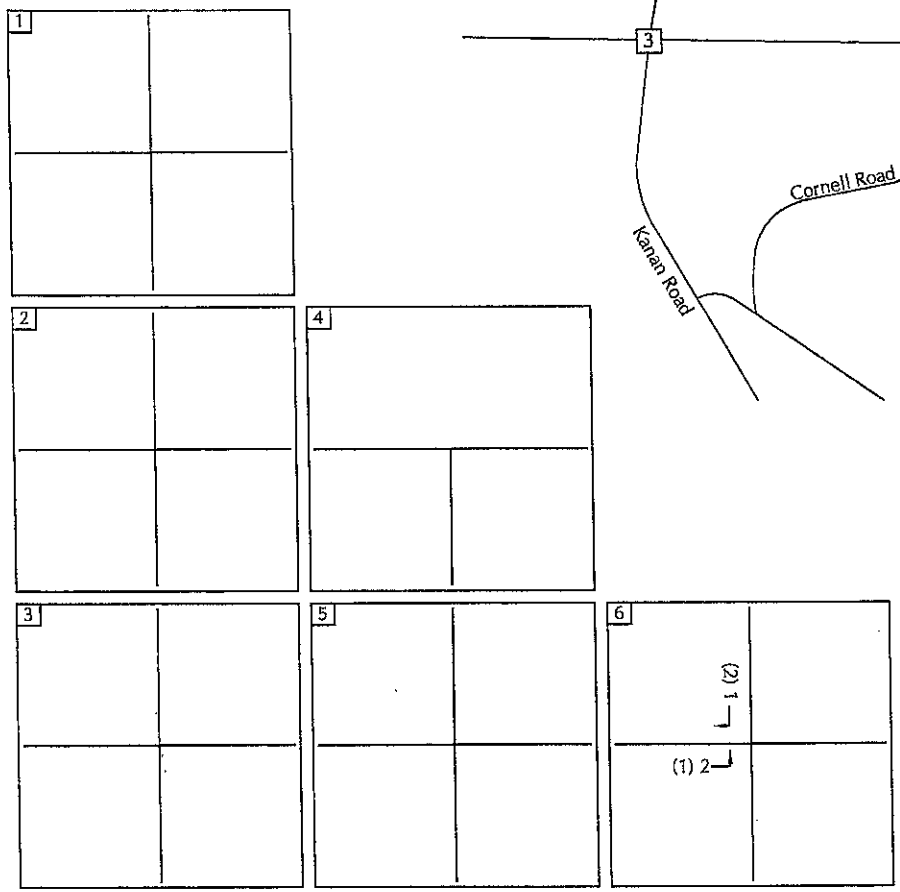
ASSOCIATED
TRANSPORTATION
ENGINEERS

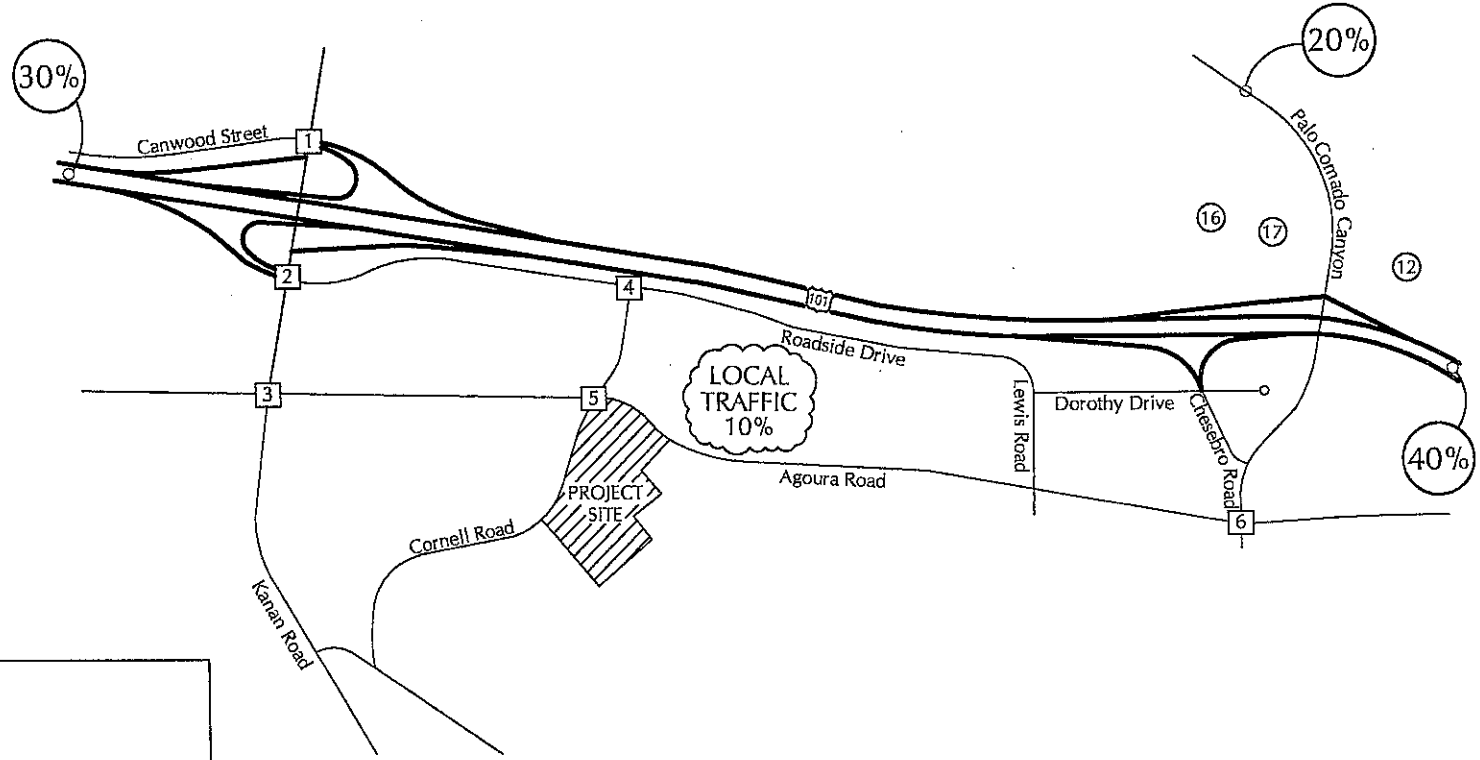
ROADWAY CROSS SECTION

FIGURE A

MMF - #13070

APPROVED/PENDING PROJECTS TRIP DISTRIBUTION





LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

(X) - Near-Term Project Location

N

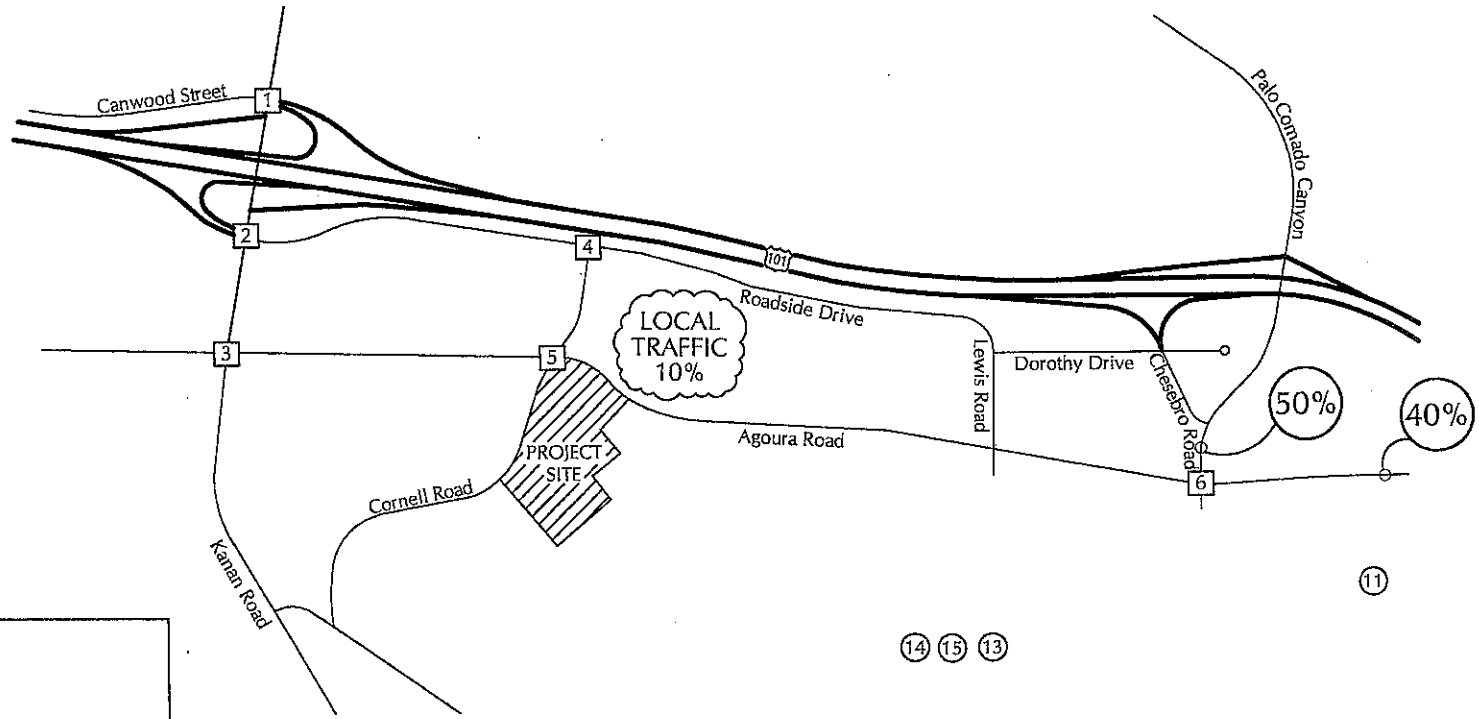
NOT TO SCALE

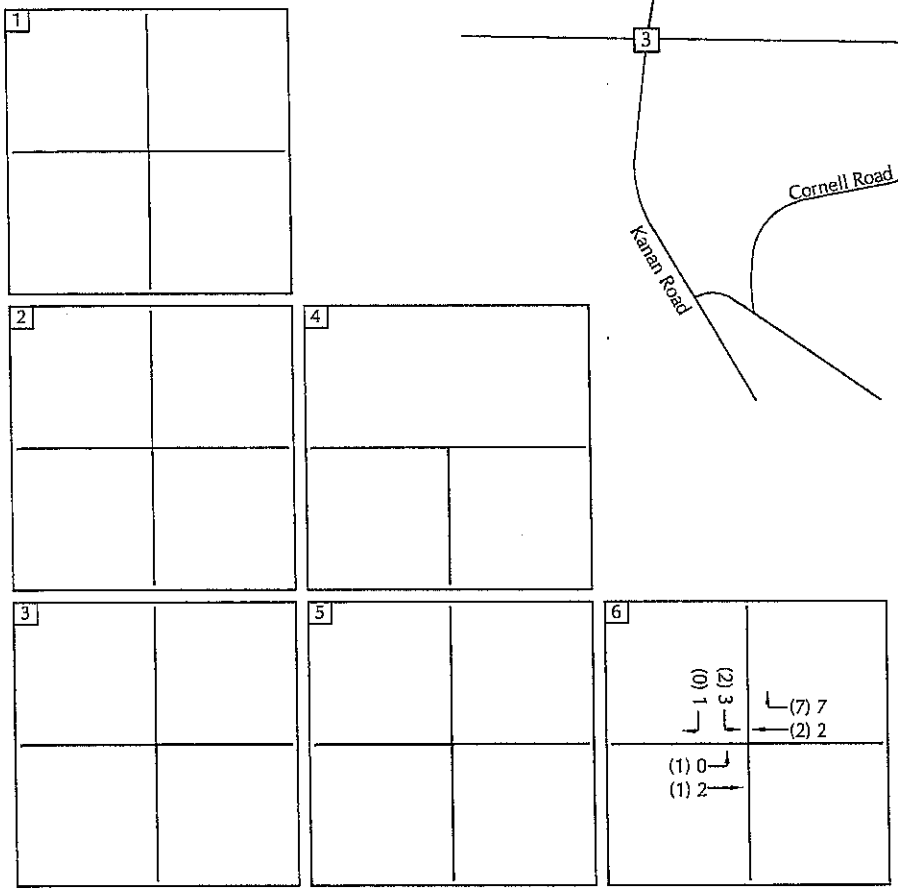
ASSOCIATED TRANSPORTATION ENGINEERS

NEAR-TERM ADDED TRAFFIC VOLUMES

FIGURE B

MMF - #13070





LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

(X) - Near-Term Project Location

N

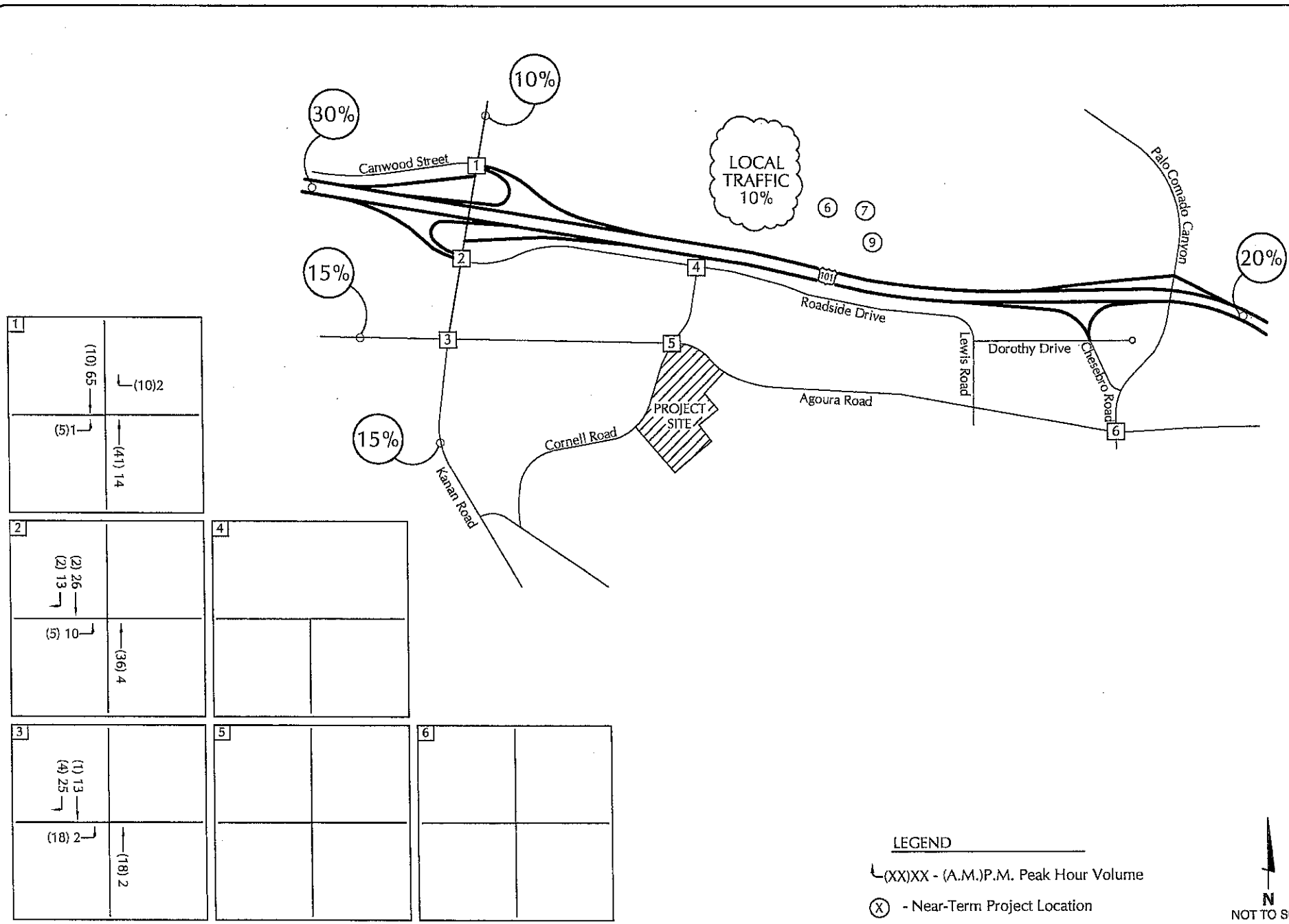
NOT TO SCALE

ASSOCIATED TRANSPORTATION ENGINEERS

NEAR-TERM ADDED TRAFFIC VOLUMES

FIGURE C

MMF - #13070

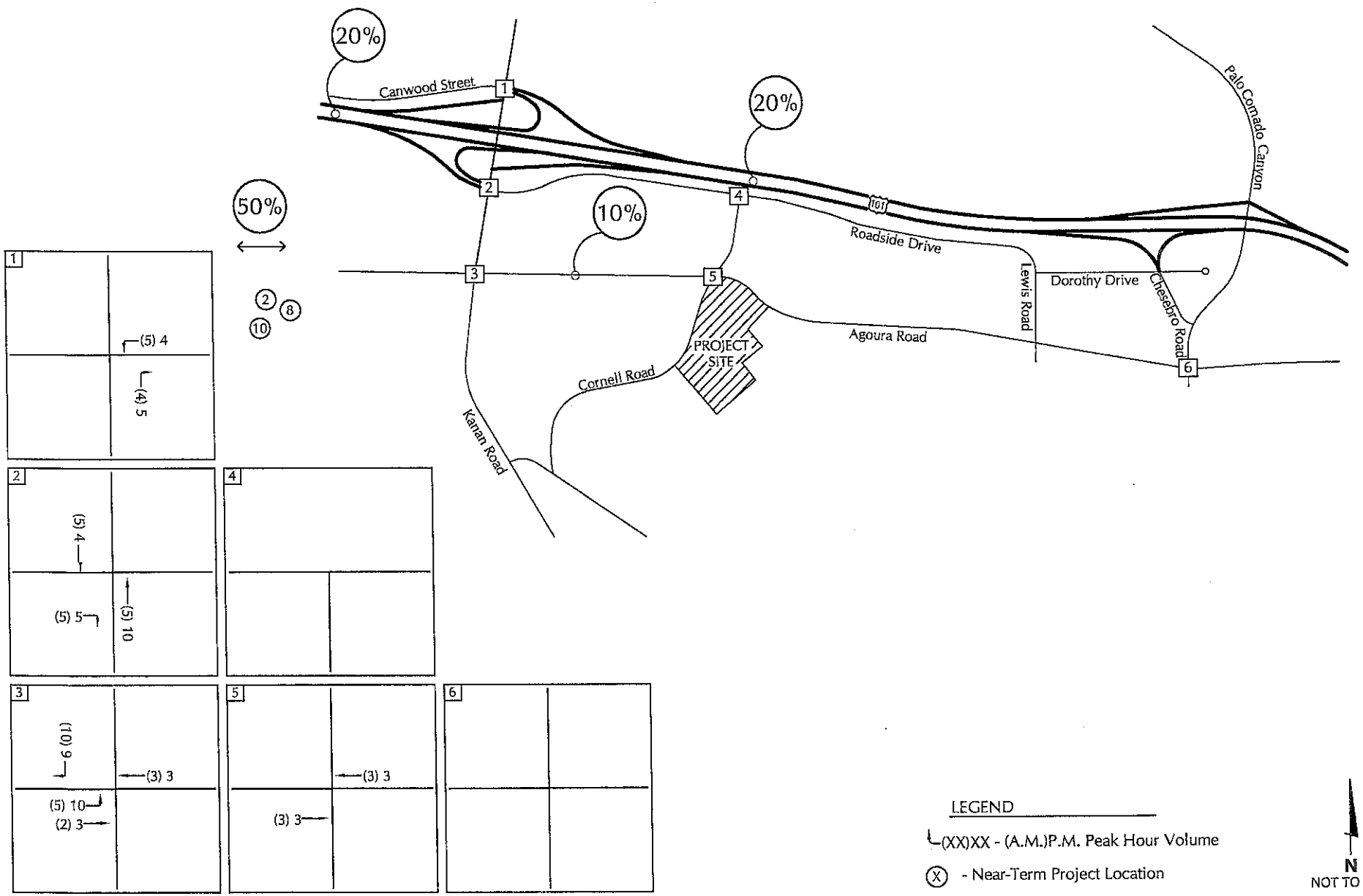


ASSOCIATED TRANSPORTATION ENGINEERS

NEAR-TERM ADDED TRAFFIC VOLUMES

FIGURE D

MMF - #13070

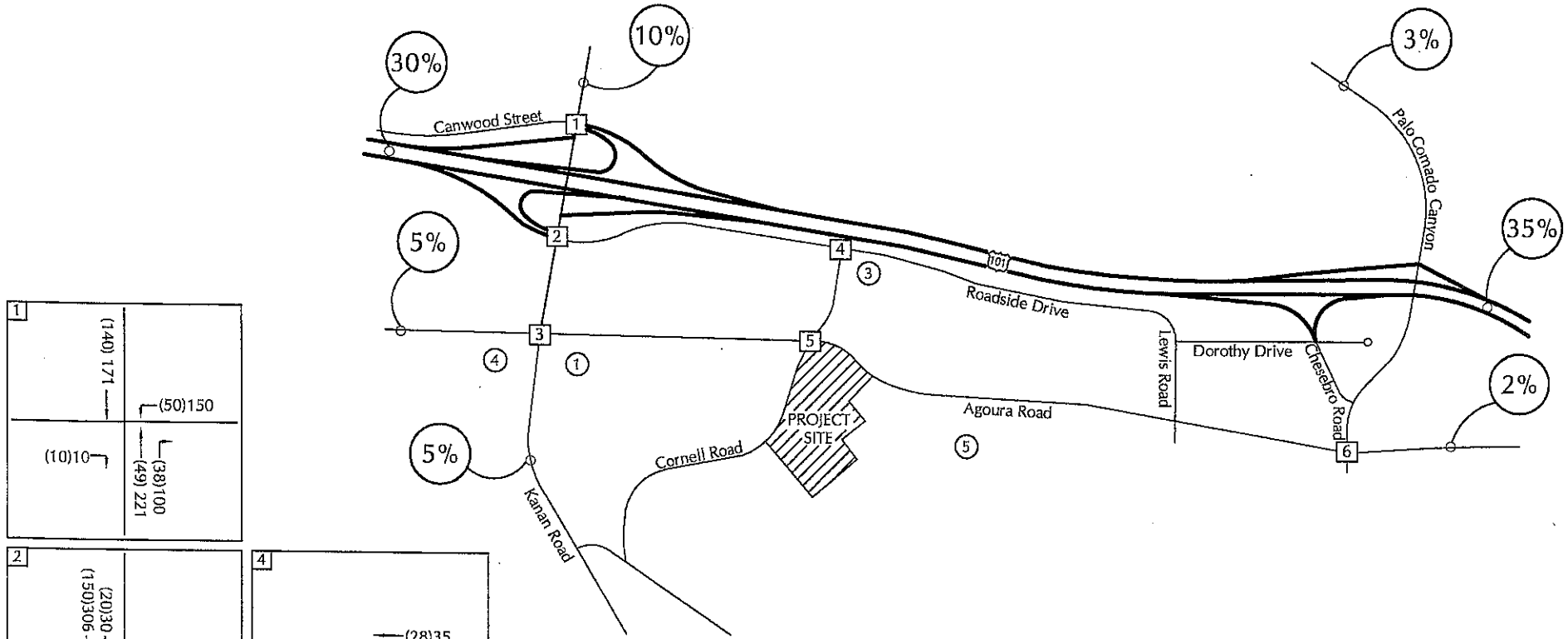


ASSOCIATED TRANSPORTATION ENGINEERS

NEAR-TERM ADDED TRAFFIC VOLUMES

FIGURE E

MMF - #13070



ASSOCIATED TRANSPORTATION ENGINEERS

NEAR-TERM ADDED TRAFFIC VOLUMES

FIGURE F

MMF - #13070

101

ASSOCIATED TRANSPORTATION ENGINEERS
100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509
Since 1978

Richard L. Pool, P.E.
Scott A. Schell, AICP, PTP

September 28, 2016 13070L03.wpd

Ms. Heather Waldstein
Rosenheim & Associates, Inc.
21600 Oxnard Street, Suite #630
Woodland Hills, CA 91367

RESPONSE TO CALTRANS COMMENTS ON THE TRAFFIC AND CIRCULATION STUDY FOR THE CORNERSTONE MIXED-USE PROJECT, CITY OF AGOURA HILLS, CALIFORNIA

Associated Transportation Engineers (ATE) has prepared the following response to the Caltrans District 7 August 9th comment letter (attached for reference) on traffic and circulation study for the Cornerstone Mixed-Use Project, proposed on Agoura Road in the City of Agoura Hills.

ATE did not include the U.S. Highway 101 Northbound Ramps/Palo Comado Canyon Road intersection in the traffic and circulation study for the Cornerstone Mixed-Use Project. However, the City of Agoura Hills and Caltrans have completed the Project Approval-Environmental Document (PA-ED) for the improvements planned for the Palo Comado Canyon Road interchange. The unsignalized U.S. Highway 101 Northbound Ramps/Palo Comado Canyon Road intersection would be signalized as part of the interchange improvement. The PA/ED traffic impact analysis was prepared by Kimley Horn and Associates Inc. in May of 2011. The project is in Final Design and the first phase of the improvement is planned to begin construction soon.

Existing level of service (LOS) information contained in the traffic impact study for the PA/ED shows that the U.S. Highway 101 Northbound Ramps/Palo Comado Canyon Road intersections operate at LOS D/E during the A.M. peak hour and LOS E during the P.M. peak hour period. These service levels exceed the City of Agoura Hills and Caltrans LOS C standard. The maximum existing vehicle queue reported was 691 feet during the P.M. peak hour.

The data presented in the traffic impact analysis for the PA/ED also indicate that with the planned interchange improvements the U.S. Highway 101 Northbound Ramps/Palo Comado Canyon Road intersection would operate in the LOS A/B range with the addition of cumulative project traffic. With the planned improvements, the maximum vehicle queue reported was 236 feet during the P.M. peak hour. The Cornerstone Mixed-Use Project would not have a significant impact to the northbound ramp intersection based on the City of Agoura Hills' and Caltrans impact thresholds during the A.M. or the P.M. peak hour periods, with the completion of the programmed improvements.

Project traffic impacts related to the Cornerstone Mixed-Use Project have been addressed as part of the cumulative development in the PA/ED. The Cornerstone Mixed-Use Project could provide the City with opportunities to further improve operations at the interchange via construction of portions of the planned improvements.

Associated Transportation Engineers,

Scott A. Schell, AICP, PTP
Principal Transportation Planner

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-0219
FAX: (213) 897-1337

Serious drought
Help save water!

August 9, 2016

Mr. Doug Hooper
City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 91301

Re: Cornerstone Mixed-Use Project
Vic: LA-101
SCH# 2016071014
GTS# LA-2016-00017ME-MND

Dear Mr. Hooper:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Cornerstone Mixed-Use Project, located in the City of Agoura Hills, near the US-101 freeway.

The project proposes the construction of a residential and commercial mixed- use development on 8.21 acres of vacant property. It would include 35 apartment units and 68,918 sq. ft. of commercial space. The project would also require discretionary approval of an Agoura Village Development Permit.

It is noted that the northbound off-ramp to Palo Comado Canyon was not included in the traffic study. To assist in adequately evaluating the impacts of this project on State transportation facilities, Caltrans is requesting that a queuing analysis of the northbound off-ramp to Palo Comado is conducted. Caltrans is concerned that vehicles that are exiting the US-101 freeway at the Palo Comado off-ramp to access the project may potentially back up onto the mainline.

An encroachment permit will be required for any project work proposed on or in the vicinity of the Caltrans Right of Way (US-101), and all environmental concerns must be adequately addressed.

In addition, any transporting of heavy construction equipment and/or materials, which require the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

In the Spirit of mutual cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions regarding these comments, please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to GTS# LA-2016-00017ME-MND.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

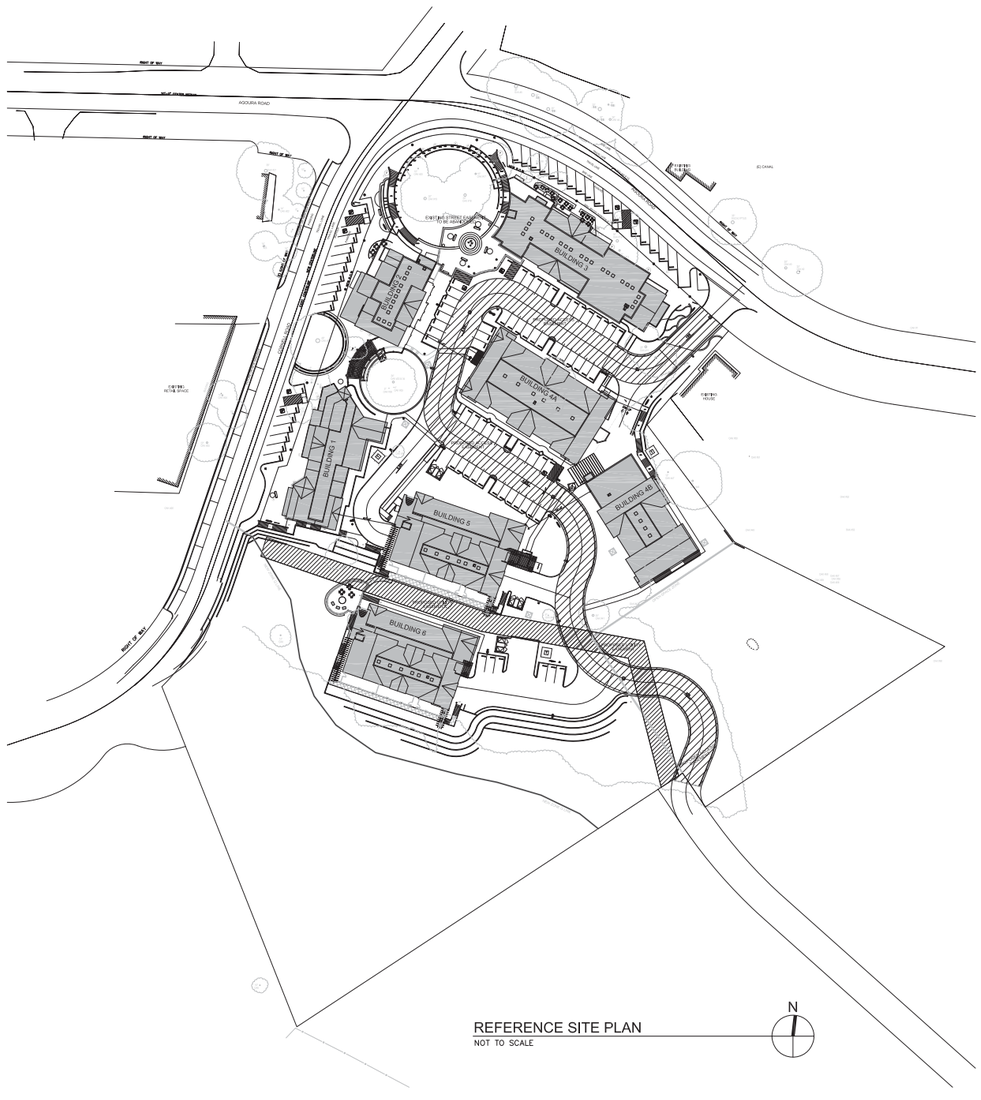
Appendix G

Project Plans and Renderings

CORNERSTONE

AGOURA ROAD & CORNELL ROAD

REFERENCE SITE PLAN



REFERENCE SITE PLAN
NOT TO SCALE

PROJECT DATA

LOT SIZE

SITE AREA (SEE 1/T2)

	SQ. FT.	ACRES	%
LOT 1 (ZONE E)	271,379	6.23	76
LOT 2 (ZONE G)	86,249	1.98	24
TOTAL	357,628	8.21	100

LOT 1 (ZONE E)

SITE COVERAGE (SEE 1/T2)

	SQ. FT.	ACRES	%
BUILDINGS	59,962	1.38	22
LANDSCAPING & OPEN SPACE	123,669	2.84	46
HARDSCAPE (PAVING, DRIVEWAYS, SIDEWALKS, PLAZA)	87,748	2.01	32
TOTAL	271,379	6.23	100

TOTAL USABLE AREAS (SEE 4/T2)

	SQ. FT.
RETAIL / RESTAURANT	23,597
OFFICE / RETAIL	45,321
RESIDENTIAL (35 TOTAL)	47,858
TOTAL	116,776

FLOOR AREA RATIO (F.A.R.) CALCULATIONS (SEE 4/T2)

	SQ. FT.	
RETAIL & RESTURANT	23,597	
OFFICE / RETAIL AREA	45,321	
SUB TOTAL *	68,918	
TOTAL SITE AREA LOT 1	271,379	
FLOOR AREA RATIO (68,918 / 271,379)		0.25

* AREAS DO NOT INCLUDE RESIDENTIAL OR SUBTERRANEAN / ENCLOSED PARKING

PUBLIC SPACE REQUIREMENTS (SEE 3/T2)

	SQ. FT.	%
REQUIRED PUBLIC SPACE	40,707	15
PROVIDED PUBLIC SPACE	40,979	15

PARKING AREA (SEE 2/T2)

	SQ. FT.
ENCLOSED PARKING	81,497
ON SITE PARKING	22,154
TOTAL	103,651
REQUIRED LANDSCAPE (15% OF 22,154)	3,323
PROVIDED LANDSCAPE	4,088

PARKING SPACES (SEE 2/T2)

	STANDARD	HANDICAP	TOTAL
ENCLOSED PARKING	175	8	183
ON SITE PARKING	64	3	67
STREET PARKING	45	6	51
TOTAL	284	17	301

BUILDING HEIGHTS

	FEET
BUILDING 1	40–45
BUILDING 2	43–45
BUILDING 3	43–45
BUILDING 4A	30–45
BUILDING 4B	30–35
BUILDING 5	30–35
BUILDING 6	30–35

NOTES:
1. SEE SHEET T2 FOR CALCULATION DETAILS
2. SEE SHEET T2 FOT SUSTAINABLE PRACTICES

SHEET INDEX

ARCHITECTURAL

T1 TITLE SHEET
T2 AREA CALCULATIONS & SUSTAINABLE DESIGN

A1.0 REFERENCE SITE PLAN (BLDGS. 1 THRU 6)
A1.1 ENLARGED SITE PLAN – (BLDG. 1, 2, 3)
A1.2 ENLARGED SITE PLAN – (BLDG. 2, 3, 4A, 4B)
A1.3 SITE PLAN – (BLDG. 1, 2, 3, 4A, 4B)
A1.4 SITE PLAN – (BLDG. 1, 4A, 4B, 5)
A1.5 SITE PLAN (BLDG. 4B, 5, 6)
A1.6 SITE PLAN – (BLDG. 5, 6)
A1.7 SITE PLAN – (BLDG. 6)
A2.1 – PLAZA FIRST FLOOR
A2.2 – PLAZA SECOND FLOOR
A2.3 – PLAZA THIRD FLOOR
A2.4 – BUILDING 1 FIRST FLOOR PLAN
A2.5 – BUILDING 1 SECOND FLOOR PLAN
A2.6 – BUILDING 1 THIRD FLOOR PLAN
A2.7 – BUILDING 2 FIRST FLOOR PLAN
A2.8 – BUILDING 2 SECOND FLOOR
A2.9 – BUILDING 2 THIRD FLOOR PLAN
A2.10 – BUILDING 3 FIRST FLOOR PLAN
A2.11 – BUILDING 3 SECOND FLOOR
A2.12 – BUILDING 3 THIRD FLOOR PLAN
A2.13 – BUILDING 4A BASEMENT PARKING PLAN
A2.14 – BUILDING 4A FIRST FLOOR PLAN
A2.15 – BUILDING 4A SECOND FLOOR PLAN
A2.16 – BUILDING 4B BASEMENT PARKING PLAN
A2.16.1 – BUILDING 4B BASEMENT PARKING PLAN
A2.17 – BUILDING 4B FIRST FLOOR PLAN
A2.18 – BUILDING 4B SECOND FLOOR PLAN
A2.19 – BUILDING 5 BASEMENT PARKING PLAN
A2.20 – BUILDING 5 FIRST FLOOR
A2.21 – BUILDING 5 SECOND FLOOR PLAN
A2.21.1 – BUILDING 6 BASEMENT LOBBY PLAN
A2.22 – BUILDING 6 FIRST FLOOR
A2.23 – BUILDING 6 SECOND FLOOR PLAN
A3.0 BUILDING ROOF PLANS
A4.1 ELEVATION – BUILDING 1
A4.2 ELEVATION – BUILDING 2
A4.3 ELEVATION – BUILDING 3
A4.4 ELEVATION – BUILDING 4A
A4.5 ELEVATION – BUILDING 4B
A4.6 ELEVATION – BUILDING 5
A4.7 ELEVATION – BUILDING 6
A5.0 LINE OF SIGHT SECTIONS
A6.0 TRASH ENCLOSURE
A6.1 TRELLIS AND RAILING DETAILS

EXHIBITS - HANDICAP PATH OF TRAVEL

H.C.1 SITE PLAN 1 – BLDG 1, 2, 3 FIRST FLOOR
H.C.2 SITE PLAN 2 – BLDG 2, 3 SECOND FLOOR & BLDG 4 BASEMENT
H.C.3 SITE PLAN 3 – BLDG 1 SECOND FLOOR & BLDG 2,3 THIRD FLOOR & BLDG4 FIRST FLOOR
H.C.4 SITE PLAN 4 – BLDG 1 THIRD FLOOR & BLDG 4 SECOND FLOOR & BLDG 5 BASEMENT
H.C.5 SITE PLAN 5 – BLDG 5 & 6 FIRST FLOOR
H.C.6 SITE PLAN 6 – BLDG 5 & 6 SECOND FLOOR

LIGHTING

E1.1 PHOTOMETRIC SITE PLAN – 1
E1.2 PHOTOMETRIC SITE PLAN – 2
E1.3 PHOTOMETRIC SITE PLAN – 3
E2 LIGHTING CUT SHEETS – 1
E3 LIGHTING CUT SHEETS – 2
E4 LIGHTING CUT SHEETS – 3

LANDSCAPE

L1 LANDSCAPE PLAN (PART 1)
L2 LANDSCAPE PLAN (PART 2)
L3 ENLARGEMENT
L4 ENLARGEMENT/SECTIONS

CIVIL

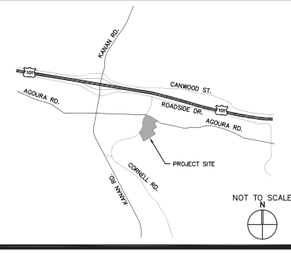
C1 TITLE SHEET
C2 TOPOGRAPHIC SURVEY
C3 PRELIMINARY GRADING AND DRAINAGE PLAN (PART 1)
C4 PRELIMINARY GRADING AND DRAINAGE PLAN (PART 2)
C5 CORNELL ROAD & MAIN DRIVEWAY PROFILE
C6 SECTIONS

PARCEL NUMBERS

ASSESSORS PARCEL NUMBERS & LEGAL DESCRIPTION

2061–29–008 – TRACT NO. 7661 LOT 48
2061–29–009 – TRACT NO. 7661 LOT 49
2061–29–010 – TRACT NO. 7661 LOT 50
2061–29–011 – TRACT NO. 7661 LOT 51
2061–29–012 – TRACT NO. 7661 LOT 52
2061–29–013 – TRACT NO. 7661 LOT 53
2061–29–014 – TRACT NO. 7661 LOT 54
2061–29–015 – TRACT NO. 7661 LOT 55
2061–29–016 – TRACT NO. 7661 LOT 56
2061–29–017 – TRACT NO. 7661 LOT 57
2061–29–029 – TRACT NO. 7661 LOT 58
2061–30–001 – TRACT NO. 7661 LOT 103
2061–30–002 – TRACT NO. 7661 LOT 104
2061–30–003 – TRACT NO. 7661 LOT 105
2061–30–004 – TRACT NO. 7661 LOT 106
2061–30–005 – TRACT NO. 7661 LOT 107
2061–30–006 – TRACT NO. 7661 LOT 108
2061–30–007 – TRACT NO. 7661 LOT 109
2061–30–008 – TRACT NO. 7661 LOT 110
2061–30–009 – TRACT NO. 7661 LOT 111
2061–30–010 – TRACT NO. 7661 LOT 112
2061–30–011 – TRACT NO. 7661 LOT 113
2061–30–012 – TRACT NO. 7661 LOT 114
2061–30–013 – TRACT NO. 7661 LOT 115

VICINITY MAP



CONTACTS

OWNER:
AGOURA ROAD & CORNELL ROADS, L.P.
22184 SHERMAN WAY BLVD #103
CANOGA PARK, CA 91303
CONTACT: DORON GELFAND
OSSIE BEN–TOV
(818) 968–2538

ARCHITECT:
GARY HEATHCOTE, AIA, NCARB
PRINCIPAL ARCHITECT
HEATHCOTE & ASSOCIATES
3396 WILLOW LANE SUITE 200
WESTLAKE VILLAGE, CA. 91361
CONTACT: CORY ANTTILA
(805) 497–4700 EXT. 239

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ISABELLA DO VAL GAMBLE
CIVIL ENGINEER
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(805) 676–1533

SURVEYOR:
ISABELLA DO VAL GAMBLE
CIVIL ENGINEER
DTR ENGINEERING
1695 MESA VERDE AVE. SUITE 100
VENTURA, CA 93003
(805) 676–1533

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JAMES DEAN
LANDSCAPE ARCHITECT
JAMES DEAN DESIGN
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THOUSAND OAKS, CA. 91360
(805) 494–0623

ARBORIST:
JAMES DEAN
LANDSCAPE ARCHITECT
JAMES DEAN DESIGN
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SANTA BARBRA, CA 93110
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BIOLOGICAL ENGINEER:
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ENVICOM CORPORATION
28328 AGOURA ROAD
AGOURA HILLS, CA 91301
(818) 879–4700

REVISIONS

DRAWING INFO
COMPUTER FILE
DATE
11/21/2013
SCALE
1" = 40'–0"
JOB NO.
1886

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AGOURA HILLS, CALIFORNIA
AGOURA ROAD

LICENSED ARCHITECT
GARY HEATHCOTE, AIA
C-011856
REN. 3/31/11
STATE OF CALIFORNIA

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