Tc Calculator

Subarea No.	Area (acres)	Imp. %	Frequency	Soil Type	Length	Slope	Isohyet
1	9.4	0.75	50	28	1380	0.033	0.75

Equation, given parameters above:
Developed subarea coeff. (.68<%imp<1):

bo=	-0.507
b1=	-0.519
b2=	0.483
b3=	-0.135
0	0

Tc=(10)^-0.507*(Cd*I)^-0.519*(L)^0.483*(S)^-0.135

Undeveloped subarea coeff. (%imp=0):

bo=	-0.507
b1=	-0.519
b2=	0.483
b3=	-0.135

Undeveloped subarea coeff. (0<%imp<.21):

bo=	-0.507
b1=	-0.519
b2=	0.483
b3=	-0.135

Developed subarea coeff. (.21<%imp<.68):

bo=	-0.507
b1=	-0.519
b2=	0.483
b3=	-0.135

Developed subarea coeff. (.68<%imp<1):

bo=	-0.507
b1=	-0.519
b2=	0.483
b3=	-0.135

Equations for Tc: Tc=(10)^bo*(Cd*I)^b1*(L)^b2*(S)^b3

I1440=Isohyet/24hrs: 0.031
It=I1440*Ix/I1440: 0.193

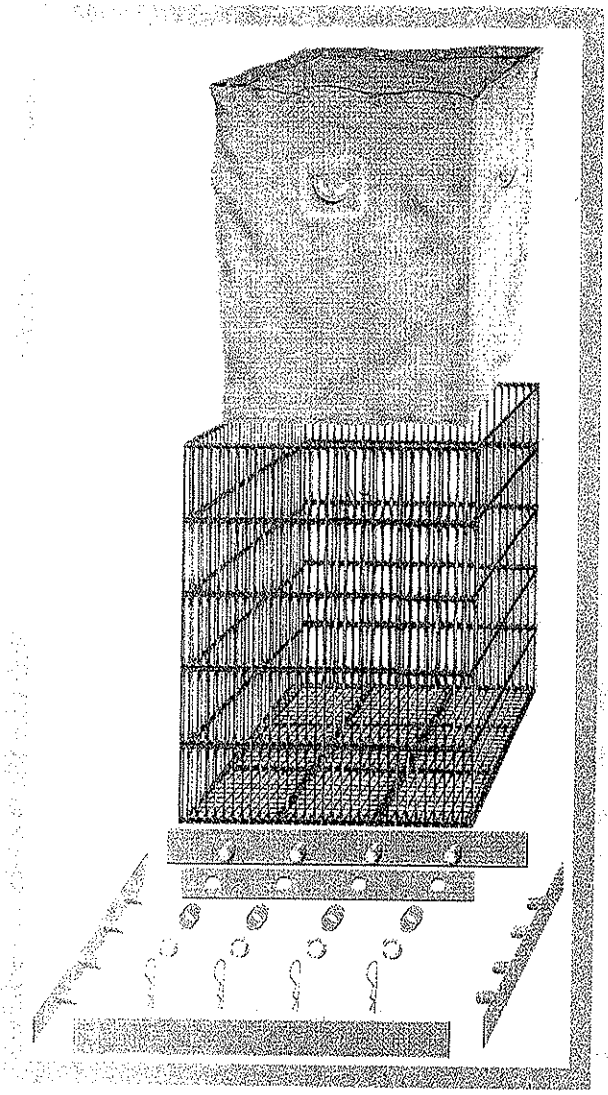
Iterations	RESET	Tc estimate:	Tc calc:	Diff:	RUN	Cu	Cd	Ix=Cd*I	It
2		46.71	46.71	0.00		0.10	0.70	0.130	0.19

Tolerance (min)	Interpolated value for I:	Tc high	Tc low	It/I1440 low	It/I1440 high	Interpolated It/I1440	(1440/Tc)^0.47
0.5		47.00	46.00	6.17	6.17	6.17	6.17

Use Tc value: 30.00 minutes

Intensity: 0.19 Cu: 0.10 Cd: 0.70 Flowrate: 1.25

DrainPac™ Storm Drain Filter Insert



The DrainPac™ Storm Drain Filter Insert is a flexible storm drain catchment and filtration liner designed to collect contaminants and debris prior to discharge into storm drain systems. The polypropylene in the filtration liner retains petroleum hydrocarbons and heavy metals to non-detect in the effluent discharge. Management of the storm drain systems' unintended function of transporting pollutants directly to our waterways can be minimized with the DrainPac™.

The DrainPac™ is a multi-layer filtration insert. The filtration liner is comprised of a non-woven filter cloth which has been tested and proven to maximize filtration of sludges containing heavy metals and petroleum hydrocarbon The insert support grating is comprised of a high-density polymer rated at 7,540 pounds per foot. The insert support grating and filter liner are suspended below the drain, thus eliminating any interference with traffic flow.

Federal, State and City pollution prevention plans have been set. Now is the time to take action to comply. Installing the DrainPac™ to existing structures is easy. The DrainPac™ system will conform to all sizes, shapes, and configurations of storm drains. The only modification is to install a support bracket to the interior drain structure and insert the DrainPac™. This cost effective method reduces pollutants to EPA's "Maximum Extent Practicable." The system is a low cost Best Management Practice to aid in complying with NPDES and Clean Water Act requirements.

The DrainPac Storm Drain Filter Insert
is Best Management Practice and more!

- ✓ Containment of storm drain sediments and debris
- ✓ Non-detectable discharge of contaminants (heavy metals and petroleum hydrocarbons)
- ✓ Quick and easy installation in any size drain
- ✓ Reduces need to clean lateral drain lines. The result is lower volume of waste transportation and disposal cost.
- ✓ Reduces need to clean pump plants or replace pumps being damaged by sediments and debris.
- ✓ Process permitted on Transportable Treatment Units by The California Department of Toxics Substance Control.
- ✓ Tested in California and monitored by Regional Water Quality Control Board for compliance with NPDES discharge.
- ✓ Retained sediments are ready for disposal, eliminating further handling.

UNITED STORM WATER, Inc.
Protecting Our Water Resources

14000 EAST VALLEY BOULEVARD, SUITE B
CITY OF INDUSTRY, CA 91746
PHONE: 1-877-71-STORM
FAX: (626) 961-3166

GEOTEXTILE FILTER LINER

PROPERTY	TEST METHOD	UNITS	VALUE
Grab Tensile Strength	ASTM D-4632	LBS	340
Grab Elongation	ASTM D-4832	%	60
Puncture Strength	ASTM D-4833	LBS	200
Mullen Burst	ASTM D-3786	PSI	640
Trapezodial Tear	ASTM D-4533	LBS	135

HYDRAULIC	TEST METHOD	UNITS	VALUE
Apparent Opening Size (AOS)	ASTM D-4751	US sieve	0.106
Permittivity	ASTM D-4491	SEC.1	1.30
Permeability	ASTM D-4491	CM/SEC	0.40
Water Flow Rate	ASTM D-4491	gpm/ft2	90.00

ENDURANCE	TEST METHOD	UNITS	VALUE
UV Resistance	ASTM D-4355	%Retained @500hrs.	70

FILTER CLOTH MICRON RATINGS

MATERIAL	MICRON RATING
WOVEN FILTRATION CLOTH	297-420
NON-WOVEN FILTRATION CLOTH 12OZ.	125

For more information, or to order, call:

United Storm Water, Inc.

Protecting Our Water Resources

Storm Water Management

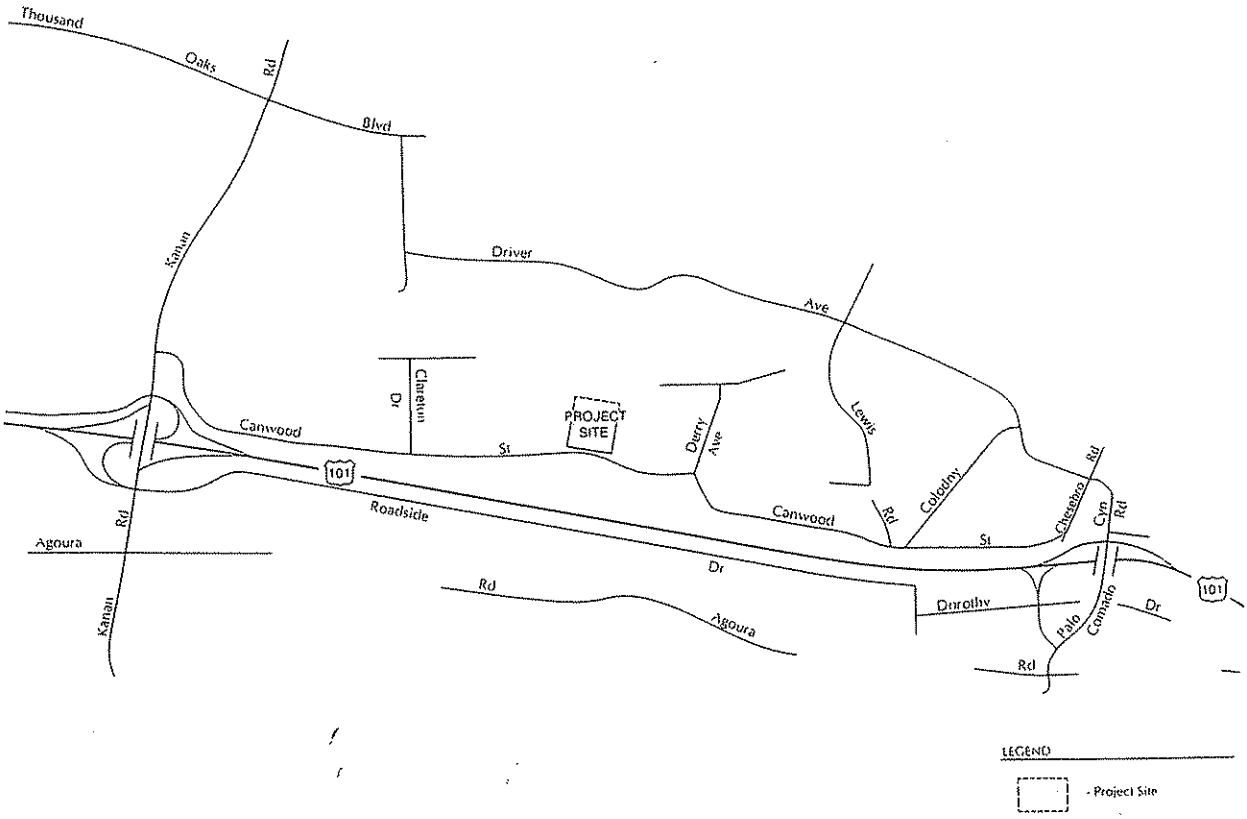
1-(877) 71-STORM

Appendix E

Traffic Study

AGOURA HILLS BUSINESS PARK PROJECT
AGOURA HILLS, CALIFORNIA

REVISED TRAFFIC AND CIRCULATION STUDY



May 23, 2007

ATE #05093.01

Prepared for:

Zaven Hanessian
Komar Investment, LLC
23 Corporate Plaza #247
Newport Beach, CA 92660

REGISTERED PROFESSIONAL ENGINEER
RICHARD L. POOL
No. 18,030
Exp. 6/30/07
CIVIL
STATE OF CALIFORNIA

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 • (805) 687-4418 • FAX (805) 682-8509

ASSOCIATED TRANSPORTATION ENGINEERS

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

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

May 23, 2007 05093R03.RPT

Zaven Hanessian
Komar Investment, LLC
23 Corporate Plaza #247
Newport Beach, CA 92660

REVISED TRAFFIC AND CIRCULATION STUDY FOR THE AGOURA HILLS BUSINESS PARK PROJECT - AGOURA HILLS, CALIFORNIA

Associated Transportation Engineers (ATE) is pleased to submit this revised traffic and circulation study for the Agoura Hills Business Park Project, located in the City of Agoura Hills. The size of the project has been reduced from that evaluated in our prior report. The study provides information relative to existing, Year 2008, and cumulative traffic conditions in the project study-area. The study identifies potential roadway and intersection impacts based on City of Agoura Hills thresholds and provides feasible mitigation measures for impacted facilities. A review of the circulation and access plan proposed for the project is also provided.

Associated Transportation Engineers

By: Richard L. Pool, P.E.
President

EXECUTIVE SUMMARY

The Agoura Hills Business Park is located on the north side of Canwood Street, west of Derry Avenue in the City of Agoura Hills. The project is proposing to construct a total of 103,070 square feet (S.F.) in seven buildings for light industrial uses. The site is currently vacant. The project provides a total of 217 parking spaces. Access is via one driveway on Canwood Street.

The existing peak hour traffic volumes for the key intersections were obtained from the Agoura Hills Traffic Model. Review of existing traffic conditions in the study-area indicated that most of the intersections currently operate in the "Level of Service" (LOS) A-C range, except the Kanan Road/U.S. 101 Northbound Ramps intersection, which operates at LOS D during the P.M. peak hour. This intersection is being reconstructed as part of the *U.S. 101/Kanan Road Interchange Project*.

It is anticipated that the project will be completed and occupied in the Year 2008. Traffic volumes for the Year 2008 were developed using a 2% per year growth rate from 2005 to 2008.

The Agoura Hills Business Park is projected to generate 718 ADT, 95 A.M. and 101 P.M. peak hour trips. The project-generated traffic volumes were distributed to the study-area street system and impacts were assessed. The Year 2008 + Project analysis found that the Palo Comado Canyon Road/U.S. 101 Northbound Ramps intersection is forecast to operate at LOS D during the P.M. peak period. The project would increase the total entering volumes at this location by less that 2.0%. This would not exceed the City's threshold of a 2% traffic volume increase at intersections that operate at LOS D or worse, and therefore would not create significant impacts.

Access to the site is proposed via a driveway entrance on Canwood Street approximately 500 feet west of Derry Avenue. The preliminary site plan indicates that the driveway would be 36 feet wide. A truck turning analysis indicated that the proposed driveway configuration would accommodate a semitrailer truck (California Design Vehicle).
The project would provide a total of 217 parking spaces in several locations throughout the site. Based on the City's parking requirement, the project is required to provide 21 spaces plus 25 company vehicle spaces for the light industrial component, and 80 spaces for the office component, for a total of 126 spaces. The proposed parking supply of 217 spaces would exceed the City's parking requirement.

Cumulative forecasts were developed from the cumulative traffic modeling completed for the Agoura Village Specific Plan (including the Specific Plan traffic), plus projects on the City's approved and pending project tracking list. The cumulative analysis found that the project would not exceed the City impact thresholds at any of the study-area intersections during the A.M. or P.M. peak hours.

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INTRODUCTION

The following study contains an analysis of the potential traffic impacts associated with the Agoura Hills Business Park Project, located on Canwood Street in the City of Agoura Hills. The study presents existing and future traffic volumes and levels of service for the critical intersections within the vicinity of the project, and reviews site access and circulation issues.

PROJECT DESCRIPTION

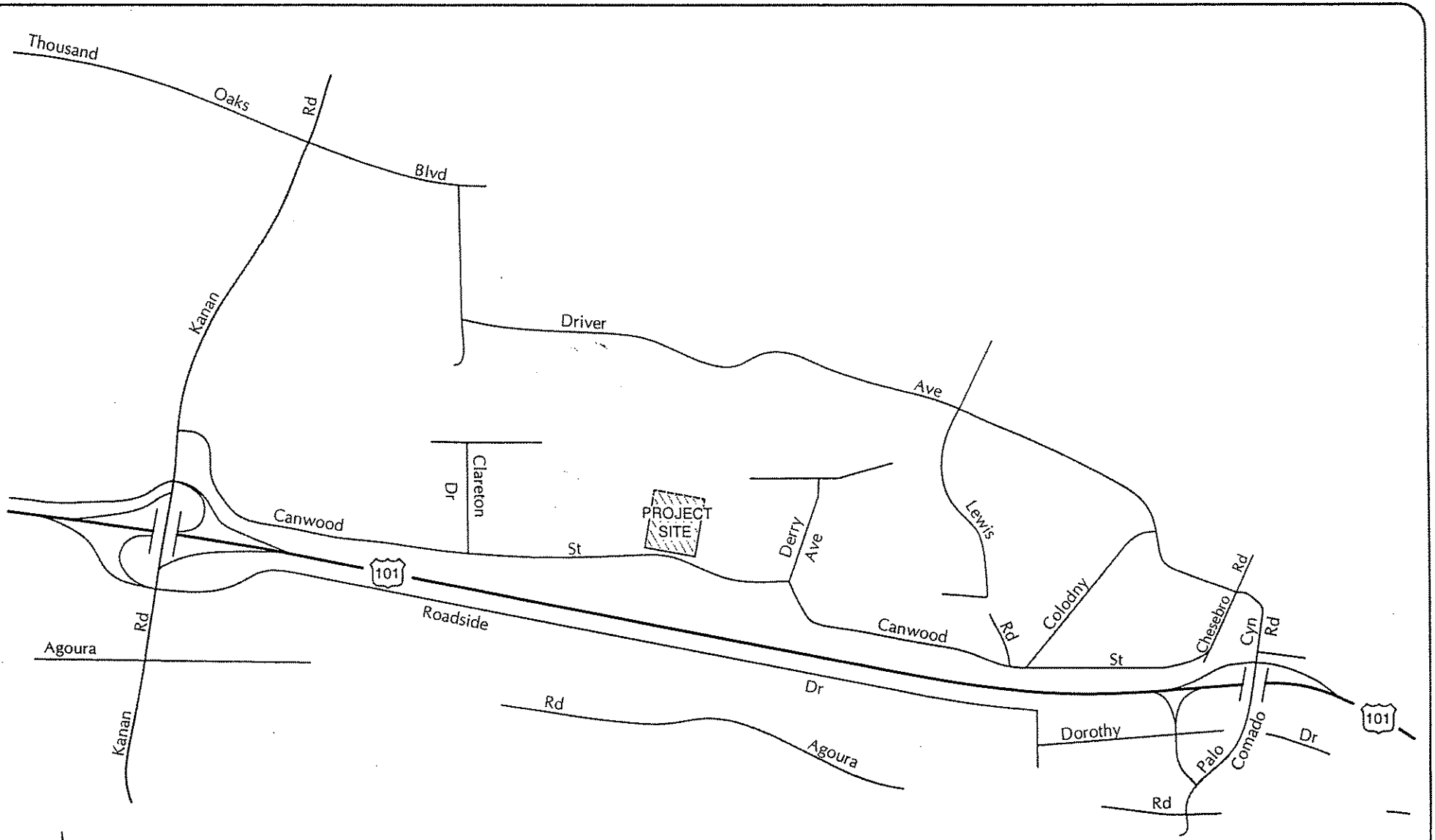
The Agoura Hills Business Park Project is located on the north side of Canwood Street, west of Derry Avenue in the City of Agoura Hills. Figure 1 illustrates the location of the project site within the City. The project is proposing to construct a total of 103,070 square feet (S.F.) in seven buildings for light industrial uses. The site is currently vacant. Figure 2 shows that preliminary site plan developed for the site. The project is anticipated to be completed in 2008. The project provides a total of 217 parking spaces. Access is via one driveway on Canwood Street.

STUDY-AREA INTERSECTIONS

The following intersections were identified for inclusion in the traffic analysis. This list was approved by City staff.

Table 1
Study-Area Intersections

Intersection
Kanan Road/Thousand Oaks Boulevard
Kanan Road/Canwood Street (East)
Kanan Road/Canwood Street - U.S. 101 Northbound Ramps
Kanan Road/Roadside Drive - U.S. 101 Southbound Ramps
Kanan Road/Agoura Road
Chesebro Rd/Driver Avenue
Palo Camado Canyon Road/U.S. 101 NB Ramps
Dorothy Drive/U.S. 101 SB Ramps
Palo Camado Canyon Road/Chesebro Road

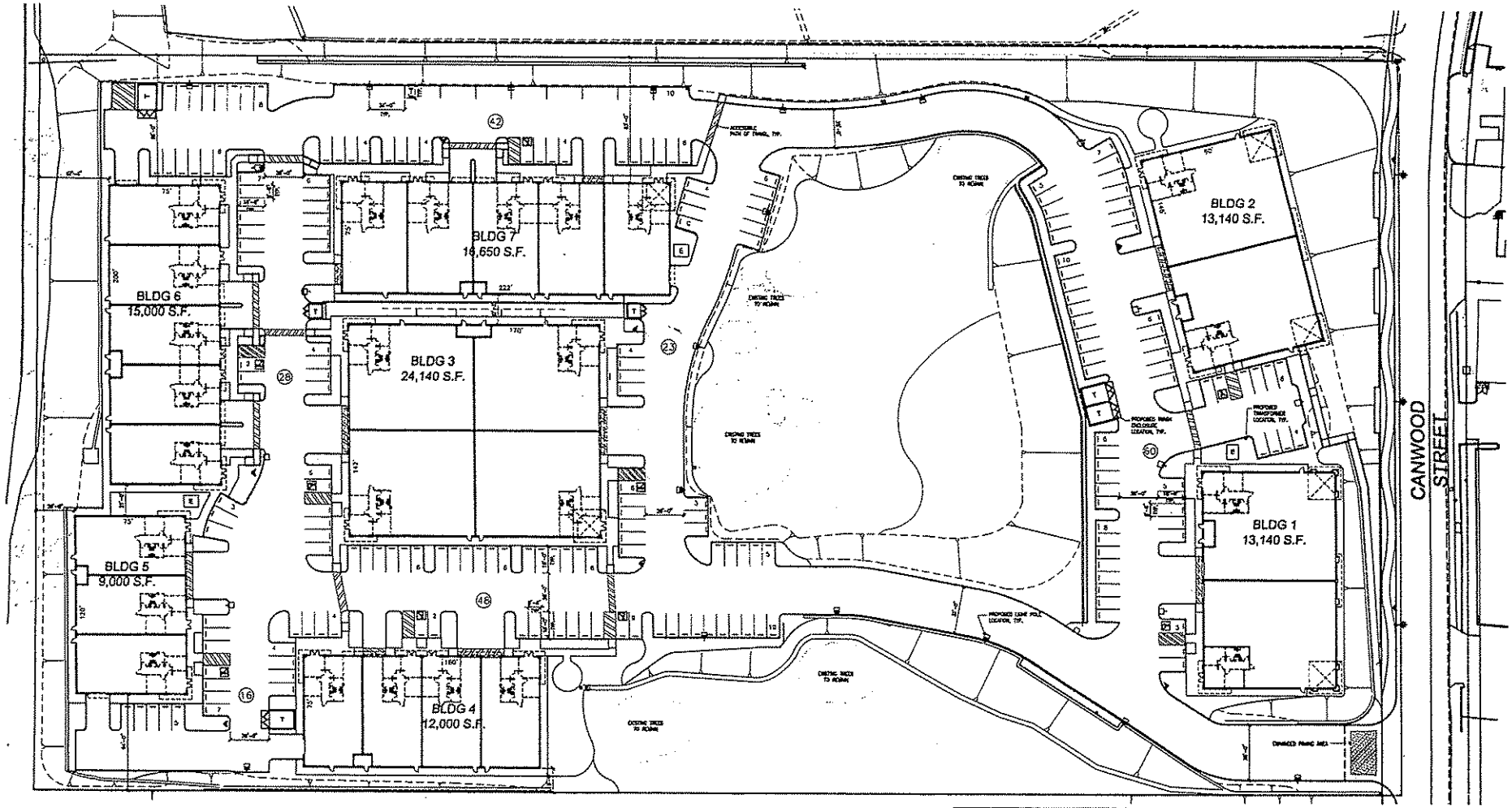


ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT SITE LOCATION/EXISTING STREET NETWORK

PROJECT NO: #05093.01
PREPARED BY: D.H.

FIGURE 1



TOTAL FLOOR AREA:	103,070 S.F.
TOTAL OFFICES:	19,950 S.F.
PARKING REQUIRED:	
1/1000 FOR FIRST 5000 S.F. INDUSTRIAL:	5
1/5000 FOR ADD'L GROSS FLOOR AREA INDUSTRIAL:	16
1 STALL / COMPANY:	25
1/250 FOR GROSS FLOOR AREA COMMERCIAL:	80
TOTAL REQUIRED:	126 STALLS
TOTAL PROVIDED:	217 STALLS

SITE PLAN

SCALE: 1"=20'-0"

N

SCALE: 1" = 30'-0"

0 15' 30' 60'

AGOURA HILLS BUSINESS PARK — KOMAR INVESTMENTS, LLC

ARCHITECTS ORANGE

A-1.1

2006-058-00 4-19-07

ARCHITECTS ORANGE

ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT SITE PLAN

PROJECT NO: #05093.01
PREPARED BY: D.H.

FIGURE 2

EXISTING TRAFFIC CONDITIONS

Study-Area Street Network

The street network included in this study extends from Palo Comado Canyon Road on the east to Kanan Road on the west and from Thousand Oaks Boulevard on the north to Agoura Road on the south. Figure 1 illustrates the existing study-area street network. The following text provides a brief description of the facilities that comprise the study-area roadway network.

U.S. Highway 101 (Ventura) Freeway: The U.S. Highway 101 is a major north-south freeway connecting Agoura Hills with Southern California, Central and Northern California. In the project vicinity, U.S. Highway 101 includes four travel lanes in each direction with auxiliary lanes between interchanges. The U.S. Highway 101 ramps at Kanan Road are a standard diamond interchange, and are signalized. The U.S. Highway 101 ramps at Palo Comado Canyon Road and Chesebro Road are unsignalized.

Canwood Street is an east-west two-lane undivided Local Arterial which serves as a frontage road on the north side of U.S. Highway 101. Access to the project site is via one driveway on Canwood Street. The roadway originates at Lake Crest Drive, at the west City limits, and extends to Chesebro Road on the east. It serves local businesses and residential neighborhoods east and west of Kanan Road. The east leg of Canwood Street at Kanan Road has recently been relocated approximately 800 feet north of the connection of the west leg of Canwood Street to Kanan Road. The Kanan Road/Canwood Street intersection is signalized.

Kanan Road is a Secondary Arterial (4 lanes undivided) south of Agoura Road, a Major Arterial (6 lanes divided) between Agoura Road and Thousand Oaks Boulevard and an Augmented Primary Arterial (6 lanes divided) north of Thousand Oaks Boulevard. It extends through Agoura Hills to the Oak Park community and continues westerly until it connects to Westlake Boulevard. Kanan Road provides access to the project via its intersection with Canwood Street. The Kanan Road/Agoura Road intersection is signalized.

Agoura Road is a Secondary Arterial that extends in an east-west direction parallel to U.S. Highway 101. The road is designated as a Primary Arterial in the study area. Agoura Road contains one travel lane in each direction and Class II bike lanes between Ladyface Court and Palo Comado Canyon Road.

Existing Volumes and Levels of Service

Since traffic flows in the study area are most constrained at the intersections, the traffic analysis focuses on the operating conditions at key intersections during peak travel periods. The peak travel periods typically occur during the A.M. commute hour and the P.M. commute hour. The A.M. peak hour period is defined as the highest 1-hour period between the hours of 7:00 to 9:00 A.M.; and the P.M. peak hour period is defined as the highest 1-hour period between the hours of 4:00 to 6:00 P.M.

The existing peak hour traffic volumes for the key intersections were obtained from the Agoura Hills Traffic Model[1], and are illustrated in Figures 3 and 4.

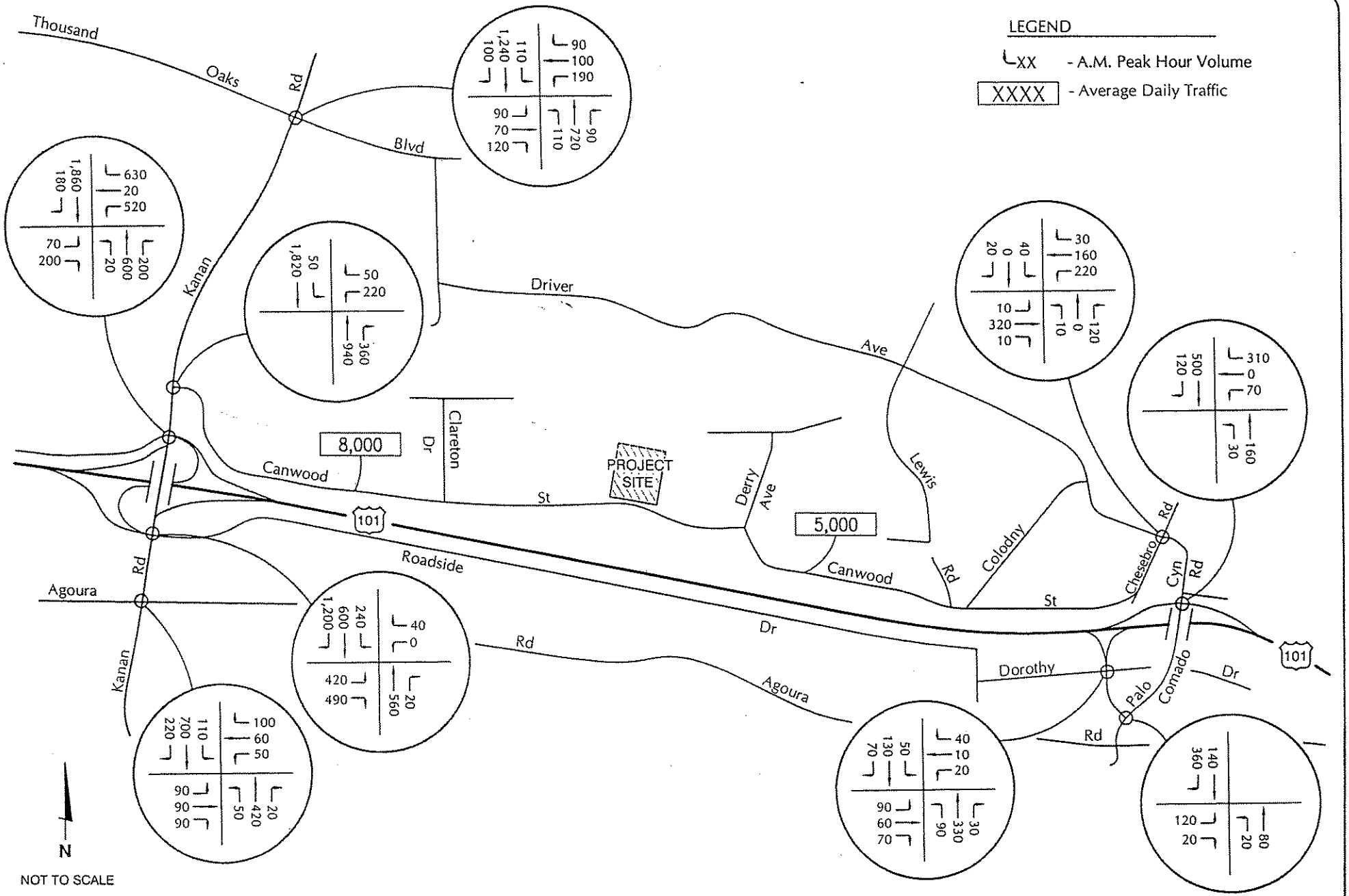
"Level of Service" (LOS) A through F are used to rate intersection operations, with LOS A indicating very good operating conditions and LOS F indicating poor conditions (more complete definitions of level of service are contained in the Technical Appendix for reference). LOS A through LOS C are generally considered acceptable, while LOS D through LOS F indicate poor conditions. The City of Agoura Hills considers LOS C or better acceptable for intersection operations.

The existing peak hour levels of service for the study-area intersections are shown in Table 2. Levels of service for the signalized study-area intersections were calculated using the Intersection Capacity Utilization (ICU) methodology. Levels of service for the unsignalized intersections were calculated using the Highway Capacity Manual (HCM) methodology[2]. Worksheets showing the level of service calculations are included in the Technical Appendix.

---

1 Agoura Hills Traffic Model, Austin-Foust Associates, Inc, April 2005.

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

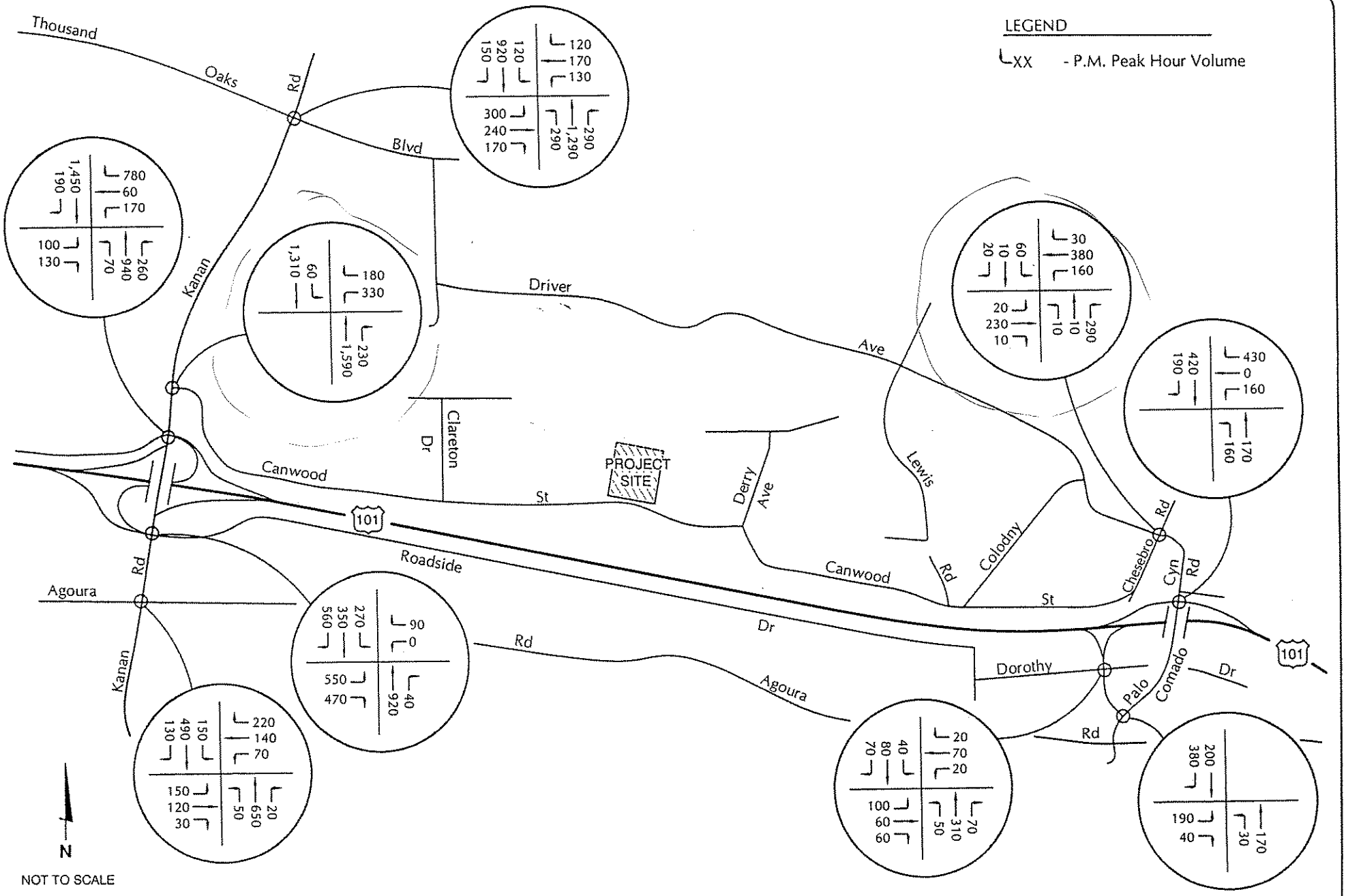


ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING AVERAGE DAILY TRAFFIC AND A.M. PEAK HOUR TRAFFIC VOLUMES

PROJECT NO: #05093.01
PREPARED BY: D.H.

FIGURE 3



ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING P.M. PEAK HOUR TRAFFIC VOLUMES

PROJECT NO: #05093.01
PREPARED BY: D.H.

FIGURE 4

Table 2
Existing A.M. and P.M. Peak Hour
Intersection Levels of Service

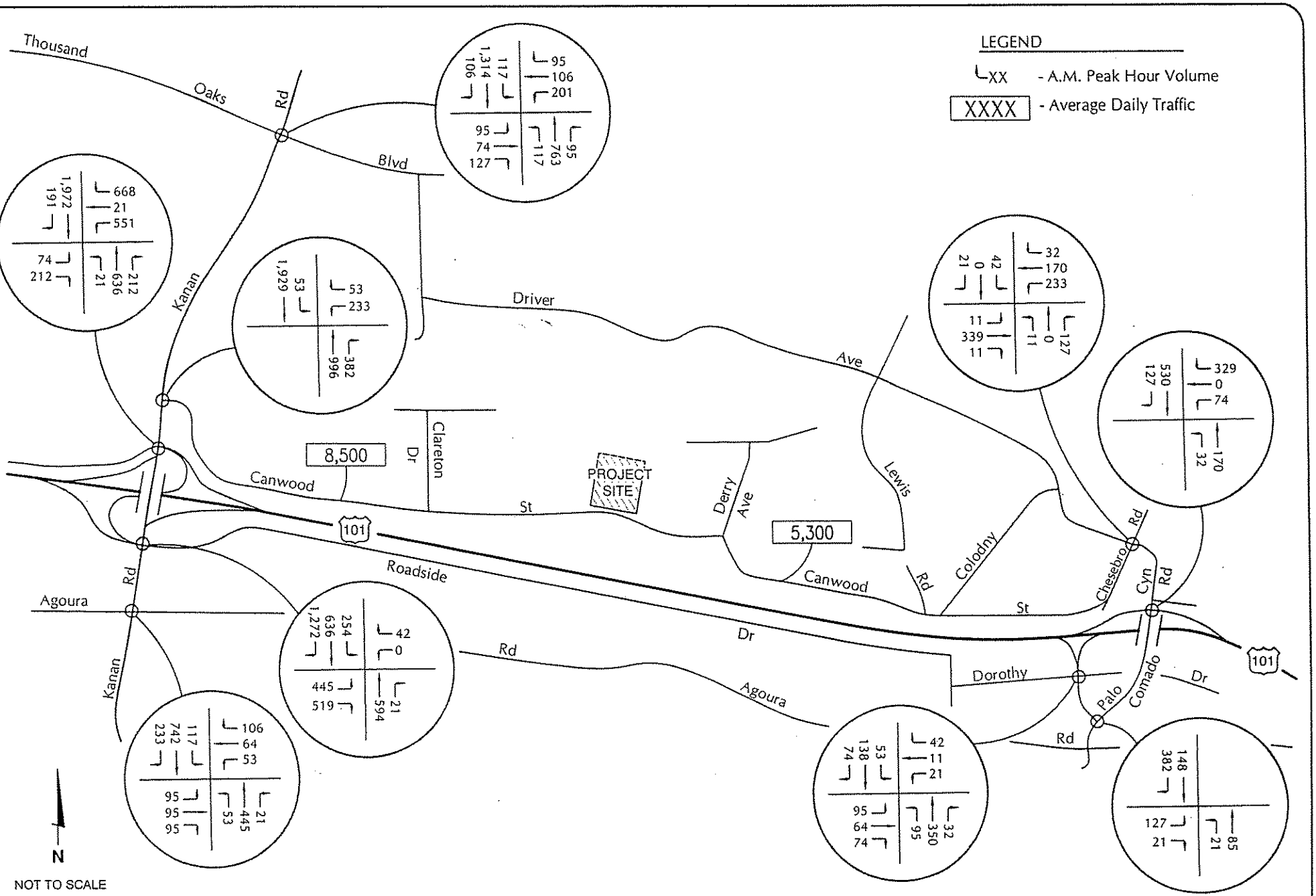
Intersection	Control	A.M. Peak Hour	P.M. Peak Hour
Kanan Rd/Thousand Oak Blvd	Signal	0.67/LOS B	0.71/LOS C
Kanan Rd/Canwood St (E)[a]	Signal	0.50/LOS A	0.69/LOS B
Kanan Rd/U.S. 101 NB	Signal	**0.82/LOS D**	0.71/LOS C
Kanan Rd/U.S. 101 SB	Signal	0.80/LOS C	0.71/LOS C
Kanan Rd/Agoura Rd	Signal	0.66/LOS B	0.57/LOS A
Chesebro Rd/Driver Ave	All-Way Stop	12.5 sec/LOS B	18.6 sec/LOS C
Palo Camado Cyn Rd/U.S. 101 NB Ramps	One-Way Stop	12.2 sec/LOS B	22.4 sec/LOS C
Dorothy Dr/U.S. 101 SB Ramps	All-Way Stop	14.0 sec/LOS B	13.9 sec/LOS B
Palo Camado Canyon Rd/Chesebro Rd	One-Way Stop	10.8 sec/LOS B	14.2 sec/LOS B

Bolded value exceeds City's LOS C standard.
[a] Recently constructed intersection.

The data presented in Table 2 indicate that the Kanan Road/U.S. 101 Northbound Ramps intersection operates at LOS D during the P.M. peak hour. It is noted that this intersection will be reconstructed in the near future as part of the *U.S. 101/Kanan Road Interchange Project*, as discussed below. The remainder of the study-area intersections operate at LOS C or better during the A.M. and P.M. peak hour periods.

YEAR 2008 TRAFFIC CONDITIONS

It is anticipated that the project will be completed and occupied in the Year 2008. Traffic volumes for the Year 2008 were developed using a 2% per year growth rate. The growth rate, which was provided by City staff, accounts for area wide increase in traffic due to the combined effect of continuing development, intensification of existing developments, and other factors. The resulting Year 2008 traffic volumes are illustrated in Figures 5 and 6.

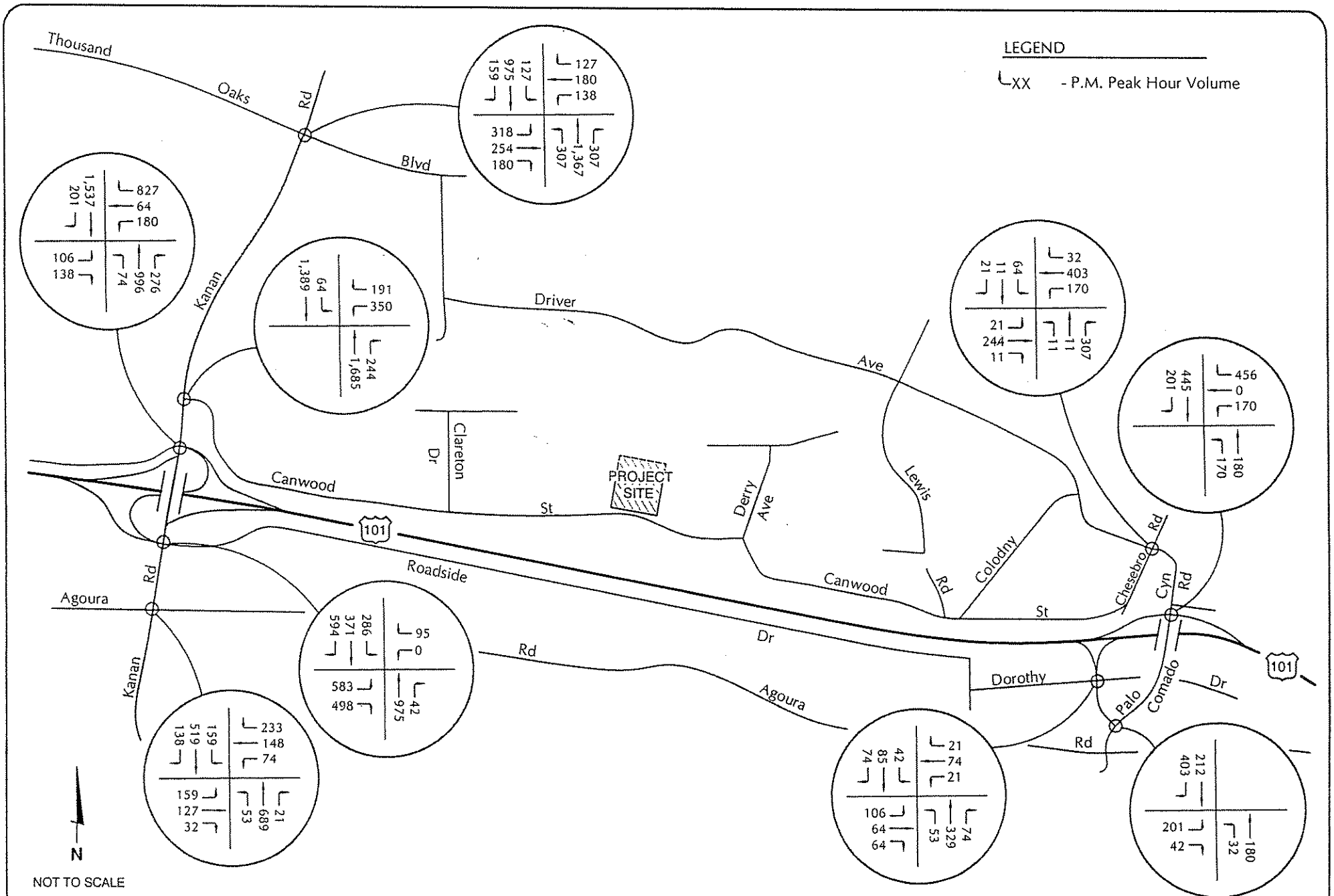


ASSOCIATED TRANSPORTATION ENGINEERS

YEAR 2008 AVERAGE DAILY TRAFFIC AND A.M. PEAK HOUR TRAFFIC VOLUMES

PROJECT NO: #05093.01
PREPARED BY: D.H.

FIGURE 5



ASSOCIATED TRANSPORTATION ENGINEERS

YEAR 2008 P.M. PEAK HOUR TRAFFIC VOLUMES

PROJECT NO: #05093.01
PREPARED BY: D.H.

FIGURE 6

TRAFFIC IMPACT THRESHOLD

The City of Agoura Hills considers LOS C or better acceptable for intersection and roadway operations. A significant impact would occur when a proposed project increases traffic demand on a facility by 2% of capacity (V/C increase $\geq$ 0.02) at a facility that would operate at LOS D or worse with project-added traffic volumes. For unsignalized intersections, the threshold is a 2% increase in entering volumes.

PROJECT-SPECIFIC ANALYSIS

Project Trip Generation

Trip generation estimates for the project were calculated using rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual[3] for general light industrial (ITE land use #110). Table 3 summarizes the trip generation estimates for the Agoura Hills Business Park Project.

Table 3
Project Trip Generation

Land Use	Size	Average Daily		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
General Light Industrial	103.07 KSF[a]	6.97	718	0.92	95	0.98	101

[a] KSF = 1,000 S.F.

The data presented in Table 3 show that the project is projected to generate 718 ADT, 95 A.M. and 101 P.M. peak hour trips.

Project Trip Distribution and Assignment

The project generated trips were distributed and assigned to the study-area street network according to the percentages shown in Table 4 and Figure 7. The trip distribution pattern was developed based on the existing traffic patterns, distribution percentages derived from the Agoura Hills Traffic Model and consideration of the most logical travel routes for drivers accessing the proposed development. The project-added traffic volumes are illustrated in Figure 8.

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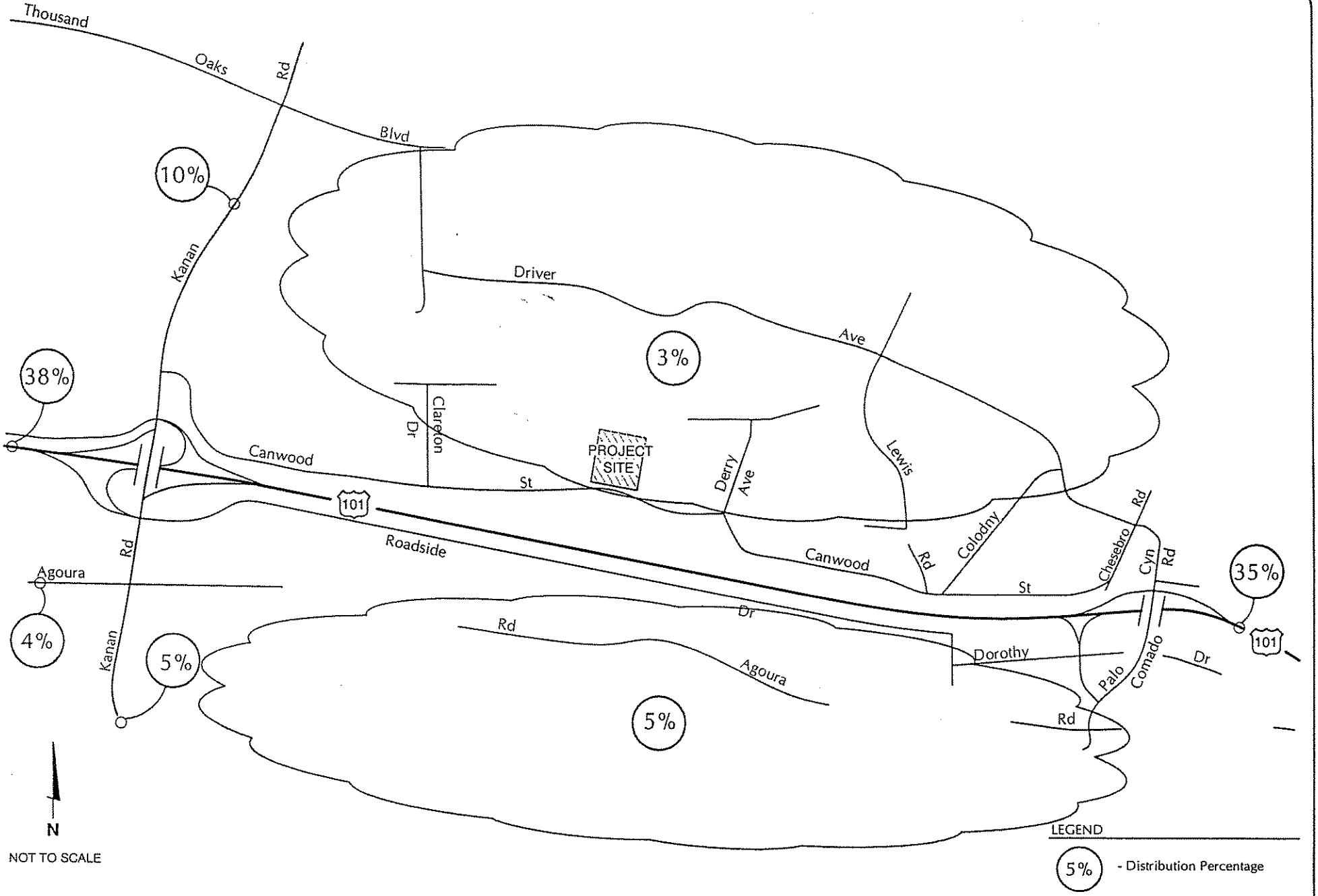
[3] Trip Generation, Institute of Transportation Engineers, 7th Edition, 2003.

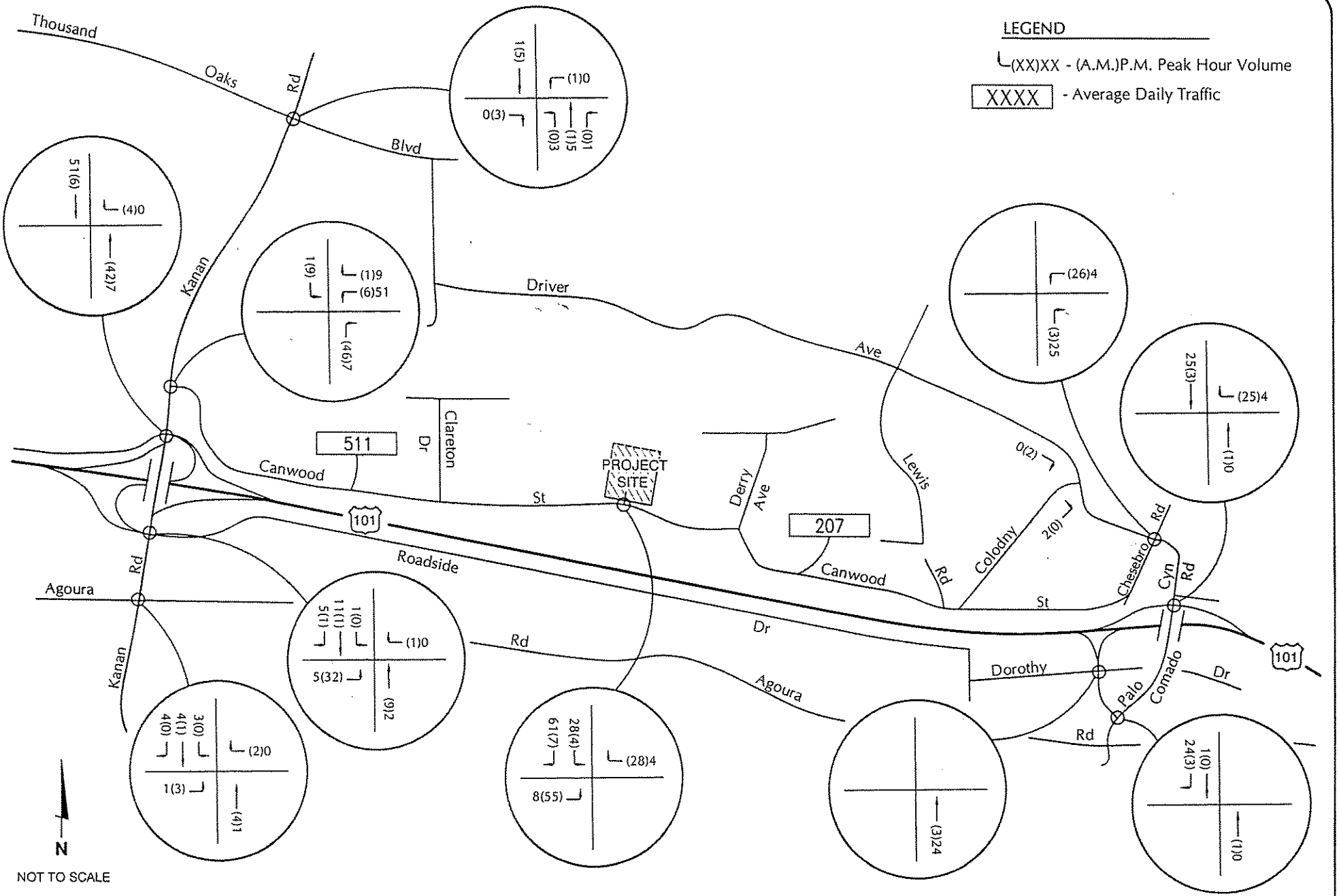


ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT TRIP DISTRIBUTION PERCENTAGES

PROJECT NO: #05093.01
PREPARED BY: D.H.

FIGURE 7



ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT-ADDED TRAFFIC VOLUMES

PROJECT NO: #05093.01
PREPARED BY: D.H.

FIGURE 8

Table 4
Project Trip Distribution Percentages

Route	Origin/Destination	Percent
U.S. Highway 101	East West	35% 38%
Kanan Road	North South	10% 5%
Agoura Road	West	4%
Local n/o U.S. Highway 101	-	3%
Local s/o U.S. Highway 101	South	5%
	TOTAL:	**100%**

Intersection Operations

A.M. and P.M. peak hour levels of service were calculated for the study-area intersections based on the Year 2008 + Project traffic volumes shown in Figures 9 and 10. The level of service calculations for the Kanan Road corridor incorporate the U.S.101/Kanan Road Interchange Project intersection geometries. Tables 5 and 6 compare the Year 2008 and Year 2008 + Project levels of service and identify potential impacts based on the City's threshold.

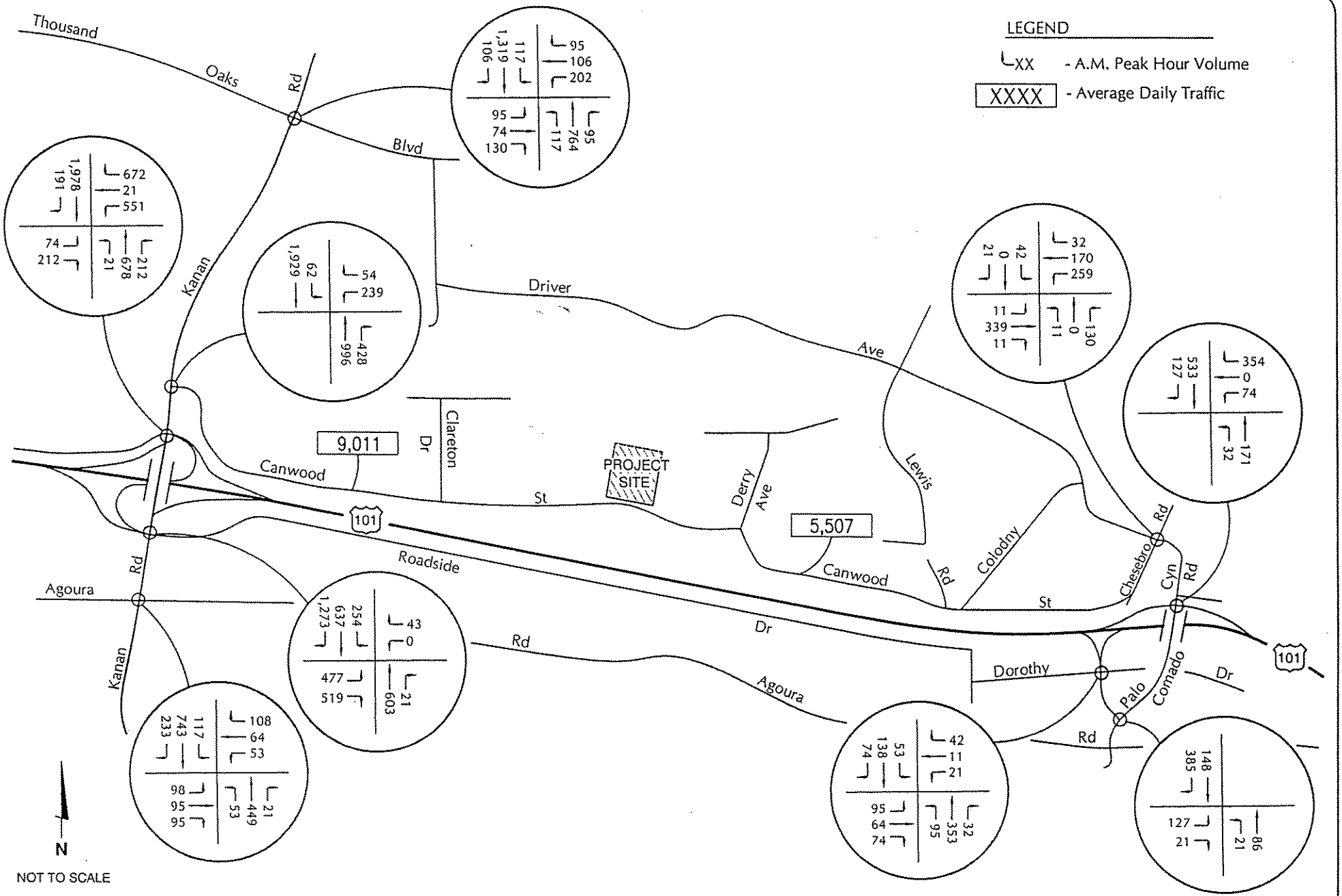
Table 5
Year 2008 and Year 2008 + Project A.M Peak Hour
Intersection Levels of Service

Intersection	Year 2008 A.M. Peak Hour	Year 2008 + Project A.M. Peak Hour	V/C or Volume Increase	Impact?
Kanan Rd/Thousand Oak Blvd	0.70/LOS B	0.70/LOS B	N.A.	No
Kanan Rd/Canwood St (E)	0.52/LOS A	0.53/LOS A	N.A.	No
Kanan Rd/Canwood St - U.S. 101 NB[a]	0.77/LOS C	0.77/LOS C	N.A.	No
Kanan Rd/Roadside Dr - U.S. 101 SB[a]	0.60/LOS A	0.62/LOS B	N.A.	No
Kanan Rd/Agoura Rd	0.69/LOS B	0.69/LOS B	N.A.	No
Chesebro Rd/Driver Ave	13.3 sec/LOS B	13.6 sec/LOS B	N.A.	No
Palo Camado Cyn Rd/U.S. 101 NB	12.8 sec/LOS B	12.9 sec/LOS B	N.A.	No
Dorothy Dr/U.S. 101 SB Ramps	16.9 sec/LOS C	17.0 sec/LOS C	N.A.	No
Palo Camado Cyn Rd/Chesebro Rd	11.0 sec/LOS B	10.9 sec/LOS B	N.A.	No

[a] Assumes U.S.101/Kanan Road Interchange Project intersection geometries.

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

The data presented in Table 7 indicate that all the study-area intersections would continue to operate in the LOS A-C range during the A.M. peak hour under Year 2008 + Project conditions. The project would not exceed the City's traffic impact thresholds.

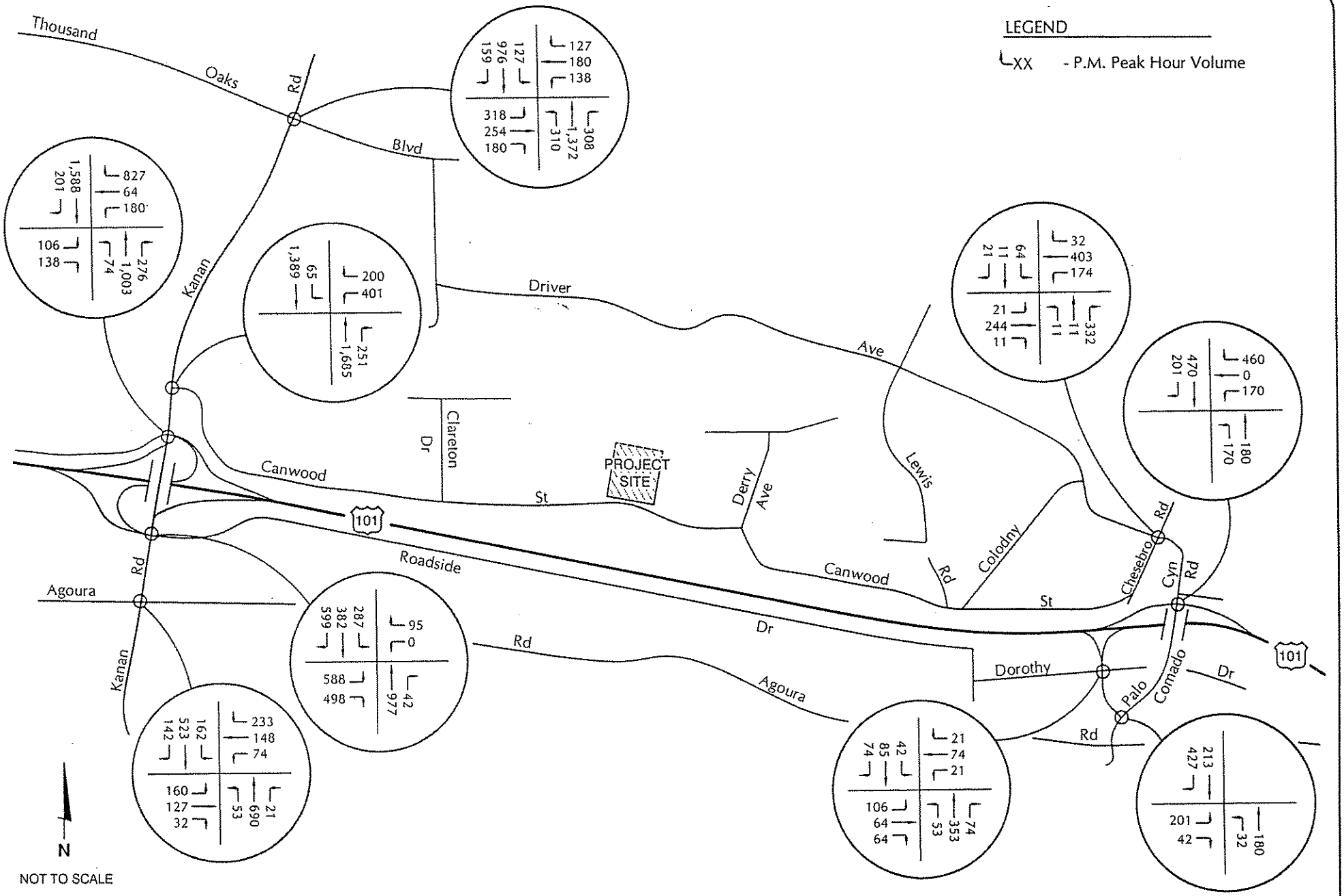


ASSOCIATED TRANSPORTATION ENGINEERS

YEAR 2008 + PROJECT AVERAGE DAILY TRAFFIC AND A.M. PEAK HOUR TRAFFIC VOLUMES

PROJECT NO: #05093.01
PREPARED BY: D.H.

FIGURE 9



ASSOCIATED TRANSPORTATION ENGINEERS

YEAR 2008 + PROJECT P.M. PEAK HOUR TRAFFIC VOLUMES

PROJECT NO: #05093.01
PREPARED BY: D.H.

FIGURE 10

Table 6
Year 2008 and Year 2008 + Project P.M. Peak Hour
Intersection Levels of Service

Intersection	Year 2008 P.M. Peak Hour	Year 2008 + Project P.M. Peak Hour	V/C or Volume Increase	Impact?
Kanan Rd/Thousand Oak Blvd	0.76/LOS C	0.76/LOS C	N.A.	No
Kanan Rd/Canwood St (E)	0.73/LOS C	0.75/LOS C	N.A.	No
Kanan Rd/Canwood St - U.S. 101 NB[a]	0.65/LOS B	0.66/LOS B	N.A.	No
Kanan Rd/Roadside Dr - U.S. 101 SB[a]	0.78/LOS C	0.78/LOS C	N.A.	No
Kanan Rd/Agoura Rd	0.59/LOS A	0.60/LOS A	N.A.	No
Chesebro Rd/Driver Ave	22.4 sec/LOS C	23.9 sec/LOS C	N.A.	No
Palo Camado Cyn Rd/U.S. 101 NB	31.8 sec/LOS D	35.4 sec/LOS E	<2.0%	No
Dorothy Dr/U.S. 101 SB Ramps	15.5 sec/LOS C	16.9 sec/LOS C	N.A.	No
Palo Camado Cyn Rd/Chesebro Rd	15.1 sec/LOS C	15.1 sec/LOS C	N.A.	No

[a] Assumes U.S.101/Kanan Road Interchange Project intersection geometries.
Bolded values exceed City's LOS C standard.
N.A. = V/C increase not applicable at LOS C or better.

Table 8 indicates the Palo Comado Canyon Road/U.S. 101 Northbound Ramps intersection is forecast to operate at LOS D during the P.M. peak period with Year 2008 traffic volumes. The project would increase the total entering volumes at this location by less that 2.0%. This would not exceed the City's threshold of a 2% traffic volume increase at intersections that operate at LOS D or worse, and therefore would not create significant impacts.

SITE ACCESS, CIRCULATION AND PARKING

Site Access and Circulation

Access to the site is proposed via a driveway entrance on Canwood Street approximately 500 feet west of Derry Avenue. The preliminary site plan indicates that the driveway would be 36 feet wide. A truck turning analysis indicated that the proposed driveway configuration would accommodate a semitrailer truck (California Design Vehicle).

The driveway width would be sufficient to accommodate simultaneous left-turn and right-turn movements from the driveway onto Canwood Street. As shown in Figure 8, the project is

expected to generate 83 inbound and 11 outbound A.M. PHT, and 12 inbound and 89 outbound P.M. peak hour trips at the project driveway. The project driveway would operate acceptably with these expected turning volumes and assuming the proposed driveway geometry.

As shown in Figure 2, the on-site circulation system consists of several drive aisles that are 26 feet to 36 feet wide. A truck turning analysis with a semitrailer truck (California Design Vehicle) indicated that truck turning movements would not be restricted by the proposed circulation system.

Parking

The project would provide a total of 217 parking spaces in several locations throughout the site. The City's parking requirement for *warehouse or manufacturing uses* is:

- ☐ 1 space for every 1,000 square feet of gross floor area for the first 5,000 square feet of gross floor area, then 1 for every 5,000 square feet of additional gross floor area, plus 1 for each company vehicle, plus 1 for each 250 square feet of gross floor area for incidental office use.

The project would contain approximately 103,070 S.F. of light industrial space and 19,950 S.F. of office space in seven buildings. Because the production units within these buildings could be occupied by separate companies, a parking requirement of 1 space per 1,000 S.F. for industrial uses was applied.

Based on the data above, the project is required to provide 21 spaces plus 25 company vehicle spaces for the light industrial component, and 80 spaces for the office component, for a total of 126 spaces. The proposed parking supply of 217 spaces would satisfy the City's parking requirement.

CUMULATIVE TRAFFIC ANALYSIS

Cumulative traffic forecasts were developed from the cumulative traffic modeling completed for the Agoura Village Specific Plan (including the Specific Plan traffic), plus projects on the City's approved and pending project tracking list (March 2006 list) (see Technical Appendix for cumulative project lists). Figures 11 and 12 illustrate the cumulative average daily, A.M. and P.M. peak hour traffic volumes at the study-area roadways and intersections.

Cumulative + Project Traffic Volume Forecasts

The traffic volumes generated by the proposed project were added to the cumulative volumes in order to determine cumulative intersection operations. Figure 13 and 14 illustrate the cumulative + project intersection volumes.

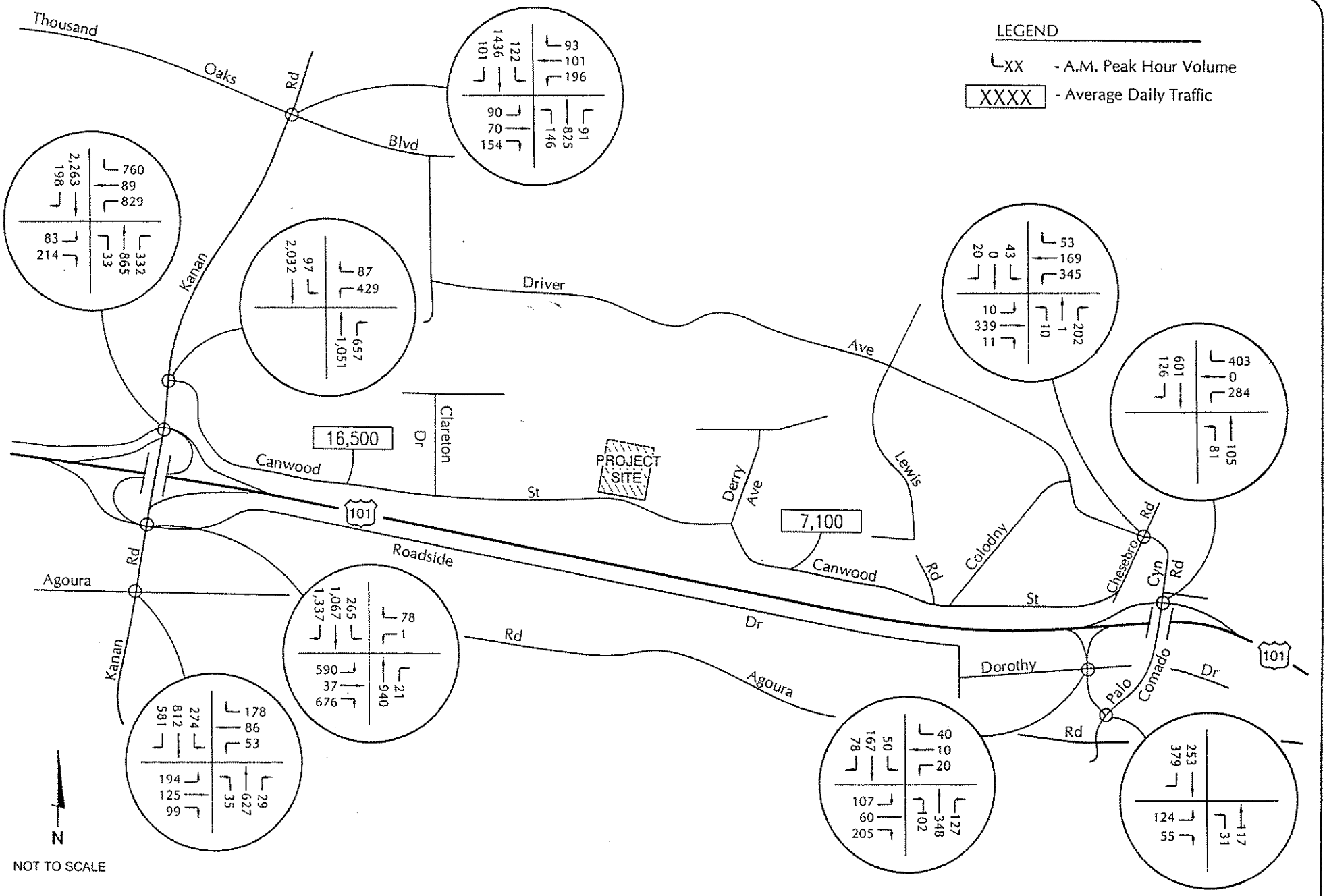
Cumulative + Project Intersection Level of Service

A.M. and P.M. peak hour levels of service were calculated for the study-area intersections based on the cumulative and cumulative + project scenario traffic forecasts (worksheets showing the calculations are contained in the Technical Appendix). Tables 7 and 8 summarize the results of these calculations.

Table 7
Cumulative and Cumulative + Project A.M Peak Hour Intersection Levels of Service

Intersection	Cumulative A.M. Peak Hour	Cumulative + Project A.M. Peak Hour	V/C or Volume Increase	Impact?
Kanan Rd/Thousand Oak Blvd	0.76/LOS C	0.76/LOS C	< 2.0%	No
Kanan Rd/Canwood St (E)	0.60/LOS A	0.61/LOS B	< 2.0%	No
Kanan Rd/Canwood St - U.S. 101 NB	0.94/LOS E	0.94/LOS E	< 2.0%	No
Kanan Rd/Roadside Dr - U.S. 101 SB	0.73/LOS C	0.74/LOS C	< 2.0%	No
Kanan Rd/Agoura Rd	0.75/LOS C	0.75/LOS C	< 2.0%	No
Chesebro Rd/Driver Ave	16.9 sec/LOS C	17.9 sec/LOS C	< 2.0%	No
Palo Camado Cyn Rd/U.S. 101 NB	> 50 sec/LOS F	> 50 sec/LOS F	< 2.0%	No
Dorothy Dr/U.S. 101 SB Ramps	> 50 sec/LOS F	> 50 sec/LOS F	< 2.0%	No
Palo Camado Cyn Rd/Chesebro Rd	12.7 sec/LOS B	12.7 sec/LOS C	< 2.0%	No

Bolded values exceed City impact threshold.

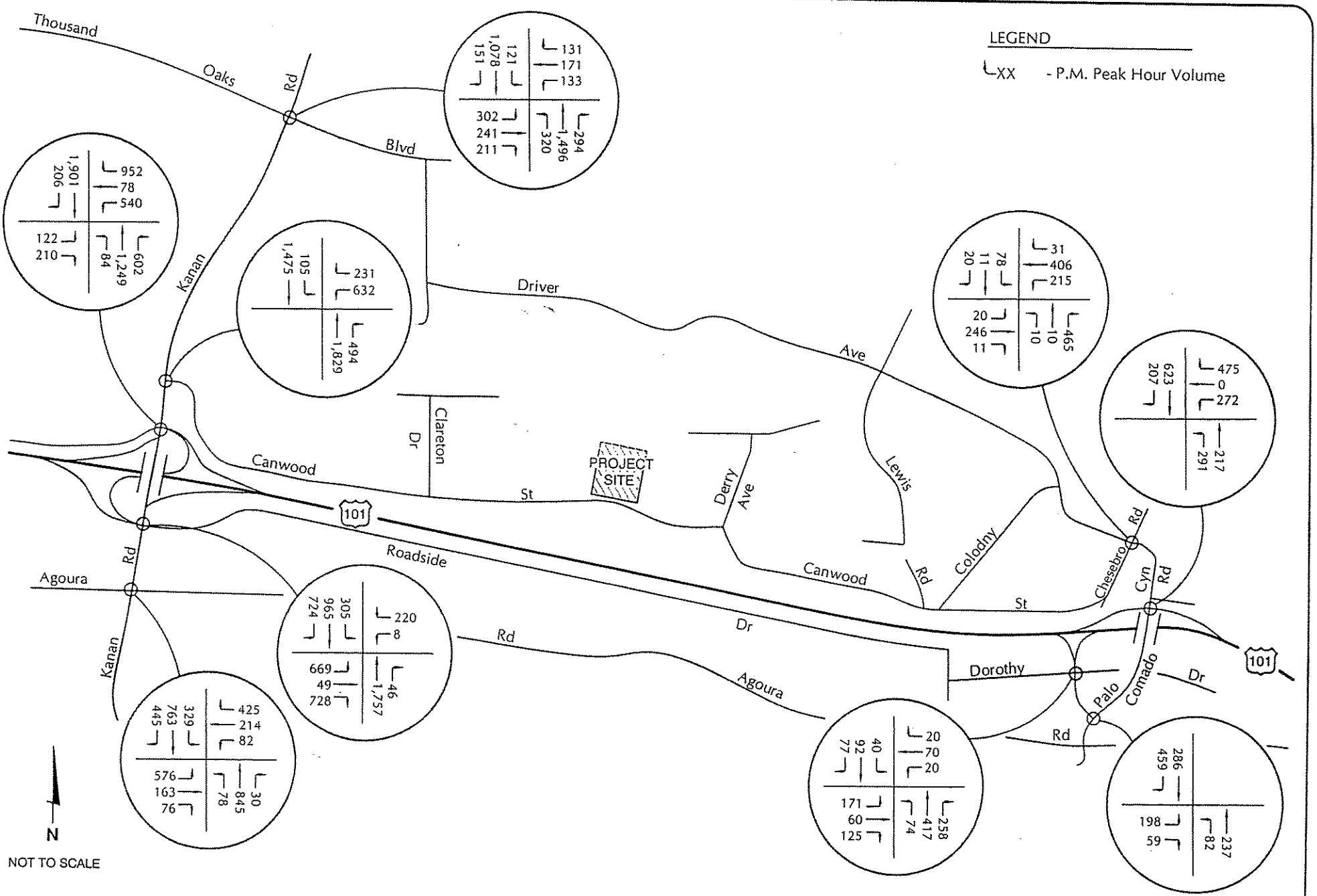


ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE AVERAGE DAILY TRAFFIC AND A.M. PEAK HOUR TRAFFIC VOLUMES

PROJECT NO: #05093.01
PREPARED BY: D.H.

FIGURE 11

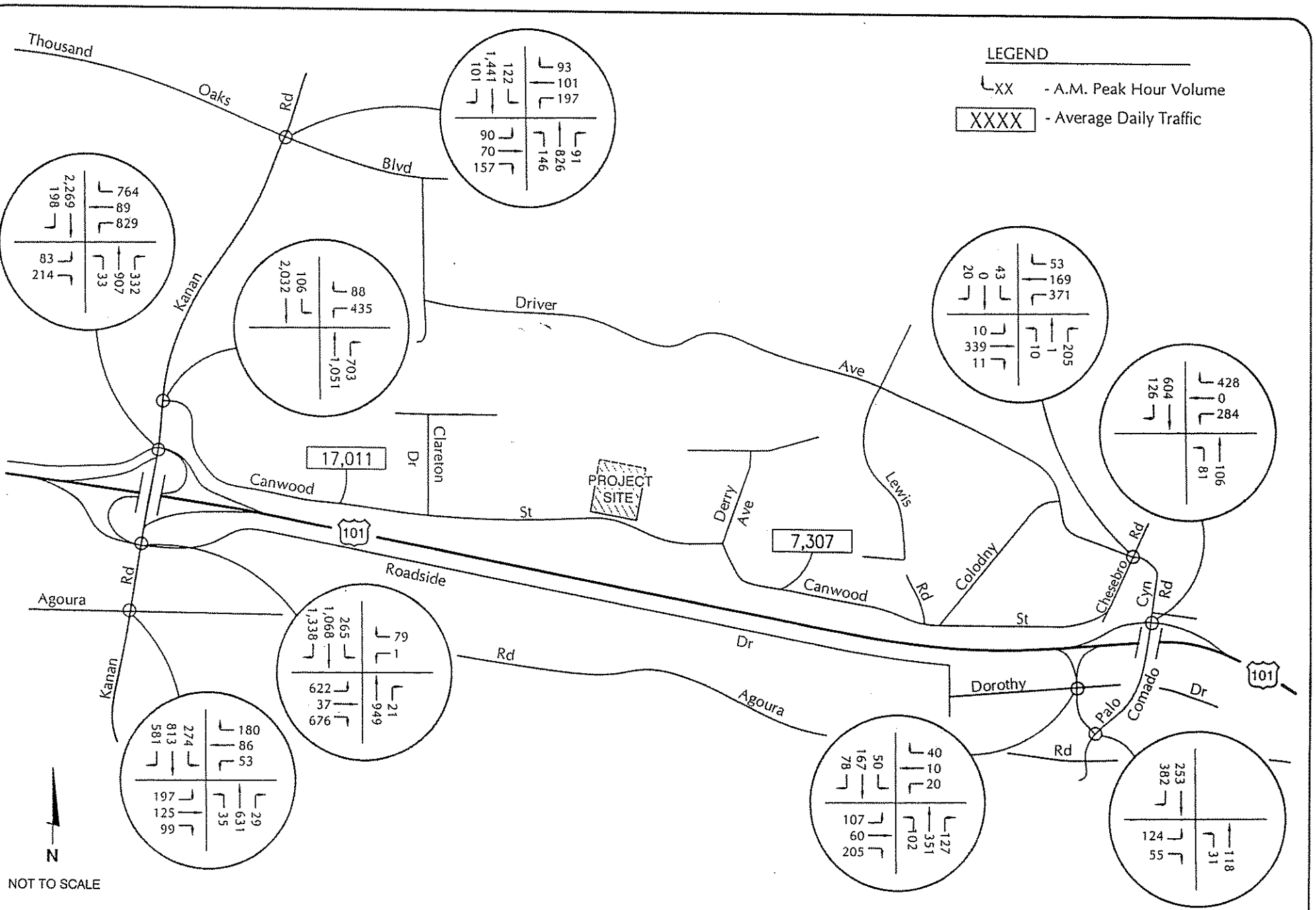


ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE P.M. PEAK HOUR TRAFFIC VOLUMES

PROJECT NO: #05093.01
PREPARED BY: D.H.

FIGURE 12

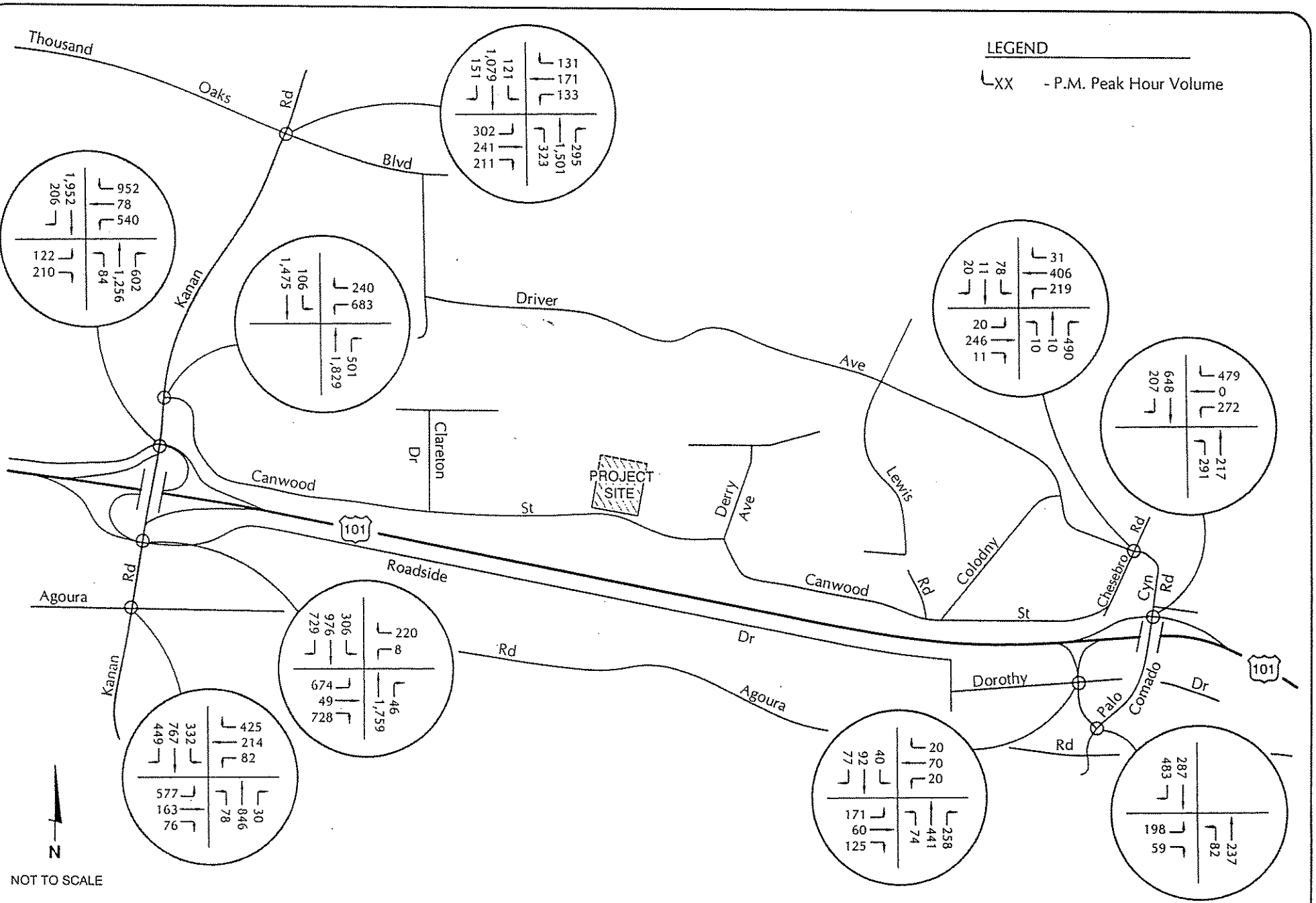


ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE + PROJECT AVERAGE DAILY TRAFFIC AND A.M. PEAK HOUR TRAFFIC VOLUMES

PROJECT NO: #05093.01
PREPARED BY: D.H.

FIGURE 13



ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE + PROJECT P.M. PEAK HOUR TRAFFIC VOLUMES

PROJECT NO: #05093.01
PREPARED BY: D.H.

FIGURE 14

Table 8
Cumulative and Cumulative + Project P.M Peak Hour
Intersection Levels of Service

Intersection	Cumulative P.M. Peak Hour	Cumulative + Project P.M. Peak Hour	V/C or Volume Increase	Impact?
Kanan Rd/Thousand Oak Blvd	0.79/LOS C	0.79/LOS C	< 2.0%	No
Kanan Rd/Canwood St (E)	0.89/LOS D	0.90/LOS D	< 2.0%	No
Kanan Rd/Canwood St - U.S. 101 NB	0.86/LOS D	0.87/LOS D	< 2.0%	No
Kanan Rd/Roadside Dr - U.S. 101 SB	1.01/LOS F	1.01/LOS F	< 2.0%	No
Kanan Rd/Agoura Rd	1.07/LOS F	1.07/LOS F	< 2.0%	No
Chesebro Rd/Driver Ave	> 50.0 sec/LOS F	> 50.0 sec/LOS F	< 2.0%	No
Palo Camado Cyn Rd/U.S. 101 NB	> 50.0 sec/LOS F	> 50.0 sec/LOS F	< 2.0%	No
Dorothy Dr/U.S. 101 SB Ramps	> 50.0 sec/LOS F	> 50.0 sec/LOS F	< 2.0%	No
Palo Camado Cyn Rd/Chesebro Rd	22.7 sec/LOS C	22.9 sec/LOS C	< 2.0%	No

Bolded values exceed City impact threshold.

The data presented in Tables 7 and 8 indicate that the project would not contribute to cumulative impacts based on the City's threshold of a 2% traffic volume increase at intersections that operate at LOS D or worse.

CONGESTION MANAGEMENT PROGRAM ROADWAY IMPACT ANALYSIS

As required by the Congestion Management Program (CMP), a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts at designated monitoring locations on the CMP highway system. The analysis has been prepared according to the procedures outlined in Appendix D of the Congestion Management Program for the Los Angeles County[4].

Intersections: The CMP guidelines require that intersection monitoring locations must be examined if the proposed project would add 50 PHT or more during the A.M. or P.M. peak hour at a CMP monitoring location. 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.

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[5] 2004 Congestion Management Program for the Los Angeles County, County of Los Angeles Metropolitan Transportation Authority, 2004.

Freeway Segments: 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 hour. As shown the Figure 8, the project would add less than 150 PHT to the U.S. 101 during the A.M. or P.M. peak periods. No further review of potential impacts to CMP freeway segments is required.

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REFERENCE AND PERSONS CONTACTED

Associated Transportation Engineers

Richard L. Pool, P.E., Principal Engineer
Dan Dawson, Supervising Transportation Planner
Dennis Lammers, Transportation Planner
Lauren Hobson, Traffic Technician

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Persons Contacted

Ed Cline, Traffic Engineer, City of Agoura Hills
Dan Lazo, Assistant City Engineer, City of Agoura Hills
Robert H. Jacobs, Robert Jacobs & Associates

TECHNICAL APPENDIX

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

LEVELS OF SERVICE DEFINITIONS

In rating roadway and intersection operating conditions with existing or future traffic volumes, "Levels of Service" (LOS) A through F are used, with LOS A indicating very good operation and LOS F indicating poor operation. More complete level of service definitions are listed in the following table.

LOS	V/C Range	Definition
A	0.00 - 0.60	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	0.61 - 0.70	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	0.71 - 0.80	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phase(s) is experienced.
D	0.81 - 0.90	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	0.91 - 1.00	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	ICU > 1.01	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

CUMULATIVE TRAFFIC MODELING DATA

Table 4.11-4
Agoura Village Trip Generation

Land Use	Size	Mixed-Use Factor	ADT		A.M. Peak Hour		P.M. Peak Hour	
			Rate	Trips	Rate	Trips	Rate	Trips
Zone A North								
Specialty Retail	29,308 S.F	0.9	44.06	1,162	1.32	35	3.13	83
Primary Trips				(871)		(26)		(62)
Pass-By Trips				(291)		(9)		(21)
Apartment	19 D.U.	0.9	6.72	115	0.51	9	0.62	11
Subtotal				**1,277**		**46**		**94**
Zone A South								
Specialty Retail	49,000 S.F	0.9	43.55	1,921	1.31	58	2.84	125
Primary Trips				(1,441)		(43)		(94)
Pass-By Trips				(480)		(15)		(31)
Hotel	120 Rms	0.9	8.17	882	0.56	60	0.59	64
Condominium	62 D.U.	0.9	5.86	327	0.44	25	0.52	30
Apartment	25 D.U.	0.9	6.72	151	0.51	12	0.62	14
Senior Housing	31 D.U.	0.9	3.48	97	0.08	2	0.11	3
Subtotal				**3,378**		**157**		**236**
Zone B								
Shopping Center	122,000 S.F	0.9	63.34	6,955	1.45	159	5.85	642
Primary Trips				(5,216)		(120)		(482)
Pass-By Trips				(1,739)		(39)		(160)
Condominium	93 D.U.	0.9	5.86	491	0.44	37	0.52	43
Apartment	19 D.U.	0.9	6.72	115	0.51	9	0.62	11
Subtotal				**7,561**		**205**		**696**
Zone C								
Specialty Retail	3,500 S.F	0.9	46.55	147	1.40	4	4.55	14
Primary Trips				(110)		(3)		(11)
Pass-By Trips				(37)		(1)		(3)
Zone D West								
Specialty Retail	36,600 S.F	0.9	43.81	1,443	1.31	43	2.99	98
Primary Trips				(1,082)		(32)		(73)
Pass-By Trips				(361)		(11)		(25)
Zone D East								
Shopping Center	78,300 S.F	0.9	73.98	5,213	1.73	122	6.80	479
Primary Trips				(3,910)		(91)		(360)
Pass-By Trips				(1,303)		(31)		(119)
Zone E								
Specialty Retail	12,000 S.F	0.9	45.92	496	1.38	15	4.19	45
Primary Trips				(372)		(11)		(34)
Pass-By Trips				(124)		(4)		(12)
General Office	100,000 S.F.	0.9	13.34	1,201	1.88	169	1.91	172
Condominium	25 D.U.	0.9	5.86	132	0.44	10	0.52	12
Apartment	19 D.U.	0.9	6.72	115	0.51	9	0.62	11
Subtotal				**1,944**		**203**		**240**
Zone F								
General Office	75,250 S.F.	0.9	14.24	965	1.99	134	2.17	147
TOTAL				**21,928**		**914**		**2,004**
Primary Trips				(17,593)		(804)		(1,633)
Pass-By Trips				(4,335)		(110)		(371)

Table 1

Cumulative Development Summary

Map No.*	TAZ No.*	Project Proponent/Name	Land Use	Size	Status
1	22	Ball Properties (Centerpointe)	Office	61,040 SF	Approved/Construction Pending
2	3	J.H. Snyder Co	Office Restaurant Apartments	40,000 SF 19,000 SF 336 DU	Approved/Under Construction
3	28	Adobe Cantina	Restaurant	1,142 SF Add.	Under Review
4	19	Palo Camado Ranch	Single Family	8 DU	Approved/Under Construction
6	12	Burgundy Creek Bistro	Restaurant/Reception Hall Office	11,000 SF 11,000 SF	Under Review
8	4	Chabad of the Conejo	Classrooms/Office for Church	6,442 SF	Approved/Construction Pending
9	5	Silagi-Canwood Corporate Center	General Office	22,896 SF	Approved/Under Construction
10	22	Temple Beth Haverim	Synagogue	31,000 SF	Approved/Construction Pending
11	22	Schen Development	General Office	81,000 SF	Under Review
12	5	LA County Fire Department Sta.#89	Fire Station/Training Facility	12,500 SF	Approved/Under Construction
13	31	Schneider	Condominium	4 DU	Approved/Construction Pending
14	5	Silagi Development	General Office	49,000 SF	Approved/Under Construction
16	6	Agoura Business Center	Warehouse/Manufacturing/Office	19,810 SF	Under Review
18	8	Development Partners	General Office	31,160 SF	Approved/Under Construction
19	6	Adler Realty	Furniture Store	118,162 SF	Approved/Under Construction
20	29	Levy, Moshe	General Office	20,830 SF	Approved/Under Construction
21	30	Wickman-Agoura Furniture Center	Furniture Store	38,760 SF	Approved/Under Construction
22	2	Del Rahim	Auto Detailing Service	10,333 SF	Under Review
23	31	Minder	Condominium	19 DU	Approved/Construction Pending
24	8	Reyes Adobe Partners, L.P.	Furniture Store	14,500 SF	Approved/Under Construction
25	29	Leader Carpets	Retail	14,080 SF	Approved/Under Construction
26	29	So. Cal. Food Services for Wendy's	Drive-Thru Fast Food	3,200 SF	Approved/Construction Pending
27	8	Realty Bancorp Equities	Commercial	76,750 SF	Approved/Construction Pending
28	6	Stockton for Levy	Furniture Store General Office	10,000 SF 6,700 SF	Approved/Construction Pending
30	10	Alesco Development	Office	67 Units	Under Review
31	29	BBA Properties LLC for Michael Browers	Office	9,000 SF	Approved/Construction Pending
32	26	Zaghi	Warehouse/Manufacturing	11,636 SF	Under Review
33	6	HBF Holdings	Hotel/Homewood Suites	125 Rooms	Approved/Construction Pending
34	6	Heathcote for Buckley	Commercial/Medical	14,075 SF	Under Review
36	31	Stockton	Apartments	4 DU	Approved/Construction Pending
37	17	Chesebro Properties, LLC	Office	8,000 SF	Approved/Under Construction
38	25	Riopharm	Single Family	28 DU	Under Review

* See project location and traffic analysis zone (TAZ) delineations in Figure 1.

Source: Approved Projects SP Cumulative Traffic Model

Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
				IN REVIEW				
1	Crail (Cardinal Liberty)	99-SPR-015	SWC Liberty Cyn. & Agoura Rd.	2064-006-009 2064-006-016	3.89 acres	40,000 sqft.	2 office buildings	V.D.
2	Hammond	99-SPR-010	Dorothy Dr.	2061-012-042	N/A	N/A	Code Enforcement referral as non-conforming outdoor storage	C.A.
3	Berman, Shirlie (Burgundy Creek Bistro)	00-CUP-009 00-OTP-008	Vacant lot west of 28818 Agoura Rd.	2061-029-003-006	2 acres	11,000 sqft.	New restaurant and reception hall	A.C.
4	Rose (Stuart Rose)	01-SPR-009	5216 Chesebro Rd.	2052-008-041+042	1.5 acres	N/A	Code Enforcement: Parking, screening and landscape improvements required.	C.A.
5	E.F. Moore & Co.	03-CUP-006	SEC of Agoura and Kanan	2061-031-020	18 acres	118 du, 91,800 retail, 10,000 office	Agoura Village Mixed Use Development	A.C.
6	Heathcote for Buckley	03-CUP-019	South of Agoura Rd., near western City Limits	2061-001-022	3 acres	14,075 sqft.	Commercial/Medical Building	A.C.
7	~~Heathcote for Silver Rock LLP~~ Conerstone	03-CUP-024	SEC Agoura Rd. and Cornell Rd.	2061-029-008 thru 16 2061-030-001 thru 013	243,172 sqft.	26,000 sqft Retail 18,000 sqft. Office 41,000 sqft Residential	Mixed-Use Development	A.C.
8	Agoura Business Center (D. Poe)	04-CUP-002	5301 Derry Ave. No.W. corner of Derry and Canwood	2048-012-022	32,169 sqft.	19,810 sq.ft.	Multi-tenant industrial building,warehouse,office,storage,light manufacturing.	V.D.
9	St Paul Lutheran Church	04-CUP-009	30600 Thousand Oaks Blvd.	2054-017-016	1.9 acres	960 sqft.	Modular building	V.D.
10	Center Ct.Plaza/Silagi	04-CUP-010	29501 Canwood St.	2053-001-006	3.24 ac.	49,350 sq.ft.	2 Story office building	D.H.
11	HQ Development for Agoura Hills Acquisition, LLC	05-SPR-010, 05 OTP-010, 05-SP-006	29621 Agoura Rd.	2061-003-027	5.17 ac.	95,215 sq.ft.	2-story commercial office bldg.	V.C./A.C.
12	Kim	05-VAR-006	5115 Clareton Dr.	2048-011-039	N/A	N/A	Parking Reduction for a medical tenant.	R.M.
13	GU	05-VAR-007	29338 Roadside Dr.	2061-004-025 & 026	24,090 sqft.	N/A	Lot line Adjustment for two commercial parcels.	V.D.
14	Conejo Jewish Day School	05-CUP-003	29646 Agoura Rd.	2061-033-013	N/A	N/A	Request to operate an elementary school.	V.D.
15	Hillel	05-SPR-015	Two lots at SEC of Palo Comado and Chesebro Road	2055-008-017& 019	1 acre	8,605 sqft.	Car Wash and lube facility	V.D.
16	Adler Realty	PM 62245	Canwood St. & Lewis Rd	2048-012-017,018 & 2055-003-064			Combine 3 lots into one lot	D.H.
17	Carlos Khantzis	05-PSR-004	30800 Agoura Rd.	2061-001-025	6.31 ac.	57,391 sq.ft.	46 senior condos	D.H.
18	Sunbolt enterprises	05-CUP-005	29541 & 29555 Canwood St.	2053-001-008	3.23 ac	25,200 sq.ft.	2 identical 12,600 sq. ft. medical & general office bldgs.	V.D
19	Wm.Paul Companies for Archstone Smith	05-SP-059 and 05-VAR-008	29128 Oak Creek Lane	2048-011-045,046,047,048,057			Replace 2 monument signs (Var. Is for more than 1 sign)	V.D.
20	Willy's Smokin BBQ/Marca Gauzurez	05-SPR-029	28434 Roadside Dr.	2061-008-048		273 sq.ft.	Add 273 sq. ft. of office space and kithen storage	R.M.
21	Todd Ryzow	06-CUP-002	5653 Kanan Rd.	2053-007-226	n/a	n/a	Request for a Live Entertainment Permit	V.D.

Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
22	Shirvanian Family Investment	06-CUP-003 06-OTP-005 PM 65503	Lots between 28700 and 28811 Canwood Street	2048-012-026	10.02 acres	113,000 sqft.	Industrial park with 7 buildings	D.H.
23	Temple Beth Haverim	02-CUP-010 Amendment	29900 Ladyface Clr.	2061-005-031	N/A	N/A	Request to extend the life of the temporary sanctuary	V.D.
24	Rick Principe	00-SPR-001 Amendment #2	30101 and 30077 Agoura Court	2061-003-035	N/A	N/A	Request to change colors, materials and architectural features	R.M.
			PROJECTS APPROVED & UNDER CONSTRUCTION					
1P	Ball Properties (Centerpointe)	99-CUP-013 99-CUP-013 Amendt. for time extension 05-LLA-001	30005 & 30009 Ladyface Clr.	2061-005-908+909	4.2 acres	Building 1: 27,340sqft Building 2: 33,700sqft.	2 office buildings	D.H.
2P	St. Paul's Lutheran Church	00-SPR-012 (Admin.)	30600 Thousand Oaks Blvd.	2054-017-016	N/A	690 sqft. addition	Office Addition to existing church	Staff
3P	Rasmussen Larry	99-CUP-006 PM 26009 99-OTP-006 **See #10**	N. Agoura Rd. East of Palo Comado	2061-013-045	3.27 acres	45,000sqft.	Office building	J.P.
4P	Silagi "Canwood Plaza" Bldg. C	00-CUP-010 Amendment	NW Corner Kanan Rd. & Canwood Street	2053-001-804	2.03 acres	22,896 sqft.	Office Building	D.H.
5P	Semler (Alan Hartley)	00-CUP-011 00-LLA-001 01-OTP-008 PM26239	NEC Canwood St. and Derry Ave.	2055-003-064 2048-012-017 & 018	6.7 acres	125,000 sqft.	2 Office Buildings	Staff
6P	Fire Station No. 89	N/A	Canwood St., east of Strawberry Hill Dr.	2053-001-900	3.26 acres	12,500 sqft.	New Fire Station (County Project)	M.K.
7P	Development Partners	00-SPR-001 00-OTP-001	30101 Agoura Ct.	2061-003-033	4.3 acres	31,160 sqft.	2 Story office building	D.H.
8P	Realty Bancorp Equities	01-SPR-011 02-VAR-007	29901 Agoura Rd.	2061-003-023	6.98 acres	76,750 sqft.	Two-story commercial building	D.H.
9P	Infranext, Inc for AT&T	03-CUP-005	28545 Driver Ave.	2048-008-901	n/a	n/a	Wireless telecommunications antenna & equipment bldg.	V.D.
10P	Stockton for Levy	02-SPR-021	28821 Canwood St.	2048-011-032	38,376 sqft.	16,700 sqft.	10,000 Furniture Store, 6,000 sqft. Office Space, 700 sqft. Miscellaneous Uses	D.H.
11P	BBA Properties LLC for Michael Browers	02-SPR-016 02-OTP-011	28371 Agoura Rd.	2061-009-41,42,45,47 & 49	0.67 acre	9,000 sqft.	Office Building	D.H.
12P	HBF Holdings	03-CUP-018 04-SP-047 05-LLA-002	North of Canwood, west of Clareton Dr.	2048-011-033	3 acres	88,108 sqft.	125-Unit Hotel Homewood Suites	D.H.
13P	Heathcote for T. R. Funding (see Development Partners)	04-SPR-005	30101 Agoura Ct.	2061-003-033	4.3 acres	N/A	Parking lot redesign to replace approved building.	D.H.
14P	Adobe Cantina	03-SPR-010	29100 Agoura Rd.	2061-031-022	33,698 sqft.	682+460 sq.ft.	Enclose outdoor dining patio + add to Kitchen area.	R.M.
15P	Scheu (Corp. Point)	98-CUP-012 & 98-LLA-003	S/S Agoura Rd. @Reyes Adobe Rd.	2061-002-022	87 acres	81,000 sqft.	2 new buildings	D.H.
16P	Zaghi	03-CUP-008 03-VAR-004	29348 Roadside Dr.	2061-004-023	38,768 sqft.	11,636 sqft.	One-story warehouse and light manufacturing	D.H.

Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
17P	New Com.Jewish Sch	04-CUP-006	29903 Agoura Road	2061-003-029	4.84 ac	103,000 sq.ft.	Sch. Use of building	Staff
18P	Meridian for Verizon Wireless	04-CUP-005	28545 Driver Ave.	2048-008-001	N/A	N/A	Wireless telecommunications antenna & equipment bldg.	V.D
19P	Alesco Development	02-CUP-004 02-LLA-001 03 OTP-015 03-VAR-007	NEC Chesebro and Agoura Rds.	2061-013-011-031-041-042-043-044-045-028.	4.13 acres	8 Office Buildings: 63,208 sqft.	New office buildings	D.H.
20P	Agoura Detailing Center	03-CUP-014	100 Reyes Adobe	2053-026-078	44,330 sqft.	10,333 sqft.	Auto detailing center with offices	D.H.
21P	Adler Realty	04-CUP-007 04-OTP-020 04 LLA-011 PM 62245	Canwood St between Lewis and Derry Ave.	2055-003-064 2048-012-017 & 018	292,065 sqft.	120,230 sqft.	Furniture/Home Decorating Center	D.H.
22P	California Neon Products (for Mi Pollo Loco)	04-SP-005 05-SM-002	5050 Kanan Rd.	2061-006-045	N/A	N/A	New Sign Program for El Pollo Loco	V.D.
23P	Fox for AT&T	04-CUP-004	5126 Clareton Dr.	2048-011-024	N/A	N/A	Wireless telecommunications antenna & equipment bldg.	V.D.
24P	Heyman/Finefrock	04-SPR-024 05 CUP-001 05-ODP-001 05-VAR-001	29020 Agoura Rd. Unit 14	2061-031-023 & 024	1.86 acres	6,000 sqft Tenant Space	1077 sq.ft. Outdoor dining patio and live entertainment at existing restaurant	V.D.
25P	Mahterian for Vannnelli	04-SPR-015 04 OTP-017 04-LLA-015	28205 Agoura Rd.	2061-012-044 & 2061-012-024	2 lots/total of 10,000 sq.ft.	1,019 sq.ft.	1-story addition to an existing office	V.D.
26P	Conoco/Phillips	05-SP-022	Dorothy Dr.	2061-010-011	.75 acres	N/A	Sign Program Upgrade for a 76 gas station.	V.D.
27P	Lovelace for McDonald's	05-SPR-018 05-SP-035	29615 Canwood Street	2048-011-029	47,589 sq.ft.	5,586 sq.ft.	Building and parking remodel for McDonald's Restaurant.	R.M.
28P	Doss for Rick Principe (TR Funding) Development Partners	00-SPR-001 Amendment #1	30101 Agoura Ct.	2061-003-035	4.78 net ac.	30,000 sq. ft.	Add a two-story bldg to a site which has an existing building on it. An amendment to the approval, asking to extend the expired approval.	R.M.
	MOST RECENTLY COMPLETED CONSTRUCTION							
1C	AT&T Wireless Services (Novak & Assoc.)	02-CUP-003	30105-30131 Agoura Rd.	2061-005-026	1.66 acres	N/A	Wall mounted antennas and related roof-mounted equipment in an existing shopping center	V.D.
2C	Temple Beth Haverim	02-CUP-010	29900 Ladyface Cir.	2061-005-031	n/a	n/a	Tent for worship for a period of three years.	Staff
3C	J.G. Management	02-SPR-023	29525 Canwood St.	2053-001-007	170,755 sqft.	n/a	Parking lot redesign.	Staff
4C	Saylors/Tireman	00-SPR-013	28117 Dorothy Drive	2061-011-018+017+020	0.914 acre	8,000 sqft.	2 Tire Retail Buildings	Staff

Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
5C	Mahterian	02-SPR-020	28351 Agoura Rd.	2061-009-054	6,098 sqft.	1660 sqft. Building	Rehab existing building for an architectural firm	Staff
6C	The Consulting Group for Cingular	02-CUP-009	29646 Agoura Rd.	2061-033-013	n/a	n/a	Wireless telecommunications antenna & equipment bldg.	V.D.
7C	Gillian Anguish	03-CUP-021	28914 Roadside Dr.	2061-007-041 & 052	N/A	N/A	Request to operate a flea market on the first Saturday of every monght.	V.D.
8C	Reyes Adobe Partners, L.P. (Sleep Shoppe)	02-SPR-008 02-SPR-002 02-OTP-003 03-LLA-002	Reyes Adobe Rd directly south of US 101	2061-005-022 and 906	75,000 sqft.	14,500 sqft.	Mattress and bedroom showroom	Staff
9C	Chesebro Properties, LLC	00-SPR-018	5231 Chesebro Rd.	2052-008-040	19,500 sqft.	8,000 sqft.	New office building	Staff
10C	Leader Carpets (Ugrik for Simone)	01-SPR-007 02-OTP-010	28350 Roadside Dr.	2061-009-043	35,490 sqft.	14,080sqft.	New carpet/flooring store	Staff
11C	J.H. Snyder	01-CUP-009 01-GPA-003 01-ZC-003 01-OTP-005 02-ZOA-001 TR 53752 03-VAR-003 03-VAR-008	North of Canwood St, east of Kanan Rd.	2048-011-008 2048-011-009 2048-011-010 2048-011-033 2048-011-036 2048-011-037 2048-011-902	29 acres	Residential = 356,000 - Commercial = 112,000 sqft.	336 apartments	D.H.
12C	Levy, Moshe	00-SPR-019, 00-OTP-016, 00-ABAN-003	Roadside Dr., west of Lewis Rd.	2061-009-050	31,452 sqft. (7.22 acres)	20,830 sqft.	New office building with underground parking	Staff
13C	Warehouse Discount	03-SPR-002	30621 Canwood St.	2054-005-010	N/A	N/A	Façade Remodel	Staff
14C	J.G. Management	03-SPR-007	29525 Canwood St.	2053-001-007	N/A	N/A	Revise parking lot grading	Staff
15C	Cingular Wireless	03-CUP-013	28545 Driver Ave.	2048-008-901	N/A	N/A	Wireless telecommunications antenna & equipment bldg.	V.D.
16C	Wickman "Agoura Furniture Center"	00-SPR-020 00-OTP-017 PM 26535 00-SPR-020 Amendt. 04-SP-050 Amendt. 05-LLA-004	28205 & 28207 Canwood St.	2055-007-119-123+127	2.2 acres	38,760 sqft.	New furniture sales center; Bldg A 17,260 s.f., Bldg B 21,500 sf	Staff
17C	Texaco -> Shell (Ambience Engineering)	02-SPR-009 02-SP-012 03-VAR-003 03-CUP-009	5227 Palo Camodo Rd.	2052-008-030	0.45 acres	N/A	Remodel, monument sign, minimart.	Staff
18C	Pacifica Property Management	04-SP-035	30301 Agoura Rd.	2061-002-046	N/A	N/A	Establish a new sign program	V.D.
19C	HRS Architects for Countrywide	02-SPR-019 03-SP-027	29851 and 29701 Agoura Rd.	2061-003-025, 026, 027, 028	328,442 + 206,474 sqft.	N/A	Exterior improvements to an existing structure.	Staff
20C	FDSI	05-SP-047	28001 Dorothy Dr.	2061-011-021	0.39 acres	15,000 sqft.	Sign Program	V.D.
21C	Cimm's for Burger King	04-SM-001	29136 Roadside Dr.	2061-006-039	N/A	N/A	Amend the sign program	V.D.
22C	Signature/Wickman	04-SP-050 & Amendment	28205/29207 Canwood	2055-007-119, 120, 121 and 122	N/A	N/A	Signs for Center	V.D.
23C	THQ	05-SPR-004 05-VAR-002 05-OTP-004 05-	29903 Agoura Rd.	2061-003-029	5.18 acres	Existing 103,400 sq.ft. bldg.	Exteropr remodel and add parking on site and off site	D.H.
24C	Diaz for Simply Discount Furniture	05-SP-044	28714 Canwood St.	2048-012-028	4.66 acres	6,100 sqft.	Sign Program Amendment for Simply Discount Furniture	V.D.

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Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
				IN REVIEW				
1	Riopharm USA Inc.	03-CUP-010 03-VAR-005 TR 48901	South side of Agoura Rd between Palo Comado and Liberty Canyon	2061-014-007 through 015 & 2061-014-18 through 20 & 2061-014-23 through 26	10.58 acres	Three models from 2,777 to 3,235 sqft.	Renew CUP for 13 Single-family residences	D.H.
2	Riopharm 2	TT48901 90-CUP-010 98-CUP-007	27650 Agoura Road	2061-014-027 through 042	10.58 acres	Three models from 2,777 to 3,235 sqft.	Renew CUP for 14 Single-family residences	D.H.
3	Fillon	02-SPR-007	28220 Foothill Dr.	2055-016-023	31,306 sqft.	1,575 sqft.	Single-family detached residence	R.M.
4	~~Finkelstein~~ Waters	03-CUP-002 03-OTP-002	28031 Balkins Dr.	2055-023-065	1.59 acres or 69,260 sqft.	5,096 sqft. W/ 790 sqft. Garage	Custom house on hillside lot	V.D.
5	Scheff	03-SPR-006	28314 Foothill Dr.	2055-016-033	22,433 sqft.	2,498 sqft.	Room addition to an existing single-family residence	V.D.
6	Stockton/lamburg	03-CUP-016 03-OTP-017	6149 Palo Comado	2055-023-073	40,080 sqft.	4,688 sqft.	A two-story custom house with three car garage	V.D.
7	Roser	03-CUP-020	28537 Fountain Pl.	2055-019-025	5.25 acres	4,736 sqft.	A two-story custom house	A.C.
8	Ashnoor Pirouti	03-CUP-022	28454 Renee Drive	2061-021-005	5,040 sq. ft.	1,534 sq. ft.	two-story S.F. D.U	V.D.
9	Ashnoor Pirouti	03-CUP-023	28458 Renee Drive	2061-021-023	6,452 sq. ft.	1,219 sq. ft.	two-story S.F. D.U	V.D.
10	~~Murphy for Morgan~~ Blinkinsoph for Thompson	04-CUP-003 03-LLA-001 03-PAR-001	Lewis Place	2061-022-029,30	13,129 sq. ft.	2,567 sq. ft.	single-fam D.U.	V.D.
11	Lampert, Greg	04-LLA-013 To be upgraded to a Parcel Map	5911 Fairview Pl	2055-025-060 through 064	N/A	N/A	combine 5 lots	S.S.
12	Foster	04-SPR-019	5545 Foothill Dr.	2055-018-041	24,480 sq. ft.	2,998 sq. ft.	1 story, S.F. D.U.	V.D.
13	Halimi	05-PSR-001 06-PSR-002	Terminus of Thousand Oaks Boulevard	2048-003-002	8.06 acres	N/A	Vacate a portion of Thousand Oaks Blvd., rezone a lot and subdivide	D.H.
14	Yvanova for Laura La Plante LLC	05-CUP-002 05-VAR-003 05-LLA-003 05-OTP-015	28221 Laura LaPlante	2061-016-063 & 2061-016-072	16,390 sq.ft. (2 lots)	3,400 sq. ft.	SFR, Variance for frontyard setback, lot merger and removal of oak trees	V.D.
15	Holmes for Morse	05-SPR-022 and 05-OTP-029	5810 Colodny Dr.	2055-023-046	2.5 ac.	Square footage was not indicated for all the new structures to be added to the site.	New barn, garage, horse shelters, horse pen, corrals, arena, retaining walls.	V.D.

Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
16	Dembsky for Almany	05-MOD-006	3945 United Road	2064-018-006	N/A	846 sq.ft.	A Mod. Request to reduce the required front yard setback from 25 ft. to 21 feet.	C.A.
17	Richard Goodman	05-LLA-010	5437 and 5445 Colodny Dr.	2055-013-033; 042,043	N/A	2/20,000 sqft. Lots	Revise Lot Line Adjustment for 2 res. Parcels	S.S. and Ken Berkman
18	McAfee, Jane	05-SPR-026	5451 Colodny Dr.	2055-013-032	20,512 sq.ft.	771 sq.ft.	Add 771 sq.ft. (2 bedrooms and 2 baths) to existing 3,000 sq.ft. D.U. with a 455 sq.ft. garage.	R.M.
19	McCann for Anav	05-SPR-027	5533 Fairview Place	2055-016-026	42,690 sq.ft.	1,039 sq.ft.	1,039 sq.ft. add. To existing 1,009 sq.ft D.U. and a 586 sq.ft. covered porch	R.M.
20	Siboni	05-SPR-028	5446 Lewis Rd.	205-005-070	27,440 sqft.	6,335 sqft.	A 4,995 sqft. Single-family detached residence with 852 sqft. garage and a 488 sqft. pool house.	R.M.
21	Dawson for Sharon	06-CUP-001	28243 Balkins Dr.	2055-022-080	1.13 acres	5,678 sqft.	A 4,968 sqft. Single-family detached residence with 710 sqft. garage with pool and spa.	R.M.
22	Pendlebury for Barnett	06-SPR-001	6044 Chesebro Rd.	2055-026-030	1.02 ac.	415 sq.ft.	415 sq.ft. addition	R.M.
23	Scott Berg for Kearns	06-SPR-002	5740 Colodny	2055-011-039	19,600 sq.ft.	222 sq.ft.	222 sq.ft. room addition to existing D.U.	R.M.
24	Vladimir Zlatkov	06-CUP-004 refer to 05-PAR-003	28331 Laura LaPlante Dr.	2061-022-016	7,000 sq.ft.	3,235 sq.ft. D.U. with a 682 sq. ft. garage	Two-story single-family dwelling unit	R.M.
25	Stockton for SISSO	06-SPR-004	5416 Lewis Road	2055-004-020	approx. 23,000 sq.ft.	3,850 sq. ft. D.U. & 650 sq. ft. garage	Single-story, single-family D.U. with attached 2 car garage.	V.D.
26	CJF Development Consultants for "Montage"	06-SPR-003	5310 Colodny Dr.	2055-007-053	13,650 sqft.	8,068 sqft.	Time extension on 4 units. Former case number 01-SPR-008	R.M.
27	Bezalel for Beckerman	06-SPR-005	27862 Blythdale Rd.	2055-024-004	1.00 ac.	665 sq. ft.	665 sq. ft. addition to existing 2,223 sq.ft. house	R.M.
	PROJECTS APPROVED & UNDER CONSTRUCTION							
1P	Schneider	00-SPR-007 01-OTP-011	5276 Colodny Dr.	2055-007-050	.253 acre	6,688 sqft.	4 unit condominium project	R.H.
2P	Scaglioni	00-CUP-004	28331 Foothill Dr.	2055-020-058	22,169 sqft.	3,784 sqft.	New single-family dwelling	D.H.
3P	Golenberg	02-SPR-010 02-OTP-008	5927 Colodny Dr.	2055-028-040	45,372 sqft.	476 sqft.	Room addition to an existing single-family dwelling	V.D.
4P	Minder	01-SPR-004 TR53543	5241 Colodny Dr.	2055-006-026	.88 acre	1600-1700 sqft. Total: App. 31,000sqft	New 19 unit condo project	D.H.

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Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
5P	Stockton	01-SPR-008	5310 Colodny Dr.	2055-007-053	13,650 sqft.	8,068 sqft.	4-unit apartment building	D.H.
6P	Aviezer	03-CUP-007	27901 Blythdale	2055-001-038	6.45 acres or 280,962 sqft.	6,238 sqft. With 875 sqft. Garage	Custom house on hillside lot	V.D.
7P	Mineo	01-CUP-006 01-VAR-005	Lot 3 Canyon Way	2061-017-003	6,824 sqft.	2,968 sqft.	New single-family dwelling	D.H.
8P	Feehan, Tim	04-SPR-004	5472 Fairview Pl.	2055-014-028	21000 sqft.	700 sq. ft.	second story rm addition	D.H.
9P	San Juan for Sherman	03 -CUP-011	Lewis Rd. (So.of Driver	2055-004-020	23,021 sqft.	5,430 incl. Garage	Single-family D.U.	V.D.
10P	JOR Development for Rocca	04-SPR-001	Lot 12 Lewis Rd.	2055-004-019	0.525 acres	4,595 sqft.	Single-fmaily dwelling unit	D.H.
11P	Ryan	04-MOD-001	29029 Acanthus Ct	2051-003-006	6,758 sq.ft.	457 sq. ft.	Mod. For 2nd story room add.	V.D.
12P	Schwartzberg for Dalner	04-SPR-012	6137 Braemar Ct.	2056-050-044	20,140sq.ft.	1,904 sq.ft.	2-story rm. Add	V.D.
13P	Mahterian for Clark	04-SPR-008	28242 Foothill Dr.	2055-016-020	20,040 sq. ft.	337 sq. ft.	single-story rm addition	D.H.
14P	Mandler	04-SPR-009	5445 Meadow Vista	2053-019-007	5676 sq. ft.	1,593 sq.ft.	One and two-story room addition	V.D.
15P	Biddison, M	04-SPR-003	28359 Driver Ave	2055-015-063	.96 acres	3,080/865 sq.ft.	1 story SF DU	D.H.
16P	Benhaim for Alkoby	04-SPR-021	28326 Foothill Dr.	2055-016-011	21,780 sqft.	364 sqft.	364 sqft. Room Addition	R.M.
17P	Jim Hamilton	04-SPR-023 04-MOD-003	5675 Slicers Circle	2054-018-149	3,690 sqft.	371 sqft.	371 sq.ft.rm.add.	W.W.
18P	Waters Diamond	04-SPR-011	5833 Lapworth Dr.	2055-021-026	1 acre	1,369 sqft.	One-story room addition	V.D.
19P	Swenson and Nadel	03-CUP-011 03-OTP-008	28354 Balkins	2055-021-042	39,247 sqft.	4,627 sqft.	A custom house with attached three car garage	D.H.
20P	RJ Builders for Kupfer	05-MOD-001	29679 Kimberly Dr.	2056-053-035	44,.792 sqft.	59 sq.ft.add.	Request for side yard reduction	W.W.
21P	Adivi formerly Levy	03-CUP-003	6029 Balkins Dr.	2055-022-047	2.56 acres	6,917 sqft.	Custom house on hillside lot	D.H.
22P	Schaub for Leggett	04-SPR-018 04-OTP-021	5939 Colodny Dr.	2055-028-039	40,950 sq.ft.	1,779 sq. ft.	One story room addition	V.D.

Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
23P	Dawson for Sharon	04-SPR-017	28314 Foothill Dr.	2055-016-033	22,440	1,268 sq. ft.	Two-story room addition	V.D.
24P	Sears & Chase	04-LLA-014	30020&30014 Trail Creek Drive & HOA Common Area	2053-029-040 & 041 & 2053-018-033	N/A	N/A	Adjust south property line of two lots	Eng. Dept.
25P	Peter Stern	04-SPR-025 05-MOD-002	5544 Colodny Dr.	2055-009-025	21370 sqft.	3,420 sq.ft, plus acc.	D.U. , garage,barn	V.D.
26P	Falcone/Garces	05-SPR-006 05 MOD-003	27411 Freetown Ln	2064-009-037	9401 sqft.	add 1,206 sq.ft.	1 & 2 story rm.add & garage add.	R.M.
27P	Cooper for Stitt	05-SPR-005 & 05-OTP-007	28037 Balkins Dr.	2055-023-080	1.6 acres	add 735 sq.ft, and 1,052 sq.ft. interior remodel	1st & 2nd story add. And remodel	R.M.
28P	John/Linda Quinn	05-SPR-007	3703 Willowtree Dr.	2056-037-014	20,741 sqft.	add 1,428 sq.ft.	1 story add. & remodel 780 sq. ft. kitchen	R.M.
29P	Von Buck	03-CUP-017 03-OTP-016	27801 Blythedale	2055-001-035	4.27 acres	4,274 sqft with 1,272 sqft. Garage	A two-story custom house with three car garage	V.D.
30P	Blahosky/Mallach	05-SPR-008	5533 Gladehollow Ct.	2053-002-003	6,098 sqft.	add 1,142 sq.ft.	2nd story rm.add.	R.M.
31P	Linda Rich	05-SPR-009	5626 Fairview Pl.	2055-012-049	26,136 sq.ft.	add 233 sq.ft.	2-story add.& remodel interior	R.M.
32P	Ryan & Lynette Lee	05-MOD-004	29577 Fountainwood	2051-013-017	10,972 sqft.	470 sq. ft.	2nd story rm.add. With reduced set-back	R.M.
33P	David Hazlett	05-SPR-013	4956 Vejar Dr.	2061-025-036	14,360 sq.ft.	720 sq. ft.	1 & 2 story rm.add	R.M.
34P	Cooper/Medvene	05-SPR-003	5857 Fairview Pl.	2055-027-066	1.26 acres	add 3,287 sq.ft.	Remodel, demolish,add barn and rm additions & garage	V.D.
35P	Sisso	05-SPR-017	Lewis Rd. (So.of Driver	2055-004-020	23,021 sqft.	a 4,065 sqft house with a 440 sqft. garage, 600 sqft. guest house and 350 sqft. cabana	A request to modify an existing approved residence; increase sqft and change garding.	V.D.
36P	Flint	05-SPR-020	5552 Colodny Dr.	2055-009-016	21,780 sq.ft.	3,438 sq.ft.	A 1,650 sqft. addition with a 1,788s sqft. barn	C.A.
37P	Benton (former Swift Construction for Coglin)	03-CUP-001 03-VAR-001	Lot 18 on Laura La Plante	2061-016-054	.271 acres or 11,801.76	3000 sqft.	Custom House on hillside lot	V.D.
38P	Raymond	04-SPR-007	5344 Lewis Rd	2055-005-058	19,520 sq.ft.	1,663 sq.ft.	2nd.flr.room add.	V.D.

Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
39P	Darryl Levine	05-SPR-023	5540 Colony	2055-009-024	20,020 sq.ft.	775 sqi ftl	339 sq. ft. single-story addition & 436 sq.ft. covered patio	C.A.
40P	Zoldan	05-SPR-016	5950 Lapworth Dr.	2055-027-065	40,281 sq.ft.	6,590 sq. ft.	A request to build a 5,830 sq.ft.D.U. with a 760 sq. ft. garage	V.D.
41P	Leininger, Bart & Laura	05-SPR-025	6162 Lake Lindero Dr.	2056-054-009	9,639 sq.ft.	Total 365 sq.ft. to be added to a prior 327 sq.ft. addition built in July,finaled 11-3-05	First and second story room addition to existing single-family residence	C.A.
42P	Jacob	~~05-SPR-002~~ now 05-CUP-005 + 05-VAR-008 and 05-OTP-003	No.of 5847 Colodny	2055-028-042	27,880 sq.ft.	4,061+518+864 s.f.	2 story S.F.D.U.w/porch,garage, barn + future pool	V.D.
43P	ARC Design/Ewing	05-SPR-011	28080 Balkins Dr.	waiting for correct #	44,965 sq.ft.	4,037 sq.ft. + 1,408	2 story SFR w/garage + acc. Bldg.	R.M.
44P	Kersey	04-CUP-008 04-VAR-003 04-PAR-001	28406 Lewis Pl	2061-022-018	5619 sqft.	2,089 sq.ft.	2-story,single-family D.U.	R.M.
45P	Vasquez for Atkins	04-LLA-012 04-SPR-022 04-CFC-001	28506 Driver Ave.	2055-004-032	N/A	N/A	combine 2 lots + 2.098 sqft. room addition	V.D.
46P	Mahterian for Turley	05-SPR-001	6144 3/4 Chesebro Rd.	2055-024-053	44,431 sqft.	5,296 sq.ft. & 592 sq.ft.	S.F. res. w/ detached bldg.	R.M.
47P	Payan	04-CUP-001 04-VAR-001	28254 Laura La Plante	2061-017-007	6,68 sqft.	3,154 sq.ft.	two-story SFDU	V.D.
48P	Mahterian for Mogan	05-CUP-004 05-MOD-005 05-LLA-008	28250 Laura LaPlante	2061-17-29;43;44;46	.51 acres Merge 4 lots	Add 1,015 sq.ft to an existing 1,339 sqft. DU with a 362 sqft. garage	Mod. Request to reduce front yard setback from 25' to 20'. Total finished sq.ft. of D.U. will be 2,354 sq.ft., plus 362 sq.ft. garage.	R.M.
49P	Rooney	05-SPR-021	5515 Rocktree Dr.	2048-005-007	6,300 sq.ft.	1,631 sq.ft.	One and two story addition: 1st: 104 sqft and 2nd: 1,527sqft.	C.A.
			MOST RECENTLY COMPLETED CONSTRUCTION					
1C	Gnladek/ Bullmer for Rasmussen	02-SPR-016	28611 Bamfield Ct.	2050-022-001	16.84 acres	5,200 sqft.	1,186 sqft room addition.	V.D.
2C	Crosby	01-CUP-010 01-VAR-011	28357 Foothill Dr.	2055-019-035	20,473 sqft.	1,700 sqft.	New SF House and Variance to allow private septic	Staff
3C	Parrott/ Green	03-SPR-004	29734 Blythedale Rd.	2055-024-007	1 acre	5,100 sqft	Custom house with three car garage	Staff
4C	Rosas	02-SPR-01	28366 Agoura Rd.	2061-022-034	8,799 sqft.	N/A	Slope Repairs with retaining walls.	V.D.
5C	Cardoni Group for Heflin	02-SPR-001	5626 Colodny Dr.	2055-009-011	40,946 sqft.	327 sqft.	327 sqft room addition to single family	Staff
6C	Casey	02-SPR-013	5560 Fairview Pl.	2055-012-016, 2055-013-027, 2055-012-015	1.56 acres	1,277 sqft.	Addition to an exisitng residence	Staff
7C	Ybanez	01-SPR-003 (Admin.)	5505 Foothill Dr.	2055-018-031	20,081 sqft.	578 sqft. 2nd fl. 165 sqft. 1st flr.	1st and 2nd addition to existing SFR	Staff

Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
8C	Littman	02-SPR-022	5401 Fairview Dr.	2055-015-047	26,223 sqft.	1,306 sqft.	Room Addition.	Staff
9C	Sorgenstein/ Parrot	03-CUP-004 and Amendt.	5364 Lewis Rd.	2055-005-052	0.5 acre	2,471 sqft.	One single-family detached	D.H.
10C	Tamayei	03-MOD-002	3955 Patrick Henry	2064-015-022	8,293 sqft.	1,550+216 sqft.	Modification from required setbacks for a 216 sqft. addition.	Staff
11C	Palo Comado Ranch	97-CUP-012 TT52397	w/s of Chesebro Rd. at northerly city limits	2055-001-028	91 acres	N/A	8 residential lots	D.H.
12C	Marlow for Schiffman	04-SPR-006	28461 Driver Ave.	2055-017-036	22,240 sq.dr.	529 sq. ft.	Room addition to an existing dwelling unit	Staff
13C	Gray	03-CUP-012	5936 Fairview Pl.	2055-028-048	1.01 acres	5,610 sqft.	A custom house with attached three car garage	V.D.
14C	Moraga	02-CUP-001	6000 Fairview Pl.	2055-028-047	1.01 acres	3,663 sqft	One single-family detached	Staff
15C	ARC Inc.	02-SPR-012	29236 Laro Dr.	2056-042-007	33,400 sqft.	4,975 sqft.	Single-family detached residence	Staff
16C	Dan Sheldon	00-CUP-005	28232 Driver Ave.	2055-005-043	.50 acre	3,700 sqft.	One single-family detached	Staff
17C	Phillips	03-PAR-006 03-CUP-015 03-OTP-006	5743 Fairview Pl.	2055-020-068	1.01 acres	5,610 sqft.	A custom house with attached car garage and amendt. to add a 820 sqft. second story.	D.H.
18C	Stockton for Britton	03-SPR-005	27918 Blythedale Rd.	2055-024-006	43,916 sqft.	3,62 sqft. + 537 sqft. Garage	Custom house and accessory building	Staff
19C	Oak View Ranch	03-LLA-004 03-LLA-005 03-LLA-006	Various properties on Amelia Drive, Erta Court, Adelina Court Lots 46 of Tract 36749 and 62,63 & 64 of Tract 36746	N/A	N/A	N/A	Lot line adjustments to comply with existing fence lines	S.S.
20C	Gaines	03-SPR-009	6070 Chesebro Rd.	2055-026-035	1 acre	4,197 sqft.	A one-story custom house	V.D.
21C	Carpenter for Danielson	01-CUP-013	28428 Lewis Pl.	2061-022-044	3,720 sqft.	2,610 sqft.	Single-family detached residence	Staff
22C	DNA Construction for Mahler	04-SPR-013	5732 Rainbow Hill Rd.	2056-014-010	7,006	611 sq.ft.	One and two-story room addition	R.M.
23C	Linda Tatum	03-CUP-004 Amendment	5364 Lewis Road	2055-005-052	25,700 sqft.	n/a	Re-alignment of approved driveway	R.M.
24C	Odney	05-SPR-019	30716 Lakefront	2054-006-050	0.11 acres	1,083 sq. ft.	A 952 sqft. addition	C.A.
25C	Forest Construction for M/M Mohammadi	04-SPR-014	29033 Woodcreek Ct	2051-003-027	7,085	835 sq.ft.	One and two-story room addition	R.M.

Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
26C	Richard Goodman	05-LLA-005	5437 and 5445 Colodny Dr.	2055-013-016	1 acre	N/A	Lot Line Adjustment for two residential parcels	S.S.
27C	Shifman, Alan	04-SPR-016 & Amendment	5539 Fairview Pl.	2055-016-032	20,025.39 sq.ft.	308 sq.ft.	Library/laundry rm addition to existing single-family residence	R.M.

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1	Kanan Road/Thousand Oaks Boulevard
Reference 2	Kanan Road/Canwood Street (East)
Reference 3	Kanan Road/Canwood Street - U.S. 101 Northbound Ramps
Reference 4	Kanan Road/Roadside Drive - U.S. 101 Southbound Ramps
Reference 5	Kanan Road/Agoura Road
Reference 6	Chesebro Rd/Driver Avenue
Reference 7	Palo Camado Canyon Road/U.S. 101 NB Ramps
Reference 8	Dorothy Drive/U.S. 101 SB Ramps
Reference 9	Palo Camado Canyon Road/Chesebro Road

AGOURA HILLS BUSINESS PARK #05093 #01-AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *KANAN ROAD*

E/W STREET: *THOUSAND OAKS BOULEVARD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		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	110	720	90	110	1240	100	90	70	120	190	100	90
(B)	YEAR 2008-ADDED	7	43	5	7	74	6	5	4	7	11	6	5
(C)	PROJECT-ADDED	0	1	0	0	5	0	0	0	3	1	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT R	L TT R	LL T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: YEAR 2008 (A+B)
SCENARIO 2: YEAR 2008+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3
NBL	1	1600	110	117	117	0.07 *	0.07 *	0.07 *
NBT	2	3200	720	763	764	0.23	0.24	0.24
NBR (a)	1	1600	90	95	95	0.06	0.06	0.06
SBL	1	1600	110	117	117	0.07	0.07	0.07
SBT	2	3200	1240	1314	1319	0.39 *	0.41 *	0.41 *
SBR (a)	1	1600	100	106	106	0.06	0.07	0.07
EBL	2	3200	90	95	95	0.03	0.03	0.03
EBT	2	3200	70	74	74	0.04 *	0.04 *	0.04 *
EBR *(b)*	0	0	60	64	65	0.00	0.00	0.00
WBL	1	1600	190	201	202	0.12 *	0.13 *	0.13 *
WBT	2	3200	100	106	106	0.03	0.03	0.03
WBR (a)	1	1600	90	95	95	0.06	0.06	0.06
		CLEARANCE INTERVAL:				0.05 *	0.05 *	0.05 *
		INTERSECTION CAPACITY UTILIZATION:				0.67	0.70	0.70
		LEVEL OF SERVICE:				B	B	B

NOTES:

(a) WIDE LANE AND/OR BIKE LANE/UNRESTRICTED RT

(b) WIDE LANE AND BIKE LANE/50% RTOR

05/17/07

AGOURA HILLS BUSINESS PARK #05093 **REFERENCE# 01AM-CUM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *KANAN ROAD*

E/W STREET: *THOUSAND OAKS BLVD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	146	825	91	122	1436	101	90	70	154	196	101	93
(B) PROJECT	0	1	0	0	5	0	0	0	3	1	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	L TT R	LL T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2
NBL	1	1600	146	146	0.09 *	0.09 *
NBT	2	3200	825	826	0.26	0.26
NBR (a)	1	1600	91	91	0.06	0.06
SBL	1	1600	122	122	0.08	0.08
SBT	2	3200	1436	1441	0.45 *	0.45 *
SBR (a)	1	1600	101	101	0.06	0.06
EBL	2	3200	90	90	0.03	0.03
EBT	2	3200	70	70	0.05 *	0.05 *
EBR *(b)*	0	0	77	79	0.00	0.00
WBL	1	1600	196	197	0.12 *	0.12 *
WBT	2	3200	101	101	0.03	0.03
WBR (a)	1	1600	93	93	0.06	0.06
CLEARANCE INTERVAL:					0.05 *	0.05 *
INTERSECTION CAPACITY UTILIZATION:					0.76	0.76
LEVEL OF SERVICE:					C	C

NOTES:

(a) WIDE LANE AND/OR BIKE LANE/UNRESTRICTED RT

(b) WIDE LANE AND BIKE LANE/50% RTOR

05/17/07

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AGOURA HILLS BUSINESS PARK #05093 **#01-PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *KANAN ROAD*

E/W STREET: *THOUSAND OAKS BOULEVARD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	290	1290	290	120	920	150	300	240	170	130	170	120
(B) YEAR 2008-ADDED	17	77	17	7	55	9	18	14	10	8	10	7
(C) PROJECT-ADDED	3	5	1	0	1	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND L TT R	SOUTH BOUND L TT R	EAST BOUND LL T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: YEAR 2008 (A+B)
SCENARIO 2: YEAR 2008+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3
NBL	1	1600	290	307	310	0.18	0.19	0.19
NBT	2	3200	1290	1367	1372	0.40 *	0.43 *	0.43 *
NBR (a)	1	1600	290	307	308	0.18	0.19	0.19
SBL	1	1600	120	127	127	0.08 *	0.08 *	0.08 *
SBT	2	3200	920	975	976	0.29	0.31	0.31
SBR (a)	1	1600	150	159	159	0.09	0.10	0.10
EBL	2	3200	300	318	318	0.09	0.10	0.10
EBT	2	3200	240	254	254	0.10 *	0.11 *	0.11 *
EBR (b)	0	0	85	90	90	0.00	0.00	0.00
WBL	1	1600	130	138	138	0.08 *	0.09 *	0.09 *
WBT	2	3200	170	180	180	0.05	0.06	0.06
WBR (a)	1	1600	120	127	127	0.08	0.08	0.08
			CLEARANCE INTERVAL:			0.05 *	0.05 *	0.05 *
			INTERSECTION CAPACITY UTILIZATION:			0.71	0.76	0.76
			LEVEL OF SERVICE:			C	C	C

NOTES:

(a) WIDE LANE AND/OR BIKE LANE/UNRESTRICTED RT

(b) WIDE LANE AND BIKE LANE/50% RTOR

05/17/07

AGOURA HILLS BUSINESS PARK #05093 **REFERENCE# 01PM-CUM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***THOUSAND OAKS BLVD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	320	1496	294	121	1078	151	302	241	211	133	171	131
(B) PROJECT	3	5	1	0	1	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	L TT R	LL T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2
NBL	1	1600	320	323	0.20	0.20
NBT	2	3200	1496	1501	0.47 *	0.47 *
NBR (a)	1	1600	294	295	0.18	0.18
SBL	1	1600	121	121	0.08 *	0.08 *
SBT	2	3200	1078	1079	0.34	0.34
SBR (a)	1	1600	151	151	0.09	0.09
EBL	2	3200	302	302	0.09	0.09
EBT	2	3200	241	241	0.11 *	0.11 *
EBR *(b)*	0	0	106	106	0.00	0.00
WBL	1	1600	133	133	0.08 *	0.08 *
WBT	2	3200	171	171	0.05	0.05
WBR (a)	1	1600	131	131	0.08	0.08
					0.05 *	0.05 *
			INTERSECTION CAPACITY UTILIZATION:		0.79	0.79
			LEVEL OF SERVICE:		C	C

NOTES:

(a) WIDE LANE AND/OR BIKE LANE/UNRESTRICTED RT

(b) WIDE LANE AND BIKE LANE/50% RTOR

05/17/07

AGOURA HILLS BUSINESS PARK #05093 **#02-AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *KANAN ROAD*

E/W STREET: *CANWOOD ST (E)*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A)	EXISTING	0	940	360	50	1820	0	0	0	0	220	0	50
(B)	YEAR 2008-ADDED	0	56	22	3	109	0	0	0	0	13	0	3
(C)	PROJECT-ADDED	0	0	46	9	0	0	0	0	0	6	0	1

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	L TTT		LL R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: YEAR 2008 (A+B)
SCENARIO 2: YEAR 2008+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3
NBL	0	0	0	0	0	0.00	0.00	0.00
NBT	2	3200	940	996	996	0.29	0.31	0.31
NBR	1	1600	360	382	428	0.23	0.24	0.27
SBL	1	1600	50	53	62	0.03	0.03	0.04
SBT	3	4800	1820	1929	1929	0.38 *	0.40 *	0.40 *
SBR	0	0	0	0	0	0.00	0.00	0.00
EBL	0	0	0	0	0	0.00	0.00	0.00
EBT	0	0	0	0	0	0.00	0.00	0.00
EBR	0	0	0	0	0	0.00	0.00	0.00
WBL	2	3200	220	233	239	0.07 *	0.07 *	0.08 *
WBT	0	0	0	0	0	0.00	0.00	0.00
WBR	1	1600	50	53	54	0.03	0.03	0.03
			CLEARANCE INTERVAL:			0.05 *	0.05 *	0.05 *
			INTERSECTION CAPACITY UTILIZATION:			0.50	0.52	0.53
			LEVEL OF SERVICE:			A	A	A

NOTES:

05/17/07

AGOURA HILLS BUSINESS PARK #05093 **REFERENCE #02AM-CUM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *KANAN ROAD*

E/W STREET: *CANWOOD STREET (E)*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	0	1051	657	97	2032	0	0	0	0	429	0	87
(B) PROJECT	0	0	46	9	0	0	0	0	0	6	0	1

GEOMETRICS

FUTURE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	L TTT		LL R

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2
NBL	0	0	0	0	0.00	0.00
NBT	2	3200	1051	1051	0.33	0.33
NBR	1	1600	657	703	0.41	0.44
SBL	1	1600	97	106	0.06	0.07
SBT	3	4800	2032	2032	0.42 *	0.42 *
SBR	0	0	0	0	0.00	0.00
EBL	0	0	0	0	0.00	0.00
EBT	0	0	0	0	0.00	0.00
EBR	0	0	0	0	0.00	0.00
WBL	2	3200	429	435	0.13 *	0.14 *
WBT	0	0	0	0	0.00	0.00
WBR	1	1600	87	88	0.05	0.06
		CLEARANCE INTERVAL:			0.05 *	0.05 *
		INTERSECTION CAPACITY UTILIZATION:			0.60	0.61
		LEVEL OF SERVICE:			A	B

NOTES:

05/17/07

AGOURA HILLS BUSINESS PARK #05093 **#02-PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***CANWOOD ST (E)***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		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	0	1590	230	60	1310	0	0	0	0	330	0	180
(B)	YEAR 2008-ADDED	0	95	14	4	79	0	0	0	0	20	0	11
(C)	PROJECT-ADDED	0	0	7	1	0	0	0	0	0	51	0	9

GEOMETRICS

FUTURE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	L TTT		LL R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: YEAR 2008 (A+B)
SCENARIO 2: YEAR 2008+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3
NBL	0	0	0	0	0	0.00	0.00	0.00
NBT	2	3200	1590	1685	1685	0.50 *	0.53 *	0.53 *
NBR	1	1600	230	244	251	0.14	0.15	0.16
SBL	1	1600	60	64	65	0.04 *	0.04 *	0.04 *
SBT	3	4800	1310	1389	1389	0.27	0.29	0.29
SBR	0	0	0	0	0	0.00	0.00	0.00
EBL	0	0	0	0	0	0.00	0.00	0.00
EBT	0	0	0	0	0	0.00	0.00	0.00
EBR	0	0	0	0	0	0.00	0.00	0.00
WBL	2	3200	330	350	401	0.10 *	0.11 *	0.13 *
WBT	0	0	0	0	0	0.00	0.00	0.00
WBR *(a)*	1	1600	180	191	200	0.11	0.12	0.13
		CLEARANCE INTERVAL:				0.05 *	0.05 *	0.05 *
		INTERSECTION CAPACITY UTILIZATION:				0.69	0.73	0.75
		LEVEL OF SERVICE:				B	C	C

NOTES:

(a) NOT CRITICAL DUE TO RTOR

05/17/07

AGOURA HILLS BUSINESS PARK #05093 **REFERENCE #02PM-CUM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *KANAN ROAD*

E/W STREET: *CANWOOD STREET (E)*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	0	1829	494	105	1475	0	0	0	0	632	0	231
(B) PROJECT	0	0	7	1	0	0	0	0	0	51	0	9

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
FUTURE GEOMETRICS	TT R	L TTT		LL R

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2
NBL	0	0	0	0	0.000	0.000
NBT	2	3200	1829	1829	0.572 *	0.572 *
NBR	1	1600	494	501	0.309	0.313
SBL	1	1600	105	106	0.066 *	0.066 *
SBT	3	4800	1475	1475	0.307	0.307
SBR	0	0	0	0	0.000	0.000
EBL	0	0	0	0	0.000	0.000
EBT	0	0	0	0	0.000	0.000
EBR	0	0	0	0	0.000	0.000
WBL	2	3200	632	683	0.198 *	0.213 *
WBT	0	0	0	0	0.000	0.000
WBR	1	1600	231	240	0.144	0.150
		CLEARANCE INTERVAL:			0.05 *	0.05 *
		INTERSECTION CAPACITY UTILIZATION:			0.886	0.901
		LEVEL OF SERVICE:			D	D

NOTES:

(a) FREE RIGHT TURN LANE

05/17/07

AGOURA HILLS BUSINESS PARK #05093 **REFERENCE: #03-AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *KANAN ROAD*

E/W STREET: *U.S. 101 NB RAMPS/CANWOOD STREET*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A)	EXISTING	20	600	200	0	1860	180	70	0	200	520	20	630
(B)	YEAR 2008-ADDED	1	36	12	0	112	11	4	0	12	31	1	38
(C)	PROJECT-ADDED	0	42	0	0	6	0	0	0	0	0	0	4

GEOMETRICS

FUTURE GEOMETRICS	NORTH BOUND L TT R	SOUTH BOUND TTT R	EAST BOUND L R	WEST BOUND L LT RR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: YEAR 2008 (A+B)
SCENARIO 2: YEAR 2008+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3
NBL	1	1600	20	21	21	0.01 *	0.01 *	0.01 *
NBT	2	3200	600	636	678	0.19	0.20	0.21
NBR *(a)*	1	1600	200	212	212	0.13	0.13	0.13
SBL	0	0	0	0	0	0.00	0.00	0.00
SBT	3	4800	1860	1972	1978	0.39 *	0.41 *	0.41 *
SBR	1	1600	180	191	191	0.11	0.12	0.12
EBL	1	1600	70	74	74	0.04	0.05	0.05
EBT	0	0	0	0	0	0.00	0.00	0.00
EBR *(b)*	1	1600	180	191	191	0.11 *	0.12 *	0.12 *
WBL	0	0	520	551	551	0.00	0.00	0.00
WBT	2	3200	20	21	21	0.17 *	0.18 *	0.18 *
WBR *(c)*	2	3200	630	668	672	0.20	0.21	0.21
			CLEARANCE INTERVAL			0.05 *	0.05 *	0.05 *
			INTERSECTION CAPACITY UTILIZATION:			0.73	0.77	0.77
			LEVEL OF SERVICE:			C	C	C

NOTES:

(a) *FREE RIGHT TURN LANE*
(b) *10% R.T.O.R.*
(c) *NOT CRITICAL DUE TO RTOR*

05/17/07

AGOURA HILLS BUSINESS PARK #05093 **REFERENCE #03AM-CUM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***U.S. 101 NB RAMPS/CANWOOD STREET***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	33	865	332	0	2263	198	83	0	214	829	89	760
(B) PROJECT	0	42	0	0	6	0	0	0	0	0	0	4

GEOMETRICS

FUTURE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	TTT R	L R	L LT RR

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2
NBL	1	1600	33	33	0.02 *	0.02 *
NBT	2	3200	865	907	0.27	0.28
NBR *(a)*	1	1600	332	332	0.21	0.21
SBL	0	0	0	0	0.00	0.00
SBT	3	4800	2263	2269	0.47 *	0.47 *
SBR	1	1600	198	198	0.12	0.12
EBL	1	1600	83	83	0.05	0.05
EBT	0	0	0	0	0.00	0.00
EBR *(b)*	1	1600	175	175	0.11 *	0.11 *
WBL	0	0	829	829	0.00	0.00
WBT	2	3200	89	89	0.29 *	0.29 *
WBR	2	3200	760	764	0.24	0.24
			CLEARANCE INTERVAL		0.05 *	0.05 *
			INTERSECTION CAPACITY UTILIZATION:		0.94	0.94
			LEVEL OF SERVICE:		E	E

NOTES:

(a) *FREE RIGHT TURN LANE*

(b) *18% R.T.O.R.*

05/17/07

AGOURA HILLS BUSINESS PARK #05093 **REFERENCE: #03-PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *KANAN ROAD*

E/W STREET: *U.S. 101 NB RAMPS/CANWOOD STREET*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	70	940	260	0	1450	190	100	0	130	170	60	780
(B) YEAR 2008-ADDED	4	56	16	0	87	11	6	0	8	10	4	47
(C) PROJECT-ADDED	0	7	0	0	51	0	0	0	0	0	0	0

GEOMETRICS

FUTURE GEOMETRICS	NORTH BOUND L TT R	SOUTH BOUND TTT R	EAST BOUND L R	WEST BOUND L LT RR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: YEAR 2008 (A+B)
SCENARIO 2: YEAR 2008+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3
NBL	1	1600	70	74	74	0.04 *	0.05 *	0.05 *
NBT	2	3200	940	996	1003	0.29	0.31	0.31
NBR *(a)*	1	1600	260	276	276	0.16	0.17	0.17
SBL	0	0	0	0	0	0.00	0.00	0.00
SBT	3	4800	1450	1537	1588	0.30 *	0.32 *	0.33 *
SBR	1	1600	190	201	201	0.12	0.13	0.13
EBL	1	1600	100	106	106	0.06 *	0.07 *	0.07 *
EBT	0	0	0	0	0	0.00	0.00	0.00
EBR *(b)*	1	1600	60	63	63	0.04	0.04	0.04
WBL	0	0	170	180	180	0.00	0.00	0.00
WBT	2	3200	60	64	64	0.07	0.08	0.08
WBR *(c)*	2	3200	476	504	504	0.15 *	0.16 *	0.16 *
		CLEARANCE INTERVAL				0.05 *	0.05 *	0.05 *
		INTERSECTION CAPACITY UTILIZATION:				0.60	0.65	0.66
		LEVEL OF SERVICE:				A	B	B

NOTES:

(a) *FREE RIGHT TURN LANE*
(b) *54% R.T.O.R.*
(c) *39% R.T.O.R.*

05/17/07

AGOURA HILLS BUSINESS PARK #05093 — REFERENCE #03PM-CUM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *KANAN ROAD*

E/W STREET: *U.S. 101 NB RAMPS/CANWOOD STREET*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	84	1249	602	0	1901	206	122	0	210	540	78	952
(B) PROJECT	0	7	0	0	51	0	0	0	0	0	0	0

GEOMETRICS

FUTURE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	TTT R	L R	L LT RR

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2
NBL	1	1600	84	84	0.053 *	0.053 *
NBT	2	3200	1249	1256	0.390	0.393
NBR *(a)*	1	1600	602	602	0.376	0.376
SBL	0	0	0	0	0.000	0.000
SBT	3	4800	1901	1952	0.396 *	0.407 *
SBR	1	1600	206	206	0.129	0.129
EBL	1	1600	122	122	0.076 *	0.076 *
EBT	0	0	0	0	0.000	0.000
EBR *(b)*	1	1600	126	126	0.079	0.079
WBL	0	0	540	540	0.000	0.000
WBT	2	3200	78	78	0.193	0.193
WBR *(c)*	2	3200	904	904	0.283 *	0.283 *
			CLEARANCE INTERVAL		0.05 *	0.05 *
			INTERSECTION CAPACITY UTILIZATION:		0.858	0.869
			LEVEL OF SERVICE:		D	D

NOTES:

(a) *FREE RIGHT TURN LANE*

(b) *40% R.T.O.R.*

(c) *5% R.T.O.R.*

05/17/07

AGOURA HILLS BUSINESS PARK #05093 **REFERENCE #04_AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *KANAN ROAD*

E/W STREET: *U.S. 101 SB RAMPS/ROADSIDE DRIVE*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	560	20	240	600	1200	420	0	490	0	0	40
(B) YEAR 2008-ADDED	0	34	1	14	36	72	25	0	29	0	0	2
(C) PROJECT-ADDED	0	9	0	0	1	1	32	0	0	0	0	1

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: YEAR 2008 (A+B)

SCENARIO 2: YEAR 2008+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3
NBL	0	0	0	0	0	0.00	0.00	0.00
NBT	2	3200	560	594	603	0.18 *	0.19 *	0.20 *
NBR	0	0	20	21	21	0.00	0.00	0.00
SBL	1	1600	240	254	254	0.15 *	0.16 *	0.16 *
SBT	2	3200	600	636	637	0.19	0.20	0.20
SBR (a)	1	1600	1200	1272	1273	0.75	0.80	0.80
EBL	0	0	420	445	477	0.00	0.00	0.00
EBT	3	4800	0	0	0	0.19 *	0.20 *	0.21 *
EBR	0	0	490	519	519	0.00	0.00	0.00
WBL	1	1600	0	0	0	0.00	0.00	0.00
WBT	0	0	0	0	0	0.00	0.00	0.00
WBR (b)	1	1600	40	42	43	0.03	0.03	0.03
CLEARANCE INTERVAL						0.05 *	0.05 *	0.05 *
INTERSECTION CAPACITY UTILIZATION:						0.57	0.60	0.62
LEVEL OF SERVICE:						A	A	B

NOTES:

(a) FREE RIGHT TURN LANE

(b) 100% R.T.O.R.

05/17/07

AGOURA HILLS BUSINESS PARK #05093 **REFERENCE #04AM-CUM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *KANAN ROAD*

E/W STREET: *U.S. 101 SB RAMPS/ROADSIDE DRIVE*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE	0	940	21	265	1067	1337	590	37	676	1	0	78
(B) PROJECT	0	9	0	0	1	1	32	0	0	0	0	1

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	SCENARIO V/C RATIOS 1	2
NBL	0	0	0	0	0.00	0.00
NBT	2	3200	940	949	0.30 *	0.30 *
NBR	0	0	21	21	0.00	0.00
SBL	1	1600	265	265	0.17 *	0.17 *
SBT	2	3200	1067	1068	0.33	0.33
SBR (a)	1	1600	1337	1338	0.84	0.84
EBL	0	0	590	622	0.00	0.00
EBT	3	4800	37	37	0.21 *	0.22 *
EBR (c)	0	0	379	379	0.00	0.00
WBL	1	1600	1	1	0.00	0.00
WBT	0	0	0	0	0.00	0.00
WBR (b)	1	1600	78	79	0.05	0.05
			CLEARANCE INTERVAL		0.05 *	0.05 *
			INTERSECTION CAPACITY UTILIZATION:		0.73	0.74
			LEVEL OF SERVICE:		C	C

NOTES:

(a) FREE RIGHT TURN LANE

(b) 100% R.T.O.R.

(c) 44% R.T.O.R.

05/17/07

AGOURA HILLS BUSINESS PARK #05093 **REFERENCE #04-PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***N.A.***

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***U.S. 101 SB RAMPS/ROADSIDE DRIVE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	0	920	40	270	350	560	550	0	470	0	0	90
(B) YEAR 2008-ADDED	0	55	2	16	21	34	33	0	28	0	0	5
(C) PROJECT-ADDED	0	2	0	1	11	5	5	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	TT R	LL TT	L LTR R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: YEAR 2008 (A+B)
SCENARIO 2: YEAR 2008+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3
NBL	0	0	0	0	0	0.00	0.00	0.00
NBT	2	3200	920	975	977	0.30 *	0.32 *	0.32 *
NBR	0	0	40	42	42	0.00	0.00	0.00
SBL	1	1600	270	286	287	0.17 *	0.18 *	0.18 *
SBT	2	3200	350	371	382	0.11	0.12	0.12
SBR *(a)*	1	1600	560	594	599	0.35	0.37	0.37
EBL	0	0	550	583	588	0.00	0.00	0.00
EBT	3	4800	0	0	0	0.21 *	0.23 *	0.23 *
EBR	0	0	470	498	498	0.00	0.00	0.00
WBL	1	1600	0	0	0	0.00	0.00	0.00
WBT	0	0	0	0	0	0.00	0.00	0.00
WBR *(b)*	1	1600	90	95	95	0.06	0.06	0.06
		CLEARANCE INTERVAL				0.05 *	0.05 *	0.05 *
		INTERSECTION CAPACITY UTILIZATION:				0.73	0.78	0.78
		LEVEL OF SERVICE:				C	C	C

NOTES:

(a) *FREE RIGHT TURN LANE*

(b) *100% R.T.O.R.*

05/17/07

AGOURA HILLS BUSINESS PARK #05093 **REFERENCE #04PM-CUM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: ***P.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***U.S. 101 SB RAMPS/ROADSIDE DRIVE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE	0	1757	46	305	965	724	669	49	728	8	0	220
(B) PROJECT	0	2	0	1	11	5	5	0	0	0	0	0

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	SCENARIO V/C RATIOS 1	2
NBL	0	0	0	0	0.00	0.00
NBT	2	3200	1757	1759	0.56 *	0.56 *
NBR	0	0	46	46	0.00	0.00
SBL	1	1600	305	306	0.19 *	0.19 *
SBT	2	3200	965	976	0.30	0.31
SBR *(a)*	1	1600	724	729	0.45	0.46
EBL	0	0	669	674	0.00	0.00
EBT	3	4800	49	49	0.20 *	0.20 *
EBR *(b)*	0	0	255	255	0.00	0.00
WBL	1	1600	8	8	0.01 *	0.01 *
WBT	0	0	0	0	0.00	0.00
WBR *(c)*	1	1600	220	220	0.14	0.14
			CLEARANCE INTERVAL		0.05 *	0.05 *
			INTERSECTION CAPACITY UTILIZATION:		1.01	1.01
			LEVEL OF SERVICE:		F	F

NOTES:

(a) *FREE RIGHT TURN LANE*

(b) *65% R.T.O.R.*

(c) *NOT CRITICAL DUE R.T.O.R. (SB LT OVERLAP)*

05/17/07

AGOURA HILLS BUSINESS PARK #05093 **#05-AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: ***A.M. PEAK HOUR***

N/S STREET: ***KANAN ROAD***

E/W STREET: ***AGOURA ROAD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A)	EXISTING	50	420	20	110	700	220	90	90	90	50	60	100
(B)	YEAR 2008-ADDED	3	25	1	7	42	13	5	5	5	3	4	6
(C)	PROJECT-ADDED	0	4	0	0	1	0	3	0	0	0	0	2

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: YEAR 2008 (A+B)
SCENARIO 2: YEAR 2008+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3
NBL	1	1600	50	53	53	0.03 *	0.03 *	0.03 *
NBT	2	3200	420	445	449	0.14	0.15	0.15
NBR	0	0	20	21	21	0.00	0.00	0.00
SBL	1	1600	110	117	117	0.07	0.07	0.07
SBT	1	1600	700	742	743	0.44 *	0.46 *	0.46 *
SBR	1	1600	220	233	233	0.14	0.15	0.15
EBL	1	1600	90	95	98	0.06	0.06	0.06
EBT	1	1600	90	95	95	0.11 *	0.12 *	0.12 *
EBR	0	0	90	95	95	0.00	0.00	0.00
WBL	1	1600	50	53	53	0.03 *	0.03 *	0.03 *
WBT	1	1600	60	64	64	0.04	0.04	0.04
WBR (a)	1	1600	100	106	108	0.06	0.07	0.07
			CLEARANCE INTERVAL:			0.05 *	0.05	0.05 *
			INTERSECTION CAPACITY UTILIZATION:			0.66	0.69	0.69
			LEVEL OF SERVICE:			B	B	B

NOTES:

(a) *NOT CRITICAL DUE TO SB OVERLAP*

05/17/07

AGOURA HILLS BUSINESS PARK #05093 REFERENCE# 05AM_CUM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *KANAN ROAD*

E/W STREET: *AGOURA ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE	35	627	29	274	812	581	194	125	99	53	86	178
(B) PROJECT	0	4	0	0	1	0	3	0	0	0	0	2

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	SCENARIO V/C RATIOS 1	2
NBL	1	1600	35	35	0.02 *	0.02 *
NBT	2	3200	627	631	0.21	0.21
NBR	0	0	29	29	0.00	0.00
SBL	1	1600	274	274	0.17	0.17
SBT	1	1600	812	813	0.51 *	0.51 *
SBR	1	1600	581	581	0.36	0.36
EBL	1	1600	194	197	0.12	0.12
EBT	1	1600	125	125	0.14 *	0.14 *
EBR	0	0	99	99	0.00	0.00
WBL	1	1600	53	53	0.03 *	0.03 *
WBT	1	1600	86	86	0.05	0.05
WBR	1	1600	178	180	0.11	0.11
		CLEARANCE INTERVAL:			0.05 *	0.05 *
		INTERSECTION CAPACITY UTILIZATION:			0.75	0.75
		LEVEL OF SERVICE:			C	C

NOTES:

05/17/07

AGOURA HILLS BUSINESS PARK #05093 **#05-PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *KANAN ROAD*

E/W STREET: *AGOURA ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		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	50	650	20	150	490	130	150	120	30	70	140	220
(B)	YEAR 2008-ADDED	3	39	1	9	29	8	9	7	2	4	8	13
(C)	PROJECT-ADDED	0	1	0	3	4	4	1	0	0	0	0	0

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: YEAR 2008 (A+B)

SCENARIO 2: YEAR 2008+PROJECT (A+B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	SCENARIO V/C RATIOS 1	2	3
NBL	1	1600	50	53	53	0.03 *	0.03 *	0.03 *
NBT	2	3200	650	689	690	0.21	0.22	0.22
NBR	0	0	20	21	21	0.00	0.00	0.00
SBL	1	1600	150	159	162	0.09	0.10	0.10
SBT	1	1600	490	519	523	0.31 *	0.32 *	0.33 *
SBR	1	1600	130	138	142	0.08	0.09	0.09
EBL	1	1600	150	159	160	0.09 *	0.10 *	0.10 *
EBT	1	1600	120	127	127	0.09	0.10	0.10
EBR	0	0	30	32	32	0.00	0.00	0.00
WBL	1	1600	70	74	74	0.04	0.05	0.05
WBT	1	1600	140	148	148	0.09 *	0.09 *	0.09 *
WBR (a)	1	1600	220	233	233	0.14	0.15	0.15
			CLEARANCE INTERVAL:			0.05 *	0.05 *	0.05 *
			INTERSECTION CAPACITY UTILIZATION:			0.57	0.59	0.60
			LEVEL OF SERVICE:			A	A	A

NOTES:

(a) *NOT CRITICAL DUE TO SB OVERLAP*

05/17/07

AGOURA HILLS BUSINESS PARK #05093 **REFERENCE# 05PM_CUM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *KANAN ROAD*

E/W STREET: *AGOURA ROAD*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	78	845	30	329	763	445	576	163	76	82	214	425
(B) PROJECT	0	1	0	3	4	4	1	0	0	0	0	0

GEOMETRICS

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

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2
NBL	1	1600	78	78	0.05 *	0.05 *
NBT	2	3200	845	846	0.27	0.27
NBR	0	0	30	30	0.00	0.00
SBL	1	1600	329	332	0.21	0.21
SBT	1	1600	763	767	0.48 *	0.48 *
SBR	1	1600	445	449	0.28	0.28
EBL	1	1600	576	577	0.36 *	0.36 *
EBT	1	1600	163	163	0.15	0.15
EBR	0	0	76	76	0.00	0.00
WBL	1	1600	82	82	0.05	0.05
WBT	1	1600	214	214	0.13 *	0.13 *
WBR *(a)*	1	1600	425	425	0.27	0.27
		CLEARANCE INTERVAL:			0.05 *	0.05 *
		INTERSECTION CAPACITY UTILIZATION:			1.07	1.07
		LEVEL OF SERVICE:			F	F

NOTES:

(a) *NOT CRITICAL DUE TO RTOR*

05/17/07

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	06_EX_AM	Intersection	DRIVER AVE/CHESEBRO RD
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/17/2005	Analysis Year	EXISTING
Analysis Time Period	A.M. PEAK HOUR		

Project ID *AH BUSINESS PARK #05093*

East/West Street: *DRIVER AVE - PAL CAM. CYN* | North/South Street: *CHESEBRO RD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	10	320	10	220	160	30
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	10	0	120	40	0	20
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	LT	R	LTR	
PHF	1.00		1.00	1.00	1.00	1.00	1.00	
Flow Rate	340		220	190	10	120	60	
% Heavy Vehicles	4		4	4	4	4	4	
No. Lanes	1		2		2		1	
Geometry Group	4b		5		5		4b	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		1.0	0.0	1.0	0.0	0.7	
Prop. Right-Turns	0.0		0.0	0.2	0.0	1.0	0.3	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.69		5.69	5.69	5.69	5.69	5.69	

Departure Headway and Service Time

hd, initial value	3.20		3.20	3.20	3.20	3.20	3.20	
x, initial	0.30		0.20	0.17	0.01	0.11	0.05	
hd, final value	5.69		5.69	5.69	5.69	5.69	5.69	
x, final value	0.54		0.37	0.29	0.02	0.20	0.11	
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	3.4		3.4		3.4		3.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	590		470	440	260	370	310	
Delay	14.96		12.40	10.41	10.01	10.11	10.26	
LOS	B		B	B	B	B	B	
Approach: Delay	14.96		11.48		10.11		10.26	
LOS	B		B		B		B	
Intersection Delay	12.47							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	06_2008_AM	Intersection	DRIVER AVE/CHESEBRO RD
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/30/2005	Analysis Year	YEAR 2008
Analysis Time Period	A.M. PEAK HOUR		

Project ID *AH BUSINESS PARK #05093*

East/West Street: *DRIVER AVE - PAL CAM. CYN* | North/South Street: *CHESEBRO RD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	11	339	11	233	170	32
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	11	0	127	42	0	21
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	LT	R	LTR	
PHF	1.00		1.00	1.00	1.00	1.00	1.00	
Flow Rate	361		233	202	11	127	63	
% Heavy Vehicles	4		4	4	4	4	4	
No. Lanes	1		2		2		1	
Geometry Group	4b		5		5		4b	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		1.0	0.0	1.0	0.0	0.7	
Prop. Right-Turns	0.0		0.0	0.2	0.0	1.0	0.3	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	5.78		5.78	5.78	5.78	5.78	5.78	

Departure Headway and Service Time

hd, initial value	3.20		3.20	3.20	3.20	3.20	3.20	
x, initial	0.32		0.21	0.18	0.01	0.11	0.06	
hd, final value	5.78		5.78	5.78	5.78	5.78	5.78	
x, final value	0.58		0.40	0.31	0.02	0.21	0.12	
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	3.5		3.5		3.5		3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	610		483	452	261	377	313	
Delay	16.38		13.01	10.81	10.17	10.45	10.52	
LOS	C		B	B	B	B	B	
Approach: Delay	16.38		11.99		10.43		10.52	
LOS	C		B		B		B	
Intersection Delay	13.27							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*06_2008+PR_AM*
Agency/Co.	*ATE - D.L.*
Date Performed	*8/30/2005*
Analysis Time Period	*A.M. PEAK HOUR*

Site Information

Intersection	*DRIVER AVE/CHESEBRO RD*
Jurisdiction	*CITY OF AGOURA HILLS*
Analysis Year	*YEAR 2008 + PROJECT*

Project ID *AH BUSINESS PARK #05093*

East/West Street: *DRIVER AVE - PAL CAM. CYN* | North/South Street: *CHESEBRO RD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	*11*	*339*	*11*	*259*	*170*	*32*
%Thrus Left Lane	*50*			*50*		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	*11*	*0*	*130*	*42*	*0*	*21*
%Thrus Left Lane	*50*			*50*		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LTR*		*L*	*TR*	*LT*	*R*	*LTR*	
PHF	*1.00*		*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	
Flow Rate	*361*		*259*	*202*	*11*	*130*	*63*	
% Heavy Vehicles	*4*		*4*	*4*	*4*	*4*	*4*	
No. Lanes	*1*		*2*		*2*		*1*	
Geometry Group	*4b*		*5*		*5*		*4b*	
Duration, T	*1.00*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.0*		*1.0*	*0.0*	*1.0*	*0.0*	*0.7*	
Prop. Right-Turns	*0.0*		*0.0*	*0.2*	*0.0*	*1.0*	*0.3*	
Prop. Heavy Vehicle								
hLT-adj	*0.2*	*0.2*	*0.5*	*0.5*	*0.5*	*0.5*	*0.2*	*0.2*
hRT-adj	*-0.6*	*-0.6*	*-0.7*	*-0.7*	*-0.7*	*-0.7*	*-0.6*	*-0.6*
hHV-adj	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*	*1.7*
hadj, computed	*5.83*		*5.83*	*5.83*	*5.83*	*5.83*	*5.83*	

Departure Headway and Service Time

hd, initial value	*3.20*		*3.20*	*3.20*	*3.20*	*3.20*	*3.20*	
x, initial	*0.32*		*0.23*	*0.18*	*0.01*	*0.12*	*0.06*	
hd, final value	*5.83*		*5.83*	*5.83*	*5.83*	*5.83*	*5.83*	
x, final value	*0.59*		*0.45*	*0.31*	*0.02*	*0.22*	*0.12*	
Move-up time, m	*2.3*		*2.3*		*2.3*		*2.3*	
Service Time	*3.5*		*3.5*		*3.5*		*3.5*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	*605*		*509*	*452*	*261*	*380*	*313*	
Delay	*16.67*		*13.92*	*10.86*	*10.25*	*10.62*	*10.63*	
LOS	*C*		*B*	*B*	*B*	*B*	*B*	
Approach: Delay	*16.67*		*12.58*		*10.59*		*10.63*	
LOS	*C*		*B*		*B*		*B*	
Intersection Delay	*13.62*							
Intersection LOS	*B*							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	06_CUM_AM	Intersection	DRIVER AVE/CHESEBRO RD
Agency/Co.	ATE - D.L.D.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/1/06	Analysis Year	CUMULATIVE
Analysis Time Period	A.M. PEAK HOUR		

Project ID AH BUSINESS PARK #05093

East/West Street: DRIVER AVE - PAL CAM. CYN | North/South Street: CHESEBRO RD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	10	339	11	345	169	53
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	10	1	202	43	0	20
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	LT	R	LTR	
PHF	1.00		1.00	1.00	1.00	1.00	1.00	
Flow Rate	360		345	222	11	202	63	
% Heavy Vehicles	4		4	4	4	4	4	
No. Lanes	1		2		2		1	
Geometry Group	4b		5		5		4b	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		1.0	0.0	0.9	0.0	0.7	
Prop. Right-Turns	0.0		0.0	0.2	0.0	1.0	0.3	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.32		6.32	6.32	6.32	6.32	6.32	

Departure Headway and Service Time

hd, initial value	3.20		3.20	3.20	3.20	3.20	3.20	
x, initial	0.32		0.31	0.20	0.01	0.18	0.06	
hd, final value	6.32		6.32	6.32	6.32	6.32	6.32	
x, final value	0.63		0.63	0.37	0.02	0.37	0.13	
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	4.0		4.0		4.0		4.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	557		536	472	261	452	313	
Delay	19.68		20.50	12.04	10.58	12.97	11.43	
LOS	C		C	B	B	B	B	
Approach: Delay	19.68		17.19		12.84		11.43	
LOS	C		C		B		B	
Intersection Delay	16.86							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	06_CUM_AM	Intersection	DRIVER AVE/CHESEBRO RD
Agency/Co.	ATE - D.L.D.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/1/06	Analysis Year	CUMULATIVE+PROJECT
Analysis Time Period	A.M. PEAK HOUR		

Project ID AH BUSINESS PARK #05093

East/West Street: DRIVER AVE - PAL CAM. CYN | North/South Street: CHESEBRO RD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	10	339	11	371	169	53
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	10	1	205	43	0	20
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	LT	R	LTR	
PHF	1.00		1.00	1.00	1.00	1.00	1.00	
Flow Rate	360		371	222	11	205	63	
% Heavy Vehicles	4		4	4	4	4	4	
No. Lanes	1		2		2		1	
Geometry Group	4b		5		5		4b	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		1.0	0.0	0.9	0.0	0.7	
Prop. Right-Turns	0.0		0.0	0.2	0.0	1.0	0.3	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.38		6.38	6.38	6.38	6.38	6.38	

Departure Headway and Service Time

hd, initial value	3.20		3.20	3.20	3.20	3.20	3.20	
x, initial	0.32		0.33	0.20	0.01	0.18	0.06	
hd, final value	6.38		6.38	6.38	6.38	6.38	6.38	
x, final value	0.64		0.68	0.37	0.02	0.38	0.13	
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	4.1		4.1		4.1		4.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	552		535	472	261	455	313	
Delay	20.11		23.34	12.11	10.66	13.24	11.55	
LOS	C		C	B	B	B	B	
Approach: Delay	20.11		19.14		13.11		11.55	
LOS	C		C		B		B	
Intersection Delay	17.98							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	06_EX_PM
Agency/Co.	ATE - D.L.
Date Performed	8/17/2005
Analysis Time Period	P.M. PEAK HOUR

Site Information

Intersection	DRIVER AVE/CHESEBRO RD
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	EXISTING

Project ID AH BUSINESS PARK #05093

East/West Street: DRIVER AVE - PAL CAM. CYN | North/South Street: CHESEBRO RD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	20	230	10	160	380	30
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	10	10	290	60	10	20
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	LT	R	LTR	
PHF	1.00		1.00	1.00	1.00	1.00	1.00	
Flow Rate	260		160	410	20	290	90	
% Heavy Vehicles	4		4	4	4	4	4	
No. Lanes	1		2		2		1	
Geometry Group	4b		5		5		4b	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		1.0	0.0	0.5	0.0	0.7	
Prop. Right-Turns	0.0		0.0	0.1	0.0	1.0	0.2	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	6.89		6.89	6.89	6.89	6.89	6.89	

Departure Headway and Service Time

hd, initial value	3.20		3.20	3.20	3.20	3.20	3.20	
x, initial	0.23		0.14	0.36	0.02	0.26	0.08	
hd, final value	6.89		6.89	6.89	6.89	6.89	6.89	
x, final value	0.50		0.31	0.73	0.04	0.52	0.19	
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	4.6		4.6		4.6		4.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	499		410	551	270	523	340	
Delay	16.35		12.78	25.83	10.49	16.27	12.32	
LOS	C		B	D	B	C	B	
Approach: Delay	16.35		22.17		15.90		12.32	
LOS	C		C		C		B	
Intersection Delay	18.64							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	06_2008_PM	Intersection	DRIVER AVE/CHESEBRO RD
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/17/2005	Analysis Year	YEAR 2008
Analysis Time Period	P.M. PEAK HOUR		

Project ID *AH BUSINESS PARK #05093*

East/West Street: *DRIVER AVE - PAL CAM. CYN* | North/South Street: *CHESEBRO RD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	21	244	11	170	403	32
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	11	11	307	64	11	21
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	LT	R	LTR	
PHF	1.00		1.00	1.00	1.00	1.00	1.00	
Flow Rate	276		170	435	22	307	96	
% Heavy Vehicles	4		4	4	4	4	4	
No. Lanes	1		2		2		1	
Geometry Group	4b		5		5		4b	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		1.0	0.0	0.5	0.0	0.7	
Prop. Right-Turns	0.0		0.0	0.1	0.0	1.0	0.2	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	7.12		7.12	7.12	7.12	7.12	7.12	

Departure Headway and Service Time

hd, initial value	3.20		3.20	3.20	3.20	3.20	3.20	
x, initial	0.25		0.15	0.39	0.02	0.27	0.09	
hd, final value	7.12		7.12	7.12	7.12	7.12	7.12	
x, final value	0.55		0.34	0.80	0.05	0.57	0.22	
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	4.8		4.8		4.8		4.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	484		420	537	272	509	346	
Delay	18.27		13.54	33.94	10.76	18.29	12.97	
LOS	C		B	D	B	C	B	
Approach: Delay	18.27		28.21		17.78		12.97	
LOS	C		D		C		B	
Intersection Delay	22.36							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	06_2008+PR_PM	Intersection	DRIVER AVE/CHESEBRO RD
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/17/2005	Analysis Year	YEAR 2008 + PROJECT
Analysis Time Period	P.M. PEAK HOUR		

Project ID AH BUSINESS PARK #05093

East/West Street: DRIVER AVE - PAL CAM. CYN | North/South Street: CHESEBRO RD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	21	244	11	174	403	32
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	11	11	332	64	11	21
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	LT	R	LTR	
PHF	1.00		1.00	1.00	1.00	1.00	1.00	
Flow Rate	276		174	435	22	332	96	
% Heavy Vehicles	4		4	4	4	4	4	
No. Lanes	1		2		2		1	
Geometry Group	4b		5		5		4b	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.1		1.0	0.0	0.5	0.0	0.7	
Prop. Right-Turns	0.0		0.0	0.1	0.0	1.0	0.2	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	7.25		7.25	7.25	7.25	7.25	7.25	

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value	3.20		3.20	3.20	3.20	3.20	3.20	
x, initial	0.25		0.15	0.39	0.02	0.30	0.09	
hd, final value	7.25		7.25	7.25	7.25	7.25	7.25	
x, final value	0.56		0.35	0.81	0.05	0.62	0.22	
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	5.0		5.0		5.0		5.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	474		424	527	272	508	346	
Delay	18.95		13.97	36.83	10.81	20.48	13.20	
LOS	C		B	E	B	C	B	
Approach: Delay	18.95		30.30		19.88		13.20	
LOS	C		D		C		B	
Intersection Delay	23.96							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	06_CUM_PM	Intersection	DRIVER AVE/CHESEBRO RD
Agency/Co.	ATE - D.L.D.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/1/06	Analysis Year	CUMULATIVE
Analysis Time Period	P.M. PEAK HOUR		

Project ID AH BUSINESS PARK #05093

East/West Street: DRIVER AVE - PAL CAM. CYN | North/South Street: CHESEBRO RD

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	20	246	11	215	406	31
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	10	10	465	78	11	20
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	LT	R	LTR	
PHF	1.00		1.00	1.00	1.00	1.00	1.00	
Flow Rate	277		215	437	20	465	109	
% Heavy Vehicles	4		4	4	4	4	4	
No. Lanes	1		2		2		1	
Geometry Group	4b		5		5		4b	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		1.0	0.0	0.5	0.0	0.7	
Prop. Right-Turns	0.0		0.0	0.1	0.0	1.0	0.2	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	8.20		8.20	8.20	8.20	8.20	8.20	

Departure Headway and Service Time

hd, initial value	3.20		3.20	3.20	3.20	3.20	3.20	
x, initial	0.25		0.19	0.39	0.02	0.41	0.10	
hd, final value	8.20		8.20	8.20	8.20	8.20	8.20	
x, final value	0.63		0.49	0.92	0.05	0.92	0.28	
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	5.9		5.9		5.9		5.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	422		436	471	270	499	359	
Delay	24.63		18.57	72.98	11.22	70.66	15.40	
LOS	C		C	F	B	F	C	
Approach: Delay	24.63		55.04		68.21		15.40	
LOS	C		F		F		C	
Intersection Delay	50.87							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	06_CUM_PM	Intersection	DRIVER AVE/CHESEBRO RD
Agency/Co.	ATE - D.L.D.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/1/06	Analysis Year	CUMULATIVE+PROJECT
Analysis Time Period	P.M. PEAK HOUR		

Project ID *AH BUSINESS PARK #05093*

East/West Street: *DRIVER AVE - PAL CAM. CYN* | North/South Street: *CHESEBRO RD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	20	246	11	219	406	31
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	10	10	490	78	11	20
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		L	TR	LT	R	LTR	
PHF	1.00		1.00	1.00	1.00	1.00	1.00	
Flow Rate	277		219	437	20	490	109	
% Heavy Vehicles	4		4	4	4	4	4	
No. Lanes	1		2		2		1	
Geometry Group	4b		5		5		4b	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		1.0	0.0	0.5	0.0	0.7	
Prop. Right-Turns	0.0		0.0	0.1	0.0	1.0	0.2	
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.6	-0.6	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	8.36		8.36	8.36	8.36	8.36	8.36	

Departure Headway and Service Time

hd, initial value	3.20		3.20	3.20	3.20	3.20	3.20	
x, initial	0.25		0.19	0.39	0.02	0.44	0.10	
hd, final value	8.36		8.36	8.36	8.36	8.36	8.36	
x, final value	0.64		0.51	0.94	0.05	0.98	0.28	
Move-up time, m	2.3		2.3		2.3		2.3	
Service Time	6.1		6.1		6.1		6.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	422		430	462	270	498	359	
Delay	25.83		19.47	84.06	11.28	107.84	15.75	
LOS	D		C	F	B	F	C	
Approach: Delay	25.83		62.50		104.05		15.75	
LOS	D		F		F		C	
Intersection Delay	66.32							
Intersection LOS	F							

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*07_EX_AM*	Intersection	*U.S. 101 WB/PALO COMADO CYN*
Agency/Co.	*ATE - D.L.*	Jurisdiction	*CITY OF AGOURA HILLS*
Date Performed	*8/17/2005*	Analysis Year	*EXISTING*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description	*AH BUSINESS PARK #05093*
East/West Street: *U.S. 101 WB RAMPS*	North/South Street: *PALO COMADO CYN*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*30*	*160*	*0*	*0*	*500*	*120*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*30*	*160*	*0*	*0*	*500*	*120*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*70*	*0*	*310*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*70*	*0*	*310*	*0*	*0*	*0*
Percent Heavy Vehicles	*4*	*4*	*4*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*0*	*0*
Configuration	*L*		*TR*			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*		*L*		*TR*			
v (vph)	*30*		*70*		*310*			
C (m) (vph)	*970*		*350*		*880*			
v/c	*0.03*		*0.20*		*0.35*			
95% queue length	*0.10*		*0.75*		*1.62*			
Control Delay	*8.8*		*17.9*		*11.3*			
LOS	*A*		*C*		*B*			
Approach Delay	--	--	*12.5*					
Approach LOS	--	--	*B*					

AWD = 12.2 sec/veh = LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*07_2008_AM*	Intersection	*U.S. 101 WB/PALO COMADO CYN*
Agency/Co.	*ATE - D.L.*	Jurisdiction	*CITY OF AGOURA HILLS*
Date Performed	*8/17/2005*	Analysis Year	*YEAR 2008*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description	*AH BUSINESS PARK #05093*
East/West Street: *U.S. 101 WB RAMPS*	North/South Street: *PALO COMADO CYN*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*32*	*170*	*0*	*0*	*530*	*127*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*32*	*170*	*0*	*0*	*530*	*127*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*74*	*0*	*329*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*74*	*0*	*329*	*0*	*0*	*0*
Percent Heavy Vehicles	*4*	*4*	*4*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*0*	*0*
Configuration	*L*		*TR*			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*		*L*		*TR*			
v (vph)	*32*		*74*		*329*			
C (m) (vph)	*940*		*326*		*869*			
v/c	*0.03*		*0.23*		*0.38*			
95% queue length	*0.11*		*0.87*		*1.82*			
Control Delay	*9.0*		*19.3*		*11.7*			
LOS	*A*		*C*		*B*			
Approach Delay	--	--	*13.1*					
Approach LOS	--	--	*B*					

AWD = 12.8 sec/veh = LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*07_2008+PR_AM*	Intersection	*U.S. 101 WB/PALO COMADO CYN*
Agency/Co.	*ATE - D.L.*	Jurisdiction	*CITY OF AGOURA HILLS*
Date Performed	*8/17/2005*	Analysis Year	*YEAR 2008 + PROJECT*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description	*AH BUSINESS PARK #05093*
East/West Street: *U.S. 101 WB RAMPS*	North/South Street: *PALO COMADO CYN*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*32*	*171*	*0*	*0*	*533*	*127*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*32*	*171*	*0*	*0*	*533*	*127*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*74*	*0*	*354*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*74*	*0*	*354*	*0*	*0*	*0*
Percent Heavy Vehicles	*4*	*4*	*4*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*0*	*0*
Configuration	*L*		*TR*			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*		*L*		*TR*			
v (vph)	*32*		*74*		*354*			
C (m) (vph)	*938*		*326*		*868*			
v/c	*0.03*		*0.23*		*0.41*			
95% queue length	*0.11*		*0.87*		*2.05*			
Control Delay	*9.0*		*19.3*		*12.0*			
LOS	*A*		*C*		*B*			
Approach Delay	--	--	*13.3*					
Approach LOS	--	--	*B*					

AWD = 12.9 sec/veh = LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*07_CUM_AM*	Intersection	*U.S. 101 NB/PALO COMADO CYN*
Agency/Co.	*ATE - D.L.D.*	Jurisdiction	*CITY OF AGOURA HILLS*
Date Performed	*8/1/06*	Analysis Year	*CUMULATIVE*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description	*AH BUSINESS PARK #05093*
East/West Street: *U.S. 101 NB RAMPS*	North/South Street: *PALO COMADO CYN*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*81*	*105*	*0*	*0*	*601*	*126*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*81*	*105*	*0*	*0*	*601*	*126*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*284*	*0*	*403*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*284*	*0*	*403*	*0*	*0*	*0*
Percent Heavy Vehicles	*4*	*4*	*4*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*0*	*0*
Configuration	*L*		*TR*			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*		*L*		*TR*			
v (vph)	*81*		*284*		*403*			
C (m) (vph)	*886*		*267*		*944*			
v/c	*0.09*		*1.06*		*0.43*			
95% queue length	*0.30*		*25.32*		*2.22*			
Control Delay	*9.5*		*246.4*		*11.6*			
LOS	*A*		*F*		*B*			
Approach Delay	--	--	*108.7*					
Approach LOS	--	--	*F*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*07_CUM_AM*	Intersection	*U.S. 101 NB/PALO COMADO CYN*
Agency/Co.	*ATE - D.L.D.*	Jurisdiction	*CITY OF AGOURA HILLS*
Date Performed	*8/1/06*	Analysis Year	*CUMULATIVE+PROJECT*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description *AH BUSINESS PARK #05093*

East/West Street: *U.S. 101 NB RAMPS* | North/South Street: *PALO COMADO CYN*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*81*	*106*	*0*	*0*	*604*	*126*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*81*	*106*	*0*	*0*	*604*	*126*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*284*	*0*	*428*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*284*	*0*	*428*	*0*	*0*	*0*
Percent Heavy Vehicles	*4*	*4*	*4*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*0*	*0*
Configuration	*L*		*TR*			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*		*L*		*TR*			
v (vph)	*81*		*284*		*428*			
C (m) (vph)	*883*		*265*		*943*			
v/c	*0.09*		*1.07*		*0.45*			
95% queue length	*0.30*		*25.93*		*2.47*			
Control Delay	*9.5*		*257.4*		*12.0*			
LOS	*A*		*F*		*B*			
Approach Delay	--	--	*109.9*					
Approach LOS	--	--	*F*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*07_EX_PM*	Intersection	*U.S. 101 WB/PALO COMADO CYN*
Agency/Co.	*ATE - D.L.*	Jurisdiction	*CITY OF AGOURA HILLS*
Date Performed	*8/17/2005*	Analysis Year	*EXISTING*
Analysis Time Period	*P.M. PEAK HOUR*		

Project Description	*AH BUSINESS PARK #05093*
East/West Street: *U.S. 101 WB RAMPS*	North/South Street: *PALO COMADO CYN*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*160*	*170*	*0*	*0*	*420*	*190*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*160*	*170*	*0*	*0*	*420*	*190*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*160*	*0*	*430*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*160*	*0*	*430*	*0*	*0*	*0*
Percent Heavy Vehicles	*4*	*4*	*4*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*0*	*0*
Configuration	*L*		*TR*			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*		*L*		*TR*			
v (vph)	*160*		*160*		*430*			
C (m) (vph)	*979*		*222*		*869*			
v/c	*0.16*		*0.72*		*0.49*			
95% queue length	*0.59*		*6.41*		*2.90*			
Control Delay	*9.4*		*60.1*		*13.2*			
LOS	*A*		*F*		*B*			
Approach Delay	--	--	*25.9*					
Approach LOS	--	--	*D*					

AWD = 22.4 sec/veh = LOS C

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*07_2008_PM*	Intersection	*U.S. 101 WB/PALO COMADO CYN*
Agency/Co.	*ATE - D.L.*	Jurisdiction	*CITY OF AGOURA HILLS*
Date Performed	*8/17/2005*	Analysis Year	*YEAR 2008*
Analysis Time Period	*P.M. PEAK HOUR*		

Project Description	*AH BUSINESS PARK #05093*
East/West Street:	*U.S. 101 WB RAMPS*
North/South Street:	*PALO COMADO CYN*
Intersection Orientation:	*North-South*
Study Period (hrs):	*1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*170*	*180*	*0*	*0*	*445*	*201*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*170*	*180*	*0*	*0*	*445*	*201*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*170*	*0*	*456*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*170*	*0*	*456*	*0*	*0*	*0*
Percent Heavy Vehicles	*4*	*4*	*4*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*0*	*0*
Configuration	*L*		*TR*			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*		*L*		*TR*			
v (vph)	*170*		*170*		*456*			
C (m) (vph)	*949*		*200*		*858*			
v/c	*0.18*		*0.85*		*0.53*			
95% queue length	*0.65*		*10.14*		*3.35*			
Control Delay	*9.6*		*101.9*		*13.9*			
LOS	*A*		*F*		*B*			
Approach Delay	--	--	*37.8*					
Approach LOS	--	--	*E*					

AWD = 31.8 sec/veh = LOS D

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*07_2008+PR_AM*	Intersection	*U.S. 101 WB/PALO COMADO CYN*
Agency/Co.	*ATE - D.L.*	Jurisdiction	*CITY OF AGOURA HILLS*
Date Performed	*8/17/2005*	Analysis Year	*YEAR 2008 + PROJECT*
Analysis Time Period	*P.M. PEAK HOUR*		

Project Description	*AH BUSINESS PARK #05093*		
East/West Street:	*U.S. 101 WB RAMPS*	North/South Street:	*PALO COMADO CYN*
Intersection Orientation:	*North-South*	Study Period (hrs):	*1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*170*	*180*	*0*	*0*	*470*	*201*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*170*	*180*	*0*	*0*	*470*	*201*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*170*	*0*	*460*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*170*	*0*	*460*	*0*	*0*	*0*
Percent Heavy Vehicles	*4*	*4*	*4*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*0*	*0*
Configuration	*L*		*TR*			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*		*L*		*TR*			
v (vph)	*170*		*170*		*460*			
C (m) (vph)	*929*		*193*		*858*			
v/c	*0.18*		*0.88*		*0.54*			
95% queue length	*0.67*		*11.22*		*3.41*			
Control Delay	*9.7*		*119.1*		*14.0*			
LOS	*A*		*F*		*B*			
Approach Delay	--	--	*42.4*					
Approach LOS	--	--	*E*					

AWD = 35.4 sec = LOSE

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*07_CUM_PM*	Intersection	*U.S. 101 NB/PALO COMADO CYN*
Agency/Co.	*ATE - D.L.D.*	Jurisdiction	*CITY OF AGOURA HILLS*
Date Performed	*8/1/06*	Analysis Year	*CUMULATIVE*
Analysis Time Period	*P.M. PEAK HOUR*		

Project Description *AH BUSINESS PARK #05093*

East/West Street: *U.S. 101 NB RAMPS* | North/South Street: *PALO COMADO CYN*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*291*	*217*	*0*	*0*	*623*	*207*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*291*	*217*	*0*	*0*	*623*	*207*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*272*	*0*	*475*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*272*	*0*	*475*	*0*	*0*	*0*
Percent Heavy Vehicles	*4*	*4*	*4*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*0*	*0*
Configuration	*L*		*TR*			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*		*L*		*TR*			
v (vph)	*291*		*272*		*475*			
C (m) (vph)	*811*		*82*		*818*			
v/c	*0.36*		*3.32*		*0.58*			
95% queue length	*1.67*		*99.12*		*4.06*			
Control Delay	*11.9*		*4282*		*15.4*			
LOS	*B*		*F*		*C*			
Approach Delay	--	--	*1569*					
Approach LOS	--	--	*F*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*07_CUM_PM*	Intersection	*U.S. 101 NB/PALO COMADO CYN*
Agency/Co.	*ATE - D.L.D.*	Jurisdiction	*CITY OF AGOURA HILLS*
Date Performed	*8/1/06*	Analysis Year	*CUMULATIVE+PROJECT*
Analysis Time Period	*P.M. PEAK HOUR*		

Project Description	*AH BUSINESS PARK #05093*
East/West Street: *U.S. 101 NB RAMPS*	North/South Street: *PALO COMADO CYN*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*291*	*217*	*0*	*0*	*648*	*207*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*291*	*217*	*0*	*0*	*648*	*207*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*272*	*0*	*479*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*272*	*0*	*479*	*0*	*0*	*0*
Percent Heavy Vehicles	*4*	*4*	*4*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*0*	*0*
Configuration	*L*		*TR*			

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*		*L*		*TR*			
v (vph)	*291*		*272*		*479*			
C (m) (vph)	*793*		*78*		*818*			
v/c	*0.37*		*3.49*		*0.59*			
95% queue length	*1.73*		*101.04*		*4.14*			
Control Delay	*12.2*		*4592*		*15.6*			
LOS	*B*		*F*		*C*			
Approach Delay	--	--	*1673*					
Approach LOS	--	--	*F*					

AWD = 36.9 sec = LOS E

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	08_EX_AM	Intersection	U.S. 101 SB RAMPS/DOROTHY DR
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/17/2005	Analysis Year	EXISTING
Analysis Time Period	A.M. PEAK HOUR		

Project ID AH BUSINESS PARK #05093

East/West Street: U.S. 101 SB RAMPS | North/South Street: DOROTHY DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	90	60	70	20	10	40
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	90	330	30	50	130	70
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LT	R
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	220		70		450		180	70
% Heavy Vehicles	4		4		4		4	0
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4		0.3		0.2		0.3	0.0
Prop. Right-Turns	0.3		0.6		0.1		0.0	1.0
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-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	5.87		5.87		5.87		5.87	5.87

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.20		0.06		0.40		0.16	0.06
hd, final value	5.87		5.87		5.87		5.87	5.87
x, final value	0.36		0.12		0.67		0.31	0.10
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	3.9		3.9		3.9		3.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	470		320		653		430	320
Delay	12.15		9.88		19.22		11.71	8.60
LOS	B		A		C		B	A
Approach: Delay	12.15		9.88		19.22		10.84	
LOS	B		A		C		B	
Intersection Delay	14.87							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*08_2008_AM*
Agency/Co.	*ATE - D.L.*
Date Performed	*8/17/2005*
Analysis Time Period	*A.M. PEAK HOUR*

Site Information

Intersection	*U.S. 101 SB RAMPS/DOROTHY DR*
Jurisdiction	*CITY OF AGOURA HILLS*
Analysis Year	*YEAR 2008*

Project ID *AH BUSINESS PARK #05093*

East/West Street: *U.S. 101 SB RAMPS* | North/South Street: *DOROTHY DRIVE*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	*95*	*64*	*74*	*21*	*11*	*42*
%Thrus Left Lane	*50*			*50*		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	*95*	*350*	*32*	*53*	*138*	*74*
%Thrus Left Lane	*50*			*50*		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LTR*		*LTR*		*LTR*		*LT*	*R*
PHF	*1.00*		*1.00*		*1.00*		*1.00*	*1.00*
Flow Rate	*233*		*74*		*477*		*191*	*74*
% Heavy Vehicles	*4*		*4*		*4*		*4*	*0*
No. Lanes	*1*		*1*		*1*		*2*	
Geometry Group	*2*		*2*		*4a*		*5*	
Duration, T	*1.00*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.4*		*0.3*		*0.2*		*0.3*	*0.0*
Prop. Right-Turns	*0.3*		*0.6*		*0.1*		*0.0*	*1.0*
Prop. Heavy Vehicle								
hLT-adj	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.5*	*0.5*
hRT-adj	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-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	*6.04*		*6.04*		*6.04*		*6.04*	*6.04*

Departure Headway and Service Time

hd, initial value	*3.20*		*3.20*		*3.20*		*3.20*	*3.20*
x, initial	*0.21*		*0.07*		*0.42*		*0.17*	*0.07*
hd, final value	*6.04*		*6.04*		*6.04*		*6.04*	*6.04*
x, final value	*0.39*		*0.13*		*0.73*		*0.34*	*0.11*
Move-up time, m	*2.0*		*2.0*		*2.0*		*2.3*	
Service Time	*4.0*		*4.0*		*4.0*		*4.0*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	*483*		*324*		*640*		*441*	*324*
Delay	*12.90*		*10.22*		*22.88*		*12.31*	*8.83*
LOS	*B*		*B*		*C*		*B*	*A*
Approach: Delay	*12.90*		*10.22*		*22.88*		*11.34*	
LOS	*B*		*B*		*C*		*B*	
Intersection Delay	*16.85*							
Intersection LOS	*C*							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	08_2008+PR_AM	Intersection	U.S. 101 SB RAMPS/DOROTHY DR
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/17/2005	Analysis Year	YEAR 2008 + PROJECT
Analysis Time Period	A.M. PEAK HOUR		

Project ID AH BUSINESS PARK #05093

East/West Street: U.S. 101 SB RAMPS | North/South Street: DOROTHY DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	95	64	74	21	11	42
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	95	353	32	53	138	74
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LT	R
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	233		74		480		191	74
% Heavy Vehicles	4		4		4		4	0
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4		0.3		0.2		0.3	0.0
Prop. Right-Turns	0.3		0.6		0.1		0.0	1.0
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-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	6.05		6.05		6.05		6.05	6.05

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.21		0.07		0.43		0.17	0.07
hd, final value	6.05		6.05		6.05		6.05	6.05
x, final value	0.39		0.13		0.73		0.34	0.11
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	4.0		4.0		4.0		4.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	483		324		640		441	324
Delay	12.92		10.24		23.23		12.32	8.84
LOS	B		B		C		B	A
Approach: Delay	12.92		10.24		23.23		11.35	
LOS	B		B		C		B	
Intersection Delay	17.04							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	08_CUM_AM	Intersection	U.S. 101 SB RAMPS/DOROTHY DR
Agency/Co.	ATE - D.L.D.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/1/06	Analysis Year	CUMULATIVE
Analysis Time Period	A.M. PEAK HOUR		

Project ID AH BUSINESS PARK #05093

East/West Street: U.S. 101 SB RAMPS | North/South Street: DOROTHY DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	107	60	205	20	10	40
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	102	348	127	50	167	78
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LT	R
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	372		70		577		217	78
% Heavy Vehicles	4		4		4		4	0
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.3		0.3		0.2		0.2	0.0
Prop. Right-Turns	0.6		0.6		0.2		0.0	1.0
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-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	6.53		6.53		6.53		6.53	6.53

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.33		0.06		0.51		0.19	0.07
hd, final value	6.53		6.53		6.53		6.53	6.53
x, final value	0.67		0.15		0.99		0.45	0.14
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	4.5		4.5		4.5		4.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	540		320		582		467	328
Delay	22.80		11.90		106.50		15.97	10.23
LOS	C		B		F		C	B
Approach: Delay	22.80		11.90		106.50		14.45	
LOS	C		B		F		B	
Intersection Delay	57.10							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	*08_CUM_AMPR*	Intersection	*U.S. 101 SB RAMPS/DOROTHY DR*
Agency/Co.	*ATE - D.L.D.*	Jurisdiction	*CITY OF AGOURA HILLS*
Date Performed	*8/1/06*	Analysis Year	*CUMULATIVE + PROJECT*
Analysis Time Period	*A.M. PEAK HOUR*		

Project ID *AH BUSINESS PARK #05093*

East/West Street: *U.S. 101 SB RAMPS* | North/South Street: *DOROTHY DRIVE*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	*107*	*60*	*205*	*20*	*10*	*40*
%Thrus Left Lane	*50*			*50*		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	*102*	*351*	*127*	*50*	*167*	*78*
%Thrus Left Lane	*50*			*50*		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LTR*		*LTR*		*LTR*		*LT*	*R*
PHF	*1.00*		*1.00*		*1.00*		*1.00*	*1.00*
Flow Rate	*372*		*70*		*580*		*217*	*78*
% Heavy Vehicles	*4*		*4*		*4*		*4*	*0*
No. Lanes	*1*		*1*		*1*		*2*	
Geometry Group	*2*		*2*		*4a*		*5*	
Duration, T	*1.00*							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	*0.3*		*0.3*		*0.2*		*0.2*	*0.0*
Prop. Right-Turns	*0.6*		*0.6*		*0.2*		*0.0*	*1.0*
Prop. Heavy Vehicle								
hLT-adj	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.2*	*0.5*	*0.5*
hRT-adj	*-0.6*	*-0.6*	*-0.6*	*-0.6*	*-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	*6.54*		*6.54*		*6.54*		*6.54*	*6.54*

Departure Headway and Service Time

hd, initial value	*3.20*		*3.20*		*3.20*		*3.20*	*3.20*
x, initial	*0.33*		*0.06*		*0.52*		*0.19*	*0.07*
hd, final value	*6.54*		*6.54*		*6.54*		*6.54*	*6.54*
x, final value	*0.68*		*0.15*		*1.00*		*0.45*	*0.14*
Move-up time, m	*2.0*		*2.0*		*2.0*		*2.3*	
Service Time	*4.5*		*4.5*		*4.5*		*4.5*	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	*540*		*320*		*582*		*467*	*328*
Delay	*22.90*		*11.92*		*111.91*		*16.00*	*10.25*
LOS	*C*		*B*		*F*		*C*	*B*
Approach: Delay	*22.90*		*11.92*		*111.91*		*14.48*	
LOS	*C*		*B*		*F*		*B*	
Intersection Delay	*59.63*							
Intersection LOS	*F*							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	08_EX_PM	Intersection	U.S. 101 SB RAMPS/DOROTHY DR
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/17/2005	Analysis Year	EXISTING
Analysis Time Period	P.M. PEAK HOUR		

Project ID AH BUSINESS PARK #05093

East/West Street: U.S. 101 SB RAMPS | North/South Street: DOROTHY DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	100	60	60	20	70	20
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	50	310	70	40	80	70
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LT	R
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	220		110		430		120	70
% Heavy Vehicles	4		4		4		4	0
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.2		0.1		0.3	0.0
Prop. Right-Turns	0.3		0.2		0.2		0.0	1.0
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-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	5.80		5.80		5.80		5.80	5.80

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.20		0.10		0.38		0.11	0.06
hd, final value	5.80		5.80		5.80		5.80	5.80
x, final value	0.35		0.18		0.64		0.21	0.10
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	3.8		3.8		3.8		3.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	470		360		654		370	320
Delay	11.98		10.41		17.57		10.75	8.73
LOS	B		B		C		B	A
Approach: Delay	11.98		10.41		17.57		10.01	
LOS	B		B		C		B	
Intersection Delay	13.93							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	08_2008_PM	Intersection	U.S. 101 SB RAMPS/DOROTHY DR
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/17/2005	Analysis Year	YEAR 2008
Analysis Time Period	P.M. PEAK HOUR		

Project ID AH BUSINESS PARK #05093

East/West Street: U.S. 101 SB RAMPS | North/South Street: DOROTHY DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	106	64	64	21	74	21
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	53	329	74	42	85	74
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LT	R
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	234		116		456		127	74
% Heavy Vehicles	4		4		4		4	0
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.2		0.1		0.3	0.0
Prop. Right-Turns	0.3		0.2		0.2		0.0	1.0
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-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	5.96		5.96		5.96		5.96	5.96

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.21		0.10		0.41		0.11	0.07
hd, final value	5.96		5.96		5.96		5.96	5.96
x, final value	0.39		0.20		0.69		0.23	0.11
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	4.0		4.0		4.0		4.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	484		366		641		377	324
Delay	12.73		10.82		20.44		11.16	8.98
LOS	B		B		C		B	A
Approach: Delay	12.73		10.82		20.44		10.36	
LOS	B		B		C		B	
Intersection Delay	15.53							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	08_2008+PR_PM	Intersection	U.S. 101 SB RAMPS/DOROTHY DR
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/17/2005	Analysis Year	YEAR 2008 + PROJECT
Analysis Time Period	P.M. PEAK HOUR		

Project ID AH BUSINESS PARK #05093

East/West Street: U.S. 101 SB RAMPS | North/South Street: DOROTHY DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	106	64	64	21	74	21
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	53	353	74	42	85	74
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LT	R
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	234		116		480		127	74
% Heavy Vehicles	4		4		4		4	0
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.2		0.1		0.3	0.0
Prop. Right-Turns	0.3		0.2		0.2		0.0	1.0
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-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	6.05		6.05		6.05		6.05	6.05

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.21		0.10		0.43		0.11	0.07
hd, final value	6.05		6.05		6.05		6.05	6.05
x, final value	0.39		0.20		0.73		0.23	0.12
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	4.0		4.0		4.0		4.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	484		366		641		377	324
Delay	12.95		10.96		22.96		11.26	9.06
LOS	B		B		C		B	A
Approach: Delay	12.95		10.96		22.96		10.45	
LOS	B		B		C		B	
Intersection Delay	16.90							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	08_CUM_PM	Intersection	U.S. 101 SB RAMPS/DOROTHY DR
Agency/Co.	ATE - D.L.D	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/1/06	Analysis Year	CUMULATIVE
Analysis Time Period	P.M. PEAK HOUR		

Project ID AH BUSINESS PARK #05093

East/West Street: U.S. 101 SB RAMPS | North/South Street: DOROTHY DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	171	60	125	20	70	20
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	74	417	258	40	92	77
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LT	R
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	356		110		749		132	77
% Heavy Vehicles	4		4		4		4	0
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.2		0.1		0.3	0.0
Prop. Right-Turns	0.4		0.2		0.3		0.0	1.0
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-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	6.64		6.64		6.64		6.64	6.64

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.32		0.10		0.67		0.12	0.07
hd, final value	6.64		6.64		6.64		6.64	6.64
x, final value	0.66		0.23		1.25		0.28	0.14
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	4.6		4.6		4.6		4.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	533		360		749		382	327
Delay	22.12		12.68		494.91		13.19	10.43
LOS	C		B		F		B	B
Approach: Delay	22.12		12.68		494.91		12.17	
LOS	C		B		F		B	
Intersection Delay	268.61							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	08_CUM_PM	Intersection	U.S. 101 SB RAMPS/DOROTHY DR
Agency/Co.	ATE - D.L.D	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/1/06	Analysis Year	CUMULATIVE+PROJECT
Analysis Time Period	P.M. PEAK HOUR		

Project ID AH BUSINESS PARK #05093

East/West Street: U.S. 101 SB RAMPS | North/South Street: DOROTHY DRIVE

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume	171	60	125	20	70	20
%Thrus Left Lane	50			50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume	74	441	258	40	92	77
%Thrus Left Lane	50			50		

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LT	R
PHF	1.00		1.00		1.00		1.00	1.00
Flow Rate	356		110		773		132	77
% Heavy Vehicles	4		4		4		4	0
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.2		0.1		0.3	0.0
Prop. Right-Turns	0.4		0.2		0.3		0.0	1.0
Prop. Heavy Vehicle								
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6	-0.6	-0.6	-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	6.64		6.64		6.64		6.64	6.64

Departure Headway and Service Time

hd, initial value	3.20		3.20		3.20		3.20	3.20
x, initial	0.32		0.10		0.69		0.12	0.07
hd, final value	6.64		6.64		6.64		6.64	6.64
x, final value	0.66		0.23		1.30		0.28	0.14
Move-up time, m	2.0		2.0		2.0		2.3	
Service Time	4.6		4.6		4.6		4.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity	533		360		773		382	327
Delay	22.12		12.68		566.79		13.19	10.43
LOS	C		B		F		B	B
Approach: Delay	22.12		12.68		566.79		12.17	
LOS	C		B		F		B	
Intersection Delay	310.73							
Intersection LOS	F							

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	09_EX_AM	Intersection	PALO COMADO CYN/CHESEBRO RD
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/17/2005	Analysis Year	EXISTING
Analysis Time Period	A.M. PEAK HOUR		

Project Description: AH BUSINESS PARK #05093

East/West Street: CHESBRO | North/South Street: PALO COMADO CYN/CHESEBRO RD

Intersection Orientation: North-South | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	20	80	0	0	140	360
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	20	80	0	0	140	360
Percent Heavy Vehicles	4	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration	LT				T	R
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	120	0	20
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	120	0	20
Percent Heavy Vehicles	4	4	4	4	0	4
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	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	20						140	
C (m) (vph)	1054						733	
v/c	0.02						0.19	
95% queue length	0.06						0.71	
Control Delay	8.5						11.1	
LOS	A						B	
Approach Delay	--	--					11.1	
Approach LOS	--	--					B	

AWD = 10.8 sec/veh = LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*09_2008_AM*	Intersection	*PALO COMADO CYN/CHESEBRO RD*
Agency/Co.	*ATE - D.L.*	Jurisdiction	*CITY OF AGOURA HILLS*
Date Performed	*8/17/2005*	Analysis Year	*YEAR 2008*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description	*AH BUSINESS PARK #05093*
East/West Street: *CHESBRO*	North/South Street: *PALO COMADO CYN/CHESEBRO RD*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*21*	*85*	*0*	*0*	*148*	*382*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*21*	*85*	*0*	*0*	*148*	*382*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*127*	*0*	*21*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*127*	*0*	*21*
Percent Heavy Vehicles	*4*	*4*	*4*	*4*	*0*	*4*
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	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (vph)	*21*						*148*	
C (m) (vph)	*1027*						*718*	
v/c	*0.02*						*0.21*	
95% queue length	*0.06*						*0.78*	
Control Delay	*8.6*						*11.3*	
LOS	*A*						*B*	
Approach Delay	--	--					*11.3*	
Approach LOS	--	--					*B*	

AWD = 11.0 sec/veh = LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*09_2008+PR_AM*	Intersection	*PALO COMADO CYN/CHESEBRO RD*
Agency/Co.	*ATE - D.L.*	Jurisdiction	*CITY OF AGOURA HILLS*
Date Performed	*8/17/2005*	Analysis Year	*YEAR 2008 + PROJECT*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description *AH BUSINESS PARK #05093*

East/West Street: *CHESBRO* | North/South Street: *PALO COMADO CYN/CHESEBRO RD*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*21*	*86*	*0*	*0*	*148*	*385*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*21*	*86*	*0*	*0*	*148*	*385*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*127*	*0*	*21*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*127*	*0*	*21*
Percent Heavy Vehicles	*4*	*4*	*4*	*4*	*0*	*4*
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	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (vph)	*21*						*148*	
C (m) (vph)	*1025*						*717*	
v/c	*0.02*						*0.21*	
95% queue length	*0.06*						*0.78*	
Control Delay	*8.6*						*11.3*	
LOS	*A*						*B*	
Approach Delay	--	--					*11.3*	
Approach LOS	--	--					*B*	

AWD = 10.9 - LOS B

AGOURA VILLAGE SPECIFIC PLAN #05014 #08PM_MIT

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *N.A.*

TIME PERIOD: *P.M. PEAK HOUR* *MITIGATED WITH SIGNAL*

N/S STREET: *DOROTHY DRIVE*

E/W STREET: *U.S. 101 SOUTHBOUND RAMPS*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	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	74	442	258	40	98	77	171	60	125	20	70	20
(B) PROJECT	0	26	0	0	0	0	0	0	0	0	0	0

GEOMETRICS

FUTURE GEOMETRICS	NORTH BOUND LTR	SOUTH BOUND LT R	EAST BOUND LTR	WEST BOUND LTR

TRAFFIC SCENARIOS

SCENARIO 1: CUMULATIVE (A)

SCENARIO 2: CUMULATIVE+PROJECT (A+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	SCENARIO VOLUMES 2	SCENARIO V/C RATIOS 1	SCENARIO V/C RATIOS 2
NBL	0	0	74	74	0.00	0.00
NBT	1	1600	442	468	0.48 *	0.50 *
NBR	0	0	258	258	0.00	0.00
SBL	0	0	40	40	0.00 *	0.00 *
SBT	1	1600	98	98	0.09	0.09
SBR	1	1600	77	77	0.05	0.05
EBL	0	1600	171	171	0.11	0.11
EBT	1	1600	60	60	0.12 *	0.12 *
EBR	0	0	125	125	0.00	0.00
WBL	0	0	20	20	0.00	0.00
WBT	1	1600	70	70	0.07 *	0.07 *
WBR	0	0	20	20	0.00	0.00
					0.05	0.05
		INTERSECTION CAPACITY UTILIZATION:			0.72	0.74
		LEVEL OF SERVICE:			C	C

NOTES:

05/17/07

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*09_CUM_AM*	Intersection	*PALO COMADO CYN/CHESEBRO RD*
Agency/Co.	*ATE - D.L.D.*	Jurisdiction	*CITY OF AGOURA HILLS*
Date Performed	*8/1/06*	Analysis Year	*CUMULATIVE*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description	*AH BUSINESS PARK #05093*
East/West Street: *CHESBRO*	North/South Street: *PALO COMADO CYN/CHESEBRO RD*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*31*	*117*	*0*	*0*	*253*	*379*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*31*	*117*	*0*	*0*	*253*	*379*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*124*	*0*	*55*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*124*	*0*	*55*
Percent Heavy Vehicles	*4*	*4*	*4*	*4*	*0*	*4*
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	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (vph)	*31*						*179*	
C (m) (vph)	*941*						*612*	
v/c	*0.03*						*0.29*	
95% queue length	*0.10*						*1.23*	
Control Delay	*9.0*						*13.3*	
LOS	*A*						*B*	
Approach Delay	--	--					*13.3*	
Approach LOS	--	--					*B*	

AWD = 12.7 sec/veh = LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	09_CUM_AM	Intersection	PALO COMADO CYN/CHESEBRO RD
Agency/Co.	ATE - D.L.D.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/1/06	Analysis Year	CUMULATIVE+PROJECT
Analysis Time Period	A.M. PEAK HOUR		

Project Description: AH BUSINESS PARK #05093

East/West Street: CHESBRO | North/South Street: PALO COMADO CYN/CHESEBRO RD

Intersection Orientation: North-South | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	31	118	0	0	253	382
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	31	118	0	0	253	382
Percent Heavy Vehicles	4	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration	LT				T	R
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	124	0	55
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	124	0	55
Percent Heavy Vehicles	4	4	4	4	0	4
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	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	31						179	
C (m) (vph)	939						611	
v/c	0.03						0.29	
95% queue length	0.10						1.24	
Control Delay	9.0						13.3	
LOS	A						B	
Approach Delay	--	--				13.3		
Approach LOS	--	--				B		

AWD = 12.7 sec/veh = LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*09_EX_PM*	Intersection	*PALO COMADO CYN/CHESEBRO RD*
Agency/Co.	*ATE - D.L.*	Jurisdiction	*CITY OF AGOURA HILLS*
Date Performed	*8/17/2005*	Analysis Year	*EXISTING*
Analysis Time Period	*P.M. PEAK HOUR*		

Project Description *AH BUSINESS PARK #05093*

East/West Street: *CHESBRO* | North/South Street: *PALO COMADO CYN/CHESEBRO RD*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*30*	*170*	*0*	*0*	*200*	*380*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*30*	*170*	*0*	*0*	*200*	*380*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*190*	*0*	*40*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*190*	*0*	*40*
Percent Heavy Vehicles	*4*	*4*	*4*	*4*	*0*	*4*
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	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (vph)	*30*						*230*	
C (m) (vph)	*984*						*594*	
v/c	*0.03*						*0.39*	
95% queue length	*0.09*						*1.88*	
Control Delay	*8.8*						*14.9*	
LOS	*A*						*B*	
Approach Delay	--	--					*14.9*	
Approach LOS	--	--					*B*	

AWD = 14.2 sec/veh = LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	09_2008_PM	Intersection	PALO COMADO CYN/CHESEBRO RD
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/17/2005	Analysis Year	YEAR 2008
Analysis Time Period	P.M. PEAK HOUR		

Project Description: AH BUSINESS PARK #05093

East/West Street: CHESBRO | North/South Street: PALO COMADO CYN/CHESEBRO RD

Intersection Orientation: North-South | Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	32	180	0	0	212	403
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	32	180	0	0	212	403
Percent Heavy Vehicles	4	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration	LT				T	R
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	201	0	42
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	201	0	42
Percent Heavy Vehicles	4	4	4	4	0	4
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	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	32						243	
C (m) (vph)	955						574	
v/c	0.03						0.42	
95% queue length	0.10						2.17	
Control Delay	8.9						15.9	
LOS	A						C	
Approach Delay	--	--					15.9	
Approach LOS	--	--					C	

AWD = 15.1 sec/veh = LOS C

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	09_2008+PR_PM	Intersection	PALO COMADO CYN/CHESEBRO RD
Agency/Co.	ATE - D.L.	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	8/17/2005	Analysis Year	YEAR 2008 + PROJECT
Analysis Time Period	P.M. PEAK HOUR		

Project Description	AH BUSINESS PARK #05093
East/West Street:	CHESBRO
North/South Street:	PALO COMADO CYN/CHESEBRO RD
Intersection Orientation:	North-South
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	32	180	0	0	213	427
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	32	180	0	0	213	427
Percent Heavy Vehicles	4	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	1
Configuration	LT				T	R
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	201	0	42
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	201	0	42
Percent Heavy Vehicles	4	4	4	4	0	4
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	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	32						243	
C (m) (vph)	935						573	
v/c	0.03						0.42	
95% queue length	0.11						2.18	
Control Delay	9.0						15.9	
LOS	A						C	
Approach Delay	--	--					15.9	
Approach LOS	--	--					C	

AWD = 15.1 sec = LOS C

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*09_CUM_PM*	Intersection	*PALO COMADO CYN/CHESEBRO RD*
Agency/Co.	*ATE - D.L.D.*	Jurisdiction	*CITY OF AGOURA HILLS*
Date Performed	*8/1/06*	Analysis Year	*CUMULATIVE*
Analysis Time Period	*P.M. PEAK HOUR*		

Project Description	*AH BUSINESS PARK #05093*
East/West Street: *CHESBRO*	North/South Street: *PALO COMADO CYN/CHESEBRO RD*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*82*	*237*	*0*	*0*	*286*	*459*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*82*	*237*	*0*	*0*	*286*	*459*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*198*	*0*	*59*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*198*	*0*	*59*
Percent Heavy Vehicles	*4*	*4*	*4*	*4*	*0*	*4*
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	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (vph)	*82*						*257*	
C (m) (vph)	*854*						*420*	
v/c	*0.10*						*0.61*	
95% queue length	*0.32*						*4.48*	
Control Delay	*9.7*						*26.8*	
LOS	*A*						*D*	
Approach Delay	--	--					*26.8*	
Approach LOS	--	--					*D*	

AWD = 22.7 sec/veh = LOS C

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*09_CUM_PM*	Intersection	*PALO COMADO CYN/CHESEBRO RD*
Agency/Co.	*ATE - D.L.D.*	Jurisdiction	*CITY OF AGOURA HILLS*
Date Performed	*8/1/06*	Analysis Year	*CUMULATIVE+PROJECT*
Analysis Time Period	*P.M. PEAK HOUR*		

Project Description *AH BUSINESS PARK #05093*

East/West Street: *CHESBRO* | North/South Street: *PALO COMADO CYN/CHESEBRO RD*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*82*	*237*	*0*	*0*	*287*	*483*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*82*	*237*	*0*	*0*	*287*	*483*
Percent Heavy Vehicles	*4*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*198*	*0*	*59*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*198*	*0*	*59*
Percent Heavy Vehicles	*4*	*4*	*4*	*4*	*0*	*4*
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	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*						*LR*	
v (vph)	*82*						*257*	
C (m) (vph)	*836*						*418*	
v/c	*0.10*						*0.61*	
95% queue length	*0.33*						*4.53*	
Control Delay	*9.8*						*27.1*	
LOS	*A*						*D*	
Approach Delay	--	--					*27.1*	
Approach LOS	--	--					*D*	

AWD = 22.9 sec = LOS C

Appendix F

Noise

NOISE IMPACT ANALYSIS

AGOURA HILLS BUSINESS PARK PROJECT

CITY OF AGOURA HILLS, CALIFORNIA

Prepared for:

Komar Investments, LLC.
Attn: Greg Alekian
23 Corporate Plaza, Suite 247
Newport Beach, CA 92660

Date:

September 13, 2006

Project No: P06-079

NOISE SETTING

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally considered to be unwanted sound. Sound is characterized by various parameters that describe the rate of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level or energy content of a given sound. In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level.

The decibel (dB) scale is used to quantify sound pressure levels. Although decibels are most commonly associated with sound, "dB" is a generic descriptor that is equal to ten times the logarithmic ratio of any physical parameter versus some reference quantity. For sound, the reference level is the faintest sound detectable by a young person with good auditory acuity.

Since the human ear is not equally sensitive to all sound frequencies within the entire auditory spectrum, human response is factored into sound descriptions by weighting sounds within the range of maximum human sensitivity more heavily in a process called "A-weighting," written as dB(A). Any further reference in this discussion to decibels written as "dB" should be understood to be A-weighted.

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called LEQ), or alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period. Finally, because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Ldn (day-night) or the Community Noise Equivalent Level (CNEL). The CNEL metric has gradually replaced the Ldn factor, but the two descriptors are essentially identical.

An interior CNEL of 45 dB is mandated by state law for multiple family dwellings, and is considered a desirable interior noise exposure for single-family dwelling units as well. Since typical noise attenuation within residential structures may range from 10 to 25 dB, depending on door and window positions, an exterior noise exposure of 55 to 70 dBA CNEL or Ldn is typically the design exterior noise exposure for new residential dwellings in California that meets a 45 dB interior goal.

CNEL-based noise standards generally apply to sources preempted from local control such as motor vehicles, aircraft, trains, etc. They focus more on the land use authority of a jurisdiction related to siting a use in a given noise environment rather than control of the source itself. CNELs are the noise metric that is required for use in the Noise Element of the General Plan. Authority of the adoption of a Noise Element and implementation of noise/land use compatibility standards derives from the California Public Resources Code. The City of Agoura Hills encourages siting of residential uses in noise environments of less than 60 dBA CNEL. If attainment of this optimum exposure is not feasible, noise exposure of up to 65 dBA CNEL are considered acceptable after the application of all reasonable mitigation. Light industrial parks have no exterior noise standards that would preclude locating such uses in an elevated noise environment near the US101 Freeway.

For "stationary" noise sources such as a light industrial/office park, the City does have legal authority to establish noise performance standards designed to not adversely impact adjoining uses. These standards are articulated in the City's Municipal Code. These standards recognize the varying noise sensitivity of both transmitting and receiving land uses. The property line noise performance standards are structured according to land use and time-of-day.

NOISE STANDARDS

The noise standards used in Agoura Hills are based upon the standards in the Los Angeles County Noise Ordinance. The daytime standard for all residential use is 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. The noise standard from 10 p.m. to 7 a.m. for residential properties is 50 dBA. These standards are not to be exceeded for more than 15 minutes in any hour at any residential property. Short-term excursions above the standards are allowed with the following durations and noise levels:

Duration	**7 a.m. – 10 p.m.**	**10 p.m. – 7 a.m.**
No more than 15 minutes	55 dBA	50 dBA
No more than 10 minutes	60 dBA	55 dBA
No more than 5 minutes	65 dBA	60 dBA
No more than 1 minute	70 dBA	65 dBA
At any time	75 dBA	70 dBA

If baseline levels exceed these limits as they might in close proximity to the freeway, the applicable standard is adjusted upward to match the background. New noise sources are therefore not held to a standard that is more stringent than the noise levels that exist without the project.

BACKGROUND LEVELS

Extended noise measurements were made on an adjacent property as part of the noise impact analysis for the Kanan Road/US101 interchange improvement (2003). The measured noise level at 450 feet north of US101 was 70 dB CNEL. This distance corresponds to the southernmost portion of the proposed project. Because of the logarithmic relationship between decibels and traffic volumes, it requires a very large change in volumes to create only a limited change in decibels. The change from the previous measurements until today is less than 1 dB. Current noise levels along the southern site boundary are therefore around 71-72 dB CNEL. This value is consistent with the General Plan Noise Element which shows freeway traffic noise levels of 65-75 dB CNEL traversing the project site. With increasing distance, and additional spreading loss between the southern and northern site boundary is approximately 8 dB. The estimated noise exposure at the nearest apartments north of the site is in the low 60 dB CNEL range. Baseline noise levels at the closest apartments are therefore higher than the "stationary" source noise standard in Section 9656.2 of the Municipal Code. Because of elevated freeway background noise, any project activity noise generation would be held to a slightly less stringent standard than if the project were proposed to be built in a pristine acoustic environment.

NOISE IMPACTS

The proposed project may impact the area acoustic environment through on-site noise generation and through site-related traffic. On-site noise generation is regulated by ordinance. The City of Agoura Hills noise ordinance applies to on-site noise generation. Control of traffic noise from vehicles operating on public streets is pre-empted by state or federal regulation. A substantial increase in noise levels, however, would be considered a significant impact under CEQA even if the City of Agoura Hills has no specific authority to regulate the amount of noise generated by individual vehicles. Traffic noise is generally referenced to the CNEL metric.

A "substantial" increase is not defined under CEQA guidelines. Typically, substantial is taken to mean an increase that is clearly perceptible to an average person. Increases of +1.5 dB or less are imperceptible even under laboratory conditions. The consensus in most noise analyses is that a +3 dB increase is clearly perceptible. A +1.5 dB increase in traffic noise, however, requires a 40 percent increase in on-road traffic. The proposed project will not individually create a 40 percent increase in traffic volumes on Canwood, plus there is a substantial additional freeway background noise level that will further mask any project-specific impacts. The proposed project will generate approximately 800 daily trips from combined light industrial and office uses. The traffic split will be approximately two-thirds westward toward Kanan Road, and one-third eastward toward Chesebro Road. The incremental noise contribution due to Canwood Street traffic alone at 50 feet from the centerline is as follows (dB CNEL):

Location	Existing ADT	Existing CNEL	w/Proj. ADT	w/Proj. CNEL
West of Site	8500	67.1	9032	67.4
East of Site	5300	65.1	5526	65.3

Project traffic will change the ambient noise level by +0.3 dB or less. This small increment will be further masked by the background freeway noise along Canwood Street. The project increment will be undetectable. Any project-related noise impact would therefore only possibly derive from site operations or internal traffic. Off-site roadway noise impacts are not further evaluated.

On-Site Operational Noise Impacts

Noise from on-site operations could derive from light industrial manufacturing activities that involved noisy equipment or processes. It is not possible to anticipate every type of activity that might locate within the park, except to note that the project's projected client base will likely be clean and quiet research & development park occupants. Heavy manufacturing is specifically prohibited by zoning. Light manufacturing will be indoors. Possible indoor noise levels of 80 dB in a light manufacturing environment would be reduced to 55 dB by normal structural attenuation with closed doors. Additional attenuation by spreading losses would produce a

property line noise level of 45-50 dBA at the closest off-site homes if noise generation were semi-continuous over an extended period of time. The closest proposed project buildings to off-site residences (Buildings 5 & 6), have no vehicular access or regular door openings along the rear of the buildings adjacent to the homes. Project traffic noise will be shielded by Buildings 5 and 6 with only a narrow gap between the buildings housing the trash enclosure. Any open doors during work days would face away from the off-site apartments to the north. Noise from operational activities (light manufacturing) would not exceed the daytime residential noise standard of 55 dBA with a large margin of safety.

Erection of on-site structures will have a noise reduction benefit by creating a noise wall that will close the noise path that currently exists between the homes and the freeway as noise funnels between the developments on either side of the proposed project. The benefit will be greater for downstairs patios rather than for upstairs windows. The noise reduction from a building is from 5-10 dB compared to a direct line of sight. With the site lay-out directing any operational activity noise south toward the freeway and with the creation of a *de facto* sound-wall by on-site buildings, post-project noise exposure at the nearest apartments will probably be slightly lower than for pre-project conditions.

On-Site Traffic Noise Impact

The movement of vehicles within the northernmost drive aisle may be occasionally audible at the closest homes, but the number of vehicles traveling within the site will be small. Trucks are much noisier than cars. However, there will be only a limited number of trucks in the northern driveway. Any trucks in the northern driveway will generally not be 18-wheelers, but rather 2-axle, 6-tire short-bed delivery trucks because of limited turn-around space for large trucks. At their point of closest approach, vehicles in front of Buildings 5 or 6 may be 100 feet from the nearest usable residential space, and shielded by the buildings themselves.

Peak hourly traffic in the northern drive aisle would be perhaps 25 cars per hour, with 1 or 2 light trucks per hour. With building shielding, on-site traffic noise will be approximately 40 dB at the nearest apartment. The total vehicle noise signature from the closest drive aisle traffic at the nearest residence will be far below the 60 dB level that characterizes existing freeway noise conditions. Traffic noise impacts are not considered significant because they do not exceed noise levels already existing during pre-project conditions. Traffic noise will not have a significant noise impact at the closest existing residences.

Stationary Source Noise Impact

Non-residential uses require use of mechanical equipment for heating or air conditioning, and some light industrial operations could use air compressors, sprayers or other mechanical operations. The reference noise level for packaged unit air conditioning is approximately 55 dBA at 50 feet if multiple units operate simultaneously. Condensers for split systems are somewhat quieter. Under line of sight conditions, mechanical equipment could exceed the daytime noise standard to approximately 50 feet from the equipment and considerably farther at

night. In order to insure that mechanical equipment noise does not impact adjacent residences, the following mitigation measures are recommended:

- Light industrial equipment such as compressors, sprayers or powered tools shall not operate outside of, or with open doors, at any light industrial unit,

- Roof-top heating, ventilation or air conditioning (HVAC) equipment in Buildings 5 and 6 shall not operate between the hours of 10 p.m. and 7 a.m. unless it is demonstrated by noise measurement that the noise level from such operation does not exceed 50 dBA at the closest residential property line,

- Mechanical (HVAC) equipment operating outdoors shall be selected based upon attainment of a lowest reasonable noise level, and the equipment shall be shielded in order to not have a direct line of sight to any residential bedroom window.

SUMMARY

The types of anticipated site uses, the project lay-out, and the limited levels of forecast vehicle traffic closest to off-site homes will preclude creation of noise levels exceeding City of Agoura Hills standards. No mitigation will be necessary for traffic noise.

Mechanical equipment operations at structures closest to off-site residences could cause the City's residential noise standard to be exceeded, particularly from any pre-7 a.m. activities. Mitigation measures include limits on exterior operation of any HVAC equipment, restriction on non-HVAC sources to building interiors with closed doors and windows, and shielding of mechanical sources using the quietest reasonably available equipment. With mitigation, site operations will not cause the most stringent residential noise standards to be exceeded.

C:\LARDAV\SLMUTIL\14JAN_09.bin Interval Data

RMS Meas Site	Peak Excd Location	Uwpk Excd Number	Excd Date	Time	Duration	Leq	SEL	Lmax
0		0	14Jan 08	11:07:37	1200	51.5	82.3	71.4
0		0	14Jan 08	11:37:19	1200	64.7	95.5	80.1

Lmin	Peak	Uwpk	L(10)	L(33)	L(50)	L(90)	L(100)	L(100)
46.6	87.4	106.7	53	50.3	49.5	48.2	0	0
51.5	91.6	110.3	68.8	61.8	59.2	55.3	0	0

Count	Count	Count
1	6	244
1	184	255

ROADWAY TRAFFIC NOISE

Project: Agoura Hills Business Park Project No. 07-62040
Date: 4-Feb-08

Roadway: Canwood Street (between Kanaan and Chesebro)

PROJECT DATA and ASSUMPTIONS

Vehicle Reference Energy Mean Emission Levels (FHWA 1977, TNM®, or CALVENO): TNM
Distance to Receptor: 50 feet
Site Condition (Hard or Soft): Soft
Upgrade longer than 1 mile: 0 %
Existing Total Traffic Volume (ADT): 7,350 vehicles
Ambient Growth Factor: 0.0%
Future Year : 2008
Total Project Volume (ADT): 340 vehicles
Total Cumulative Growth Volume (ADT): 450 vehicles
Source of Traffic Data: ATE

Daily Vehicle Mix

	Existing	*Project*	*Future*
Automobile	90.0%	90.0%	90.0%
Medium Truck	5.0%	5.0%	5.0%
Heavy Truck	5.0%	5.0%	5.0%

Source: Assumed given land use and road characteristics

Percentage of Daily Traffic

	Existing and Future		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	77.5%	12.9%	9.6%
Medium Truck	84.8%	4.9%	10.3%
Heavy Truck	86.5%	2.7%	10.8%

Source: Default Assumption

	Project		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	100.0%	0.0%	0.0%
Medium Truck	100.0%	0.0%	0.0%
Heavy Truck	100.0%	0.0%	0.0%

Source: Default Assumption

Average Speed

	Existing		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

	Future		
	Day (7 am-7 pm)	*Evening (7-10 pm)*	*Night (10 pm - 7 am)*
Automobile	35	35	35
Medium Truck	35	35	35
Heavy Truck	35	35	35

Source: Assumed average speed

ROADWAY TRAFFIC NOISE

Project: Agoura Hills Business Park Project No. 07-62040
Date: 4-Feb-08

Roadway: Canwood Street (between Kanaan and Chesebro)

Vehicle Noise Emission Levels*: TNM

RESULTS

DAY-NIGHT AVERAGE LEVEL (Ldn)

	Ldn at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	66.1 dBA	#N/A	20	59	127	274
Existing + Project	66.2 dBA	#N/A	21	60	129	279
Future with Ambient Growth	66.1 dBA	#N/A	20	59	127	274
Future with Ambient Growth and Project	66.2 dBA	#N/A	21	60	129	279
Future with Ambient Growth and Cumulative Projects	66.3 dBA	#N/A	22	61	132	285
Future with Ambient, Cumulative, and Project Growth	66.4 dBA	#N/A	22	62	134	290

Change in Noise Levels
- Due to Project 0.1 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 0.3 dBA
- Due to All Future Growth 0.4 dBA

COMMUNITY NOISE EXPOSURE LEVEL (CNEL)

	CNEL at Site 50 feet from road centerline	Distance to dBA Contour Line from roadway centerline, feet				
		75	70	65	60	55
Existing	66.4 dBA	#N/A	22	62	134	289
Existing + Project	66.5 dBA	#N/A	22	63	136	293
Future with Ambient Growth	66.4 dBA	#N/A	22	62	134	289
Future with Ambient Growth and Project	66.5 dBA	#N/A	22	63	136	293
Future with Ambient Growth and Cumulative Projects	66.7 dBA	#N/A	23	65	139	301
Future with Ambient, Cumulative, and Project Growth	66.8 dBA	#N/A	24	66	141	305

Change in Noise Levels
- Due to Project 0.1 dBA
- Due to Ambient Growth 0.0 dBA
- Due to Ambient and Cumulative 0.3 dBA
- Due to All Future Growth 0.3 dBA

*NOTES: Based on algorithms from the Federal Highway Administration "Traffic Noise Model ®", FHWA-PD-96-010, January, 1998.

#N/A = Not Applicable

Appendix G

Comments and Responses

COMMENTS and RESPONSES

This appendix contains all of the written comments received in response to the Draft MND during the 42-day public review period that concluded on May 28, 2008. Each comment received during the comment period by the City of Agoura Hills (City) has been included within this section. Responses to the comments have been prepared to address the environmental concerns raised by the commenters and to indicate where and how the MND addresses these environmental issues. Any textual changes within the document are indicated by a vertical line in the page margin. Each letter is presented first, with the responses following.

Commenters on the Draft EIR

The City received seven (7) written comment letters on the Draft MND during the comment period. These letters are listed as follows and will be used for referencing in this section.

Response ID	Commenter	Date	Page Number
1	Terry Roberts, Director, State of California Clearinghouse and Planning Unit	5/14/08	2
2	Dave Singleton, Program Analyst , Native American Heritage Commission	4/28/08	5
3	Lawrence Jones, Planning Technician, Environmental Planning Division, Southern California Association of Governments	5/16/08	9
4	Neal L. Clover, Civil Engineering Assistant, Las Virgenes Water District	4/17/08	11
5	Neal L. Clover, Civil Engineering Assistant, Las Virgenes Water District	3/20/06	14
6	Kathy Shelton	4/17/08	17
7	Dean D. Efstathiou, Acting Director of Public Works, Los Angeles County Department of Public Works Dennis Hunter, Assistant Deputy Director, Land Development Division, Los Angeles County Department of Public Works	5/28/08	19

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

(1)

May 14, 2008

CITY OF AGOURA HILLS
2008 MAY 19 AM 8:40
CITY CLERK

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

Subject: Agoura Hills Business Park
SCH#: 2008041078

Dear Doug Hooper:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 13, 2008, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base

1 cont.

SCH# 2008041078
Project Title Agoura Hills Business Park
Lead Agency Agoura Hills, City of

Type MN Mitigated Negative Declaration
Description D
Construction of seven, one-story, light industrial buildings totaling 103,070 square feet on a 10-acre sized vacant lot; the removal of one oak and the encroachment within the protected zone of one oak tree; and a subdivision of the lot into 25 commercial industrial condominium units.

Lead Agency Contact

Name Doug Hooper
Agency City of Agoura Hills
Phone (818) 597-7342
Fax
email
Address 30001 Ladyface Court
City Agoura Hills
State CA **Zip** 91301

Project Location

County Los Angeles
City Agoura Hills
Region
Cross Streets Canwood Street; Nearest cross streets: Derry Avenue and Clareton Drive
Parcel No. 2048-012-026
Township 1N **Range** 17 **Section** 26 **Base**

Proximity to:

Highways 101
Airports
Railways
Waterways Medea Cree and Palo Comado Creek
Schools Agoura HS, Sumac ES, Willow ES
Land Use Vacant / Business Park-Manufacturing-Freeway Corridor Overlay (BP-M-FC) / Business Park-Manufacturing (BP-M)

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation; Native American Heritage Commission; Office of Historic Preservation; Department of Fish and Game, Region 5; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 7; Department of Toxic Substances Control

Date Received 04/14/2008 **Start of Review** 04/14/2008 **End of Review** 05/13/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

Letter 1

COMMENTER: Terry Roberts, Director, State of California Clearinghouse and Planning Unit and Dave Singleton, Program Analyst , Native American Heritage Commission

DATE: May 14, 2008

RESPONSE:

The commenter indicates that the City has complied with State Clearinghouse review requirements and that the comments from the responding agency are enclosed.

STATE OF CALIFORNIA — Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

2

Clear
5-13-08
C

RECEIVED
MAY - 6 2008
STATE CLEARING HOUSE

April 28, 2008

Mr. Doug Heeper
CITY OF AGOURA HILLS
3001 Ladyface Court
Agoura Hills, CA 91301

Re: SCH#2008041078; CEQA Notice of Completion; Proposed Mitigated Negative Declaration for the Aguora Hills Business Park; City of Agoura Hills; Los Angeles County, California

Dear Mr. Heeper:

The Native American Heritage Commission is the state agency designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c (CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

√ Contact the appropriate California Historic Resources Information Center (CHRIS) for possible 'recorded sites' in locations where the development will or might occur.. Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ http://www.ohp.parks.ca.gov. The record search will determine:

- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ Contact the Native American Heritage Commission (NAHC) for:

- A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section;
- The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE). In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s).

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- A culturally-affiliated Native American tribe may be the only source of information about a Sacred Site/Native American cultural resource.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

2 cont.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

√ Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

Native American Contacts
Los Angeles County
April 28, 2008

2 cont.

Coastal Band of the Chumash Nation
Janet Garcia, Chairperson
P.O. Box 4464 Chumash
Santa Barbara , CA 93140
805-964-3447

Carol A. Pulido
165 Mountainview Street Chumash
Oak View , CA 93022
805-649-2743 (Home)

Melissa M. Para-Hernandez
119 North Balsam Street Chumash
Oxnard , CA 93030
805-988-9171

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American with regard to cultural resources for the proposed, SCH#2008041078; CEQA Notice of Completion; Mitigated Negative Declaration for the Agoura Hills Business Park; City of Agoura; Los Angeles County, California.

Letter 2

COMMENTER: Dave Singleton, Program Analyst , Native American Heritage Commission

DATE: April 28, 2008

RESPONSES:

The commenter states that the City is required to assess whether the proposed project would have an adverse impact on a historical and/or archaeological resource, and if so, to mitigate that effect. The commenter recommends several actions be taken to prevent impacts to historical and cultural resources. As noted in Section V, *Cultural Resources*, the project site is vacant and therefore lacking known historical resources. Further, the City's General Plan does not identify the project site as having a historic resource, known archaeological resources, or human remains onsite. In the event that previously undiscovered archeological resources or human remains are unearthed, Mitigation Measures CR-1 and CR-2 would reduce impacts to unknown cultural resources and human remains to a less than significant level.

(3)

CITY OF AGOURA HILLS
2008 MAY 19 AM 11:07
CITY CLERK

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

May 16, 2008

Mr. Doug Hooper
Assistant Director of Community Development
City of Agoura Hills, Plannng and Community
Development Department
30001 Ladyface Court
Agoura Hills, CA 91301

RE: SCAG Clearinghouse No. I 20080223 Case Nos. 06-CUP-003, 06-OTP-005, and TPM 65503

Dear Mr. Hooper:

Thank you for submitting the **Case Nos. 06-CUP-003, 06-OTP-005, and TPM 65503** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Case Nos. 06-CUP-003, 06-OTP-005, and TPM 65503**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time.

A description of the proposed Project was published in SCAG's **April 1-30, 2008** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1857. Thank you.

Sincerely,

Laverne Jones

LAVERNE JONES, Planning Technician
Environmental Planning Division

Letter 3

COMMENTER: Lawrence Jones, Planning Technician, Environmental Planning Division, Southern California Association of Governments

DATE: May 16, 2008

RESPONSES:

The commenter states that the proposed project is not regionally significant and no comments are warranted at this time.

(4)

LAS VIRGENES MUNICIPAL WATER DISTRICT
EST. 1958

Dedicated to Providing Quality Water & Wastewater Service

OFFICERS

President
Charles Caspary
Director, Division 1

Vice President
Joseph M. Bowman
Director, Division 4

Secretary
Glen Peterson
Director, Division 2
MWD Representative

Treasurer
Lee Renger
Director, Division 3

Jim Friedl
Director, Division 5

John R. Mundy
General Manager

Wayne K. Lemieux
Counsel

HEADQUARTERS
4232 Las Virgenes Road
Calabasas, CA 91302
(818) 251-2100
Fax (818) 251-2109

WESTLAKE
FILTRATION PLANT
(818) 251-2370
Fax (818) 251-2379

TAPIA WATER
RECLAMATION FACILITY
(818) 251-2300
Fax (818) 251-2309

RANCHO LAS VIRGENES
COMPOSTING FACILITY
(818) 251-2340
Fax (818) 251-2349

www.lvmwd.com

MEMBER AGENCY OF THE
METROPOLITAN WATER
DISTRICT
OF SOUTHERN CALIFORNIA

March 20, 2006

City of Agoura Hills
Department of Planning &
Community Development
30001 Ladyface Court
Agoura Hills, CA 91301

Attention: **Doug Hooper, Assistant Director of Community Development**

Subject: **Tentative Parcel Map 65503**
06-CUP-003 - 28000 Canwood Street
A.P.N. 2048-012-026

Dear Mr. Hooper:

We are in receipt of your request for agency comment concerning Tentative Parcel Map No. 65503. The project proposes to merge two (2) parcels into one (1) parcel to accommodate a Conditional Use Permit application request to construct seven (7) industrial business park buildings, totaling 112,000 sq. ft., on 10.02 acres located on the north side of Canwood Street and West of Derry Avenue.

The project lies wholly within the boundaries of the Las Virgenes Municipal Water District. Accordingly, we will be the purveyor of both potable and recycled water service as well as providing sewage treatment to this parcel map. The District operates both potable and recycled waterlines in front of this site.

The proposed development would not have a significant impact on the local water system.

The District would advocate strict water conservation measures as a condition of project approval. This would include, but not be limited to, fixture design and installation (use of ultra-low flow toilets and shower heads), hot water circulating systems, drought tolerant plantings and efficient irrigation systems and techniques and maximum use of recycled water during and after construction. A

The developer will be required to meet all of the District's conditions of service in order to be served.

4 cont.

The District's compliance inspector will require a set of plumbing plans for review to make a fixture count of each building to determine the amount of ERU'S (Equivalent Residential Units) that the developer may be required to pay. In addition, after construction is complete, the inspector will make an on-site inspection of the property to obtain an **as-built count** of all fixtures installed.

B

In addition, the developer will have to pay for any water meters and sewer fees that may be due prior to construction.

If you have any questions concerning this matter, please feel free to contact me at any time. Thank you.

Very truly yours,

Neal L. Clover

Neal L. Clover
Civil Engineering Assistant

NLC:nlc

Letter 4

COMMENTER: Neal L. Clover, Civil Engineering Assistant, Las Virgenes Water District

DATE: March 20, 2006

RESPONSES:

Response 4A

The commenter acknowledges that the proposed project would not have a significant impact on the local water system. The commenter also states that the Las Virgenes Water District recommends incorporation of strict water conservation measures such as use of ultra low flow toilets and showers and hot water circulating systems, drought tolerant plantings and efficient irrigation systems and techniques and maximum use of recycled water during and after construction. Since no significant impacts to water supply would occur, mitigation measures addressing water supply are not included in the Mitigated Negative Declaration. Nonetheless, such requirements may be included as conditions of project approval at the discretion of the City. The comment is noted and will be passed on to City decisionmakers for consideration in their review of the proposed project.

Response 4B

The commenter states that the District's compliance inspector will require a set of plumbing plans for review. Additionally, after construction is complete, the inspector will make an on-site inspection. The proposed project would comply with these requirements.

(5)

LAS VIRGENES MUNICIPAL WATER DISTRICT
EST. 1958

Dedicated to Providing Quality Water & Wastewater Service

OFFICERS

President
Joseph M. Bowman
Director, Division 4

Vice President
Lee Renger
Director, Division 3

Secretary
Jeffery A. Smith
Director, Division 5

Treasurer
Charles Caspary
Director, Division 1

Glen Peterson
Director, Divison 2
MWD Representative

John R. Mundy
General Manager

Wayne K. Lemieux
Counsel

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4232 Las Virgenes Road
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WESTLAKE
FILTRATION PLANT
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Fax (818) 251-2379

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Fax (818) 251-2309

RANCHO LAS VIRGENES
COMPOSTING FACILITY
(818) 251-2340
Fax (818) 251-2349

www.lvmwd.com

MEMBER AGENCY OF THE
METROPOLITAN WATER
DISTRICT
OF SOUTHERN CALIFORNIA

April 17, 2008

City of Agoura Hills
Department of Planning &
Community Development
30001 Ladyface Court
Agoura Hills, CA 91301

Attention: **Doug Hooper, Assistant Director of Community Development**

Subject: **Draft Initial Study and Mitigated Negative Declaration**
Tentative Parcel Map 65503
06-CUP-003 - 27801 Canwood Street
A.P.N. 2048-012-026

Dear Mr. Hooper:

We are in receipt of your request for agency comment concerning the Draft Initial Study and Mitigated Negative Declaration for Tentative Parcel Map No. 65503. The project proposes to construct seven (7) industrial business park buildings, totaling 103,070 sq. ft., on 10.02 acres located on the north side of Canwood Street and West of Derry Avenue. On March 20, 2006, the District prepared a letter to the City stating some of our requirements for this project. A copy of that letter is attached.

In April of 2007 the District prepared a Water System Design Report for this project to determine the **private on-site piping requirements for domestic and fire protection needs of the site.** There will be one domestic meter for the seven buildings and one fire protection meter for the entire project. However, **each building must be sub-metered for water conservation purposes.** A

The District advocates strict water conservation measures as a condition of project approval. This would include, but not be limited to, fixture design and installation (use of ultra-low flow toilets and shower heads), hot water circulating systems, drought tolerant plantings and efficient irrigation systems and techniques and maximum use of recycled water during and after construction. B

The developer will be required to meet all of the District's conditions of service in order to be served.

5 cont.

The District's compliance inspector will require a set of plumbing plans for review to make a fixture count of each building to determine the amount of ERU'S (Equivalent Residential Units) that the developer may be required to pay. In addition, after construction is complete, the inspector will make an on-site inspection of the property to obtain an **as-built count** of all fixtures installed.

C

In addition, the developer will have to pay for any water meters and sewer fees that may be due prior to construction.

If you have any questions concerning this matter, please feel free to contact me at any time. Thank you.

Very truly yours,

Neal L. Clover

Neal L. Clover
Civil Engineering Assistant

NLC:nlc

draftintstumndaghillbuspark0408

Letter 5

COMMENTER: Neal L. Clover, Civil Engineering Assistant, Las Virgenes Water District

DATE: April 17, 2008

RESPONSES:

Response 5A

The commenter states that in April 2007 the Las Virgenes Water District prepared a Water System Design Report for the proposed project to determine the private on-site piping requirements for domestic and fire protection needs of the site. The commenter notes that there will be one domestic meter for the seven buildings and one fire protection meter for the entire project. However, the commenter asserts that each building must be sub-metered for water conservation purposes. This requirement will need to be met prior the provision of water services to the project site.

Response 5B

See Response 4A above.

Response 5C

See Response 4B above.

6

Doug Hooper

From: Craig Shelton [3kplusc@sbcglobal.net]
Sent: Wednesday, April 16, 2008 10:53 AM
To: Doug Hooper
Subject: Draft IS/MND

Dear Mr. Hooper,

I want to thank you for your attention to public opinion. I have lived in Agoura Hills for almost 20 years now and this is the first time I have written a letter regarding community development. All I would like to ask of you is to please consider the voices of the residents who ask the City planners to stop building another office park and instead bring in some forms of entertainment for all the families in the area. We used to be a lovely bedroom community. Now our beautiful hills are peppered with empty office buildings.

My husband and I have two teenage daughters and we noticed during their middle school and early high school years that there was no place in our neighborhood for them to socialize with their friends. We always had to drive them to Calabasas or Westlake or Thousand Oaks. I'm sure there must be substantial income for the City where entertainment venues are concerned. I know there are a lot of other parents who share my view. I'm just asking the City to please reconsider **another office building.**

Thank you for your time.

Sincerely,
Kathy Shelton

Letter 6

COMMENTER: Kathy Shelton

DATE: April 16, 2008

RESPONSES:

The commenter states that they would prefer that an entertainment facility be developed in place of the proposed project. The comment is noted. However, as the comment does not address the analysis of environmental impacts in the MND, no further response is necessary.

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

DEAN D. EFSTATHIOU, Acting Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

7

May 28, 2008

IN REPLY PLEASE
REFER TO FILE: LD-1

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

Dear Mr. Hooper:

INITIAL STUDY AND DRAFT MITIGATED NEGATIVE DECLARATION (IS/MND)
BUSINESS PARK
28701 CANWOOD STREET
CITY OF AGOURA HILLS

Thank you for the opportunity to review the IS/MND for the subject project. The project includes 7, one-story, light industrial buildings on an approximate 10-acres sized vacant lot, the removal of one oak tree, and a subdivision of the lot into 25 commercial/industrial condominium units.

We offer the following comments for your consideration:

Storm Drain and Hydrology

1. Discuss in the IS/MND what impacts, if any, there will be to areas and flood control infrastructure under the jurisdiction of unincorporated Los Angeles County and proposed mitigation as applicable.

2. Contact Ms. Maryam Adhami at (626) 458-4940 of the County of Los Angeles Department of Public Works, Construction Division, for requirements pertaining to connection permits to Los Angeles County Flood Control District storm drain systems:

   a. Incorporate and discuss in the IS/MND any mitigation required, if applicable, for proposed storm drain connection(s).

   b. Existing Los Angeles County Flood Control District storm drains may not be designed for debris flow and mitigation may be required.

A

Transportation/Traffic

The Traffic Impact Analysis is incomplete and should be revised to address the comments below. Based on these revisions, additional comments may be forthcoming after subsequent review:

B

7 cont.

- Appendix E Traffic Study, Technical Appendix, Cumulative Traffic Modeling Data-All-related projects within the area of influence that may be built before or approximately the same time of this project's build out year should be included in the report. The following related project should be added to the related project list. It is unlikely the following related project will be completely built out before the occupancy of the proposed project; therefore, a justified percentage of the following related projects' generated trips may be used. All associated figures, calculations, and tables shall be corrected accordingly. B

  a. Conditional Use Permit No. 98062–Heschel West Day School

- Appendix E Traffic Study–The traffic counts used in the Agoura Hills Traffic Model were conducted in 2005. New counts should be conducted and all associated calculations, figures, tables, and mitigation measures in the draft IS/MN, including all appendix sections, shall be adjusted accordingly. C

The Traffic Impact Analysis should include a discussion on the City's proposed improvement project at the intersection of Palo Comado Canyon Road, U.S. 101 Northbound ramps and Canwood Street, and make a determination of this project's pro-rata share toward this improvement project. If you have any further questions regarding transportation/traffic comments, please contact Ms. Lindsay Sagorski of Public Works' Traffic Studies Section at (626) 300-4709. D

If you have any questions, please contact Mr. Toan Duong at (626) 458-4945.

Very truly yours,

DEAN D. EFSTATHIOU
Acting Director of Public Works

for DENNIS HUNTER
Assistant Deputy Director
Land Development Division

TD:ca
P:\CEQA\CMD\Agoura Hills - Business Park – IS_MND

cc: The Planning Center (Mears)

Letter 7

COMMENTER: Dean D. Efstathiou, Acting Director of Public Works, Los Angeles County Department of Public Works

Dennis Hunter, Assistant Deputy Director, Land Development Division, Los Angeles County Department of Public Works

DATE: May 28, 2008

RESPONSES:

Responses 7A-7D

Responses pending.

Appendix H

Mitigation Monitoring and Report Program

Agoura Hills Business Park

MITIGATION MONITORING AND REPORTING PROGRAM

City of Agoura Hills

June 2008

FINAL
MITIGATION MONITORING AND REPORTING PROGRAM

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Mitigated Negative Declaration, specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the Mitigation Monitoring and Reporting Program (MMRP).

To implement this MMRP, the City of Agoura Hills will designate a Project Mitigation Monitoring and Reporting Coordinator ("Coordinator"). The coordinator will be responsible for ensuring that the mitigation measures incorporated into the project are complied with during project implementation. The coordinator will also distribute copies of the MMRP to those responsible agencies identified in the MMRP, which have partial or full responsibility for implementing certain measures. Failure of a responsible agency to implement a mitigation measure will not in any way prevent the lead agency from implementing the proposed project.

The following table will be used as the coordinator's checklist to determine compliance with required mitigation measures.

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
AESTHETICS							
AES-1 Landscaping Plan. Landscape plans shall be approved prior to the issuance of building permits. Landscape plans shall consist of predominantly drought tolerant native and/or naturalized species. In order to soften the visual effects of the structures, vegetation shall be planted along walls or fences located adjacent to the residences to the north.	Plan Check.	Prior to issuance of a grading or building permit.	Once	PCD			
AIR QUALITY							
AQ-1 Dust Minimization. Pursuant to Rule 403 of the SCAQMD, the following dust minimizing measures shall be implemented. a) The simultaneous disturbance of the site shall be minimized to the extent feasible. b) The project proponent shall comply with all applicable SCAQMD Rules and Regulations, including Rule 403 insuring the clean up of construction-related dirt on approach routes to the site. Rule 403 prohibits the release of fugitive dust emissions from any active operation, open storage pile or disturbed surface area visible beyond the property line of the emission source. Particulate matter on public roadways is also prohibited. c) The project proponent shall comply with all SCAQMD established minimum requirements for construction activities to reduce fugitive dust and PM-10 emissions. d) Adequate watering techniques shall be employed to mitigate the impact of construction-related dust particulates. Portions of the site that are undergoing surface earth moving operations shall	Incorporate requirements into contractor's notes. Plan Check.	Prior to issuance of a grading or building permit.	Once	PCD			

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be watered such that a crust will be formed on the ground surface, and then watered again at the end of each day. Site watering shall be performed as necessary to adequately mitigate blowing dust. e) Any vegetative cover to be utilized onsite shall be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems required for these plants shall be installed as soon as possible to maintain good ground cover and to minimize wind erosion of the soil. f) Any construction access roads (other than temporary access roads) shall be paved as soon as possible and cleaned up after each work day. The maximum vehicle speed on unpaved roads shall be 15 mph. g) Grading operations shall be suspended during first stage ozone episodes or when winds exceed 25 mph. A high wind response plan shall be formulated for enhanced dust control if winds are forecast to exceed 25 mph in any upcoming 24-hour period. h) Any construction equipment using direct internal combustion engines shall use a diesel fuel with a maximum of 0.05 percent sulfur and a four-degree retard. i) Construction operations affecting off-site roadways shall be scheduled by implementing traffic hours and shall minimize obstruction of through traffic lanes. j) The engines of idling trucks or heavy equipment shall be turned off if the expected duration of idling exceeds five (5) minutes. k) On-site heavy equipment used during grading and construction shall be equipped with diesel particulate filters unless it is demonstrated that							

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such equipment is not available or its use is not cost-competitive. l) All haul trucks leaving or entering the site shall be covered or have at least two feet of freeboard. m) Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered three times daily. n) Any site access points within 30 minutes of any visible dirt deposition on any public roadway shall be swept or washed.							
BIOLOGICAL RESOURCES							
BIO-1 Nesting Birds. To avoid the accidental take of any migratory bird species or raptors, the removal or pruning of trees shall be conducted between September 15 and February 15, outside of the typical breeding season, as feasible. Should avoidance of the nesting season not be feasible as determined by the city, a qualified biologist/ ornithologist satisfactory to the City's Environmental Analyst shall be retained by the applicant to conduct focused nesting surveys weekly for 30 days prior to grading or initial construction activity. The results of the nest survey shall be submitted to the City's Environmental Analyst within one week of completion for review via a letter report prior to initiation of grading or other construction activity with the last survey conducted no more than three days before any clearance of vegetation or other construction activity. In the event that a nesting migratory bird species or raptor is observed in the habitat to be removed or in other habitat within 300 feet of the construction work areas (500 feet for raptors), the applicant has the option of delaying all construction work in the suitable habitat area or within 300 feet thereof (500 feet for raptors), until after September 15, or continuing focused surveys in order to locate any nests. If an active nest is found, clearing and construction within	Removal/Pruning of trees shall occur outside of the typical breeding season. If avoidance of breeding season is not feasible, a qualified biologist shall conduct nesting surveys for 30 days prior to grading or initial construction activity. Results of survey shall be sent to City. If nesting birds or raptors are observed, construction shall be delayed, or	Prior to issuance of a grading or building permit for plan check. Prior to grading or initial construction activity. Prior to any construction activities.	Once Weekly for 30 days. Once	PCD EA approved biologist/ornithologist PCD			

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300 feet (500 feet for raptors) of the nest shall be postponed until the nest is vacated and juveniles have fledged, and there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest site shall be established by the city-approved biologist in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the ecological sensitivity of the area.	limited to areas outside of bird and raptor zones, until the nest is vacated. Construction personnel shall be informed of sensitivity of area. Review and approval of surveys.	Prior to any construction activities.	Once	PCD			
BIO-2 Burrowing Owl. During both the wintering and nesting seasons (unless the species is detected on the first survey), a qualified biologist shall conduct surveys for burrowing owls in potential habitat areas 30 days prior to construction in accordance with the guidelines described in the CDFG Staff Report on Burrowing Owl Mitigation, 1995. Winter surveys shall be conducted between December 1 and January 31, and the nesting season survey shall be conducted between April 15 and July 15 within two(2) weeks of the surveys. The results of the surveys shall be summarized and submitted to the City Planning and Community Development Department. If burrowing owls are detected within the proposed disturbance area, the City Planning and Community Development Department and CDFG shall be contacted immediately to develop and implement a mitigation plan to protect owls and their nest sites.	Conduct surveys in accordance with the CDFG Staff Report on Burrowing Owl Mitigation, 1995. Summarize survey results and submit to PCD. Review and approval of surveys.	30 days prior to construction Prior to issuance of a grading or building permit for plan check.	In accordance with the guidelines described in the CDFG Staff Report on Burrowing Owl Mitigation, 1995. Once.	PCD PCD PCD			
BIO-3 Oak Trees. The project shall incorporate all recommendations listed in the memo dated September	Incorporation of all recommendations	Prior to the issuance of a	Once	City's Oak Tree Consultant,			

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11, 2007 (Appendix B) from Ms. Kay Greeley, the City Oak Tree Consultant. The memo includes, but is not limited to, the following recommendations: • The removal of Oak Tree Number 14 shall be mitigated by the planting of four (4) replacement oak trees. • The applicant shall provide forty-eight (48) hour notice to the City and the applicant's oak tree consultant prior to the start of any approved work within the protected zone of any oak tree. • Prior to the start of any work or mobilization at the site, each oak tree to be preserved shall be fenced with temporary chain link fencing at the edge of the protected zone or at the approved work limits. • No vehicles, equipment, materials, spoil or other items shall be used or placed within the protected zone of any oak tree at any time, except as specifically required to complete the work. • No irrigation or planting shall be installed within the drip line of any oak tree unless specifically approved by the City Oak Tree Consultant and the Director. These requirements are set forth to mitigate the removal of Tree No. 14 and the encroachment of Tree No. 12.	listed in the memo dated September 11, 2007 (Appendix B) from Ms. Kay Greeley, the City Oak Tree Consultant.	building permit.		PCD			
BIO-4 Landscaping. The project landscape plan shall be revised to incorporate drought-tolerant plant species that better fulfill the intent of Policy 2.10 of the Land Use Element of the Agoura Hills General Plan. The applicant shall submit the landscape plan for review and approval by an Agoura Hills Planning Department approved Biologist prior to grading or project development. The project shall be developed and operated in compliance with the approved plans and any	Plan Check.	Prior to issuance of a grading or building permit.	Once	PCD			

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conditions imposed by the City.							
CULTURAL RESOURCES							
CR-1 Monitoring. A qualified archaeologist shall monitor any grading, trenching, excavation, or other subsurface work that occurs in undisturbed soil. If artifacts are discovered, the developer shall notify the City of Agoura Hills' Environmental Analyst immediately, and construction activities shall cease until the archaeologist has documented and recovered the resources. Equipment stoppages prescribed by the archaeologist shall only involve those pieces of equipment that have actually encountered significant or potentially significant resources, and should not be construed to require stoppage of all equipment on the site unless the resources are thought by the archaeologist to be distributed throughout the entire site. The purpose of stopping the equipment is to protect cultural/scientific resources that would otherwise be impacted, and said equipment may undertake work in other areas of the site away from the discovered resources. If the find is determined by the archaeologist to be a unique archaeological resource, as defined by Section 2103.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code with mitigation as appropriate. If the find is determined not to be a unique archaeological resource, no further action is necessary and construction may continue.	Field monitoring by a qualified archaeologist for ground disturbing activities to a depth of 2 meters.	During grading, trenching, excavation, or other subsurface work that occurs in undisturbed soil to a depth of 2 meters.	Daily during grading, trenching, excavation, or other subsurface work that occurs in undisturbed soil.	PCD, EA			
CR-2 Evaluation and Notification. Should archaeological resources be discovered and avoidance proves infeasible, the importance of the site shall be evaluated by a qualified archaeologist. In general, the following guidelines shall be followed: • Preservation of sites in-place is the preferred	Site evaluation by a qualified archaeologist.	Upon discovery of an archaeological resource.	Upon discovery of an archaeological resource.	PCD			

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manner of avoiding damage to historic and prehistoric archaeological resources. • In the event of discovery of human remains, work shall stop until the coroner has determined that no investigation of the cause of death is required; or, if descendants have made a recommendation of the property owner regarding proper disposal of the remains, or until descendants have failed to make a recommendation within 24 hours of notification. If no recommendation is received, remains shall be interred with appropriate dignity on the property in a location not subject to future development.							
GEOLOGY & SOILS							
GEO-1 Design and Construction. The project shall incorporate design and construction recommendations contained in the Geologic and Soils Engineering and Exploring Update and subsequent addendums, conducted by the J. Byer Group, Inc., and the Responses to the City of Agoura (2007) as accepted by the City Engineer. The reports contains recommendations regarding site preparation; foundation design; retaining walls; floor, slabs, decking and paving; drainage; waterproofing; and construction maintenance. Compliance would be verified by the City of Agoura Hills Building Department prior to issuance of a grading permit, through submission of a letter from the Project Engineer that documents incorporation of all applicable design and construction recommendations.	Submission of a letter report from the project engineer documenting inclusion of all applicable recommendations contained in the geotechnical reports prepared for this project.	Prior to the issuance of a grading permit.	Once	BD, Project Engineer			
NOISE							
N-1 Mechanical Equipment. The following measures shall be implemented in order to insure that	Implementation of noise attenuation	During plan check and	Noise at site to be monitored by the	PCD			

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mechanical equipment noise does not significantly affect adjacent residences. a) Light industrial equipment such as compressors, sprayers or powered tools shall not operate outside of, or with open doors, at any light industrial unit. b) Roof-top heating, ventilation or air conditioning (HVAC) equipment in Building 5 and 6 shall not operate between the hours of 10 p.m. and 7 a.m. unless it is demonstrated by noise measurement that the noise level from such operation does not exceed 50 dBA at the closest residential property line. c) Mechanical (HVAC) equipment operating outdoors shall be selected based upon attainment of a lowest reasonable noise level, and the equipment shall be shielded in order to not have a direct line of sight to any residential bedroom window.	measures in order to insure that operation of mechanical equipment noise does not exceed 50 dBA at the closest residential property line.	during operation.	developer to verify compliance with the City Noise Ordinance when requested by the City.				

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