ASSOCIATED TRANSPORTATION ENGINEERS

PALO COMADO CANYON RD/CANWOODST/U.S. 101 NB RAMPS ROUNDABOUT

FIGURE 10

JJK - #08007

Cumulative Mitigations

The cumulative analysis indicated that the project would generate a cumulative impact at two locations during the A.M. peak hour and three locations during the P.M. peak hour. Improvement options that would mitigate the project's cumulative impacts are discussed below. A worksheet estimating the project's contribution for each cumulative mitigation is attached in the appendix for reference.

U.S. 101 Southbound Ramps/Chesebro Road/Dorothy Drive (A.M. and P.M. peak hour): This intersection would operate at LOS F with cumulative traffic and the project would exceed the City's impact threshold of a 2% traffic volume increase. The intersection is currently controlled by stop signs on all approaches. The need for a traffic signal was evaluated based on Caltrans' traffic signal warrant criteria available in the California MUTCD (worksheets are included in the Technical Appendix for reference). The analysis found that the Cumulative + Project traffic volumes at this location would satisfy both the peak hour and estimated average daily traffic warrants. Signalizing the intersection and restriping each approach would result in LOS A (ICU 0.58) during the A.M. peak hour and LOS C (ICU 0.74) during the P.M. peak hour, thereby mitigating the cumulative impact. The four approaches could be restriped to provide one left-turn lane and one shared through-right lane. Parking may need to be removed along the northbound, eastbound, and westbound approaches to implement the intersection improvements. The existing and mitigated lane geometries are shown below in Table 9.

Table 9
U.S. 101 SB Ramps/Chesebro Road/Dorothy Drive Intersection Geometry

Scenario	Control Type	Northbound	Southbound	Eastbound	Westbound
Existing Geometry	Stop Sign	LTR	LT R	LTR	LTR
Mitigated Geometry	Signal	L TR	L TR	L TR	L TR

The Agoura Medical Office Project would be required to contribute a fair share contribution to the installation of traffic signals and restriping at the U.S. 101 SB Ramps/Chesebro Road/Dorothy Drive intersection to mitigate the cumulative impacts of the project. The project's contribution to the cumulative traffic at the intersection is 8.8% (a calculation worksheet is included in the Technical Appendix for reference).

Palo Comado Canyon Road/U.S. 101 Northbound Ramps (P.M. peak hour): The project would generate a cumulative impact during the P.M. peak period. As discussed in the Project-Specific Mitigations section above, several improvement options are currently under evaluation for this intersection. The project's contribution to the cumulative traffic at the intersection is 9.7% (a calculation worksheet is included in the Technical Appendix for reference).

Chesebro Road/Palo Comado Canyon Road (A.M. and P.M. peak hour): This intersection would operate at LOS F with cumulative traffic and the project would exceed the City's impact threshold by increasing the traffic volume 2%. The intersection is currently controlled by stop signs on the eastbound and westbound approach. The need for a traffic signal was evaluated based on Caltrans' traffic signal warrant criteria available in the California MUTCD (worksheets are included in the Technical Appendix for reference). The analysis found that the Cumulative + Project traffic volumes at this location would satisfy both the peak hour and estimated average daily traffic warrants. Signalizing the intersection and restriping the eastbound approach to provide one left-through lane and one right-turn lane, and restriping the southbound approach to provide one left-turn lane, one through lane, and one right-turn lane would result in LOS B (ICU 0.63) during the A.M. peak hour and LOS A (ICU 0.58) during the P.M. peak hour, thus mitigating the cumulative impact. The existing and mitigated lane geometries are shown below in Table 10.

Table 10
Chesebro Road/Palo Comado Canyon Road Intersection Geometry

Scenario	Control Type	Northbound	Southbound	Eastbound	Westbound
Existing Geometry	Stop Sign	L TR	LT R	LTR	LTR
Mitigated Geometry	Signal	L TR	L T R	LT R	LTR

The Agoura Medical Office Project would be required to contribute a fair share contribution to the installation of traffic signals and restriping at the Chesebro Road/Palo Comado Canyon Road intersection to mitigate the cumulative impacts of the project. The project's contribution to the cumulative traffic at the intersection is 8.1% (a calculation worksheet is included in the Technical Appendix for reference).

CONGESTION MANAGEMENT PROGRAM ANALYSIS

Impact Criteria

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].

Potential Intersection Impacts

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. None of the intersections included in this traffic study are included in the CMP network. Therefore, no further review of potential impacts to CMP intersections is required.

Potential Freeway Impacts

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

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[4] 2004 Congestion Management Program for Los Angeles County, County of Los Angeles Metropolitan Transportation Authority, 2004.

REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Scott A. Schell, AICP, PTP, Principal Transportation Planner
Dan Dawson, PTP, Supervising Transportation Planner
Joshua Kohlhaas, Transportation Technician II

References

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

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California Manual on Uniform Traffic Control Devices, Caltrans, September 2006

Agoura Village Specific Plan EIR, ATE, January 2006.

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Persons Contacted

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Chakravarth, Srikanth, City of Agoura Hills
Cook, Allison, City of Agoura Hills
Fares, Jean, City of Agoura Hills

TECHNICAL APPENDIX

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

Signalized Intersection Level of Service Definitions

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

[a] Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

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

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

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

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TRAFFIC COUNT DATA

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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

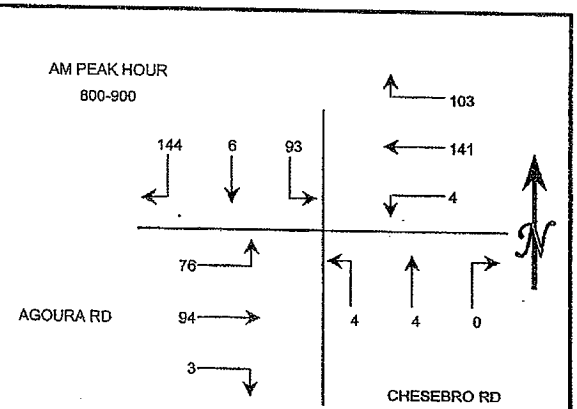
CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS
PROJECT: AGOURA HILLS TRAFFIC COUNTS
DATE: WEDNESDAY JANUARY 16, 2008
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S CHESEBRO ROAD
E/W AGOURA ROAD
CITY: AGOURA HILLS

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	22	2	14	11	14	0	0	1	1	0	11	3	79
715-730	16	2	19	15	23	0	0	2	1	1	15	10	104
730-745	26	1	15	18	16	0	1	2	0	1	26	12	118
745-800	25	0	24	25	27	1	0	1	0	0	17	24	144
800-815	35	1	24	30	30	1	0	1	3	2	21	23	171
815-830	30	1	21	36	25	1	0	1	1	0	31	24	171
830-845	33	3	29	21	36	2	0	1	0	1	30	18	174
845-900	46	1	19	16	50	0	0	1	0	0	12	11	156

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	89	5	72	69	80	1	1	6	2	2	69	49	445
715-815	102	4	82	88	96	2	1	6	4	4	79	69	537
730-830	116	3	84	109	98	3	1	5	4	3	95	83	604
745-845	123	5	98	112	118	5	0	4	4	3	99	89	660
800-900	144	6	93	103	141	4	0	4	4	3	94	76	672

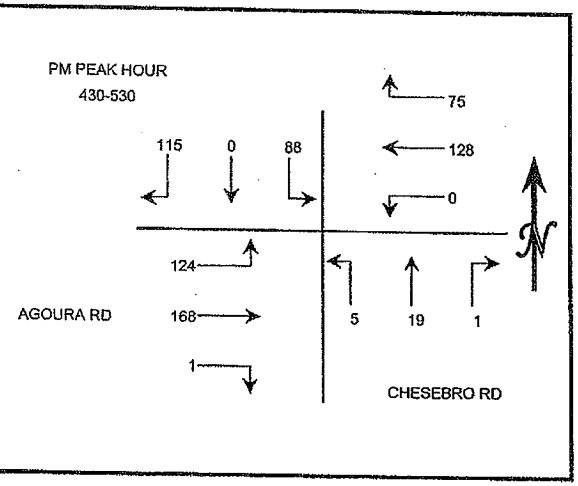


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	31	0	26	20	35	0	0	1	0	0	30	32	175
415-430	40	0	17	19	32	0	0	2	1	0	42	18	171
430-445	17	0	19	25	28	0	1	4	1	1	37	32	165
445-500	33	0	24	17	32	0	0	4	3	0	33	23	169
500-515	34	0	19	18	33	0	0	3	0	0	46	39	192
515-530	31	0	26	15	35	0	0	8	1	0	52	30	198
530-545	33	0	27	7	33	0	1	1	0	0	33	21	156
545-600	27	0	32	16	33	0	0	0	0	0	38	21	167

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	121	0	86	81	127	0	1	11	5	1	142	105	680
415-515	124	0	79	79	125	0	1	13	5	1	158	112	697
430-530	115	0	88	75	128	0	1	19	5	1	168	124	724
445-545	131	0	96	57	133	0	1	16	4	0	164	113	715
500-600	125	0	104	56	134	0	1	12	1	0	169	111	713



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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

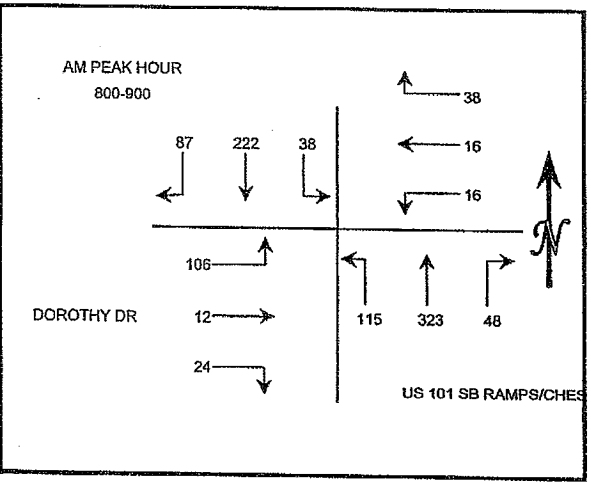
CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS
PROJECT: AGOURA HILLS TRAFFIC COUNTS
DATE: WEDNESDAY JANUARY 16, 2008
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S US 101 SB RAMPS/CHESEBRO ROAD
E/W DOROTHY DRIVE
CITY: AGOURA HILLS

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	6	28	8	7	1	3	3	75	19	3	1	13	167
715-730	11	28	6	5	1	0	4	68	18	0	0	13	154
730-745	11	38	7	4	5	5	13	74	21	4	2	17	199
745-800	22	74	9	4	4	3	8	73	26	2	2	15	242
800-815	23	69	11	6	3	5	8	70	29	3	2	18	247
815-830	19	59	8	11	3	3	11	96	20	3	3	21	257
830-845	16	50	9	13	5	5	7	99	38	5	3	15	265
845-900	29	44	10	8	5	3	22	58	28	13	4	52	276

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	50	166	30	20	11	11	28	290	84	9	5	58	762
715-815	67	207	33	19	13	13	33	285	94	9	6	63	842
730-830	75	238	35	25	15	16	40	313	96	12	9	71	945
745-845	80	252	37	34	15	16	34	338	113	13	10	69	1011
800-900	87	222	38	38	16	16	48	323	115	24	12	106	1045

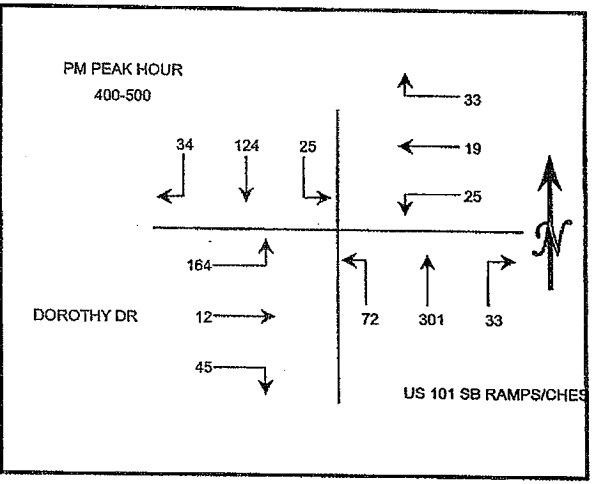


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	10	43	7	8	7	6	10	85	16	10	4	57	263
415-430	5	30	5	9	2	6	10	72	21	9	2	34	205
430-445	7	26	8	9	3	8	7	78	17	14	5	47	229
445-500	12	25	5	7	7	5	6	66	18	12	1	26	190
500-515	11	29	6	3	5	7	3	86	14	7	5	62	238
515-530	7	27	5	10	3	6	6	73	14	28	4	32	215
530-545	1	30	9	14	0	7	10	72	12	14	3	64	108
545-600	10	29	5	9	1	10	6	54	17	11	1	128	281

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	34	124	25	33	19	25	33	301	72	45	12	164	887
415-515	35	110	24	28	17	26	26	302	70	42	13	169	862
430-530	37	107	24	29	18	26	22	303	63	61	15	167	872
445-545	31	111	25	34	15	25	25	297	58	61	13	56	751
500-600	29	115	25	36	9	30	25	285	57	60	13	158	842



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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

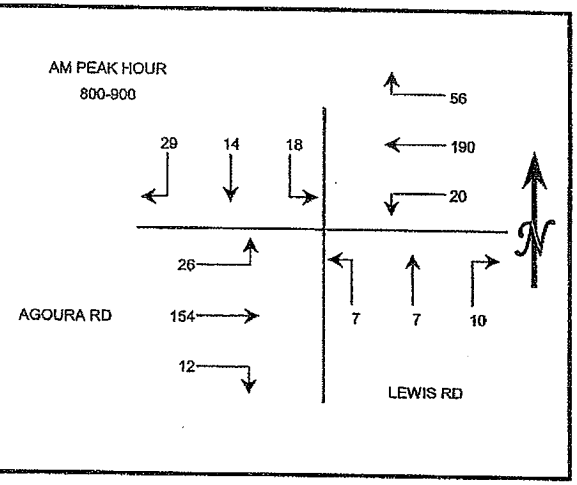
CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS
PROJECT: AGOURA HILLS TRAFFIC COUNTS
DATE: WEDNESDAY JANUARY 16, 2008
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S LEWIS ROAD
E/W AGOURA ROAD
CITY: AGOURA HILLS

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	1	1	2	28	2	1	1	0	0	12	6	54
715-730	0	0	1	3	32	3	1	1	1	3	26	3	74
730-745	2	1	0	7	31	3	3	4	0	2	29	2	84
745-800	2	0	5	4	32	1	5	0	1	3	32	0	85
800-815	3	4	1	14	44	8	2	3	2	3	46	6	136
815-830	2	2	7	4	43	4	1	1	1	1	52	5	123
830-845	8	7	3	18	43	4	4	3	0	2	36	3	131
845-900	16	1	7	20	60	4	3	0	4	6	20	12	153

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	4	2	7	16	123	9	10	6	2	8	99	11	297
715-815	7	5	7	28	139	15	11	8	4	11	133	11	379
730-830	9	7	13	29	150	16	11	8	4	9	159	13	428
745-845	15	13	16	40	162	17	12	7	4	9	166	14	475
800-900	29	14	18	56	190	20	10	7	7	12	154	26	543

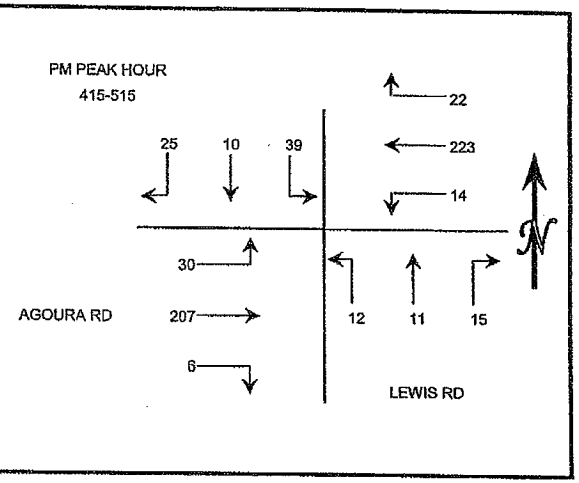


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	4	1	8	8	46	7	4	1	0	2	43	12	136
415-430	6	2	12	5	60	3	1	3	7	4	44	11	158
430-445	9	0	10	5	42	2	4	1	2	1	52	7	135
445-500	2	5	13	6	61	3	4	2	1	1	47	6	151
500-515	8	3	4	6	60	6	6	5	2	0	64	6	170
515-530	7	4	9	2	54	6	3	3	0	0	54	5	147
530-545	5	1	4	3	58	10	5	3	3	1	48	5	146
545-600	5	1	4	7	36	2	1	0	3	1	28	5	93

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	21	8	43	24	209	15	13	7	10	8	186	36	580
415-515	25	10	39	22	223	14	15	11	12	6	207	30	614
430-530	26	12	36	19	217	17	17	11	5	2	217	24	603
445-545	22	13	30	17	233	25	18	13	6	2	213	22	614
500-600	25	9	21	18	208	24	15	11	8	2	194	21	556



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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

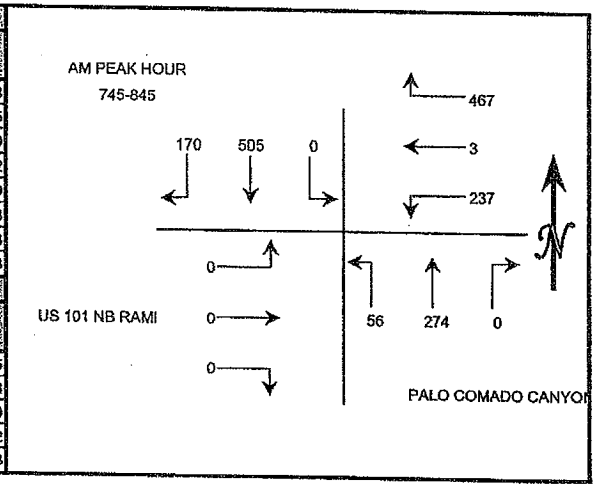
CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS
PROJECT: AGOURA HILLS TRAFFIC COUNTS
DATE: WEDNESDAY JANUARY 16, 2008
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S PALO COMADO CANYON ROAD
E/W US 101 NB RAMPS
CITY: AGOURA HILLS

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	17	76	0	57	0	24	0	17	7	0	0	0	198
715-730	33	80	0	51	0	45	0	35	11	0	0	0	255
730-745	34	102	0	91	0	69	0	32	12	0	0	0	340
745-800	30	107	0	142	1	56	0	64	12	0	0	0	412
800-815	62	145	0	126	1	80	0	92	13	0	0	0	519
815-830	30	126	0	100	0	36	0	74	12	0	0	0	378
830-845	48	127	0	99	1	65	0	44	19	0	0	0	403
845-900	55	78	0	82	2	63	0	39	14	0	0	0	333

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	114	365	0	341	1	194	0	148	42	0	0	0	1205
715-815	159	434	0	410	2	250	0	223	48	0	0	0	1526
730-830	156	480	0	459	2	241	0	262	49	0	0	0	1649
745-845	170	505	0	467	3	237	0	274	56	0	0	0	1712
800-900	195	476	0	407	4	244	0	249	58	0	0	0	1633

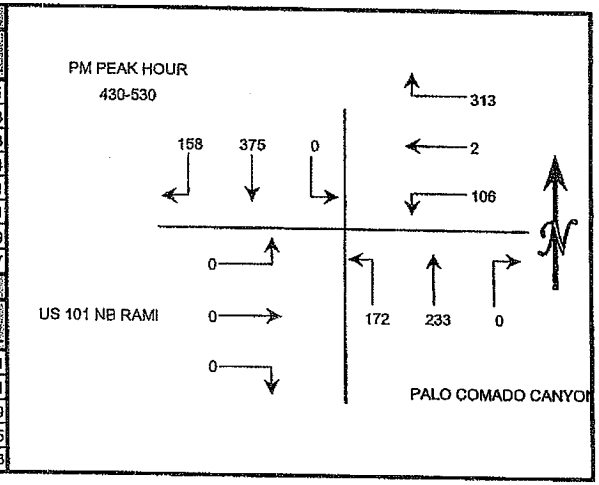


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	50	97	0	64	0	28	0	47	35	0	0	0	321
415-430	30	88	0	89	0	32	0	45	19	0	0	0	303
430-445	36	95	0	76	1	26	0	63	36	0	0	0	333
445-500	39	93	0	57	1	31	0	39	34	0	0	0	294
500-515	53	105	0	79	0	21	0	61	62	0	0	0	381
515-530	30	82	0	101	0	28	0	70	40	0	0	0	351
530-545	30	94	0	83	0	26	0	41	25	0	0	0	299
545-600	33	79	0	74	1	31	0	51	28	0	0	0	297

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	155	373	0	286	2	117	0	194	124	0	0	0	1251
415-515	158	381	0	301	2	110	0	208	151	0	0	0	1311
430-530	158	375	0	313	2	106	0	233	172	0	0	0	1359
445-545	152	374	0	320	1	106	0	211	161	0	0	0	1325
500-600	146	360	0	337	1	106	0	223	155	0	0	0	1328



WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

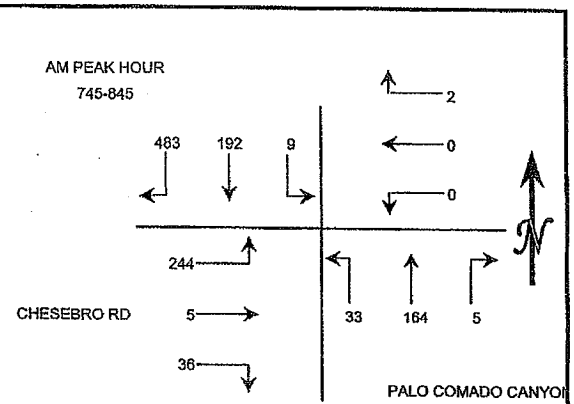
CLIENT: ASSOCIATED TRANSPORTATION ENGINEERS
PROJECT: AGOURA HILLS TRAFFIC COUNTS
DATE: WEDNESDAY JANUARY 16, 2008
PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
INTERSECTION: N/S PALO COMADO CANYON ROAD
E/W CHESEBRO ROAD
CITY: AGOURA HILLS

15 MIN COUNTS — 7:00 AM TO 9:00 AM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	96	27	0	2	0	0	0	12	3	8	3	29	180
715-730	81	30	0	0	0	4	0	21	8	5	1	21	171
730-745	98	36	0	0	0	0	3	15	7	10	1	36	206
745-800	109	37	2	0	0	0	0	41	12	7	3	69	280
800-815	115	46	1	2	0	0	2	47	3	11	1	65	293
815-830	113	53	2	0	0	0	2	54	9	5	0	71	309
830-845	146	56	4	0	0	0	1	22	9	13	1	39	291
845-900	97	51	2	0	0	0	1	20	8	12	0	45	236

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	384	130	2	2	0	4	3	89	30	30	8	155	837
715-815	403	149	3	2	0	4	5	124	30	33	6	191	950
730-830	435	172	5	2	0	0	7	157	31	33	5	241	1088
745-845	483	192	9	2	0	0	5	164	33	36	5	244	1173
800-900	471	206	9	2	0	0	6	143	29	41	2	220	1129

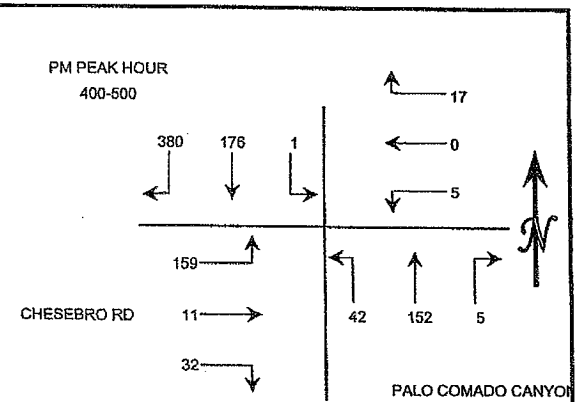


15 MIN COUNTS — 4:00 PM TO 6:00 PM

PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	106	43	1	2	0	3	2	35	13	10	5	46	266
415-430	96	45	0	7	0	1	2	25	10	9	5	30	230
430-445	93	34	0	4	0	1	1	51	10	8	1	43	246
445-500	85	54	0	4	0	0	0	41	9	5	0	40	238
500-515	99	43	0	1	0	1	0	48	9	6	0	51	258
515-530	77	34	0	1	0	2	0	38	9	14	0	39	214
530-545	89	62	0	3	0	2	0	26	8	7	0	45	242
545-600	63	45	0	4	0	0	1	31	4	13	0	36	197

HOUR TOTALS

TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	380	176	1	17	0	5	5	152	42	32	11	159	980
415-515	373	176	0	16	0	3	3	165	38	28	6	164	972
430-530	354	165	0	10	0	4	1	178	37	33	1	173	956
445-545	350	193	0	9	0	5	0	153	35	32	0	175	952
500-600	328	184	0	9	0	5	1	143	30	40	0	171	911



8

Prepared by NDS/ATD

Volumes for: Tuesday, August 19, 2008 **City:** Agoura Hills **Project #:** 08-5011-001

Location: Agoura Rd W/o Chesebro Rd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			2		5			12:00			55		76		
00:15			1		1			12:15			47		70		
00:30			5		0			12:30			62		54		
00:45			4	12	3	9	21	12:45			61	225	63	263	488
01:00			2		2			13:00			61		66		
01:15			2		2			13:15			70		48		
01:30			0		1			13:30			51		36		
01:45			1	5	0	5	10	13:45			52	234	59	209	443
02:00			0		2			14:00			68		50		
02:15			1		0			14:15			52		41		
02:30			1		0			14:30			43		46		
02:45			0	2	1	3	5	14:45			45	208	56	193	401
03:00			0		0			15:00			51		44		
03:15			1		1			15:15			37		45		
03:30			1		0			15:30			44		47		
03:45			0	2	2	3	5	15:45			57	189	42	178	367
04:00			1		1			16:00			61		57		
04:15			0		0			16:15			55		62		
04:30			1		3			16:30			50		45		
04:45			5	7	2	6	13	16:45			61	227	67	231	458
05:00			3		4			17:00			68		57		
05:15			1		5			17:15			63		68		
05:30			0		7			17:30			65		48		
05:45			9	13	8	24	37	17:45			60	256	59	232	488
06:00			4		12			18:00			52		54		
06:15			5		10			18:15			51		57		
06:30			7		16			18:30			55		54		
06:45			18	34	27	65	99	18:45			32	190	57	222	412
07:00			15		36			19:00			30		35		
07:15			14		45			19:15			37		32		
07:30			29		31			19:30			38		33		
07:45			23	81	38	150	231	19:45			46	151	19	119	270
08:00			34		42			20:00			22		21		
08:15			32		63			20:15			35		20		
08:30			32		65			20:30			30		21		
08:45			40	138	60	230	368	20:45			24	111	19	81	192
09:00			27		39			21:00			11		16		
09:15			37		47			21:15			13		17		
09:30			33		36			21:30			15		9		
09:45			21	118	53	175	293	21:45			11	50	10	52	102
10:00			38		52			22:00			5		12		
10:15			44		43			22:15			6		11		
10:30			34		51			22:30			12		5		
10:45			35	151	57	203	354	22:45			11	34	6	34	68
11:00			35		32			23:00			5		2		
11:15			27		45			23:15			5		7		
11:30			37		67			23:30			12		9		
11:45			57	156	77	221	377	23:45			9	31	3	21	52
Total Vol.				719		1094	**1813**					1906		1835	**3741**

Daily Totals

	NB	SB		EB	WB
			Combined	2625	2929
			5554		

	AM			PM		
Split %	39.7%	60.3%	32.6%	50.9%	49.1%	67.4%
Peak Hour	11:45	11:30	11:45	15:45	12:00	16:45
Volume	223	290	498	257	263	497
P.H.F.	0.89	0.94	0.93	0.94	0.87	0.95

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LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - Lewis Road/Agoura Road
Reference 2 - U.S. Highway 101 Southbound Ramps/Chesebro Road/Dorothy Drive
Reference 3 - Palo Comado Canyon Road/U.S. Highway 101 Northbound Ramps
Reference 4 - Palo Comado Canyon Road/Chesebro Road
Reference 5 - Chesebro Road/Agoura Road

North Project Driveway
South Project Driveway

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	AGOURA ROAD/LEWIS ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	EXISTING CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project Description	08007
East/West Street:	AGOURA ROAD
North/South Street:	LEWIS ROAD
Intersection Orientation:	East-West
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	26	154	12	20	190	56
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	26	154	12	20	190	56
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	0	1	1
Configuration	LT		R	LT		R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	7	7	10	18	14	29
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	7	7	10	18	14	29
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			Y	
Storage		0			5	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	26	20		24			61	
C (m) (veh/h)	1308	1400		750			1538	
v/c	0.02	0.01		0.03			0.04	
95% queue length	0.06	0.04		0.10			0.12	
Control Delay (s/veh)	7.8	7.6		10.0			8.8	
LOS	A	A		A			A	
Approach Delay (s/veh)	--	--	10.0			8.8		
Approach LOS	--	--	A			A		

AWD = 86 sec. / LOS A

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	AGOURA ROAD/LEWIS ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	EXISTING + PROJECT CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project Description 08007	
East/West Street: AGOURA ROAD	North/South Street: LEWIS ROAD
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	26	162	12	20	192	56
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	26	162	12	20	192	56
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	0	1	1
Configuration	LT		R	LT		R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	7	7	10	18	14	29
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	7	7	10	18	14	29
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			Y	
Storage		0			5	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	26	20		24			61	
C (m) (veh/h)	1306	1391		739			1523	
v/c	0.02	0.01		0.03			0.04	
95% queue length	0.06	0.04		0.10			0.13	
Control Delay (s/veh)	7.8	7.6		10.0			8.8	
LOS	A	A		B			A	
Approach Delay (s/veh)	--	--	10.0			8.8		
Approach LOS	--	--	B			A		

AWD: 8.6 sec / LOS A

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	AGOURA ROAD/LEWIS ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	CUMULATIVE CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project Description	08007
East/West Street: AGOURA ROAD	North/South Street: LEWIS ROAD
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	26	241	12	20	225	59
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	26	241	12	20	225	59
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	0	1	1
Configuration	LT		R	LT		R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	7	7	10	19	14	30
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	7	7	10	19	14	30
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			Y	
Storage		0			5	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	26	20		24			63	
C (m) (veh/h)	1267	1301		628			1359	
v/c	0.02	0.02		0.04			0.05	
95% queue length	0.06	0.05		0.12			0.15	
Control Delay (s/veh)	7.9	7.8		11.0			9.2	
LOS	A	A		B			A	
Approach Delay (s/veh)	--	--	11.0			9.2		
Approach LOS	--	--	B			A		

AWD = 9.1 sec. / LOS A

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	AGOURA ROAD/LEWIS ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	CUMULATIVE+PROJECT CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project Description	08007
East/West Street:	AGOURA ROAD
North/South Street:	LEWIS ROAD
Intersection Orientation:	East-West
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	26	249	12	20	227	59
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	26	249	12	20	227	59
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	0	1	1
Configuration	LT		R	LT		R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	7	7	10	19	14	30
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	7	7	10	19	14	30
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			Y	
Storage		0			5	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	26	20		24			63	
C (m) (veh/h)	1265	1292		619			1344	
v/c	0.02	0.02		0.04			0.05	
95% queue length	0.06	0.05		0.12			0.15	
Control Delay (s/veh)	7.9	7.8		11.1			9.2	
LOS	A	A		B			A	
Approach Delay (s/veh)	--	--	11.1			9.2		
Approach LOS	--	--	B			A		

AWD = 9.1 sec / LOS A

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	AGOURA ROAD/LEWIS ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	EXISTING CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project Description	08007
East/West Street:	AGOURA ROAD
North/South Street:	LEWIS ROAD
Intersection Orientation:	East-West
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	30	207	6	14	223	22
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	30	207	6	14	223	22
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	0	1	1
Configuration	LT		R	LT		R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	12	11	15	39	10	25
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	12	11	15	39	10	25
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			Y	
Storage		0			5	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	30	14		38			74	
C (m) (veh/h)	1648	1663		780			1237	
v/c	0.02	0.01		0.05			0.06	
95% queue length	0.06	0.03		0.15			0.19	
Control Delay (s/veh)	7.2	7.2		9.9			9.0	
LOS	A	A		A			A	
Approach Delay (s/veh)	--	--	9.9			9.0		
Approach LOS	--	--	A			A		

AWD = 8.7 sec. LOS A

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	AGOURA ROAD/LEWIS ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	EXISTING + PROJECT CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project Description	08007
East/West Street:	AGOURA ROAD
North/South Street:	LEWIS ROAD
Intersection Orientation:	East-West
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	30	211	6	14	234	22
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	30	211	6	14	234	22
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	0	1	1
Configuration	LT		R	LT		R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	12	11	15	39	10	25
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	12	11	15	39	10	25
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			Y	
Storage		0			5	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	30	14		38			74	
C (m) (veh/h)	1643	1661		768			1220	
v/c	0.02	0.01		0.05			0.06	
95% queue length	0.06	0.03		0.16			0.19	
Control Delay (s/veh)	7.2	7.2		9.9			9.1	
LOS	A	A		A			A	
Approach Delay (s/veh)	--	--	9.9			9.1		
Approach LOS	--	--	A			A		

AM: 8.4 sec / LOS A

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	AGOURA ROAD/LEWIS ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	CUMULATIVE CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project Description	08007
East/West Street:	AGOURA ROAD
North/South Street:	LEWIS ROAD
Intersection Orientation:	East-West
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	42	233	6	14	298	23
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	42	233	6	14	298	23
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	0	1	1
Configuration	LT		R	LT		R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	12	11	15	42	10	28
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	12	11	15	42	10	28
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			Y	
Storage		0			5	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	42	14		38			80	
C (m) (veh/h)	1612	1651		680			1115	
v/c	0.03	0.01		0.06			0.07	
95% queue length	0.08	0.03		0.18			0.23	
Control Delay (s/veh)	7.3	7.2		10.6			9.5	
LOS	A	A		B			A	
Approach Delay (s/veh)	--	--	10.6			9.5		
Approach LOS	--	--	B			A		

AWD = 9.0 sec. / LOS A

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	AGOURA ROAD/LEWIS ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	CUMULATIVE+PROJECT CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project Description 08007	
East/West Street: AGOURA ROAD	North/South Street: LEWIS ROAD
Intersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	42	237	6	14	309	23
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	42	237	6	14	309	23
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	0	1	1
Configuration	LT		R	LT		R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	12	11	15	42	10	28
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	12	11	15	42	10	28
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			Y	
Storage		0			5	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	42	14		38			80	
C (m) (veh/h)	1607	1649		668			1100	
v/c	0.03	0.01		0.06			0.07	
95% queue length	0.08	0.03		0.18			0.24	
Control Delay (s/veh)	7.3	7.2		10.7			9.6	
LOS	A	A		B			A	
Approach Delay (s/veh)	--	--	10.7			9.6		
Approach LOS	--	--	B			A		

AM: 9.1 sec. / LOS A

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JJK	Intersection	DOROTHY/U.S. 101 SB/CHESEBRO
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/28/2008	Analysis Year	EXISTING CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project ID 08007

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

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	106	12	24	16	16	38
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	115	323	48	38	222	87
%Thrus Left Lane						

	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 (veh/h)	142		70		486		260	87
% Heavy Vehicles	4		4		4		4	4
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7		0.2		0.2		0.1	0.0
Prop. Right-Turns	0.2		0.5		0.1		0.0	1.0
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
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	0.1		-0.2		0.1		0.1	-0.6

Departure Headway and Service Time

hd, Initial value (s)	3.20		3.20		3.20		3.20	3.20
x, initial	0.13		0.06		0.43		0.23	0.08
hd, final value (s)	6.29		6.18		5.25		5.92	5.13
x, final value	0.25		0.12		0.71		0.43	0.12
Move-up time, m (s)	2.0		2.0		2.0		2.3	
Service Time, t_s (s)	4.3		4.2		3.3		3.6	2.8

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	392		320		673		510	337
Delay (s/veh)	11.36		10.02		20.78		13.01	8.56
LOS	B		B		C		B	A
Approach: Delay (s/veh)	11.36		10.02		20.78		11.89	
LOS	B		B		C		B	
Intersection Delay (s/veh)	15.83							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JJK	Intersection	DOROTHY/U.S. 101 SB/CHESEBRO
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/28/2008	Analysis Year	EXISTING + PROJECT CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project ID 08007

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

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	106	12	24	16	16	38
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	115	332	48	38	246	87
%Thrus Left Lane						

	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 (veh/h)	142		70		495		284	87
% Heavy Vehicles	4		4		4		4	4
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7		0.2		0.2		0.1	0.0
Prop. Right-Turns	0.2		0.5		0.1		0.0	1.0
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
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	0.1		-0.2		0.1		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	3.20
x, initial	0.13		0.06		0.44		0.25	0.08
hd, final value (s)	6.38		6.28		5.30		5.94	5.16
x, final value	0.25		0.12		0.73		0.47	0.12
Move-up time, m (s)	2.0		2.0		2.0		2.3	
Service Time, t_s (s)	4.4		4.3		3.3		3.6	2.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	392		320		667		534	337
Delay (s/veh)	11.53		10.16		22.19		13.85	8.60
LOS	B		B		C		B	A
Approach: Delay (s/veh)	11.53		10.16		22.19		12.62	
LOS	B		B		C		B	
Intersection Delay (s/veh)	16.71							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JJK	Intersection	DOROTHY/U.S. 101 SB/CHESEBRO
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/28/2008	Analysis Year	CUMULATIVE CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project ID 08007

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

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	112	12	25	16	16	38
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	126	507	48	38	436	88
%Thrus Left Lane						

	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 (veh/h)	149		70		681		474	88
% Heavy Vehicles	4		4		4		4	4
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.8		0.2		0.2		0.1	0.0
Prop. Right-Turns	0.2		0.5		0.1		0.0	1.0
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
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	0.1		-0.2		0.1		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	3.20
x, initial	0.13		0.06		0.61		0.42	0.08
hd, final value (s)	7.38		7.44		5.81		6.34	5.58
x, final value	0.31		0.14		1.10		0.83	0.14
Move-up time, m (s)	2.0		2.0		2.0		2.3	
Service Time, t_s (s)	5.4		5.4		3.8		4.0	3.3

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	399		320		681		565	338
Delay (s/veh)	13.61		11.70		238.29		38.07	9.16
LOS	B		B		F		E	A
Approach: Delay (s/veh)	13.61		11.70		238.29		33.54	
LOS	B		B		F		D	
Intersection Delay (s/veh)	125.84							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JJK	Intersection	DOROTHY/U.S. 101 SB/CHESEBRO
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/28/2008	Analysis Year	CUMULATIVE+PROJECT CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project ID 08007

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

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	112	12	25	16	16	38
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	126	516	48	38	460	88
%Thrus Left Lane						

	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 (veh/h)	149		70		690		498	88
% Heavy Vehicles	4		4		4		4	4
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.8		0.2		0.2		0.1	0.0
Prop. Right-Turns	0.2		0.5		0.1		0.0	1.0
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
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	0.1		-0.2		0.1		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	3.20
x, initial	0.13		0.06		0.61		0.44	0.08
hd, final value (s)	7.44		7.51		5.86		6.34	5.59
x, final value	0.31		0.15		1.12		0.88	0.14
Move-up time, m (s)	2.0		2.0		2.0		2.3	
Service Time, t_s (s)	5.4		5.5		3.9		4.0	3.3

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	399		320		690		565	338
Delay (s/veh)	13.73		11.79		275.56		47.70	9.18
LOS	B		B		F		E	A
Approach: Delay (s/veh)	13.73		11.79		275.56		41.92	
LOS	B		B		F		E	
Intersection Delay (s/veh)	145.53							
Intersection LOS	F							

INTERSECTION CAPACITY UTILIZATION WORKSHEET

AGOURA MEDICAL OFFICE PROJECT - #08007

COUNT DATE: 01/16/2008

N/S STREET: U.S. 101 SB RAMPS/CHESEBRO

E/W STREET: DOROTHY DRIVE

TIME PERIOD: A.M. PEAK HOUR

CONTROL TYPE: SIGNAL

MITIGATED INTERSECTION

EB L TR/WB L TR/NB L TR/SB L TR

REF. #02AM_CU_Mit

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	126	507	48	38	436	88	112	12	25	16	16	38
(B) PROJECT:	0	9	0	0	24	0	0	0	0	0	0	0

MITIGATED GEOMETRICS: NORTH BOUND L TR; SOUTH BOUND L TR; EAST BOUND L TR; WEST BOUND L TR

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	SCENARIO V/C RATIOS 1	2
NBL	1	1600	126	126	0.079 *	0.079 *
NBT	1	1600	507	516	0.347	0.353
NBR	0	0	48	48	-	-
SBL	1	1600	38	38	0.024	0.024
SBT	1	1600	436	460	0.328 *	0.343 *
SBR	0	0	88	88	-	-
EBL	1	1600	112	112	0.070 *	0.070 *
EBT	1	1600	12	12	0.023	0.023
EBR	0	0	25	25	-	-
WBL	1	1600	16	16	0.010	0.010
WBT	1	1600	16	16	0.034 *	0.034 *
WBR	0	0	38	38	-	-
				LOST TIME:	0.05 *	0.05 *
				INTERSECTION CAPACITY UTILIZATION:	0.56	0.58
				LEVEL OF SERVICE:	A	A

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

NOTES:

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JJK	Intersection	DOROTHY/U.S. 101 SB/CHESEBRO
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/28/2008	Analysis Year	EXISTING CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project ID 08007

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

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	164	12	45	25	19	33
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	72	301	33	25	124	34
%Thrus Left Lane						

	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 (veh/h)	221		77		406		149	34
% Heavy Vehicles	4		4		4		4	4
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7		0.3		0.2		0.2	0.0
Prop. Right-Turns	0.2		0.4		0.1		0.0	1.0
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
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	0.1		-0.1		0.1		0.2	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	3.20
x, initial	0.20		0.07		0.36		0.13	0.03
hd, final value (s)	5.73		5.83		5.27		6.08	5.29
x, final value	0.35		0.12		0.59		0.25	0.05
Move-up time, m (s)	2.0		2.0		2.0		2.3	
Service Time, t_s (s)	3.7		3.8		3.3		3.8	3.0

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	471		327		656		399	284
Delay (s/veh)	11.83		9.66		15.89		10.83	8.27
LOS	B		A		C		B	A
Approach: Delay (s/veh)	11.83		9.66		15.89		10.35	
LOS	B		A		C		B	
Intersection Delay (s/veh)	13.20							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JJK	Intersection	DOROTHY/U.S. 101 SB/CHESEBRO
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/28/2008	Analysis Year	EXISTING + PROJECT CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project ID 08007

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

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	164	12	45	25	19	33
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	72	345	33	25	136	34
%Thrus Left Lane						

	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 (veh/h)	221		77		450		161	34
% Heavy Vehicles	4		4		4		4	4
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7		0.3		0.2		0.2	0.0
Prop. Right-Turns	0.2		0.4		0.1		0.0	1.0
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
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	0.1		-0.1		0.1		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	3.20
x, initial	0.20		0.07		0.40		0.14	0.03
hd, final value (s)	5.90		6.03		5.32		6.18	5.39
x, final value	0.36		0.13		0.67		0.28	0.05
Move-up time, m (s)	2.0		2.0		2.0		2.3	
Service Time, t_s (s)	3.9		4.0		3.3		3.9	3.1

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	471		327		659		411	284
Delay (s/veh)	12.25		9.92		18.74		11.23	8.38
LOS	B		A		C		B	A
Approach: Delay (s/veh)	12.25		9.92		18.74		10.73	
LOS	B		A		C		B	
Intersection Delay (s/veh)	14.84							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JJK	Intersection	DOROTHY/U.S. 101 SB/CHESEBRO
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/28/2008	Analysis Year	CUMULATIVE CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project ID 08007

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

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	197	12	48	25	19	33
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	72	757	33	25	191	37
%Thrus Left Lane						

	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 (veh/h)	257		77		862		216	37
% Heavy Vehicles	4		4		4		4	4
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.8		0.3		0.1		0.1	0.0
Prop. Right-Turns	0.2		0.4		0.0		0.0	1.0
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
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	0.1		-0.1		0.1		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	3.20
x, initial	0.23		0.07		0.77		0.19	0.03
hd, final value (s)	6.77		7.16		5.78		6.84	6.07
x, final value	0.48		0.15		1.38		0.41	0.06
Move-up time, m (s)	2.0		2.0		2.0		2.3	
Service Time, t_s (s)	4.8		5.2		3.8		4.5	3.8

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	507		327		862		466	287
Delay (s/veh)	16.04		11.46		720.62		14.29	9.17
LOS	C		B		F		B	A
Approach: Delay (s/veh)	16.04		11.46		720.62		13.54	
LOS	C		B		F		B	
Intersection Delay (s/veh)	434.51							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JJK	Intersection	DOROTHY/U.S. 101 SB/CHESEBRO
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/28/2008	Analysis Year	CUMULATIVE+PROJECT CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project ID 08007

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

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	197	12	48	25	19	33
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	92	801	33	25	203	37
%Thrus Left Lane						

	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 (veh/h)	257		77		926		228	37
% Heavy Vehicles	4		4		4		4	4
No. Lanes	1		1		1		2	
Geometry Group	2		2		4a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.8		0.3		0.1		0.1	0.0
Prop. Right-Turns	0.2		0.4		0.0		0.0	1.0
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0
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	0.1		-0.1		0.1		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	3.20
x, initial	0.23		0.07		0.82		0.20	0.03
hd, final value (s)	6.80		7.21		5.82		6.85	6.08
x, final value	0.49		0.15		1.50		0.43	0.06
Move-up time, m (s)	2.0		2.0		2.0		2.3	
Service Time, t_s (s)	4.8		5.2		3.8		4.5	3.8

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	507		327		926		478	287
Delay (s/veh)	16.17		11.53		920.06		14.77	9.18
LOS	C		B		F		B	A
Approach: Delay (s/veh)	16.17		11.53		920.06		13.99	
LOS	C		B		F		B	
Intersection Delay (s/veh)	564.41							
Intersection LOS	F							

INTERSECTION CAPACITY UTILIZATION WORKSHEET

AGOURA MEDICAL OFFICE PROJECT - #08007

MITIGATED INTERSECTION REF. #02PM_CU_Mit

EB L TR/WB L TR/NB L TR/SB L TR

COUNT DATE: 01/16/2008

N/S STREET: U.S. 101 SB RAMPS/CHESEBRO

E/W STREET: DOROTHY DRIVE

TIME PERIOD: A.M. PEAK HOUR

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	92	757	33	25	191	37	197	12	48	25	19	33
(B) PROJECT:	0	44	0	0	12	0	0	0	0	0	0	0

MITIGATED GEOMETRICS:	NORTH BOUND L TR	SOUTH BOUND L TR	EAST BOUND L TR	WEST BOUND L TR

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	SCENARIO V/C RATIOS 1	2
NBL	1	1600	92	92	0.058	0.058
NBT	1	1600	757	801	0.494 *	0.521 *
NBR	0	0	33	33	-	-
SBL	1	1600	25	25	0.016 *	0.016 *
SBT	1	1600	191	203	0.143	0.150
SBR	0	0	37	37	-	-
EBL	1	1600	197	197	0.123 *	0.123 *
EBT	1	1600	12	12	0.038	0.038
EBR	0	0	48	48	-	-
WBL	1	1600	25	25	0.016	0.016
WBT	1	1600	19	19	0.033 *	0.033 *
WBR	0	0	33	33	-	-
			LOST TIME:		0.05 *	0.05 *
			INTERSECTION CAPACITY UTILIZATION:		0.72	0.74
			LEVEL OF SERVICE:		C	C

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

NOTES:

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	U.S. 101 NB RAMPS/PALO COMADO
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	EXISTING CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project Description	08007
East/West Street:	U.S. HWY 101 NORTHBOUND RAMPS
North/South Street:	PALO COMADO CANYON ROAD
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 (veh/h)	56	274			505	170
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	237	3	467
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	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				237	3	467
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	505	170	56	274	0
Percent Heavy Vehicles	0	0	0	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	1	0
Configuration				L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT		L		TR			
v (veh/h)	56		237		470			
C (m) (veh/h)	907		259		576			
v/c	0.06		0.92		0.82			
95% queue length	0.20		14.14		11.01			
Control Delay (s/veh)	9.2		112.0		37.0			
LOS	A		F		E			
Approach Delay (s/veh)	--	--	62.1					
Approach LOS	--	--	F					

AWD: > 50 sec. / LOS F

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	U.S. 101 NB RAMPS/PALO COMADO
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	EXISTING + PROJECT CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project Description	08007
East/West Street: U.S. HWY 101 NORTHBOUND RAMPS	North/South Street: PALO COMADO CANYON ROAD
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 (veh/h)	62	277			517	170
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	269	3	467
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	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				269	3	467
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	517	170	62	277	0
Percent Heavy Vehicles	0	0	0	4	4	4
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	1	0
Configuration				L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT		L		TR			
v (veh/h)	62		269		470			
C (m) (veh/h)	898		248		571			
v/c	0.07		1.08		0.82			
95% queue length	0.22		26.01		11.39			
Control Delay (s/veh)	9.3		280.5		38.3			
LOS	A		F		E			
Approach Delay (s/veh)	--	--	126.5					
Approach LOS	--	--	F					

AWD: > 50 sec. / LOS F

INTERSECTION CAPACITY UTILIZATION WORKSHEET

AGOURA MEDICAL OFFICE PROJECT - #08007

MITIGATED INTERSECTION

REF. #03AM_EX_Mit

COUNT DATE: 01/16/2008

WB LT R

N/S STREET: PALO COMADO CANYON ROAD

(Split-Phased)

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

TIME PERIOD: A.M. PEAK HOUR

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	56	274	0	0	505	170	0	0	0	237	3	467
(B) PROJECT:	6	3	0	0	12	0	0	0	0	32	0	0
(C) CUMULATIVE - ADDED:	31	215	0	0	215	110	0	0	0	228	0	338

MITIGATED GEOMETRICS: NORTH BOUND LT | SOUTH BOUND T R | EAST BOUND | WEST BOUND LT R

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	56	62	87	93	-	-	-	-
NBT	1	1600	274	277	489	492	0.206 *	0.212 *	0.360 *	0.366 *
NBR	0	0	0	0	0	0	-	-	-	-
SBL	0	0	0	0	0	0	-	-	-	-
SBT	1	1600	505	517	720	732	0.316 *	0.323 *	0.450 *	0.458 *
SBR	1	1600	170	170	280	280	0.106	0.106	0.175	0.175
EBL	0	0	0	0	0	0	-	-	-	-
EBT	0	0	0	0	0	0	-	-	-	-
EBR	0	0	0	0	0	0	-	-	-	-
WBL	0	0	237	269	465	497	-	-	-	-
WBT	1	1600	3	3	3	3	0.150 *	0.170 *	0.293 *	0.313 *
WBR	1	1600	467	467	805	805	0.292	0.292	0.503	0.503
					LOST TIME:		0.05 *	0.05 *	0.05 *	0.05 *
					INTERSECTION CAPACITY UTILIZATION:		0.72	0.76	1.15	1.19
					LEVEL OF SERVICE:		C	C	F	F

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

NOTES:

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	U.S. 101 NB RAMPS/PALO COMADO
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	CUMULATIVE CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project Description	08007
East/West Street:	U.S. HWY 101 NORTHBOUND RAMPS
North/South Street:	PALO COMADO CANYON ROAD
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 (veh/h)	87	489			720	280
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	465	3	805
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	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				465	3	805
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	720	280	87	489	0
Percent Heavy Vehicles	0	0	0	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	1	0
Configuration				L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT		L		TR			
v (veh/h)	87		465		808			
C (m) (veh/h)	684		113		369			
v/c	0.13		4.12		2.19			
95% queue length	0.44		179.88		224.89			
Control Delay (s/veh)	11.0		5686		2174			
LOS	B		F		F			
Approach Delay (s/veh)	--	--	3457					
Approach LOS	--	--	F					

AWD: >50 sec. LOS F

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	U.S. 101 NB RAMPS/PALO COMADO
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	CUMULATIVE+PROJECT CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project Description	08007
East/West Street:	U.S. HWY 101 NORTHBOUND RAMPS
North/South Street:	PALO COMADO CANYON ROAD
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 (veh/h)	93	492			732	280
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	497	3	805
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	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				497	3	805
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	732	280	93	492	0
Percent Heavy Vehicles	0	0	0	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	1	0
Configuration				L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT		L		TR			
v (veh/h)	93		497		808			
C (m) (veh/h)	677		107		366			
v/c	0.14		4.64		2.21			
95% queue length	0.48		198.75		226.35			
Control Delay (s/veh)	11.2		6642		2206			
LOS	B		F		F			
Approach Delay (s/veh)	--	--	3896					
Approach LOS	--	--	F					

AWD: > 50 sec. / LOS F

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	U.S. 101 NB RAMPS/PALO COMADO
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	EXISTING CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project Description 08007

East/West Street: U.S. HWY 101 NORTHBOUND RAMPS | North/South Street: PALO COMADO CANYON ROAD

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 (veh/h)	172	233			375	158
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	106	2	313
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	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				106	2	313
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	375	158	172	233	0
Percent Heavy Vehicles	0	0	0	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	1	0
Configuration				L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT		L		TR			
v (veh/h)	172		106		315			
C (m) (veh/h)	1025		213		782			
v/c	0.17		0.50		0.40			
95% queue length	0.60		2.82		2.01			
Control Delay (s/veh)	9.2		38.3		12.7			
LOS	A		E		B			
Approach Delay (s/veh)	--	--	19.2					
Approach LOS	--	--	C					

AWD: 16.3 sec. / LOS C

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	U.S. 101 NB RAMPS/PALO COMADO
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	EXISTING + PROJECT CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project Description	08007
East/West Street:	U.S. HWY 101 NORTHBOUND RAMPS
North/South Street:	PALO COMADO CANYON ROAD
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 (veh/h)	205	250			381	158
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	123	2	313
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	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				123	2	313
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	381	158	205	250	0
Percent Heavy Vehicles	0	0	0	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	1	0
Configuration				L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT		L		TR			
v (veh/h)	205		123		315			
C (m) (veh/h)	1019		181		762			
v/c	0.20		0.68		0.41			
95% queue length	0.75		5.37		2.09			
Control Delay (s/veh)	9.4		64.4		13.0			
LOS	A		F		B			
Approach Delay (s/veh)	--	--	27.5					
Approach LOS	--	--	D					

AWD: 21.7 sec. / LOS D

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JJK
Agency/Co.	ATE
Date Performed	1/25/2008
Analysis Time Period	P.M. PEAK HOUR

Site Information

Intersection	U.S. 101 NB RAMPS/PALO COMADO
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	CUMULATIVE CONDITIONS

Project Description 08007

East/West Street: U.S. HWY 101 NORTHBOUND RAMPS | North/South Street: PALO COMADO CANYON ROAD

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 (veh/h)	269	331			673	185
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	171	2	408
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	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				171	2	408
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	673	185	269	331	0
Percent Heavy Vehicles	0	0	0	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	1	0
Configuration				L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT		L		TR			
v (veh/h)	269		171		410			
C (m) (veh/h)	774		72		664			
v/c	0.35		2.38		0.62			
95% queue length	1.59		54.23		4.67			
Control Delay (s/veh)	12.1		2614		19.1			
LOS	B		F		C			
Approach Delay (s/veh)	--	--	782.7					
Approach LOS	--	--	F					

AWD: >50 sec. / LOS F

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	U.S. 101 NB RAMPS/PALO COMADO
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	CUMULATIVE+PROJECT CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project Description	08007
East/West Street:	U.S. HWY 101 NORTHBOUND RAMPS
North/South Street:	PALO COMADO CANYON ROAD
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 (veh/h)	302	348			679	185
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	188	2	408
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	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				188	2	408
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	679	185	302	348	0
Percent Heavy Vehicles	0	0	0	4	4	4
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	1	0
Configuration				L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT		L		TR			
v (veh/h)	302		188		410			
C (m) (veh/h)	770		59		639			
v/c	0.39		3.19		0.64			
95% queue length	1.92		68.61		5.14			
Control Delay (s/veh)	12.7		4089		20.6			
LOS	B		F		C			
Approach Delay (s/veh)	--	--	1299					
Approach LOS	--	--	F					

AWD: > 50 sec / LOS F

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	CHESEBRO/PALO COMADO CANYON
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	EXISTING CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project Description 08007

East/West Street: CHESEBRO ROAD | North/South Street: PALO COMADO CANYON ROAD

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 (veh/h)	33	164	5	9	192	483
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	244	5	36	0	0	2
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L		TR	LT		R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	244	5	36	0	0	2
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	9	192	483	33	164	5
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		5			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	LT		LTR		LT		R
v (veh/h)	33	9		2		249		36
C (m) (veh/h)	907	1396		873		450		801
v/c	0.04	0.01		0.00		0.55		0.04
95% queue length	0.11	0.02		0.01		3.59		0.14
Control Delay (s/veh)	9.1	7.6		9.1		22.8		9.7
LOS	A	A		A		C		A
Approach Delay (s/veh)	--	--	9.1			21.1		
Approach LOS	--	--	A			C		

AWD = 19.5 sec. / LOS C

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JJK
Agency/Co.	ATE
Date Performed	1/25/2008
Analysis Time Period	A.M. PEAK HOUR

Site Information

Intersection	CHESEBRO/PALO COMADO CANYON
Jurisdiction	CITY OF AGOURA HILLS
Analysis Year	EXISTING + PROJECT CONDITIONS

Project Description 08007

East/West Street: CHESEBRO ROAD | North/South Street: PALO COMADO CANYON ROAD

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 (veh/h)	33	164	5	9	192	527
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	253	5	36	0	0	2
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	1	1	1
Configuration	L		TR	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	253	5	36	0	0	2
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	9	192	527	33	164	5
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		5			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	33	9		2		258		36
C (m) (veh/h)	873	1396		873		449		801
v/c	0.04	0.01		0.00		0.57		0.04
95% queue length	0.12	0.02		0.01		3.89		0.14
Control Delay (s/veh)	9.3	7.6		9.1		23.7		9.7
LOS	A	A		A		C		A
Approach Delay (s/veh)	--	--	9.1			22.0		
Approach LOS	--	--	A			C		

AWD = 20.3 sec. / LOS C

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	CHESEBRO/PALO COMADO CANYON
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	CUMULATIVE CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project Description	08007
East/West Street:	CHESEBRO ROAD
North/South Street:	PALO COMADO CANYON ROAD
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 (veh/h)	61	276	13	28	451	648
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	376	16	108	1	2	4
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	1	1	1
Configuration	L		TR	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	376	16	108	1	2	4
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	28	451	648	61	276	13
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		5			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	61	28		7		392		108
C (m) (veh/h)	628	1262		192		178		533
v/c	0.10	0.02		0.04		2.20		0.20
95% queue length	0.32	0.07		0.11		112.24		0.76
Control Delay (s/veh)	11.3	7.9		24.5		2226		13.5
LOS	B	A		C		F		B
Approach Delay (s/veh)	--	--	24.5			1748		
Approach LOS	--	--	C			F		

AWD = 750 sec. / LOS F

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	CHESEBRO/PALO COMADO CANYON
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	CUMULATIVE+PROJECT CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project Description 08007

East/West Street: CHESEBRO ROAD | North/South Street: PALO COMADO CANYON ROAD

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 (veh/h)	61	276	13	28	451	692
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	385	16	108	1	2	4
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	1	1	1
Configuration	L		TR	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	385	16	108	1	2	4
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	28	451	692	61	276	13
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)	0			0		
Flared Approach		Y			N	
Storage		5			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	61	28		7		401		108
C (m) (veh/h)	604	1262		182		178		533
v/c	0.10	0.02		0.04		2.25		0.20
95% queue length	0.34	0.07		0.12		116.66		0.76
Control Delay (s/veh)	11.6	7.9		25.6		2316		13.5
LOS	B	A		D		F		B
Approach Delay (s/veh)	--	--	25.6			1828		
Approach LOS	--	--	D			F		

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AWD: > 50 sec / LOS F

INTERSECTION CAPACITY UTILIZATION WORKSHEET

AGOURA MEDICAL OFFICE PROJECT - #08007 — **MITIGATED INTERSECTION** — REF. #04AM_CU_Mit

EB LT R & SB L T R

COUNT DATE: 01/16/2008
N/S STREET: PALO COMADO CANYON ROAD/CHESEBRO ROAD
E/W STREET: PRIVATE DRIVE/CHESEBRO ROAD
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	61	276	13	28	451	648	376	16	108	1	2	4
(B) PROJECT:	0	0	0	0	0	44	9	0	0	0	0	0

MITIGATED GEOMETRICS: NORTH BOUND L TR — SOUTH BOUND L T R — EAST BOUND LT R — WEST BOUND LTR

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	SCENARIO V/C RATIOS 1	2
NBL	1	1600	61	61	0.038 *	0.038 *
NBT	1	1600	276	276	0.181	0.181
NBR	0	0	13	13	-	-
SBL	1	1600	28	28	0.018	0.018
SBT	1	1600	451	451	0.282 *	0.282 *
SBR (a)	1	1600	648	692	0.405	0.433
EBL	0	0	376	385	-	-
EBT	1	1600	16	16	0.245 *	0.251 *
EBR	1	1600	108	108	0.068	0.068
WBL	0	0	1	1	-	-
WBT	1	1600	2	2	0.004 *	0.004 *
WBR	0	0	4	4	-	-
				LOST TIME:	0.05 *	0.05 *
				INTERSECTION CAPACITY UTILIZATION:	0.62	0.63
				LEVEL OF SERVICE:	B	B

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

NOTES:

(a) Not critical due to free right-turn.

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	CHESEBRO/PALO COMADO CANYON
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	EXISTING CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project Description	08007
East/West Street:	CHESEBRO ROAD
North/South Street:	PALO COMADO CANYON ROAD
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 (veh/h)	42	152	5	1	176	380
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	159	11	32	5	0	17
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L		TR	LT		R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	159	11	32	5	0	17
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	1	176	380	42	152	5
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		5			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	LT		LTR		LT		R
v (veh/h)	42	1		22		170		32
C (m) (veh/h)	861	1350		533		401		752
v/c	0.05	0.00		0.04		0.42		0.04
95% queue length	0.15	0.00		0.13		2.17		0.13
Control Delay (s/veh)	9.4	7.7		12.0		20.5		10.0
LOS	A	A		B		C		A
Approach Delay (s/veh)	--	--	12.0			18.9		
Approach LOS	--	--	B			C		

AWD = 16.7 sec. / LOS C

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	CHESEBRO/PALO COMADO CANYON
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	EXISTING + PROJECT CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project Description	08007
East/West Street:	CHESEBRO ROAD
North/South Street:	PALO COMADO CANYON ROAD
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 (veh/h)	42	152	5	1	176	403
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	209	11	32	5	0	17
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	1	1	1
Configuration	L		TR	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	209	11	32	5	0	17
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	1	176	403	42	152	5
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)	0			0		
Flared Approach		Y			N	
Storage		5			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	42	1		22		220		32
C (m) (veh/h)	839	1350		526		401		752
v/c	0.05	0.00		0.04		0.55		0.04
95% queue length	0.16	0.00		0.13		3.51		0.13
Control Delay (s/veh)	9.5	7.7		12.1		24.7		10.0
LOS	A	A		B		C		A
Approach Delay (s/veh)	--	--	12.1			22.9		
Approach LOS	--	--	B			C		

AWD = 20.3 sec. / LOS C

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	CHESEBRO/PALO COMADO CANYON
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	CUMULATIVE CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project Description 08007

East/West Street: CHESEBRO ROAD | North/South Street: PALO COMADO CANYON ROAD

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 (veh/h)	252	299	6	6	284	630
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	191	14	67	13	16	33
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	1	1	1
Configuration	L		TR	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	191	14	67	13	16	33
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	6	284	630	252	299	6
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)	0			0		
Flared Approach		Y			N	
Storage		5			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	252	6		62		205		67
C (m) (veh/h)	572	1143		35		0		602
v/c	0.44	0.01		1.77				0.11
95% queue length	2.33	0.02		18.52				0.38
Control Delay (s/veh)	16.2	8.2		1702				11.7
LOS	C	A		F		F		B
Approach Delay (s/veh)	--	--	1702					
Approach LOS	--	--	F					

AWD: > 50. sec. / LOS F

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	CHESEBRO/PALO COMADO CANYON
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	CUMULATIVE+PROJECT CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project Description	08007
East/West Street:	CHESEBRO ROAD
North/South Street:	PALO COMADO CANYON ROAD
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 (veh/h)	252	299	6	6	284	653
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	241	14	67	13	16	33
Percent Heavy Vehicles	4	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	0	1	1	1
Configuration	L		TR	L	T	R
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	241	14	67	13	16	33
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	6	284	653	252	299	6
Percent Heavy Vehicles	4	4	4	4	4	4
Percent Grade (%)		0			0	
Flared Approach		Y			N	
Storage		5			0	
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration	LT		R		LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR		LT		R
v (veh/h)	252	6		62		255		67
C (m) (veh/h)	557	1143		35		0		602
v/c	0.45	0.01		1.77				0.11
95% queue length	2.44	0.02		18.52				0.38
Control Delay (s/veh)	16.8	8.2		1702				11.7
LOS	C	A		F		F		B
Approach Delay (s/veh)	--	--	1702					
Approach LOS	--	--	F					

AWD: > 50 sec / LOS F

INTERSECTION CAPACITY UTILIZATION WORKSHEET

AGOURA MEDICAL OFFICE PROJECT - #08007

MITIGATED INTERSECTION
EB L TR & SB L T R

REF. #04PM_CU_Mit

COUNT DATE: 01/16/2008
N/S STREET: PALO COMADO CANYON ROAD/CHESEBRO ROAD
E/W STREET: PRIVATE DRIVE/CHESEBRO ROAD
TIME PERIOD: A.M. PEAK HOUR
CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

CONDITION	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) CUMULATIVE:	252	299	6	6	284	630	191	14	67	13	16	33
(B) PROJECT:	0	0	0	0	0	23	50	0	0	0	0	0

EXISTING GEOMETRICS: NORTH BOUND L TR; SOUTH BOUND L T R; EAST BOUND LT R; WEST BOUND LTR

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	SCENARIO V/C RATIOS 1	2
NBL	1	1600	252	252	0.158 *	0.158 *
NBT	1	1600	299	299	0.191	0.191
NBR	0	0	6	6	-	-
SBL	1	1600	6	6	0.004	0.004
SBT	1	1600	284	284	0.178 *	0.178 *
SBR *(a)*	1	1600	630	653	0.394	0.408
EBL	0	0	191	241	-	-
EBT	1	1600	14	14	0.128 *	0.159 *
EBR	1	1600	67	67	0.042	0.042
WBL	0	0	13	13	-	-
WBT	1	1600	16	16	0.039 *	0.039 *
WBR	0	0	33	33	-	-
			LOST TIME:		0.05 *	0.05 *
			INTERSECTION CAPACITY UTILIZATION:		0.55	0.58
			LEVEL OF SERVICE:		A	A

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

NOTES:

(a) Not critical due to free right-turn.

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JJK	Intersection	AGOURA ROAD/CHESEBRO ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/28/2008	Analysis Year	EXISTING CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project ID 08007

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

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	76	94	3	4	141	103
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	4	0	93	6	144
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LT	R	LTR		LT	R
PHF	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	170	3	145	103	8		99	144
% Heavy Vehicles	4	4	4	4	4		4	4
No. Lanes	2		2		1		2	
Geometry Group	5		5		4b		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.4	0.0	0.0	0.0	0.5		0.9	0.0
Prop. Right-Turns	0.0	1.0	0.0	1.0	0.0		0.0	1.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.5	0.5
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.3	-0.6	0.1	-0.6	0.2		0.5	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20
x, initial	0.15	0.00	0.13	0.09	0.01		0.09	0.13
hd, final value (s)	5.74	4.81	5.47	4.75	6.06		6.11	4.94
x, final value	0.27	0.00	0.22	0.14	0.01		0.17	0.20
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	3.4	2.5	3.2	2.4	3.8		3.8	2.6

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	420	253	395	353	258		349	394
Delay (s/veh)	10.57	7.53	9.71	8.19	8.84		10.04	8.85
LOS	B	A	A	A	A		B	A
Approach: Delay (s/veh)	10.52		9.08		8.84		9.33	
LOS	B		A		A		A	
Intersection Delay (s/veh)	9.54							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JJK	Intersection	AGOURA ROAD/CHESEBRO ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/28/2008	Analysis Year	EXISTING + PROJECT CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project ID 08007

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

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	76	95	3	4	145	103
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	4	0	93	6	144
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LT	R	LTR		L	TR
PHF	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	171	3	149	103	8		93	150
% Heavy Vehicles	4	4	4	4	4		4	4
No. Lanes	2		2		1		2	
Geometry Group	5		5		4b		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20
x, initial	0.15	0.00	0.13	0.09	0.01		0.08	0.13
hd, final value (s)	5.74	4.82	5.47	4.75	6.08		6.15	4.98
x, final value	0.27	0.00	0.23	0.14	0.01		0.16	0.21
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	3.4	2.5	3.2	2.5	3.8		3.8	2.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	421	253	399	353	258		343	400
Delay (s/veh)	10.60	7.54	9.77	8.20	8.86		10.01	8.98
LOS	B	A	A	A	A		B	A
Approach: Delay (s/veh)	10.54		9.13		8.86		9.37	
LOS	B		A		A		A	
Intersection Delay (s/veh)	9.58							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JJK	Intersection	AGOURA ROAD/CHESEBRO ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/28/2008	Analysis Year	CUMULATIVE CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project ID 08007

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

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	146	129	3	4	160	181
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	4	0	279	6	290
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LT	R	LTR		L	TR
PHF	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	275	3	164	181	8		279	296
% Heavy Vehicles	4	4	4	4	4		4	4
No. Lanes	2		2		1		2	
Geometry Group	5		5		4b		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20
x, initial	0.24	0.00	0.15	0.16	0.01		0.25	0.26
hd, final value (s)	7.03	6.05	6.73	6.01	7.43		6.89	5.71
x, final value	0.54	0.01	0.31	0.30	0.02		0.53	0.47
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	4.7	3.7	4.4	3.7	5.1		4.6	3.4

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	498	253	414	431	258		510	546
Delay (s/veh)	17.79	8.78	12.40	11.30	10.26		17.42	13.42
LOS	C	A	B	B	B		C	B
Approach: Delay (s/veh)	17.69		11.82		10.26		15.36	
LOS	C		B		B		C	
Intersection Delay (s/veh)	14.85							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JJK	Intersection	AGOURA ROAD/CHESEBRO ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/28/2008	Analysis Year	CUMULATIVE+PROJECT CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project ID 08007

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

Volume Adjustment and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	146	130	3	4	164	181
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	4	0	279	6	290
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LT	R	LTR		L	TR
PHF	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	276	3	168	181	8		279	296
% Heavy Vehicles	4	4	4	4	4		4	4
No. Lanes	2		2		1		2	
Geometry Group	5		5		4b		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20
x, initial	0.25	0.00	0.15	0.16	0.01		0.25	0.26
hd, final value (s)	7.04	6.06	6.73	6.01	7.45		6.91	5.72
x, final value	0.54	0.01	0.31	0.30	0.02		0.54	0.47
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	4.7	3.8	4.4	3.7	5.1		4.6	3.4

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	497	253	418	431	258		509	546
Delay (s/veh)	17.89	8.79	12.51	11.31	10.27		17.48	13.47
LOS	C	A	B	B	B		C	B
Approach: Delay (s/veh)	17.79		11.89		10.27		15.41	
LOS	C		B		B		C	
Intersection Delay (s/veh)	14.91							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JJK	Intersection	AGOURA ROAD/CHESEBRO ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/28/2008	Analysis Year	EXISTING CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project ID 08007

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

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	124	168	1	0	128	75
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	19	1	88	0	115
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LT	R	LTR		LT	R
PHF	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	292	1	128	75	25		88	115
% Heavy Vehicles	4	4	4	4	4		4	4
No. Lanes	2		2		1		2	
Geometry Group	5		5		4b		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20
x, initial	0.26	0.00	0.11	0.07	0.02		0.08	0.10
hd, final value (s)	5.66	4.74	5.56	4.86	6.19		6.39	5.19
x, final value	0.46	0.00	0.20	0.10	0.04		0.16	0.17
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	3.4	2.4	3.3	2.6	3.9		4.1	2.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	542	251	378	325	275		338	365
Delay (s/veh)	13.14	7.45	9.63	8.10	9.17		10.27	8.92
LOS	B	A	A	A	A		B	A
Approach: Delay (s/veh)	13.12		9.07		9.17		9.51	
LOS	B		A		A		A	
Intersection Delay (s/veh)	10.84							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JJK	Intersection	AGOURA ROAD/CHESEBRO ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/28/2008	Analysis Year	EXISTING + PROJECT CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project ID 08007

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

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	124	174	1	0	130	75
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	19	1	88	0	115
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LT	R	LTR		L	TR
PHF	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	298	1	130	75	25		88	115
% Heavy Vehicles	4	4	4	4	4		4	4
No. Lanes	2		2		1		2	
Geometry Group	5		5		4b		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20
x, initial	0.26	0.00	0.12	0.07	0.02		0.08	0.10
hd, final value (s)	5.66	4.75	5.57	4.87	6.21		6.41	5.21
x, final value	0.47	0.00	0.20	0.10	0.04		0.16	0.17
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	3.4	2.4	3.3	2.6	3.9		4.1	2.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	548	251	380	325	275		338	365
Delay (s/veh)	13.33	7.46	9.67	8.12	9.19		10.30	8.95
LOS	B	A	A	A	A		B	A
Approach: Delay (s/veh)	13.31		9.10		9.19		9.54	
LOS	B		A		A		A	
Intersection Delay (s/veh)	10.95							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JJK	Intersection	AGOURA ROAD/CHESEBRO ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/28/2008	Analysis Year	CUMULATIVE CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project ID 08007

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

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	260	193	1	0	169	297
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	19	1	177	0	177
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LT	R	LTR		L	TR
PHF	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	453	1	169	297	25		177	177
% Heavy Vehicles	4	4	4	4	4		4	4
No. Lanes	2		2		1		2	
Geometry Group	5		5		4b		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20
x, initial	0.40	0.00	0.15	0.26	0.02		0.16	0.16
hd, final value (s)	6.81	5.81	6.60	5.89	7.94		7.62	6.42
x, final value	0.86	0.00	0.31	0.49	0.06		0.37	0.32
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	4.5	3.5	4.3	3.6	5.6		5.3	4.1

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	525	251	419	547	275		427	427
Delay (s/veh)	45.15	8.52	12.25	14.11	11.10		14.88	12.07
LOS	E	A	B	B	B		B	B
Approach: Delay (s/veh)	45.07		13.44		11.10		13.47	
LOS	E		B		B		B	
Intersection Delay (s/veh)	24.46							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JJK	Intersection	AGOURA ROAD/CHESEBRO ROAD
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/28/2008	Analysis Year	CUMULATIVE+PROJECT CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project ID 08007

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

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	260	199	1	0	171	297
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	19	1	177	0	177
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LT	R	LTR		L	TR
PHF	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Flow Rate (veh/h)	459	1	171	297	25		177	177
% Heavy Vehicles	4	4	4	4	4		4	4
No. Lanes	2		2		1		2	
Geometry Group	5		5		4b		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

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

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	3.20
x, initial	0.41	0.00	0.15	0.26	0.02		0.16	0.16
hd, final value (s)	6.81	5.81	6.61	5.90	7.97		7.65	6.44
x, final value	0.87	0.00	0.31	0.49	0.06		0.38	0.32
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t_s (s)	4.5	3.5	4.3	3.6	5.7		5.3	4.1

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	525	251	421	547	275		427	427
Delay (s/veh)	48.11	8.52	12.33	14.17	11.13		14.94	12.12
LOS	E	A	B	B	B		B	B
Approach: Delay (s/veh)	48.02		13.50		11.13		13.53	
LOS	E		B		B		B	
Intersection Delay (s/veh)	25.61							
Intersection LOS	D							

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	CHESEBRO/PROJECT DRIVEWAY
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	CUMULATIVE+PROJECT CONDITIONS
Analysis Time Period	A.M. PEAK HOUR		

Project Description	08007
East/West Street:	CHESEBRO ROAD
Intersection Orientation:	East-West
North/South Street:	NORTH PROJECT DRIVEWAY
Study Period (hrs):	1.00

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		500	24	44	711	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	500	24	44	711	0
Percent Heavy Vehicles	0	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration		T	R	LT		
Upstream Signal		0			0	

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

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		44		18				
c (m) (veh/h)		1032		259				
v/c		0.04		0.07				
95% queue length		0.13		0.22				
Control Delay (s/veh)		8.6		19.9				
LOS		A		C				
Approach Delay (s/veh)	--	--	19.9					
Approach LOS	--	--	C					

AWD = 11.9 LOS B

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	CHESEBRO/PROJECT DRIVEWAY
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	CUMULATIVE+PROJECT CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project Description 08007

East/West Street: CHESEBRO ROAD | North/South Street: NORTH PROJECT DRIVEWAY

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

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		272	12	23	898	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	272	12	23	898	0
Percent Heavy Vehicles	0	--	--	4	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration		T	R	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	44		50			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	44	0	50	0	0	0
Percent Heavy Vehicles	4	0	4	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		23		94				
c (m) (veh/h)		1267		321				
v/c		0.02		0.29				
95% queue length		0.06		1.23				
Control Delay (s/veh)		7.9		20.8				
LOS		A		C				
Approach Delay (s/veh)	--	--	20.8					
Approach LOS	--	--	C					

AWDT = 18.3 LOS C

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
nalyst	JJK	Intersection	AGOURA/PROJECT DRIVEWAY
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	CUMULATIVE+PROJECT CONDITIONS
nalysis Time Period	A.M. PEAK HOUR		

Project Description 08007

ast/West Street: AGOURA ROAD	North/South Street: SOUTH PROJECT DRIVEWAY
ntersection Orientation: East-West	Study Period (hrs): 1.00

Vehicle Volumes and Adjustments

ajor Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
olume (veh/h)	8	278			454	4
eak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR eh/h)	8	278	0	0	454	4
ercent Heavy Vehicles	4	--	--		--	--
Median Type	Undivided					
T Channelized			0			0
anes	0	1	0	0	1	0
Configuration	LT					TR
ostream Signal		0			0	

inor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
olume (veh/h)				1		2
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
ourly Flow Rate, HFR eh/h)	0	0	0	1	0	2
Percent Heavy Vehicles	0	0	0	4	0	4
ercent Grade (%)		0			0	
ared Approach		N			N	
Storage		0			0	
T Channelized			0			0
anes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
ovement	1	4	7	8	9	10	11	12
ane Configuration	LT						LR	
v (veh/h)	8						3	
(m) (veh/h)	1092						499	
c	0.01						0.01	
95% queue length	0.02						0.02	
ontrol Delay (s/veh)	8.3						12.3	
LOS	A						B	
pproach Delay (s/veh)	--	--					12.3	
pproach LOS	--	--					B	

AWD = 9.4 LOS A

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JJK	Intersection	AGOURA/PROJECT DRIVEWAY
Agency/Co.	ATE	Jurisdiction	CITY OF AGOURA HILLS
Date Performed	1/25/2008	Analysis Year	CUMULATIVE+PROJECT CONDITIONS
Analysis Time Period	P.M. PEAK HOUR		

Project Description 08007

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

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

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	4	454			351	2
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	4	454	0	0	351	2
Percent Heavy Vehicles	4	--	--		--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				6		11
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	6	0	11
Percent Heavy Vehicles	0	0	0	4	0	4
Percent Grade (%)		0			0	
Shared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	4						17	
C (m) (veh/h)	1195						508	
v/c	0.00						0.03	
95% queue length	0.01						0.10	
Control Delay (s/veh)	8.0						12.3	
LOS	A						B	
Approach Delay (s/veh)	--	--					12.3	
Approach LOS	--	--					B	

AWD = 11.5 LOS B

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PROJECT TRIP GENERATION WORKSHEET

Associated Transportation Engineers
Trip Generation Worksheet - With In/Out Splits
Agoura Hills Medical Office Project - #08007

Agoura Hills Medical Office Project
Trip Generation Analysis

Land Use	Size	Pass-By Factor	ADT Rate	ADT Trips	A.M. Rate	A.M. Trips	A.M. In %	A.M. In Trips	A.M. Out %	A.M. Out Trips	P.M. Rate	P.M. Trips	P.M. In %	P.M. In Trips	P.M. Out %	P.M. Out Trips
1. Medical Office - 720	40,733	1.00	36.13	1,472	2.48	101	79%	80	21%	21	3.72	152	27%	41	73%	111

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CITY OF AGOURA HILLS APPROVED AND PENDING PROJECTS LIST (SEPTEMBER 2007)

Commercial Cases
September 2007

Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
				IN REVIEW				
1	~~Hammond~~	99-SPR-010	Dorothy Dr.	2061-012-042	N/A	N/A	Code Enforcement referral as non-conforming outdoor storage	C.A.
2	Berman, Shirlie (Burgundy Creek Bistro)	00-CUP-009 00-OTP-008	Vacant lot west of 28018 Agoura Rd.	2061-029-003-006	2 acres	11,000 sqft.	New restaurant and reception hall	A.C.
3	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.	D.H.
4	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.
5	Heathcote for Buckley	03-CUP-019	South of Agoura Rd., near western City Limits	~~2061-001-022~~ 2061-001-031	3 acres	14,075 sqft.	Commercial/Medical Building	A.C.
6	~~Heathcote for Silver Rock LLP~~ Cornerstone	03-CUP-024	SEC Agoura Rd. and Cornell Rd.	2061-029-008 thru 16 2061-030-001 thru 013	243,172 sqft.	25,000 sqft Retail 18,000 sqft. Office 41,000 sqft Residential	Mixed-Use Development	A.C.
7	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.
8	Kim	05-VAR-006	5115 Clareton Dr.	2048-011-039	N/A	N/A	Parking Reduction for a medical tenant.	R.M.
9	Conejo Jewish Day School	05-CUP-008	29646 Agoura Rd.	2061-033-013	N/A	N/A	Request to operate an elementary school.	V.D.
10	Brian Norris for Chaper 8	05-CUP-001 Amendment	29020 Agoura Road	2061-031-023 and 024	N/A	N/A	Amend CUP to add 3-piece band 5 p.m. to 10 p.m. Tues. through Friday nights	V.D.
11	Carlos Khantzis	05-PSR-004	30800 Agoura Rd.	2061-001-025	6.31 ac.	57,991 sq.ft.	46 senior condos	D.H.
12	Sunbelt 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
13	Shirvanian Family Investment	06-CUP-003 06-OTP-006 PM 65503	Lots between 28700 and 28611 Canwood Street	2048-012-026	10.02 acres	113,000 sqft.	Industrial park with 7 buildings	D.H.
14	Daneri Oak Creek, LLC for Adler Realty Investments, Inc.	06-CUP-007; 06-OTP-016; 06-SP-037	Five (5) commercial lots of Tr 53752 on the north side of Canwood St., east of Kanan Rd.	2049-011-049; 2048-011-050; 2048-011-051; 2048-011-052; 2048-011-053; 2049-011-061;	Lot 3 has 1.2 ac. and an additional section of 16,450 sq. ft.; Lot 4 has 38,897 sq. ft.; Lot 5 has 43,470 sq. ft.; Lot 6 has 1.26 ac.; Lot 7 has 35,419 sq. ft.	Building A:7,360 sq. ft. Building B-1: 6,000 sq. ft. Building B-2: 6,800 sq. ft. Building C-1: 7,500 sq. ft. Building C-2: 7,000 sq. ft.	Construct 5 buildings, totaling 34,660 sq. ft: 2 retail buildings of 6,000 sq.ft.and 7,000 sq.ft., with a 1,420 sq.ft.portion for multi-use; and 3 restaurant buildings of 5,940 ssq.ft., 6,800 sq.ft. and 7,500 sq. ft. And implement a sign program.	D.H.
15	Royal Street Communicatioons LLC	06-CUP-011	28001 Dorothy Dr.	2061-011-021			6 panel antennas, 1 GPS antenna, 1 microwave antenna, 4 equipment cabinets	V.D.
16	27489 Agoura Road LLC (Previously known as Cardinal Liberty)	06-SPR-009 PM 67397 (06-PAR-003 /99-SPR-015)	N/W corner of Liberty Cyn & Agoura Rd.	2064-006-005,007,009, 016,018,019	5 empty lots and one developed lot for a site total of approx. 4.18 acres	30,000 sq. ft. (existing bldg. on site is 24,450 sq. ft.)	2 bldgs. One single-story, 10,000 sq.ft. and one two-story, 20,400 sq. ft. + Parcel Map to combine the 6 lots.	V.D.
17	Signature Signs for the Agoura Design Center	06-SP-044	28501; 28505; and 28509 Canwood St.	2048-012-017; 018			Sign Program for the Agoura Design Center	R.M.

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Proj No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
18	Kanan Properties	P.M. 67466	Southwest corner of Roadside Dr. and Kanan Rd. (Agoura Village Center)	2061-004-032; 2061-004-033	Orig.lot(s) 3.75 ac. and 22,650 sq. ft.	3.29 ac. and .52 ac. and .64 ac. and .77 ac.	A Tent. Parcel Map to subdivide one property into 4 separate lots	V.D.
19	Wildman Design,LLC/ Eric Rochin	06-SPR-012 06-OTP-032 06-SP-059	28340 Roadside Dr.	2061-009-044	.079 ac.	21,590	Contruction of new Commercial Building	V.D.
20	Kanan Properties	P.M. 67466	Southwest corner of Roadside Dr. and Kanan Rd. (Agoura Village Center)	2061-004-032;2061-004-033	Orig.lot(s) 3.75 ac. and 22,650 sq. ft.	3.29 ac. and .52 ac. and .64 ac. and .77 ac.	A Tent. Parcel Map to subdivide one property into 4 separate lots	V.D.
21	Agoura-Kanan, LLC/ The Martin Group	07-AVDP-001	4995 Kanan Rd. (Southwest corner of Kanan and Agoura Rd.)	2061-033-016	21.58 acres	107 residential units of (?) sq.ft. and a total of 167,000 sq. ft. of retail/commercial space.	First phase of development & parcelization of site includes 107 res.units over 62,000sq.ft. of retail space. (other phases to include 30,000 sq.ft. of retail and 75,000 sq.ft. of commercial space).	A.C.
22	Elias Ben Hazany	07-CUP-001	5226 Palo Comado Canyon Rd.	2052-008-030	0.45 ac.	1,454.7 sq. ft.	Remodel existing gas station building and remove the service-bay facilities in order to convert entire building to a Food Mart.	R.M.
23	Omnipoint Communications for T-Mobile USA	07-CUP-002	Approx. address, 4856 Kanan Rd., Pole #2107098E in the Public Right-of-Way	N/A	N/A	N/A	Install 3 antennas on the existing utility pole with cross arms 25 ft. above grade. Associated radio equip. will also be mounted on the pole. Electric meter pedestal	V.D.
24	Omnipoint Communications for T-Mobile USA	07-CUP-003	Approx. 226 yards north of Eagleton St. on the west side of Kanan Rd. Pole #2171948E	N/A	N/A	N/A	Install 3 antennas above a new 29 ft. 6 in. replacement utility light pole. (Total proposed pole height is 32 ft. 6 in.) Associated radio equip. at grade adjacent to the existing transformer. Electric meter pedestal at grade.	V.D.
25	Omnipoint Communications for T-Mobile USA	07-CUP-004	Approx. 3914 Liberty Cyn. Rd. Pole #1587440E in the Public Right-of-Way	N/A	N/A	N/A	Install 3 antennas on existing 75 ft. utility with cross arms to mount antennas 30 ft. above grade. Associated radio equip. mounted on pole. Electric meter pedestal at grade.	V.D.
26	Meridian Telecom, Inc. for Verizon Wireless	07-CUP-006	30401 Agoura Rd.	2051-002-047	N/A	N/A	Install rooftop wireless communications site consisting of 12 panel antennas(4 antennas per sector-3 sectors) Each antenna's size is 4'x1'x6" and 4 outdoor radio equip. cabinets. Entire facility to be screened to match existing.	~~V.D.~~ R.M.

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Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
27	Vinod & Chanresh Gupta Trust	07-PSR-001 (Ref.Cases: 07-CUP-009 07-CUP-012)	29760 Agoura Road	2061-033-015	1.65 acre	15,000 sq. ft.	A Pre-Screen Review application to have the Council consider a Specific Plan Amendment to allow a 15,000 sq.ft. building instead of an 8,000 sq. ft. bldg., which is required by the Ladyface Mtn. Specific Plan.	D.H.
28	David Myers/Ware Malcomb for Venture Corporation	07-PAR-003	29508 Roadside Drive or 29505 Agoura Road based upon the project orientation	2061-004-030	5.71 acres	73,800 sq. ft.	A proposed commercial condominium development consisting of 38 individual properties which will range in size from 1,100 to 3,413 sq. ft.	V.D.
29	Rhomboid (former Minder/Samson Dev.)	01-SPR-004; Tr.53543; 02-OTP-002	5241 Colodny				Amendment to approved application due to developer revisions to approved elevations and site plan and landscaping plan for 19 condos	V.D.
30	SureSite/Omnipoint Communications for T-Mobile	07-CUP-007	5844 Larboard Lane	2056-015-900			Install six(6) antennas flush mounted in a new 50 ft. high monopole. The installation includes six(6) equipment cabinets adjacent to the monopole, surrounded by a masonry equipment enclosure on the Lindero Cyn. Middle School site.	R.M.
31	Luithly, Joseph	07-DUP-008 and 07-OTP-005	28818 Agoura Road	2061-029-002		1,062 sq. ft.	Convert existing non-conforming S.F. D.U in BP-OR Zone to Com. Bldg. and add a 113 sq.ft. 1st floor addition; a 729 sq. ft. 2nd floor addition and a new 220 sq. ft. covered patio; convert existing latice patio cover to solid roof and convert the 684 sq.ft. garage to work area.	V.D.
32	Vinod & Chanresh Gupta Trust	07-CUP-009 and 07-OTP-012	29760 Agoura Road	2061-033-015	1.65 ac.	12,700 sq.ft.	Two-story, 12,700 sq. ft. office building	
33	Coast Sign for Agoura Hills Investors (Gerald Collier)	07-SP-017	5667 Kanan Road	2053-007-025			New Sign Program for the Bank of America	
34	Ware/Malcomb for Agoura Business Center West,LLC / William Poe	07-CUP-010; 07-GPA-001; 07-ZC-001; PM 69428	Northwest corner of Canwood & Derry	2048-012-022 and 2048-012-027	The entire Lot 2 of Tr.33249 is 8.82 buildable area; however, with the new Parcel Map, the project site is proposed to be 1.93 ac.	21,782 sq. ft.	A GPA and ZC app.to change project site from Bus.Manufacturing to Commercial Retail and a CUP app.to construct 3 retail buildings totalling 21,782 sq.ft.	

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Proj No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
35	Moe Sheriff for GU	07-SPR-012; 07-VAR-003; 07-SP-024	29338 Roadside Drive	2061-004-025	.62 acres	2,012 sq. ft.	Proposal to eliminate self-service washing stalls & tunnel; maintain two lube bays & add new retail area & office. A Variance is requested to reduce the rear yard setbacks. A Sign Program approval is also requested.	V.D.
36	Dollinger Properties for Joseph Shaboni	07-PAR-004	28401 Canwood St.	2053-001-005	6.05 acres	50,000 sq.ft.	A Pre-application to discuss the issues relative to building a 50,000 sq. ft. health club	V.D.
37	PS Services for First Horizon	07-SP-028	28236 Roadside Drive	2061-008-051	N/A	N/A	A request to amend an approved sign program	B.T.
38	Agile Ventures, LLC	07-AVDP-003	28870 Agoura Road	2061-029-003 and 2061-029-004	Approx. 48,709 sq. ft.	17,045 sq. ft.	Construct a two-story office condo (17 units) (Tr.Map required) on two lots (PM required to combine lots for project.	A.C.
39	Roger Ebrahimi	07-SP-035	29348 Roadside Dr.	2061-004-023	N/A	N/A	Sign Program for center at 29348 Roadside Dr.	B.T.
			PROJECTS REVIEWED BY THE PLANNING COMMISSION					
1P	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	A.H.
2P	Rasmussen Larry	99-CUP-006 PM 26009 99-OTP-006	N. Agoura Rd. East of Palo Comado	2061-013-045	3.27 acres	45,000sqft.	Office building	J.P.
3P	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.
4P	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	126,000 sqft.	2 Office Buildings	Staff
5P	Development Partners	00-SPR-001 00-OTP-001	30101 Agoura Ct.	2061-003-035	4.3 acres	31,160 sqft.	2 Story office building	D.H.
6P	Realty Bancorp Equities	01-SPR-011; 02-VAR-007; 02-CUP-008	29901 Agoura Rd.	2061-003-023	6.98 acres	76,750 sqft.	Two-story commercial building	D.H.
7P	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.
8P	Stockton for Levy	02-SPR-021	288211 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.
9P	BBA Properties LLC for Michael Brewers	02-SPR-016 02-OTP-011 TE#1 TE#2	28371 Agoura Rd.	2061-009-41,42,45,47 & 49	0.67 acre	9,000 sqft.	Office Building	D.H.
10P	Hilfol	05-SPR-015	Two lots at SEC of Palo Comado and Chesebro Road	~~2055-008-017&019~~ 2052-008-017&019	1 acre	8,605 sqft.	Car Wash and lube facility	V.D.
11P	Heathcote for T. R. Funding (see Development Partners)	04-SPR-005	30101 Agoura Ct.	2061-003-0332061-003-035	4.3 acres	N/A	Parking lot redesign to replace approved building.	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
12P	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.
13P	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.
14P	BBA Properties	06-SPR-005 + 06-OTP-024 Amendment (Reference Case No. PM 27094)	28371 Agoura Rd.	2061-009-041, 042, 045, 047, & 049	.67 acres merged	9,440 sqft.	A request for a time extension for an SPR which approved the construction of an office building.	V.D.
15P	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
16P	Meridian for Verizon Wireless	04-CUP-005	28545 Driver Ave.	~~2048-008-901—2048-008-901~~	N/A	N/A	Wireless telecommunications antenna & equipment bldg.	V.D
17P	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.
18P	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.
19P	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.
20P	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.
21P	Behr Brawers Properties, LLC	PM 27094 reinstatement	28371 Agoura Rd.	2061-009-041; 042; 045; 047; 049			Combine 5 lots into one (1) lot for the purpose of building an office building. Related case is 06-SPR-006	V.D.
22P	Scheu Development Co. for Agoura Hills Corporate point, LLC	98-CUP-012 and 98-OTP-010 Amendment	30200 and 30300 Agoura Road	2061-022-022	26 acres	71,844	Amendment to approved application to extend the approval beyond the allowed extension already granted for two com.office buildings on 5.23 ac. The balance of the site to be deed restricted to prevent development.	D.H.
23P	Conoco/Phillips	05-SP-022	28203 Dorothy Dr.	2061-010-011	.75 acres	N/A	Sign Program Upgrade for a 76 gas station.	V.D.
24P	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.
25P	HO 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.
26P	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.
27P	GU	05-VAR-007	29338 Roadside Dr.	2061-004-025 & 026	24,000 sqft.	N/A	Lot line Adjustment for two commercial parcels.	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
28P	Todd Ryzow	06-CUP-002	5653 Kanan Rd.	2053-007-226	n/a	n/a	Request for a Live Entertainment Permit	V.D.
29P	Center Ct.Plaza/Silagi	04-CUP-010 Tr. 62211	29501 Canwood St.	2053-001-006	3.24 ac.	49,350 sq.ft.	1 Two-story office building	D.H.
30P	St Paul Lutheran Church	04-CUP-009	30600 Thousand Oaks Blvd.	2054-017-016	1.9 acres	960 sqft.	Modular building	V.D.
31P	Agoura Equip. Rental	07-MOD-001	29149 Agoura Road	2061-006-008			Request to allow an existing non-conforming sign to remain larger than Code allows when a portion of the existing letters are changed to re-name the business	B.T.
32P	Temple Beth Haverim	02-CUP-010 Amendment	29900 Ladyface Cir.	2061-005-031	N/A	N/A	Request to extend the life of the temporary sanctuary	J.R.
33P	Rick Principe	00-SPR-001 Amendment #2 06-VAR-003	30101 and 30077 Agoura Court	2061-003-035	N/A	N/A	Request to change colors, materials and architectural features and increase height.	R.M.
34P	Vogue Signs for Farmers Ins.	~~06-SP-939~~	30801 Agoura Rd.	2061-001-029			Two wall signs	V.D.
35P	BBA Properties LLC for Michael Browers	06-SPR-008	28371 Agoura Rd.	2061-009-041; 042; 045; 047; 049	Approx. 30,000 sq.ft.	9,400 sq.ft.	TE for case # 02-SPR-016: a new 9,400 sq.ft. office building + parking	V.D.
36P	Conejo Jewish Day School	06-CUP-010 06-SPA-002	29001 Ladyface Ct. (Temple Beth Haverim site)	2061-005-031			A Specific Plan Amendment and a Cond.Use Permit to allow a school to operate on the existing Temple site.	J.R.
37P	Rabbi Brysk for the Chabad of the Conejo (Arch. Filiberto Gomez)	06-CUP-006 and 06-VAR-002	30345 and 30347 Canwood St.	2054-020-038 and 2054-020-039	Existing bldg.lot is 9,970 sq.ft. Proposed bldg. lot is 15,390 sq.ft.	6,999 sq. ft.	Remodel existing Chabad Center bldg. and construct a 6,999 sq.ft. bldg. on rear lot for offices and class rooms.	V.D.
38P	Carlos Orozco	06-CUP-012	30315 Canwood St.	2054-020-040	Two lots, each having 60,780 sq. ft. and 53,840 sq. ft. respectively	Tenant in the Reyes Adobe Shopping Center	Application for a Live Entertainment Permit	V.D. to Britteny
39P	Furguson, James	04-ZOA-004	City wide	N/A	N/A	N/A	Zoning Ordinance Amendment regarding reconstruction of non-conforming buildings.	J.P.
40P	Michael Tuckman	02-PSR-002	29130 Roadside Dr.	2061-006-903	N/A	N/A	Old Library Site: Zone Text Amendment for expansion of the lumber yard and showroom	D.H.
41P	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 kitchen storage	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.	V.D. to Jared

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Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
3C	J.G. Management	02-SPR-023	29525 Canwood St.	2053-001-007	170,755 sqft.	n/a	Parking lot redesign.	R.H.
4C	Saylors/Tiremen	00-SPR-013	28117 Dorothy Drive	2061-011-015+017+020	0.914 acre	8,000 sqft.	2 Tire Retail Buildings	Staff
5C	Mahterian	02-SPR-020	28351 Agoura Rd.	2061-009-054	6,098 sqft.	1660 sqft. Building	Rehab existing building for an architectural firm	R.H.
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	R.H.
9C	Chesebro Properties, LLC	00-SPR-018	5231 Chesebro Rd.	2052-008-040	19,500 sqft.	8,000 sqft.	New office building	E.B.
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	E.B.
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 sqft. Other components under separate applications	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	E.B.
13C	Warehouse Discount	03-SPR-002	30621 Canwood St.	2054-005-010	N/A	N/A	Façade Remodel	E.B.
14C	J.G. Management	03-SPR-007	29525 Canwood St.	2053-001-007	N/A	N/A	Revise parking lot grading	R.H.
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.	2055-007-118-123+127	2.2 acres	38,760 sqft.	New furniture sales center; Bldg A 17,260 s.f., Bldg B 21,500 sf	D.H.
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.	E.B.
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.	E.B.
20C	FDSI	05-SP-047	28001 Dorothy Dr.	2061-011-021	0.39 acres	15,000 sqft.	Sign Program	V.D.
21C	Cimni's for Burger King	04-SM-001	29136 Roadside Dr.	2061-006-039	N/A	N/A	Amend the sign program	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
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-SP-023 05-SPR-004	29803 Agoura Rd.	2061-003-029	5.18 acres	Existing 103,400 sq.ft. bldg.	Exterior 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~~ 2048-012-022	4.66 acres	6,100 sqft.	Sign Program Amendment for Simply Discount Furniture	V.D.
25C	Lovelace for McDonald's	05-SPR-018 05-SP-035	29161 Canwood Street	2048-011-029	47,589 sq.ft.	5,586 sq.ft.	Building and parking remodel for McDonald's Restaurant.	R.M.
	Selleck Dev. Grp.	04-SPR-020	29508 Roadside Dr.	2061-004-030		12,000 cu.ft.	Dirt stockpile site	D.H.
27C	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.
28C	Ball Properties (Centerpointe)	99-CUP-013 99-CUP-013 Amendt. for time extension 05-LLA-001	30005 & 30009 Ladyface Cir.	2061-005-908+909	4.2 acres	Building 1: 27,340sqft Building 2: 33,700sqft	2 office buildings	D.H.
29C	Joni and Friends International Disability Center	07-SP-007	30009 Ladyface Ct	2061-005-063			Sign Program, including a wall sign and a monument sign for the existing building	B.T.
30C	Employer's Direct	06-SP-050	30301Agoura Road	2061-002-046			Addmendment to existing sign	B.T.
31C	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.
32C	N W Rugs (by 'Sign A Rama')	86-SP-045	28610 Canwood St.	2048-012-016			Request for a new sign program for the existing store	V.D.
33C	HBF Holdings	03-CUP-018 04-SP-047 05-LLA-002 Amendment 06-SP-026	North of Canwood, west of Clareton Dr.	2048-011-033	3 acres	88,108 sqft.	125-Unit Hotel Homewood Suites	D.H.
34C	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.
35C	Signature Signs for YGAL LEVY	06-SP-023	28811 Canwood St.	2048-011-032	n/a	n/a	Sign Program for Levy building	V.D.
36C	Zaghi	04-SPR-010 formerly: 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.
37C	Fox for AT&T	04-CUP-004	6126 Clareton Dr.	2048-011-024	N/A	N/A	Wireless telecommunications antenna & equipment bldg.	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	Filion	02-SPR-007	28220 Foothill Dr.	2055-016-023	31,306 sqft.	1,575 sqft.	Single-family detached residence	R.M.
2	Finkelstein Waters	03-CUP-002 03-OTP-002	28031 Balkins Dr.	2055-023-065	1.59 acres or 69,260 sqft.	6,098 sqft. W/ 790 sqft. Garage	Custom house on hillside lot	V.D.
3	Scheff	03-SPR-006	28314 Foothill Dr.	2055-016-033	22,433 sqft.	2,496 sqft.	Room addition to an existing single-family residence	V.D.
4	Stockton/Hamburg	03-CUP-016 03-OTP-017	6149 Palo Comado Canyon Rd.	2055-023-073	40,080 sqft.	4,688 sqft.	A two-story custom house with three car garage	V.D.
5	Ashnoor Pirouti	03-CUP-022	28454 Renee Dr.	2061-021-005	5,040 sq. ft.	1,534 sq. ft.	two-story S.F. D.U	V.D.
6	Ashnoor Pirouti	03-CUP-023	28458 Renee Dr.	2061-021-023	6,452 sq. ft.	1,219 sq. ft.	two-story S.F. D.U	V.D.
7	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.
8	Yvanova for Laura La Plante LLC	05-CUP-002 05-VAR-003 05-LLA-003 05-OTP-015	28221 Laura LaPlante Dr.	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.
9	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.
10	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.
11	Siboni	05-SPR-028	5446 Lewis Rd.	~~205-005-070~~ 2055-005-070	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.
12	CC&R for Henry Hallmi	06-PSR-002	Lot G no. of T.O.Blvd.,east of Carol	2046-003-002			Pre-screen Review requesting City to vacate easterly portion of T.O. Blvd., to allow a SFR on a Open Space lot	D.H.
13	Dawson for Sharon	06-CUP-001	28243 Balkins Dr.	2055-022-060	1.13 acres	5,678 sqft.	A 4,968 sqft. Single-family detached residence with 710 sqft. garage with pool and spa.	R.M.
14	Steve Potter for John Manos	PM65552	2 parcels on the west side of Foothill, east of Easterly, south of Fountain Pl.	2055-018-022 and 2055-018-023	one lot is 27,880 sq.ft. and one lot is 1.97 ac.	one lot proposed to be 48,295 sq. ft., one lot proposed to be 24,890 sq.ft. and one lot proposed to be 21,815 sq.ft.	A Parcel Map to create 3 lots from 2 hillside lots. Parcel 3 has 2 D.U.and 2 accessory bldgs. One D.U. is to be removed. The one to remain is only 2 to 3 feet from the south property line.	RM
15	Steve and Marguerite Edwards	06-CUP-008 and 06-OTP-017	5952 Lapworth Dr. N.E. corner of Lapworth and Balkins	2055-022-073	Approx.59,983 sq. ft.	4,950 sq.ft. , 908 sq.ft., 347 sq. ft., and 1,502 sq. ft. Total of 7,707 sq. ft.	A 2-story 4,950 sq.ft. D.U. w/908 sq.ft. attached 3-car garage w/347 sq.ft. studio above garage and 1,502 sq. ft. barn	R.M.

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Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
16	Ase Arava	06-CUP-018 and 06-OTP-025	28443 Foothill Drive	2055-019-036	1 acre	4,266 sq. ft.	Three (3) story, 35 ft. high, single-family residence on a hillside lot.	R.M.
17	Terry and Brian Condon	06-LLA-001	5656 Colodny Dr.	2055-011-043 and 2055-011-044	One lot is 21,340 sq. ft. and one lot is 20,470 sq. ft.	Adjust lot lines so that one lot is 21,728 sq. ft. and one lot is 20,150 sq. ft.	Adjust lot lines to accommodate a pool on a lot without a primary structure.	S.S. and Ken Berkman
18	Abudalu, Joseph (Architect: Studio by Design)	06-CUP-019	28303 Laura La Plante Drive	2061-022-051	23,090 sq. ft.	3,630 sq. ft.	Construct 3,230 sq. ft., 2-story S.F.D. with a 400 sq. ft. attached garage.	R.M.
19	DNA Construction for Albaum, David	06-SPR-010	5866 Fairview Place	2055-027-074	61,020 gross sq. ft., 41,810 net sq.ft. after road and flood hazard is substracted	494 sq. ft.	Construct a 494 sq. ft. single-story room addition to a 2,966 sq. ft. S.F.D. and remodel kitchen	B.T.
20	Mike Millett	06-SPR-011 and 06-OTP-031	5446 Fairview Place	2055-014-018	41, 500 sq. ft.	1,399 sq. ft.	Room additions and replacement of master bedroom and bath. Add porch to rear of property	B.T.
21	M. Fredric & Co. (Fred and Lisa Levine)	06-PAR-008	6475 Chesebro Road	2055-029-008	4.52 ac. (.06 ac is driveway and 2.79 ac. is restricted use area. Suitable area is 1.67 ac.)	12,092 sq. ft.	A Pre-App. to discuss issues relative to building a 8,727 sq. ft., 2-story S.F.D. w/ a 779 sq.ft. detached garage, a 429 sq. ft. pool pavilion, a 1,520 sq. ft. pool & deck and a 637 sq. ft. "Art Studio".	V.D.
22	Hedva Ergas	07-SPR-004	5490 Fairview Pl.	2055-014-027	46,005 sq.ft.	799 sq. ft.	Add a 342 sq.ft. family rm. And a 457 sq. ft. office and gym to existing 1,702 sq.ft. D.U. w/ 499 sq.ft. garage.	B.T.
23	Ginsburg, Moty and Margo	07-CUP-005 and 07-OTP-003	5643 Colodny Dr.	2055-012-051	18,840 sq. ft. minus 5,130 sq.ft. of flood hazard area, leaving 13,710 sq.ft. of buildable area	6,752 sq.ft.	Build a 6,752 sq.ft.single-family house. (1st flr.2,929 sq.ft.; 2nd flr. 2,034 sq.ft.; basement 1,790 sq.ft.	R.M.
24	Shuken, Jonathan (Architect, David Rhee)	07-PAR-001	6491 Chesebro Rd.	2055-029-003	1.46 ac.	6,546 sq.ft.	Pre-app. to discuss issues re building a 6,546 sq.ft. D.U. (5,109 sq.ft. living area, 1,437 sq.ft. garage)	V.D.
25	Ginsburg, Moty and Margo	07-INT-001	5643 Colodny Dr.	2055-012-051			Interpretation by P.C. Does a 1,790 sq.ft. basement count as a floor and add to height of building	R.M.
26	Jager Associates for Michael Palache	07-PAR-002	Balkins Drive, 3 lots west of Lapworth, behind 2055-021-044	2055-021-018	42,250 sq.ft.	5,500 sq. ft. building area, 690 sq.ft. garage	Pre-app. to discuss issues re building a 5,500 sq.ft., 2-story, single-story D.U. with a 690 sq.ft. garage. Bldg. footprint is 3,444.sq.ft. Paved area is 3,493 sq.ft. Paved driveway area is 11,149 sq.ft.	R.M.

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27	Mehlerian for Hesen	07-SPR-008	5575 Micaela Dr.	2053-024-097		1,672 sq. ft.	Add 1st. & 2nd.floor bedrooms & a garage totaling 1,672 sq.ft. to an existing 2,857 sq. ft. D.U. with an existing garage.	B.T.
28	Silin for Daniel Bouganim	07-SPR-009	5519 Lewis Lane	2055-017-026	21,490 sq.ft.	694 sq.ft.	Add a 694 sq.ft.,first floor master bdrm. & bath to the existing first floor sq.footage of 2,668.	B.T.
29	Francisco Vazquez for Janice Alkins	04-SPR-022 Amendment	28506 Driver Ave.	2055-004-011 and 032	62,820 sq.ft.	426 sq.ft.	Add 426 sq.ft. to an approved project and revise the grading plan to include both of the combined lots.	R.M.
30	Araujo, Ruben and Debra / Brent Schneider, Architect	07-SPR-010	6021 Colodny Drive	2055-028-036	41,620 sq. ft.	8,634 sq.ft.	Construct 2-story, 5,962 sq.ft. S.F.R. with attached 1,622 sq.ft. garage; a 1,050 sq.ft. barn; a driveway motorcourt, a pool, horse riding ring, corrals and horse turn-out area.	R.M.
31	Sharon, Rafi and Ori	07-SPR-011 and 07-OTP-018	28220 Foothill Dr.	2055-016-023	31,360 sq.ft.	5,750 sq.ft.	Construct a 2-story, 3,751 sq. ft. S.F.R. with a 1,259 sq.ft. attached garage and 740 sq. ft. of patios.	R.M.
32	Chuck Francoeur for 'Montage Dev.'	Tr. 68073 (related to 01-SPR-008 and 06-SPR-003)	5310 Colodny Dr.	2055-007-053			Convert the approved (unconstructed) apt.units to condos	R.M.
33	Moshe and Matty Bryski	2007-DCP-001	5662 Middlecrest Dr.	2058-027-002			Application for a large family Day Care Permit	R.M.
34	Larry Pollock	07-SPR-013	5734 Fairview Pl.	2055-012-035	.96 ac.	336 sq. ft	Application to remodel and add 336 sq. ft. to the existing 2,605 sq. ft. single-family residence	B.T.
35	Bardal, Nevin (Gary Bardovi, Architect/LCE Group, Inc.)	07-CUP-011	Balkins Drive	2055-021-044	1.08 ac., minus .07 for slope easement; buildable lot is 1.01 ac.	5,772 sq. ft.	Construct a multi-level (two and three stories), 5,772 sq. ft. residence with attached garage; project includes a spa and future equestrian facilities.	R.M.
36	Thomas Brewer	07-PAR-005	4833 Canyon Way	2061-018-061and 2061-018-062	Two (2) lots. One lot is 8,460 sq. ft. and the other lot is 7,900 sq. ft.	4,100 sq. ft.	Construt a multi-level (two stories over a full basement/parking level), single-family residence on two hillside lots which will be combined by a future Lot Line Adjustment application.	R.M.
PROJECTS APPROVED & UNDER CONSTRUCTION								
1P	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.
2P	Minder Rhombold	01-SPR-004 TR53543	5241 Colodny Dr.	2055-006-026	.88 acre	1600-1700 sqft. Total: App. 31,000sqft	New 19 unit condo project	(E.B.) 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
3P	Stockton	01-SPR-008	5310 Colodny Dr.	2055-007-053	13,650 sqft.	8,068 sqft.	4-unit apartment building	D.H.
4P	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.
5P	Mineo	01-CUP-006 01-VAR-005	Lot 3 on Canyon Wy.	2061-017-003	6,824 sqft.	2,968 sqft.	New single-family dwelling	(R.H.) D.H
6P	Feehan, Tim	04-SPR-004	5472 Fairview Pl.	2055-014-028	21000 sqft.	700 sq. ft.	second story rm addition	D.H.
7P	San Juan for Sherman	03 -CUP-011	Lewis Rd. (So.of Drive	2055-004-020	23,021 sqft.	5,430 incl. Garage	Single-family D.U.	V.D.
8P	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.
9P	Schwartzberg for Dafner	04-SPR-012	6137 Braemar Ct.	2056-050-044	20,140sq.ft.	1,804 sq.ft.	2-story rm. Add	V.D.
10P	Mandler	04-SPR-009	5445 Meadow Vista	2053-016-007	5676 sq. ft.	1,593 sq.ft.	One and two-story room addition	V.D.
11P	Biddison, M	04-SPR-003	28359 Driver Ave.	2055-015-063	,86 acres	3,080/865 sq.ft.	1 story SF DU	D.H.
12P	Jim Hamilton	04-SPR-023 04-MOD-003	5675 Slicers Cir.	2054-018-149	3,690 sqft.	371 sqft.	371 sq.ft.rm.add.	W.W.
13P	Waters Diamond	04-SPR-011	5833 Lapworth Dr.	2055-021-028	1 acre	1,369 sqft.	One-story room addition	V.D.
14P	Swenson and Nadel	03-CUP-011 03-OTP-008	28354 Balkins Dr.	2055-021-042	39,247 sqft.	4,627 sqft.	A custom house with attached three car garage	(E.B.) D.H.
15P	Adivi formerly Levy	03-CUP-003	6029 Fairview Dr.	2055-022-047	2.56 acres	6,917 sqft.	Custom house on hillside lot	(D.H.) R.M.
16P	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.
17P	Dawson for Sharon	04-SPR-017	28314 Foothill Dr.	2055-016-033	22,440	1,268 sq. ft.	Two-story room addition	V.D.
18P	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.
19P	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.
20P	Cooper for Stitt	05-SPR-005 & 05-OTP-007	28037 Balkins Dr.	2055-023-030	1.8 acres	add 735 sq.ft. and 1,052 sq.ft. Interior remodel	1st & 2nd story add. And remodel	R.M.
21P	John/Linda Quinn	05-SPR-007	5703 Willowtree Dr.	2056-037-014	20,741 sqft.	add 1,428 sq.ft.	1 story add. & remodel 780 sq. ft. kitchen	R.M.
22P	Von Buck	03-CUP-017 03-OTP-016	27801 Blythedale Rd.	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.
23P	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.
24P	Linda Rich	05-SPR-009	5828 Fairview Pl.	2055-012-049	26,136 sq.ft.	add 233 sq.ft.	2-story add.& remodel interior	R.M.
25P	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.
26P	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.
27P	Slaso	05-SPR-017	5415 Lewis Rd. (So.of Driver Ave.)	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.
28P	Rolt, Leo	06-CUP-013; 06-VAR-006; 06-OTP-030	28161 Leura LaPlante	2061-018-053	6,000 sq. ft.	2,604 sq. ft.	Construct a 2,172 sq. ft., one-story, single-family D.U. with a 432 sq. ft. attached garage	R.M.

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Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
29P	Benton (former Swift Construction for Coglin)	03-CUP-001 03-VAR-001	Lot 18 on Laura La Plante Dr.	2061-016-054	.271 acres or 11,801.76	3000 sqft.	Custom House on hillside lot	V.D.
30P	Raymond	04-SPR-007	5344 Lewis Rd.	2055-005-058	19,520 sq.ft.	1,663 sq.ft.	2nd.flr.room add.	V.D.
31P	Zoldan	05-SPR-016	5850 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.
32P	Leininger, Bart & Laura	05-SPR-025	6162 Lake Lindero Dr.	2056-054-009	9,639 sq.ft.	365 sq.ft. addition to be added to a prior 327 sq.ft. addition built in 2005.	First and second story room addition to existing single-family residence	C.A.
33P	Jacob	~~05-SPR-002~~ now 05-CUP-005 + 05-VAR-008 and 05-OTP-003	North of 5847 Colodny Dr.	2055-026-042	27,880 sq.ft.	4,061+516+864 s.f.	2 story S.F.D.U.w/porch,garage, barn + future pool	V.D.
34P	ARC Design/Ewing	05-SPR-011	28080 Barkins Dr.	~~waiting for correct #~~ 2055-023-098	44,565 sq.ft.	4,037 sq.ft. + 1,408	2 story SFR w/garage + acc. Bldg.	R.M.
35P	~~Murphy for Morgan~~ Blinkinsoph for Thompson	04-CUP-003 03-LLA-001 03-PAR-001	Lewis Pl.	2061-022-029,30	13,129 sq. ft.	2,567 sq. ft.	single-fam D.U.	V.D.
36P	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.
37P	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.
38P	Payan	04-CUP-001 04-VAR-001	28254 Laura La Plante Dr.	2061-017-007	6,68 sqft.	3,154 sq.ft.	two-story SFDU	V.D.
39P	Mahterian for Mogan	05-CUP-004 05-MOD-005 05-LLA-008	28250 Laura LaPlante Dr.	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.
40P	Rooney	05-SPR-021 05-MOD-007	5515 Rocktree Dr.	2048-005-007	6,300 sq.ft.	1,631 sq.ft.	One and two story addition: 1st: 104 sqft and 2nd: 1,527s qft.	C.A.
41P	Stockton for Sisso	06-SPR-004	5415 Lewis Rd. (So.of Driver Ave.)	2055-004-020	approx. 23,000 sq.ft.	3,850 sq. ft. D.U. & 550 sq. ft. garage	Single-story, single-family D.U. with attached 2 car garage.	V.D.
42P	Scott Berg for Kearns	06-SPR-002	5740 Colodny Dr.	2055-011-039	19,600 sq.ft.	222 sq.ft.	222 sq.ft. room addition to existing D.U.	R.M.
43P	Dembsky for Almany	05-MOD-006	3945 United Rd.	2064-018-005	N/A	846 sq.ft.	A Mod. Request to reduce the required front yard setback from 25 ft. to 21 feet.	C.A.
44P	McCann for Anav	05-SPR-027	5533 Fairview Pl.	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.
45P	Pendlebury for Barnett	06-SPR-001	6044 Chesebro Rd.	2055-026-030	1.02 ac.	415 sq.ft.	415 sq.ft. addition	R.M.
46P	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.
47P	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.

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48P	Frank LaRosa and Emily Prano	06-SPR-007	5348 Chesebro Rd.	2052-007-007	21,699 sq.ft.	2,092 sq.ft.	695 sq.ft. garage conversion. 191 sq.ft. 1st flr add. And 576 sq.ft. 1st flr garage add. & 630 sq. ft. 2nd flr.addition	R.M.
49P	Roser	03-CUP-020	28537 Fountain Pl.	2055-019-025	5.25 acres	4,736 sqft.	A two-story custom house	A.C.
50P	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.
51P	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 3,236 sqft.	Renew CUP for 13 Single-family residences	D.H.
52P	Riopharm 2	TT48901 90-CUP-010 98-CUP-007	27650 Agoura Rd.	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.
53P	Mogan, Tom/Susan	05-CUP-004	28259 Laura LaPlante	2061-017-046	.51 ac.	1,015 sq. ft.	1,015 sq.ft. 1st.& 2nd.floor add. To existing SFD. (See related MOD & LLA	R.M.
54P	Vladimir Zlatkov	05-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.
55P	Agoura TNT LLC/Terry Gray	06-CUP-005 and 06-OTP-008	6170 Fairview Pl.	2055-023-096	1.25 ac.	5,764 sq.ft.	New 5,764 sq. ft.,two-story, single-family D.U. with a 1,008 sq.ft. attached garage and a 532 sq. ft. detached garage with future "pool house" above the detached garage structure.	R.M.
56P	N.E. Designs for Bar family	06-SPR-008	28466 Foothill Dr.	2055-017-009	28,700 sq.ft.	840 sq.ft.	840 sq.ft., one-story addition to existing 2,157 sq. ft. D.U.	RM
57P	Bagwell Construction for Joel Rizor	07-SPR-001	5709 Fairview Pl	2055-020-064	20,262 sq.ft.	716 sq. ft., plus 1,266 sq. ft.	Add 716 sq. ft. rm.adition to existing 2,428 sq.ft. D.U., plus add a 1st & 2nd story deck totaling 1,266 sq. ft.	B.T.
58P	Linda Medvene	07-SPR-005 and 05-OTP-002 (related case: 05-SPR-003)	5867 Fairview Pl.	2055-027-068	1.26 ac.	589.75 sq.ft.	Add 589.75 sq. ft. to existing 3,831 sq.ft. residence and add a 672 sq.ft. garage and a 600 sq. ft. barn.	B.T.
59P	Carroll, Gerald	07-SPR-006	5730 Fairview Place	2055-012-031		576 sq. ft.	Addition of a 576 sq. ft. storage building in rear yard	B.T.
60P	Bailey for Tamara Friend	07-SPR-007 and 07-OTP-009	6350 Chesebro Road	2055-001-041	3.29 ac	685 sq.ft.	Add a new 499 sq.ft.garage & a new 186 sq.ft. porch, convert an exist. 1,901sq.ft. garage to living space & convert an exist.breezeway to 573 sq.ft of living space to exist. D.U.	B.T.

Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
61P	Charles Blaugrund for Mr.& Mrs. Joey Butson	07-SPR-002 and 07-VAR-001	5619 Silcers Circle	2054-018-132	4,070 sq.ft.	1,866 sq. ft.	Add a 1,645 sq.ft. 2nd story w/a 156 sq.ft. balcony and a 65 sq.ft. addition to the first floor of an existing 1,667 sq.ft. D.U. and a Variance app. requesting a reduction of side & rear yard setbacks	R.M.
62P	Zev Beckerman (Sassen Bezalel for Zev)	07-SPR-003; Related case: 06-SPR-005 (admin)	27862 Blythdale Rd.	2055-024-004	1.04 ac.	3,055 sq.ft.	Construct a new 3,055 sq. ft. D.U. in same area as former "tear-down". The lot has an existing garage and pool.	R.M.
63P	Leo Felerelsen for Garner	07-SPR-014	29004 Indian Ridge Ct	2051-002-034		869 sq. ft.	Add 212 sq. ft. to 1st floor, 234 sq. ft. to 2nd floor & a 423 sq. ft. covered patio	B.T.
MOST RECENTLY COMPLETED CONSTRUCTION								
1C	Gniadek/ Bullmer for Rasmussen	02-SPR-016	28611 Barnfield 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.	2056-009-011	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 existing 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
8C	Litman	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	Tamayel	03-MOD-002	3955 Patrick Henry Rd.	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	2055-001-026	91 acres	N/A	6 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 Lero Dr.	2056-042-011	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.

Residential Cases
September 2007

Proj. No.	Project Name	Case No.(s)	Project Location	Parcel Number	Site Size	Floor Area	Project Description	Case Planner
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, ~~Etta~~ Court-Evita Court, Adeline 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 Rd.	2055-005-052	25,700 sqft.	n/a	Re-alignment of approved driveway	R.M.
24C	Odney	05-SPR-019	30716 Lakefront Dr.	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.
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.	2055-018-032	20,025.39 sq.ft.	308 sq.ft.	Library/laundry rm addition to existing single-family residence	R.M.
28C	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.
29C	Benhaim for Alkoby	04-SPR-021	28326 Foothill Dr.	2055-016-011	21,780 sqft.	364 sqft.	364 sqft. Room Addition	R.M.
30C	Mahserian for Clark	04-SPR-008	28242 Foothill Dr.	2055-016-020	20,040 sq. ft.	337 sq. ft.	single-story rm addition	D.H.
31C	Ryan & Lynette Lee	05-MOD-004	29577 Fountainwood St.	2051-013-017	10,972 sqft.	470 sq. ft.	2nd story rm.add. With reduced set-back	R.M.
32C	Schneider	00-SPR-007 01-OTP-011	5276 Colodny Dr.	2055-007-050	.253 acre	5,688 sqft.	4 unit condominium project	R.H.
33C	JOR Development for Rocca	04-SPR-001	5425 Lewis Rd.	2055-004-019	0.525 acres	4,595 sqft.	Single-fmaily dwelling unit	D.H.
34C	Darryl Levine	05-SPR-023	5540 Colony Dr.	2055-009-024	20,020 sq.ft.	775 sqf ft	339 sq. ft. single-story addition & 436 sq.ft. covered patio	C.A.
35C	Scagliont	00-CUP-004	28331 Foothill Dr.	2055-020-058	22,169 sqft.	3,784 sqft.	New single-family dwelling	D.H.
36C	CC&R for Henry Helimi	06-PSR-002	Lot G no. of T.O.Blvd.,east of Carol	2048-003-002			Pre-screen Review requesting City to vacate easterly portion of T.O. Blvd., to allow a SFR on a Open Space lot	D.H.
37C	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
38C	Peter Stern	04-SPR-025	5544 Colodny Dr.	2056-009-025	21,370	4,105 sq.ft, 482 sq. ft. garage plus acc.	D.U. , garage,barn	V.D.
39C	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.
40C	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.

CUMULATIVE TRIP GENERATION WORKSHEET

Associated Transportation Engineers
Trip Generation Worksheet - With In/Out Splits
Agoura Hills Cumulative Projects - September 2007

ZONE A - North of 101 Freeway and West of Forest Cove Lane

Land Use	Size	Pass-By Factor	ADT		A.M.						P.M.					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
1. General Office - 1P	690	1.00	22.66	16	2.97	2	88%	2	12%	0	3.40	2	17%	0	83%	2
2. General Office - 30P	960	1.00	22.66	22	2.97	3	88%	3	12%	0	3.40	3	17%	1	83%	2
3. General Office - 37P	6,999	1.00	22.66	159	2.97	21	88%	18	12%	3	3.40	24	17%	4	83%	20
Zone Total:				197		26		23		3		29		5		24

ZONE B - North of 101 Freeway Between Forest Cove Lane and Derry Avenue

Land Use	Size	Multi-Trip Factor	ADT		A.M.						P.M.					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
1. General Office - 12	12,600	1.00	21.52	271	2.84	36	88%	32	12%	4	3.21	40	17%	7	83%	33
2. Medical Office - 12	12,600	1.00	36.13	455	2.48	31	79%	24	21%	7	3.72	47	27%	13	73%	34
3. General Office - 3P	22,896	1.00	18.73	429	2.52	58	88%	51	12%	7	2.74	63	17%	11	83%	52
4. Specialty Retail - 18P	10,333	0.65	46.42	312	1.39	9	60%	5	40%	4	4.48	30	44%	13	56%	17
5. General Office - 29P	49,350	1.00	15.69	774	2.24	111	88%	98	12%	13	2.24	111	17%	19	83%	92
Zone Total:				2,241		245		210		35		291		63		228

ZONE C - North of 101 Freeway East of Derry Avenue

Land Use	Size	Multi-Trip Factor	ADT		A.M.						P.M.					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
1. Industrial Park - 7	19,810	1.00	6.97	138	0.84	17	82%	14	18%	3	0.86	17	21%	4	79%	13
2. Industrial Park - 13	113,000	1.00	6.97	788	0.84	95	82%	78	18%	17	0.86	97	21%	20	79%	77
3. Specialty Retail - 14	14,420	0.65	45.39	425	1.36	13	60%	8	40%	5	3.89	36	44%	16	56%	20
4. High Turnover Restaurant - 14	20,240	0.65	127.15	1,673	11.52	152	52%	79	48%	73	10.92	144	61%	88	39%	56
5. Specialty Retail - 34	21,782	0.65	44.51	630	1.34	19	60%	11	40%	8	3.39	48	44%	21	56%	27
6. Condominium - 2P Res.	19	1.00	5.86	111	0.44	8	16%	1	84%	7	0.52	10	67%	7	33%	3
7. Condominium - 3P Res.	4	1.00	5.86	23	0.44	2	16%	0	84%	2	0.52	2	67%	1	33%	1
8. General Office - 4P	125,000	1.00	12.67	1,584	1.79	224	88%	197	12%	27	1.75	219	17%	37	83%	182
9. Furniture Store - 8P	10,000	1.00	5.06	51	0.17	2	71%	1	29%	1	0.46	5	46%	2	54%	3
10. General Office - 8P	6,700	1.00	22.66	152	2.97	20	88%	18	12%	2	3.40	23	17%	4	83%	19
11. Automated Car Wash - 10P	8,605	0.65	161.90	906	0.00	0	50%	0	50%	0	14.12	79	50%	40	50%	39
12. Furniture Store - 19P	120,230	1.00	5.06	608	0.17	20	71%	14	29%	6	0.46	55	46%	25	54%	30
Zone Total:				7,089		572		421		151		735		265		470

ZONE D - South of 101 Freeway and West of Ladyface Circle

Land Use	Size	Multi-Trip Factor	ADT		A.M.						P.M.					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
1. Medical Office - 5	14,075	1.00	36.13	509	2.48	35	79%	28	21%	7	3.72	52	27%	14	73%	38
2. Condominium - 11	46	1.00	5.86	270	0.44	20	16%	3	84%	17	0.52	24	67%	16	33%	8
3. General Office - 13P	81,000	1.00	14.00	1,134	1.96	159	88%	140	12%	19	2.09	169	17%	29	83%	140
Zone Total:				1,913		214		171		43		245		59		186

ZONE E - South of 101 Freeway between Ladyface Circle and Vejar Drive

Land Use	Size	Multi-Trip Factor	ADT Rate	ADT Trips	A.M. Rate	A.M. Trips	A.M. In %	A.M. In Trips	A.M. Out %	A.M. Out Trips	P.M. Rate	P.M. Trips	P.M. In %	P.M. In Trips	P.M. Out %	P.M. Out Trips
1. Condominium - 21	107	0.65	5.86	408	0.44	31	16%	5	84%	26	0.52	36	67%	24	33%	12
2. Specialty Retail - 21	92,000	0.65	69.92	4,181	1.62	97	61%	59	39%	38	6.44	385	48%	185	52%	200
3. General Office - 21	75,000	0.65	14.25	695	1.99	97	88%	85	12%	12	2.17	106	17%	18	83%	88
4. Condominium - 28	38	1.00	5.86	223	0.44	17	16%	3	84%	14	0.52	20	67%	13	33%	7
5. Medical Office - 32	12,700	1.00	36.13	459	2.48	31	79%	24	21%	7	3.72	47	27%	13	73%	34
6. General Office - 5P	31,160	1.00	17.44	543	2.37	74	88%	65	12%	9	2.53	79	17%	13	83%	66
7. General Office - 6P	76,750	1.00	14.18	1,088	1.98	152	88%	134	12%	18	2.15	165	17%	28	83%	137
8. General Office - 25P	95,215	1.00	13.49	1,284	1.89	180	88%	158	12%	22	1.95	186	17%	32	83%	154
9. High School - 36P	61	1.00	4.46	272	0.82	50	52%	26	48%	24	0.81	49	47%	23	53%	26
Zone Total:				9,153		729		559		170		1,073		349		724

ZONE F - South of 101 Freeway between Vejar Drive and Calle Montecillo

Land Use	Size	Multi-Trip Factor	ADT Rate	ADT Trips	A.M. Rate	A.M. Trips	A.M. In %	A.M. In Trips	A.M. Out %	A.M. Out Trips	P.M. Rate	P.M. Trips	P.M. In %	P.M. In Trips	P.M. Out %	P.M. Out Trips
1. High Turnover Restaurant - 2	11,000	0.65	127.15	909	11.52	82	52%	43	48%	39	10.92	78	61%	48	39%	30
2. Condominium - 4	118	0.65	5.86	449	0.44	34	16%	5	84%	29	0.52	40	67%	27	33%	13
3. Specialty Retail - 4	91,800	0.65	69.79	4,164	1.62	97	61%	59	39%	38	6.45	385	48%	185	52%	200
4. General Office - 4	10,000	0.65	22.66	147	2.97	19	88%	17	12%	2	3.40	22	17%	4	83%	18
5. Condominium - 6	40	0.65	5.86	152	0.44	11	16%	2	84%	9	0.52	14	67%	9	33%	5
6. Specialty Retail - 6	26,000	0.65	44.23	747	1.33	22	60%	13	40%	9	3.23	55	44%	24	56%	31
7. General Office - 6	18,000	0.65	19.79	232	2.64	31	88%	27	12%	4	2.92	34	17%	6	83%	28
8. Specialty Retail - 19	21,590	0.65	44.52	625	1.34	19	60%	11	40%	8	3.39	48	44%	21	56%	27
9. General Office - 38	8,523	0.65	22.66	126	2.97	16	88%	14	12%	2	3.40	19	17%	3	83%	16
10. Condominium - 38	17	0.65	5.86	65	0.44	5	16%	1	84%	4	0.52	6	67%	4	33%	2
11. General Office - 9P	9,000	1.00	22.66	204	2.97	27	88%	24	12%	3	3.40	31	17%	5	83%	26
12. General Office - 22P	71,844	1.00	14.39	1,034	2.00	144	88%	127	12%	17	2.22	159	17%	27	83%	132
Zone Total:				8,854		507		343		164		891		363		528

ZONE G - South of 101 Freeway and East of Calle Montecillo

Land Use	Size	Multi-Trip Factor	ADT Rate	ADT Trips	A.M. Rate	A.M. Trips	A.M. In %	A.M. In Trips	A.M. Out %	A.M. Out Trips	P.M. Rate	P.M. Trips	P.M. In %	P.M. In Trips	P.M. Out %	P.M. Out Trips
1. General Office - 16	30,400	1.00	17.54	533	2.38	72	88%	63	12%	9	2.54	77	17%	13	83%	64
2. General Office - 2P	45,000	1.00	16.03	721	2.20	99	88%	87	12%	12	2.87	129	17%	22	83%	107
3. General Office - 17P	63,208	1.00	14.83	937	2.06	130	88%	114	12%	16	2.37	150	17%	26	83%	124
Zone Total:				2,191		301		264		37		356		61		295

Total Estimated Cumulative Traffic				31,638		2,594		1,991		603		3,620		1,165		2,455

PERCENT CONTRIBUTION WORKSHEET

Associated Transportation Engineers
Percent Contribution Worksheet
Agoura Medical Office Project #08007

Percent Contribution Calculation Worksheet

Intersection	Peak Hour	Entering Volumes				% Contribution
		Existing	Cumulative	Cumulative Added	Project Added	
1. U.S. 101 SB Ramps/Chesebro Road/Dorothy Drive	A.M.	1,045	1,462	417	33	7.33%
2. U.S. 101 SB Ramps/Chesebro Road/Dorothy Drive	P.M.	887	1,469	582	56	8.78%
3. U.S. 101 NB Ramps/Palo Comado Canyon Road	P.M.	1,359	2,039	680	73	9.69%
4. Chesebro Road/Palo Comado Canyon Road	A.M.	1,173	1,984	811	53	6.13%
5. Chesebro Road/Palo Comado Canyon Road	P.M.	980	1,811	831	73	8.08%

Project Added / (Cumulative Added + Project Added) = % Contribution

SIGNAL WARRANT WORKSHEETS

AGOURA MEDICAL CENTER PROJECT 08007

ADT ESTIMATE: EXISTING + PROJECT SCENARIO

Approach	Direction	Volume	Type	ADT
Palo Comado Canyon Road	North and South	1,026	Major	10,260
U.S. 101 Northbound Ramps	Westbound	739	Minor	7,390

ADT ESTIMATE: CUMULATIVE + PROJECT SCENARIO

Approach	Direction	Volume	Type	ADT
U.S. 101 SB Ramps/Chesebro Road	North and South	1,191	Major	11,910
Dorothy Drive	Eastbound	257	Minor	2,570

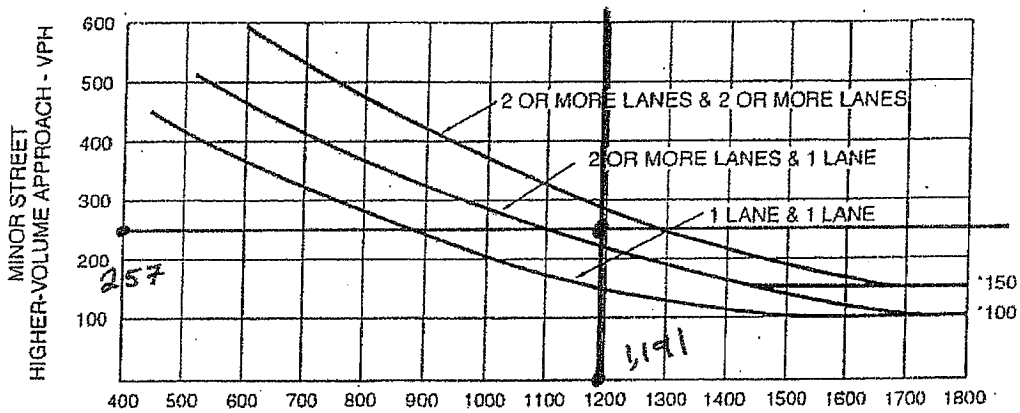
Approach	Direction	Volume	Type	ADT
Palo Comado Canyon Road	North and South	1,500	Major	15,000
Chesebro Road	Eastbound	322	Minor	3,220

NOTE: Average Daily Traffic (ADT) = 10 x Approach Volume

90
87

*U.S. 101 SB Ramps / Chesebro Road / Palo Comado Canyon Road Intersection
→ Cumulative + Project, P.M. Peak Hour.

Figure 4C-3. Warrant 3, Peak Hour

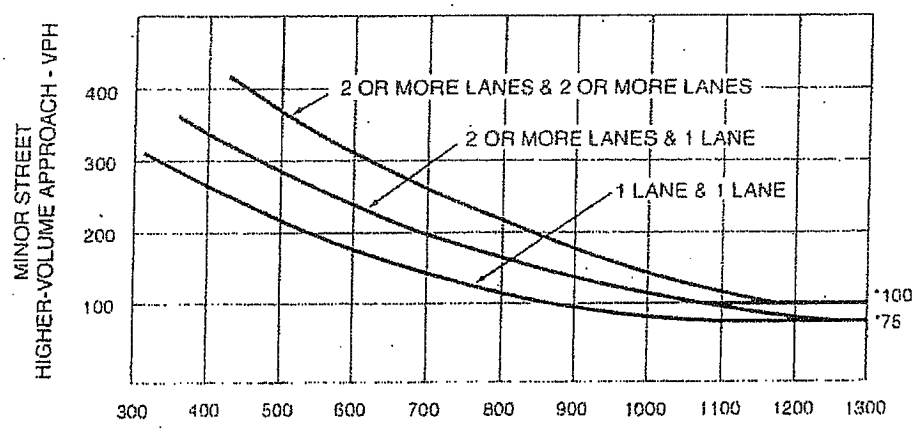


* Warrant Met.

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE ~~70~~ 64 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

COUNT DATE _____
CALC Scott Kellhaas DATE 8/14/08
CHK _____ DATE _____

DIST CO RTE PM

Major St: U.S. 101 SB/Chesebro Rd.
Minor St: Dorothy Drive

Critical Approach Speed < 40 mph
Critical Approach Speed < 40 mph

Speed limit or critical speed on major street traffic > 64 km/h (40 mph)..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} RURAL (R)

☒ URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

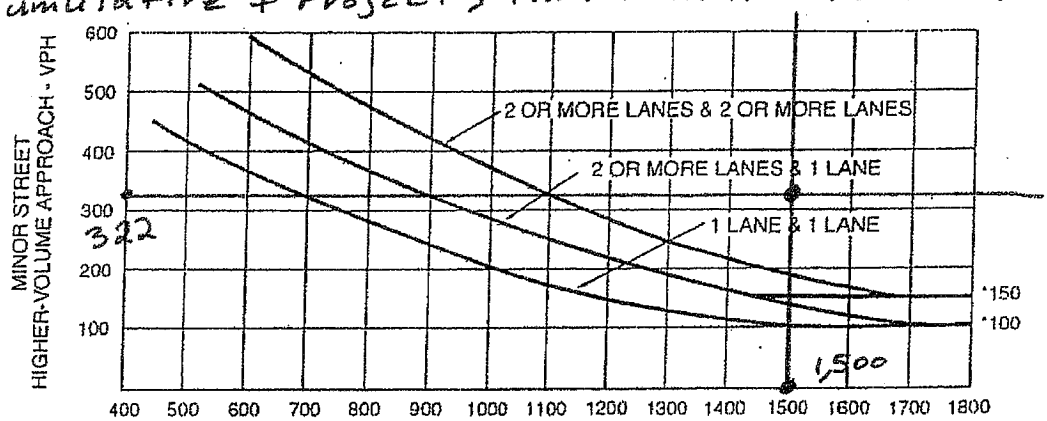
URBAN..... RURAL.....	Minimum Requirements EADT			
CONDITION A - Minimum Vehicular Volume	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied ✓ Not Satisfied _____	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 (11,910) / 1 (2,570)	8,000	5,600	2,400	1,680
2 or More / 1	9,600	6,720	2,400	1,680
2 or More / 2 or More	9,600	6,720	3,200	2,240
1 / 2 or More	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied _____ Not Satisfied ✓				
Number of lanes for moving traffic on each approach				
Major Street / Minor Street				
1 (11,910) / 1 (2,570)	12,000	8,400	1,200	850
2 or More / 1	14,400	10,080	1,200	850
2 or More / 2 or More	14,400	10,080	1,600	1,120
1 / 2 or More	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied ✓ Not Satisfied _____	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% or more..... Yes (A) Yes (B)				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour

* Chesebro Road / Palo Comado Canyon Road Intersection
→ Cumulative + Project, P.M. Peak Hour Volumes.

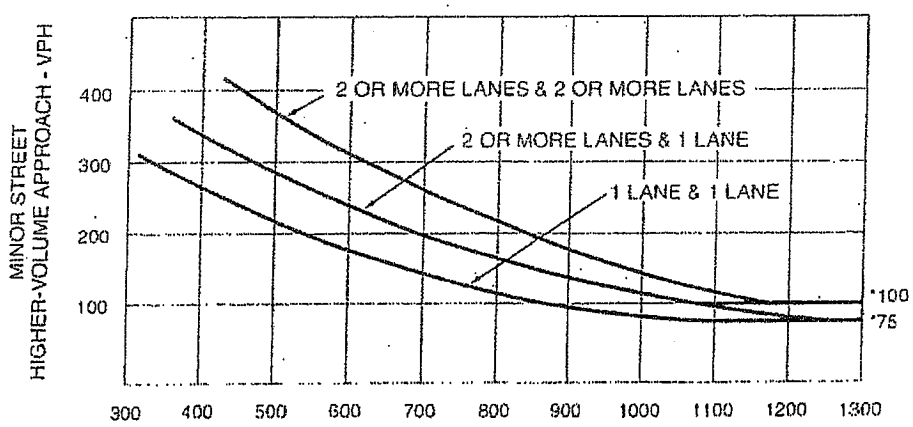


* Warrant Met.

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE ~~70~~ 64 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

COUNT DATE _____
CALC Josh Kohlhaas DATE 8/15/08
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Palo Comado Canyon Rd. Critical Approach Speed < 40 mph
Minor St: Chesebro Road Critical Approach Speed < 40 mph

Speed limit or critical speed on major street traffic > 64 km/h (40 mph)..... ☐ or ☐ RURAL (R)
In built up area of isolated community of < 10,000 population.....
☒ URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....

CONDITION A - Minimum Vehicular Volume

Satisfied ✓ Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1 15,000	1 3,220
2 or More	1
2 or More	2 or More
1	2 or More

Minimum Requirements EADT			
Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
8,000	5,600	2,400	1,680
9,600	6,720	2,400	1,680
9,600	6,720	3,200	2,240
8,000	5,600	3,200	2,240

CONDITION B - Interruption of Continuous Traffic

Satisfied ✓ Not Satisfied _____

Number of lanes for moving traffic on each approach

Major Street	Minor Street
1 15,000	1 3,220
2 or More	1
2 or More	2 or More
1	2 or More

Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Urban	Rural	Urban	Rural
12,000	8,400	1,200	850
14,400	10,080	1,200	850
14,400	10,080	1,600	1,120
12,000	8,400	1,600	1,120

Combination of CONDITIONS A + B

Satisfied ✓ Not Satisfied _____

No one condition satisfied, but following conditions fulfilled 80% or more..... Yes (A) Yes (B)

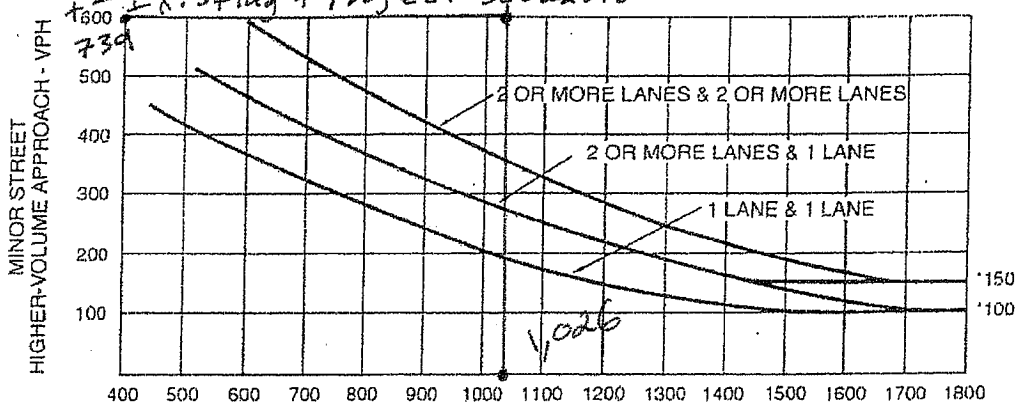
2 CONDITIONS 80%	2 CONDITIONS 80%

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour

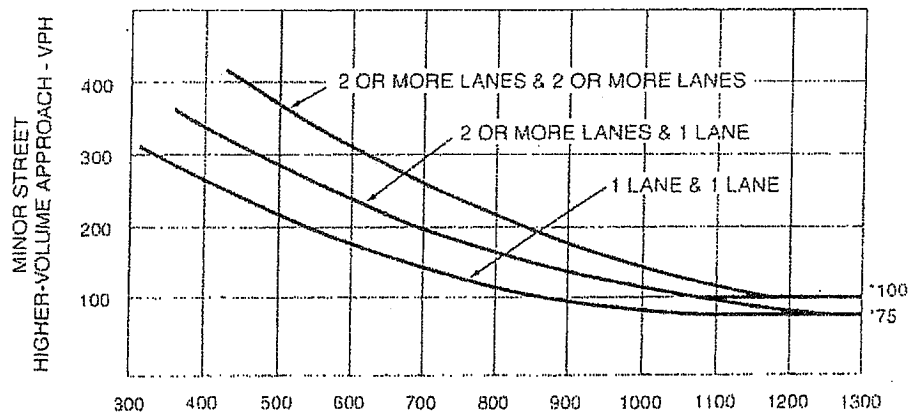
* Intersection of Hwy 101 NB / Palo Comado Canyon Rd.
→ A.M. Peak Hour Conditions
→ Existing + Project Scenario



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE ~~70~~ 64 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

COUNT DATE _____
CALC Josh Kuhlmann DATE 8/14/08
CHK _____ DATE _____

DIST CO RTE PM

Major St: Palo Colorado Canyon Road — Critical Approach Speed ≤ 40 mph
Minor St: Hwy. 101 NB Ramps — Critical Approach Speed ≤ 40 mph

Speed limit or critical speed on major street traffic > 64 km/h (40 mph)..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)

☒ URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN..... RURAL.....	Minimum Requirements EADT	
CONDITION A - Minimum Vehicular Volume Satisfied ✓ Not Satisfied _____	Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Number of lanes for moving traffic on each approach: Major Street 10,260 / Minor Street 7,390	Urban / Rural	Urban / Rural
1 ..... 1	8,000 / 5,600	2,400 / 1,680
2 or More 1	9,600 / 6,720	2,400 / 1,680
2 or More ..... 2 or More	9,600 / 6,720	3,200 / 2,240
1 ..... 2 or More	8,000 / 5,600	3,200 / 2,240
CONDITION B - Interruption of Continuous Traffic Satisfied _____ Not Satisfied ✓	Vehicles Per Day on Major Street (Total of Both Approaches)	Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)
Number of lanes for moving traffic on each approach: Major Street 10,260 / Minor Street 7,390	Urban / Rural	Urban / Rural
1 ..... 1	12,000 / 8,400	1,200 / 850
2 or More 1	14,400 / 10,080	1,200 / 850
2 or More ..... 2 or More	14,400 / 10,080	1,600 / 1,120
1 ..... 2 or More	12,000 / 8,400	1,600 / 1,120
Combination of CONDITIONS A + B Satisfied ✓ Not Satisfied _____	2 CONDITIONS 80%	2 CONDITIONS 80%
No one condition satisfied, but following conditions fulfilled 80% or more..... Yes (A) Yes (B)		

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

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August 27, 2008 08007L03.WPD

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REVISED TRAFFIC AND CIRCULATION STUDY FOR THE AGOURA HILLS MEDICAL OFFICE PROJECT, CITY OF AGOURA HILLS, CALIFORNIA

Associated Transportation Engineers (ATE) is submitting the enclosed Revised Traffic and Circulation Study for the Agoura Medical Office Project. ATE published a study in April 2008 for the project, which was peer reviewed by a sub-consultant to the City. ATE participated in a conference call on August 26, 2008, with City staff to discuss the peer review comments and the approach to revising the traffic study. A copy of the peer review comments is attached and the following outline discusses the revisions to the traffic study.

Response to Comment 1. The revised report includes a parking section that identifies the number of parking spaces required per code and the number of spaces provided.

Response to Comment 2. The revised report includes project driveway analyses assuming the proposed site plan on Figure 2. Level of service worksheets are included in the Technical Appendix.

Response to Comment 3. The revised report includes an Average Daily Traffic analysis for Agoura Road west of the proposed driveway. The count data is included in the Technical Appendix.

Response to Comment 4. The revised report was changed to reflect the functional lane configuration (one through-left and one right-turn lane).

Response to Comment 5. Pursuant to City direction, the levels of service at two-way stop-sign controlled intersections are based on the average weighted delay.

Response to Comment 6. The revised report includes the Cumulative trip generation worksheets in the Technical Appendix.

Response to Comment 7. The revised report includes a discussion of the Cumulative projects trip distribution assumptions.

Response to Comment 8. The revised report contains a discussion of the traffic signal warrants. Worksheets are contained in the Technical Appendix.

Response to Comment 9. A percent contribution worksheet is contained in the Technical Appendix of the revised report.

Response to Comment 10. The revised report contains a discussion of the traffic signal warrants. Worksheets are contained in the Technical Appendix.

Associated Transportation Engineers

By: Scott A. Schell, AICP, PTP
Principal Transportation Planner

SAS/DLD/JJK

attachments

CITY OF
AGOURA HILLS

INTEROFFICE MEMORANDUM

DATE: July 16, 2008

TO: Allison Cook – Senior Planner

FROM: Sri Chakravarthy

CC: Ramiro Adeva, P.E. – City Engineer
Jean Fares – City Traffic Engineer

SUBJECT: Agoura Medical Office Project – Traffic Impact Analysis Review

Associated Transportation Engineers completed a Traffic Impact Analysis (TIA) for the proposed Agoura Medical Office Project that would be located at the northwest corner of Agoura Road/Chesebro Road intersection in the City of Agoura Hills. The project proposes to construct 40,733 square feet of medical office use. Following is our review and comments on the TIA, which are organized by the TIA page numbers:

General Comments

The following comments should be addressed based upon the direction provided during the scoping process in January 2008.

1. The TIA report should include a discussion on the project's parking (number of parking spaces required per code and the number of spaces provided).
2. The report should present LOS analysis of project driveways and include site access and internal circulation discussion.
3. The report should include Average Daily Traffic (ADT) analysis for Agoura Road west of the proposed driveway with and without the proposed project.

Specific Comments

Page 5 – Figure 3:

4. The eastbound intersection geometry for Chesebro/Palo Comado Cyn indicates one shared left-through-right lane.

This should be changed to one through-left and one right turn lane to indicate the functional lane configuration.

Page 7 – Table 1:

(5) This table presents the existing intersection Levels of Service (LOS). The average delay value is reported for all-way and two-way stop controlled intersections. figure presents the related projects grouped by zones.

The LOS value at two-way stop intersections is based upon delay value for individual movements. The worst approach delay values should be utilized to determine the LOS for Agoura/Lewis, US 101 NB/Palo Comado, and Chesebro/Palo Comado intersections. The results discussion should be revised accordingly.

Page 12 – Cumulative Analysis – Second Sentence:

(6) This sentence reads: "Trip generation estimates were...."

The trip generation worksheet is missing from the technical appendix, which should be included.

Page 12 – Intersection Operations:

(7) This paragraph indicates that LOS were calculated using cumulative and cumulative+project volumes.

Cumulative projects trip distribution assumptions should be discussed and presented in this section.

Page 19 –Paragraph 1:

(8) This paragraph indicates that the significant impact at US 101 SB Ramps/Dorothy Drive intersection could be mitigated by installing a traffic signal.

The discussion should include whether signal warrants were met to install a traffic signal based upon California MUTCD, September 2006. The worksheets should be included in the technical appendix.

Page 19 –Paragraph 2:

(9) This paragraph indicates the project's contribution fairshare to US 101 SB Ramps/Dorothy Drive intersection.

The calculation of project's contribution at all the impacted intersections should be presented either in the report or in the appendix.

Page 19 –Paragraph 4:

(10) This paragraph indicates that the significant impact at Chesebro/Palo Comado Cyn intersection could be mitigated by installing a traffic signal.

The discussion should include whether signal warrants were met to install a traffic signal based upon California MUTCD, September 2006. The worksheets should be included in the technical appendix.