



## MEMORANDUM – DRAFT

To: Jessica Forte, P.E. – Public Works Director/City Engineer  
City of Agoura Hills

From: Laura Forinash, T.E.  
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CC: Kelly Fisher – Public Works Project Manager  
Allison Cook, AICP – Assistant Planning Director

Date: October 29, 2020

Subject: Madea/Palo Comado Creek Linear Park Traffic Assessment

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### INTRODUCTION

The purpose of this memorandum is to evaluate the need for transportation impact analyses for the Madea/Palo Comado Creek Linear Park (“Proposed Project”) based on the City of Agoura Hills *Transportation Assessment Guidelines*. The Project consists of covering Palo Comado Creek along Agoura Road, between Cornell Road and 600 feet east of Cornell Road, to create a linear park that will incorporate pedestrian and equestrian trails, use native drought tolerant landscaping, and provide recreational opportunities. The project is approximately 1.5 acres.

Per the City of Agoura Hills *Transportation Impact Assessment Guidelines (2020)*, a transportation assessment typically includes two types of analyses: (1) California Environmental Quality Act (CEQA) using vehicle miles traveled (VMT) as the metric for transportation impacts and (2) Local Traffic Impact Analysis (TIA) using level of service (LOS) as the metric for transportation impacts. This memorandum will review the City’s screening criteria for each analysis and conclude if any analyses are required for the Proposed Project.

### CITY OF AGOURA HILLS

The City requires a Local TIA if one of the following criteria are met:

1. The project will generate 50 or more new AM or PM peak-hour vehicle trip-ends; or
2. The project will generate 500 or more new daily trip-ends; or
3. The project will substantially affect an intersection, or a roadway system already identified as operating at an unacceptable level of service; or
4. The project is inconsistent with the General Plan or Specific Plan land use, zoning designations, or could potentially generate substantially greater levels of traffic than contemplated by the General Plan or Specific Plan; or
5. The project may create a hazard to public safety; or
6. The project will substantially change the off-site transportation system or connections to it.

### Project Trip Generation

Linear parks are characteristically pathways connecting or enhancing the existing environment and not necessarily a destination. The Proposed Project is not providing on-site parking; therefore, the project is not expected to generate vehicle trips to the site. Most likely, visitors of the park are expected to come from adjacent businesses along Agoura Road or pass through the park as they walk along Agoura Road.

A preliminary trip generation was calculated in the unlikely event visitors of the Proposed Project will drive to the general vicinity and park along Agoura Road. **Table 1** provides preliminary trip generation for the Proposed Project.

**Table 1. Trip Generation for Proposed Project**

ITE Land Use (ITE Land Use Code)	Size	Daily Trips		AM Peak Hour		PM Peak Hour	
		Rate	Total	Rate	Total	Rate	Total
Public Park (411)	1.5 Acres	0.78	2	0.02	<1	0.11	<1

Source: Institute of Transportation Engineers, Trip Generation Manual 10<sup>th</sup> Edition (2017)

As shown in **Table 1**, the Proposed Project is estimated to generate two daily trips and less than one trip during the AM and PM peak hours. The Proposed Project does not meet the City’s minimum trip thresholds of 50 peak hour trips or 500 daily trips; therefore, a local TIA is not required based on trip generation.

The remaining screening criteria for a local TIA do not apply to the Proposed Project. Because of the low trip generation, the Proposed Project is not expected to substantially affect an intersection or roadway system already identified as operating at an unacceptable level of service nor will the Proposed Project substantially change the off-site transportation system or connections to it. The Proposed Project is located within the Agoura Village Specific Plan (AVSP) Area. The Proposed Project is consistent with the vision of the AVSP to create a welcoming pedestrian friendly atmosphere as well as preserve and restore natural resources including the Madea Creek. The Proposed Project does not create a hazard to public safety; the Proposed Project provides pedestrian facilities to a location where there are no existing pedestrian facilities. The limits of the project shall be reviewed for pedestrian safety and connectivity. For example, a marked crosswalk along the north leg of the Agoura Road and Cornell Road intersection may be warranted to provide connectivity.

### CEQA CONSIDERATIONS

The City developed screening criteria for CEQA VMT analysis based on the Governor’s Office of Planning and Research’s (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*. This technical advisory provides a list of screening thresholds to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. A project can presume a less-than-significant transportation impact and not require a CEQA VMT analysis if one of the following criteria are met:

1. Project generation is less-than 110 trips per day; or
2. Project is local-serving retail (i.e. no single store on-site exceeds 50,000 square feet of gross floor area); or
3. Project is local essential service (i.e. day care, public school, police or fire stations, etc.); or
4. Redevelopment Project (i.e. project replaces an existing VMT-generating land-use and does not result in a net overall increase in VMT).

As mentioned previously, the Proposed Project is a recreational facility whose purpose is to enhance the existing environment and provide pedestrian connectivity within the AVSP area. From **Table 1**, the Proposed Project is estimated to generate two daily trips which is less than the 110 trips per day threshold for CEQA VMT analysis. Therefore, a CEQA VMT analysis is not required and the presumption of less-than-significant transportation impact can be applied.