TABLE 4-9
EXISTING TRAFFIC OPERATIONS
PM PEAK HOUR INTERSECTION CAPACITY UTILIZATION

Intersection	Volume/ Capacity	Level of Service
Reyes Adobe Road at US 101 WB ramps	1.04	F
Reyes Adobe at US 101 EB ramps	0.69	B
Reyes Adobe Road at Canwood Street	0.71	C
Reyes Adobe Road at Agoura Road	0.48	A
Kanan Road at US 101 WB Ramps	0.81	D
Kanan Road at Canwood Street	0.78	C
Kanan Road at US 101 EB Ramps	0.56	A
Kanan Road at Agoura Road	0.45	A

Level of Service and corresponding V/C are as follows:

LOS	V/C
A	$\leq$ 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90

Note: Capacity values of 1,600 vehicles per hour per through lane and 1,500 vehicles per hour per turn lane were used.

TABLE 4-10
LAND USE PLAN DEVELOPMENT AND TRIP GENERATION

Land Uses	Intensity	Average Daily Trips (ADT)	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Office	376,600 SF	5,985	125	690	815
Retail Commercial	84,700 SF	4,420	205	210	415
Discount Commercial	39,500 SF	1,545	70	65	135
Residential	29 DU	215	10	5	15
TOTAL		12,165	410	970	1,380

Source: Willdan Associates

TABLE 4-11
TRIP GENERATION RATES

Land Use	Daily Trips	PM Peak Hour
General Office - Code 710	Ln(T)=0.75 Ln(A)+3.77	Ln(T)=0.83 Ln(A)+1.46 (16% In - 84% Out)
Retail - Code 820	Ln(T)=0.65 Ln(X)+5.92	Ln(T)=0.52 Ln(X)+4.04 (49% In - 51% Out)
Discount Retail - Code 815	71.2 trips/1,000 GSF	6.1 trips/1,000 GSF (52% In - 48% Out)
Residential - Code 270	7.4 trips/Dwelling Unit (DU)	0.6 trips/DU (66% In - 34% Out)

T = Two-Way Volume of Traffic or Total Trip Ends.
A = Area in 1,000 Gross Square Feet of Building Area.
X = Area in 1,000 Gross Square Feet of Leasable Area.

Reduction for "passer-by" trips captured from adjacent roadways is 45% for retail and discount retail.

All trip generation rates were obtained from Trip Generation, Fourth Edition, Institute of Transportation Engineers, 1987, and rounded to the nearest five vehicles with five being a minimum.

Source: Willdan Associates

since the PM peak hour is the most congested. The split of retail in-bound and out-bound trips is almost even (52 percent in, 48 percent out) during the PM peak hour, so the office traffic trip distribution was assumed to be the worst case.

Traffic Impacts

P&D Technologies conducted PM peak hour intersection capacity (ICU) analyses for the eight key intersections, examining four traffic scenarios: (a) existing conditions; (b) future base conditions with currently planned improvements; (c) future minimum development Specific Plan scenario; and (d) future maximum development Specific Plan scenario. The minimum development scenario includes future base traffic plus proposed development on several parcels along Agoura Road. The maximum scenario includes future base traffic plus development to a floor area ratio of 0.40 on parcels along Agoura Road. Future intersection configurations are characterized as having no ramp location modifications at US 101.

All future scenarios in the P&D study include future base traffic and currently planned roadway improvements. Future base assumptions for Reyes Adobe Road include the Montgomery Traffic Study for the Hidden Trails Business Campus. Future base assumptions for Kanan Road are derived from the "Traffic Impact Report: Mann Theater 8-Plex" by DKS Associates (Revised July 15, 1988). Under the future base condition, all intersections are improved to LOS "D" or better. At the westbound US 101 ramp at Reyes Adobe Road, the V/C improves from 1.04 to 0.81, but the ratio increases from 0.69 to 0.71 at the eastbound ramps.

The interchange continues to become more congested under the minimum development scenario, with V/C ratios between 0.79 and 0.96. V/C ratios under the maximum development scenario range between 0.68 and 1.69, and six of the eight key intersections will operate at levels below LOS "D". The most congested location would be at the Kanan Road/Agoura Road intersection, operating at a V/C ratio of 1.69 (LOS "F"). The traffic operations at Reyes Adobe Road/US 101 interchange are at LOS "D" and "F" under the maximum scenario. The V/C ratio would, therefore, theoretically exceed 1.00 at the intersection of Reyes Adobe Road and the US 101 westbound ramps.

The traffic congestion along Kanan Road would be substantial under the maximum scenario since traffic from the eastern parcel was assumed to principally use the Kanan

Road/Agoura Road intersection and the Kanan Road/US 101 interchange. Also, all traffic was assumed to access the eastern parcel from Agoura Road rather than Kanan Road. Because of this distribution of trips, traffic operations at three intersections would deteriorate to LOS "F" in the ultimate case. The primary causes for the poor operations would be a heavy left turn from Agoura Road to Kanan Road northbound by drivers heading for US 101, and a heavy left turn from Kanan Road to US 101 westbound. Both of these left turns would conflict with other traffic movements and require green signal time.

The supplemental analysis performed by Willdan Associates was based on the following assumptions:

- 1988 intersection peak hour turning movement counts were redistributed to reflect the traffic patterns that would result with the preferred Kanan Road/US 101 and Reyes Adobe Road/US 101 interchange improvements.

- The base year traffic volume included the traffic projections for all currently approved developments within the City.

- An annual growth rate of two percent was also added to the existing traffic volumes to account for regional growth outside of the City to the year 1990.

- The trips attributable to retail uses were adjusted downward by 45 percent to reflect passerby trips.

- The projected vehicle trips were distributed and assigned to the street system using the distribution developed by the P&D traffic study.

The circulation analysis performed by Willdan Associates addresses the impacts of Scenario 2 (the preferred development scenario), conforming to the Land Use Element and Circulation Element of the General Plan. Scenario 2 assumes that the roadway improvements recommended in the General Plan are in place; these improvements include new westbound on- and off-ramps at Kanan Road and Reyes Adobe Road, new eastbound ramps at Kanan Road, and widening of Reyes Adobe Road to four lanes.

The Willdan circulation analysis also addresses the traffic impacts of Scenario 1, a lower intensity development alternative further described in Section 7.0, Alternatives to the Proposed Action. Scenario 1 assumes that the existing roadway system is not improved in accordance with General Plan recommendations. Reyes Adobe Road would be widened to four lanes over US 101, but no freeway ramps or other traffic improvements would be made. Analysis of key Scenario 1 intersections showed that if projected traffic volumes were placed on the existing street system with minimal improvements, the intersections would operate below acceptable levels of service. This indicates that improvements to the street system and freeway ramps are needed in order to accommodate traffic generated by future development.

Future base conditions include development from already approved projects, an annual regional growth factor based on unspecified regional growth, and a General Plan level of traffic improvements. General Plan traffic improvements include widening the Reyes Adobe Road/US 101 overpass to four lanes, construction of new ramps for US 101 at Kanan Road and Reyes Adobe Road, widening Reyes Adobe Road at Canwood Street, and widening the intersections of Agoura Road at Reyes Adobe Road and Kanan Road. The approved projects include those listed in the Mann Theater traffic report.

The combination of future traffic growth and proposed improvements would change intersection operations from the existing conditions at some locations. During the PM peak hour, the Reyes Adobe/Agoura Roads intersection would change little, from LOS "A" (0.48) to LOS "A" (0.56). The LOS at the Kanan Road/Agoura Road intersection would drop from LOS "A" (0.45) to LOS "C" (0.71). The Kanan Road/Canwood Street intersection would improve from LOS "C" (0.78) to LOS "B" (0.68). With future traffic increases from regional growth and approved projects, it is anticipated that the future freeway ramp improvements must be implemented to prevent PM peak hour interchange operations at Kanan Road/US 101 from deteriorating to an unacceptable level of service.

The future base analysis assumes that three new traffic signals would be installed at Reyes Adobe Road/Canwood Street, Reyes Adobe Road/Agoura Court (eastbound US 101 off-ramp), and Canwood Street/westbound US 101 ramps (Reyes Adobe Road). These intersections would operate at LOS "B/D" (0.66/0.88), LOS "A/B" (0.38/0.62), and LOS "A/A" (0.24/0.37), respectively.

In the Willdan study, the most significant changes between the future base conditions and the Scenario 2 land use plan would be at Kanan Road/Agoura Road and at US 101 westbound ramps/Canwood Street. At Kanan Road/Agoura Road, the V/C ratio would increase from 0.65 (AM)/0.71 (PM) to 0.81/0.80 and there would be a corresponding reduction in level of service from "B (AM)/C (PM)" to "D/C". Most of the commercial development would be concentrated near this intersection, which would contribute to the impacts there. There would be a fairly heavy left turn volume from eastbound Agoura Road onto northbound Kanan Road by vehicles accessing US 101 and points north.

The US 101 westbound ramp/Canwood Street intersection would operate at LOS "A/D" (0.45/0.83), compared to LOS "A/C" (0.42/0.75) in the future base year. This reflects the fairly heavy AM peak hour volumes from eastbound US 101 which currently exit at Kanan Road, and would also do so in the future. The Reyes Adobe Road/Canwood Street intersection would actually improve operation in the PM peak hour from LOS "B/D" (0.66/0.88) in the future base year to LOS "C/B" (0.72/0.67). This is due to assumed future intersection improvements including right turn lanes in the eastbound and northbound directions to reduce congestion.

Level of service at the remaining intersections would not be significantly affected by development of the proposed development plan.

Table 4-12 provides a summary of future base conditions with and without General Plan freeway improvements and future Specific Plan preferred plan development with and without General Plan freeway improvements.

RELATIONSHIP TO THE GENERAL PLAN

The General Plan for the City of Agoura Hills states that "arterial intersections should be designed to provide LOS "C". The corresponding V/C ratio range for LOS "C" is from 0.71 to 0.80. The future base conditions which include approved projects and General Plan traffic improvements show three intersections potentially operating at peak hour V/C ratios higher than 0.80 (see Table 4-12). These peak hour ratios above 0.80 (or LOS "C") are considered by the City to be acceptable given that they reflect a balance of many factors, including economic benefits such as sales and property taxes.

TABLE 4-12
PEAK HOUR V/C AND LOS
FUTURE BASE AND SCENARIO 2

Intersection	Future Base ((Without freeway improvements)	Future Base (With freeway improvements)	Preferred Development Scenario (Without freeway improvements)	Preferred Development Scenario (With freeway improvements)
Reyes Adobe & Canwood Street	0.64B	0.68B	0.68B	0.67B
Reyes Adobe Road & US 101 WB ramps	0.81D	0.37A	1.03F	0.38A
Reyes Adobe Road & US 101 EB ramps	0.71C	0.62B	0.84D	0.77C
Reyes Adobe Road & Agoura Road	0.71C	0.56A	0.99E	0.72C
Kanan Road & Canwood Street	0.85D	0.68B	0.94E	0.80C
Kanan Road & US 101 WB ramps	0.85D	0.75C	1.27F	0.83D
Kanan Road & US 101 EB Ramps	0.65B	0.46A	1.14F	0.66B
Kanan Road & Agoura Road	0.67B	0.71C	1.69F	0.80C

Transportation Research Board Circular 212 (Critical Movement) method used to determine V/C and Level Service.

Source: Willdan Associates; P&D Technologies

The impacts of implementation of the preferred Specific Plan development scenario will be substantially greater without General Plan freeway improvements, as shown in Table 4-12, with all but one of the eight critical intersections operating below LOS "C".

The level of development proposed by the Specific Plan preferred plan allows achievement of the City's hillside and grading standards and scenic highway regulations.

c. Mitigation Measures

The results of the traffic analysis show that the traffic improvements proposed in the General Plan would be necessary to accommodate projected future traffic volumes resulting from future base conditions plus implementation of the lower density Scenario 1 development. Analysis of key Scenario 1 intersections showed that if projected traffic volumes were placed on the existing street system with minimal improvements, the intersections would operate below acceptable levels of service. From this, it can be extrapolated that the General Plan improvements to the street system and freeway ramps will be needed to accommodate the higher density development of Scenario 2, the Specific Plan preferred plan.

The following mitigation measures are proposed:

The City should implement the circulation improvements proposed in the General Plan. These improvements include new westbound on- and off-ramps at Kanan Road and Reyes Adobe Road, new eastbound ramps at Kanan Road, and widening of Reyes Adobe Road to four lanes.

The City will require a Transportation Demand Management (TDM) Plan of each proposed development, as required by the AQMD. TDM is a means of more efficiently utilizing existing transportation infrastructure and services by reducing the number of vehicles used to satisfy commuting needs. TDM involves strategies to mitigate traffic congestion and/or air quality problems by shifting drive-alone commuters outside the peak commuting periods or into alternative commute modes. These alternatives include, but are not limited to the following:

- o Carpooling (regular or occasional)
- o Vanpooling
- o Public or private transit
- o Alternative work hour programs (flex-time, etc.)
- o Telecommuting (working from home or at satellite facilities)
- o Bicycling to work
- o Walking to work

Strategies to encourage these alternatives include:

- o Ridership matching assistance
- o Financial incentives for riderships
- o Preferential parking locations for van and carpoolers
- o Furnishing information on alternative modes
- o Operation of vanpool program or transit service
- o Disincentives for drive-alone commuters
- o Facilities at employment sites, such as bicycle racks, carpool drop-off locations, etc.

The following site design considerations should be made for all projects that will generate 24 or more employees. This list is not all-inclusive, and other design features that encourage the use of commute alternatives may be included in site plans for review by the City of Agoura Hills.

Preferential Parking for Carpools and Vanpools

A minimum of 10 percent of all parking planned for the site (exclusive of handicapped, visitor and delivery parking) will be set aside for exclusive use of carpools and vanpools. The spaces will be located in the most advantageous and reasonable location closest to the primary employee entrance to the building or site. Spaces will be marked with the words "Carpool Only" either on tire restraints at the back of each space or on the pavement at the opening of the space, or both. The use of these spaces should be enforced by the tenant-employers to assure employee and visitor compliance.

Vanpool Clearance

Any project, complex, or building that includes a multi-story parking structure will design that structure to accommodate vanpool vehicles. This means that entry level clearance must be at least 7 feet. If preferential parking for vanpools is to be provided on other levels, access to those levels must also be provided for vanpool vehicles. If the site includes both structure and surface parking, preferential spaces can be located in the surface lot(s) provided if they are convenient to employee entrances.

Carpool/Vanpool Staging Areas

For any large project, complex or building generating 100 or more employees, carpool/vanpool staging areas need to be designed and marked for use for employees being dropped off at their worksite. This means designing a location, convenient to the primary employee entrance, where carpools and vanpools can safely stop and discharge or board riders. This generally means providing a passenger loading zone off any public thoroughfare and designating the area (with paint or signage) as a passenger loading zone.

Bicycle

Bicycle parking for not less than 5 percent of the number of required automobile parking spaces will be provided on the site in proximity to the primary employee entrance. The location should be safe, well lit and of adequate space to accommodate bicycle users. Bicycle parking can be in the form of individual, or sets of, racks or bicycle lockers. A major incentive for employees to bicycle is the furnishing of shower facilities, and such facilities should be considered for sites anticipating high bicycle usage.

d. Residual Impacts

Development of the Ladyface Mountain site will unavoidably increase traffic volumes in the project area. This impact is not anticipated to be significantly adverse if the proposed mitigation measures are implemented.

4.11 Energy Resources

a. Existing Conditions

Energy consumption in new developments is partially regulated through enforcement of the State California Administrative Code, Title 24 energy conservation standards (Public Resources Code, Section 25400). The California Energy Commission has adopted separate standards for residential and non-residental buildings. Energy budgets have been established for building in 16 different climate zones in the state. The budgets identify the amount of energy which represents the upper limit of consumption for water heating, lighting, space heating and cooling. A number of options are available for the manner in which a building can meet the budget standards.

Energy demand is generally supplied via electricity and natural gas. These fuels are provided by the utility companies which serve the area of development (see also Section 4.12, Public Utilities and Services). Energy consumption from these sources is minimized through the use of alternative energy sources, such as solar heating, and conservation measures which can be implemented at the time of development.

b. Impacts and Relationship to General Plan

Because the growth anticipated in Agoura Hills is a small proportion of regional growth and does not represent a significantly different energy use compared to growth in other locations in the region, its impact on regional energy resources is not expected to be significant. However, energy conservation measures should be implemented where appropriate.

c. Mitigation Measures

The study area is located within California climate Zone 9, and all proposed development will be subject to energy standards adopted for this zone. Building energy conservation standards shall be enforced to reduce the demand for non-renewable energy sources. Mitigation measures which should be considered for specific development projects include the following:

SOLAR ENERGY

- Architectural planning and design should implement, where feasible, such concepts as natural heating and/or cooling through sun and wind exposure and solar energy system collection opportunities.

- The feasibility of solar energy for domestic hot water systems should be considered.

BUILDING ENVELOPE

- Exterior walls and interior walls should be insulated.

- The use of tinted glass in south and west-facing windows should be considered to reduce afternoon internal heat gain.

HEATING, VENTILATION AND AIR CONDITIONING (HVAC)

- Determination of design loads for heating and cooling requirements should be in accordance with procedures described in the latest American Society of Heating, Refrigeration, and Air-Conditioning Engineers (ASHRAE) Handbook of Fundamentals.

- HVAC equipment for proposed structures should meet or exceed the operating efficiency standards specified in the State Appliance Efficiency regulations.

- HVAC equipment should be designed with an economizer cycle to maximize the efficient use of outside air in meeting interior heating/cooling requirements.

SERVICE WATER HEATING

- All water heating devices should meet or exceed the operating efficiency standards specified in the State Appliance Efficiency regulations.

- All hot water lines should be insulated to provide hot water faster with less waste (in the case of non-circulating hot water systems) and prevent undesired heat transfer.

LIGHTING

- o The design of interior lighting systems should incorporate the following practices:
  - The use of natural design for general lighting or specific task applications;
  - Use of the most energy efficient light source available for the given applications;
  - Attention to system maintenance in both design and operation, so that planning for system deterioration does not require excessive initial wattage; and
  - Design of the system to allow for flexible control.
- o Exterior and common parking lot lighting design should maximize the use of energy efficient High Intensity Discharge Lighting sources. Such sources include, in ascending order of efficiency, mercury lamps, metal halide lamps and high-pressure sodium lamps.

d. Residual Impacts

No unavoidable significant adverse impacts are anticipated if the proposed mitigation measures are implemented.

4.12 Public Services and Utilities

POLICE SERVICES

a. Existing Services

The Los Angeles County Sheriff's Department provides general law enforcement and investigative services for the City of Agoura Hills and the California Highway Patrol provides traffic control. The Malibu Station, located at 23555 Civic Center Way in Malibu approximately 12 miles from the site, currently serves as the main station for the area. A satellite station is located at Lost Hills Road, just north of the US 101. The

satellite facility provides desk services, such as taking reports, fingerprinting, and issuing bicycle licenses.

The Malibu Station serves a population of 86,900, with a total of 100 sworn officers, for a staffing ratio of 1.15 sworn officers per 1,000 population. While police service is generally adequate, the terrain through the Santa Monica Mountains and the distance from police facilities to the Agoura Hills area sometimes result in extended response times. Response times vary and are ultimately dependent upon the nature of the call and the availability or proximity of patrol units in the area.

A new sheriff's station is planned for the Las Virgenes area and will be located south of the US 101 on Lost Hills Road. This new station is in response to the 1981 Malibu Santa Monica Mountains Area Plan of the Los Angeles County General Plan, which found a need for a Sheriff's facility in the Las Virgenes area. The facility is currently in the construction phase, and is projected to be completed by May 1990. The extent of services to be provided from this station has not yet been determined.

Crime prevention is given additional emphasis within the City of Agoura Hills. A full-time Crime Prevention Deputy has been assigned with the responsibility of coordinating neighborhood and business crime prevention programs in the city. The Crime Prevention Deputy is currently headquartered at the Malibu Station; by late 1990, this location will change to the new station on Lost Hills Road.

b. Environmental Impact

Project development will result in increased demands for Sheriff's services and contribute to the cumulative need for additional manpower and equipment to adequately serve the rapidly growing Malibu Station service area. Assuming an average population per dwelling unit of 4.0 for mixed use commercial residential land use, the 29 residential units proposed in the Specific Plan will generate an additional 116 people. This impact is not considered to be significant to the extent that additional services are required to serve the Ladyface Mountain area beyond those already planned. In addition, the site will be easily accessible along US 101.

c. Mitigation Measures

Layout of developments and design of structures and landscaping can help to discourage criminal activity, principally by improving visibility and hindering unlawful access where possible. Several crime prevention policies are outlined in the General Plan, including provisions for police review of development plans as part of its staff review process for developments, and maintenance of ongoing crime prevention programs and construction guidelines. These policies should be implemented when specific development is proposed.

The adequacy of Sheriff's services should be reviewed by the City at each phase of development, and mitigation needs, if appropriate, should be identified and implemented. Sheriff's service to the development should be enhanced through the provision of adequate street lighting and clearly marked street names and building numbers. Crime prevention programs for on-site development shall be coordinated with the City's Crime Prevention Deputy.

d. Residual Impacts

Development will unavoidably result in increased demands on police services, although this increase is not anticipated to be significant if the proposed mitigation measures are implemented.

FIRE SERVICES

a. Existing Conditions

Fire protection services for the City of Agoura Hills are provided by the County of Los Angeles. The Los Angeles County Fire Department provides fire prevention, fire protection, and emergency medical services. The Prevention and Conservation Bureau provides plan checking for subdivisions, access and water requirements, technical expertise in fire prevention and availability of foresters for environmental matters.

The Ventura County Fire Department has constructed a fire station in Oak Park, which provides support to Los Angeles County through a mutual aid agreement. Three fire stations, including the Oak Park Station, are located in the vicinity of the site. The closest is located on Cornell Road, within one mile southeast of the Kanan Road/Cornell

Road intersection at the eastern edge of the site. The second station is located in unincorporated Los Angeles County adjacent to the Las Virgenes Road/US 101 intersection, approximately 4 miles east of the Kanan Road/Agoura Road intersection. The Oak Park Station is located in Ventura County at the intersection of Deerhill Road and Kanan Road, approximately 4 miles north of the site.

The following is a summary of the fire stations which service Agoura Hills:

1.	Station No. 65 -	consists of one engine company and patrol with a 24-hour on-duty strength of 7 people. 4206 North Cornell Road, Agoura
2.	Station No. 125 -	consists of one engine company and a paramedic squad with an on-duty strength of 5 people. 5215 North Las Virgenes Road, Calabasas
3.	Station No. 144 -	Consists of one engine company and a paramedic squad with an on-duty strength of four people. Oak Park

Additional fire protection services are provided by the Los Angeles County Fire Department for major fire emergencies such as brush fires. For severe and widespread fire emergencies, State Department of Forestry crews can also be called.

Fire department service levels are based on nationally-recognized standards established by the Insurance Service Organization and the National Fire Protection Association. Impacts on the existing service levels measured by monitoring the number of emergency calls, both fire and emergency medical; monitoring the number of commercial and industrial occupancies which require inspection by fire department personnel; and monitoring fire protection needs by response distances and required fire flow.

Factors that will influence additional demands for fire protection services as increased development occurs include: the mix of uses, intensity of development, access, response distances, vegetation clearance, architectural design planting practices and levels of activity.

While existing service is adequate, projected development in the City is expected to result in the requirement for expansion of fire station facilities and additional fire equipment and personnel. The City is considering the establishment of a fire station and

volunteer fire company within the city limits to supplement existing fire suppression services. Fire prevention is implemented through building code restrictions on the use of flammable materials, fire resistance of building construction techniques and materials, and installation of fire alarm and suppression systems.

Brush Fires. About 75 percent of the Santa Monica Mountains has been burned more than once in the past 50 years. There have been several major fires in the Agoura Hills area including the Kanan-Agoura fire in October 1978. The area west of Kanan Road has burned only once since 1945; however, the area between Kanan Road and Las Virgenes Road north of the US 101 has burned four or more times since 1945.

Most fires are caused by human activity. Approximately 90 percent of all fires in California are caused by human activity. In the Malibu/Santa Monica Mountains area, however, the number of human-caused fires is greater and accounts for about 99 percent of all fires. Since man is the cause of most brush fires, population increases in the Agoura Hills area will lead to increases in fire frequency.

Chaparral and coastal sage scrub have the highest relative combustibility in the study area. The combustibility of oak woodland is moderate, and that of riparian communities is low.

The California State Division of Forestry in 1973 published a Fire Hazard Severity Classification System which classified most of the Malibu/Santa Monica Mountains area as a critical fire hazard area. This classification is based on fuel-loading, weather and slope. As mentioned, fuel-loading in chaparral and coastal sage scrub is great. The fire hazard is most severe during Santa Ana conditions, with winds of 50 to 60 miles per hour. These fires usually start inland and are fanned into steep canyons. Every 10 percent increase in slope doubles the speed of which fire spreads. The fire hazard to hillside developments is compounded because the hillsides are often covered with fire-prone vegetation and are less accessible to firefighters.

b. Environmental Impacts

Project development will result in additional demands for Los Angeles County fire protection and rescue service and an increased likelihood of simultaneous and greater magnitude alarm fires. Projected growth in the study area will increase the risk of fire

hazard. The potential for loss of life and property due to fire is considered to be an unavoidable adverse impact associated with development. Development of the project area will be phased over several years and the increased demands will be gradual, dependent on the rate of implementation.

Potential fire hazard impacts will be associated with the project due to open exposure to adjacent natural open space areas and threat of brush fires spreading into the surrounding wildlands. With the implementation of a water supply system, hydrant network and fuel modification zones, wildland fire defensibility will be increased and hazards to the development will be substantially reduced.

Fire and fire suppression techniques can destroy archaeological resources and threaten the ecology of chaparral and riparian communities. Fire roads and firebreak construction, as well as development, requires removal of vegetation. The loss of vegetative ground cover around roadways and other development increases erosion potential and flood damage.

Los Angeles County and the City of Agoura Hills seek to reduce fire hazard and loss from fire through the promotion of public awareness and enforcement of fire prevention regulations and standards. Agoura Hills General Plan policies relating to fire protection deal primarily with maintaining a fire suppression force sufficient to provide an effective response to all types of fires anticipated in the community. The establishment of a volunteer fire department is suggested in the General Plan. New development must meet fire prevention and suppression guidelines, including the use of fire resistant materials and the provision of adequate access for fire control equipment.

The Specific Plan states that all projects shall be designed to provide adequate access to fire protection and emergency vehicles and equipment. This access shall serve the project as well as adjacent open space to facilitate access for the fighting of wildland fires. Adequacy of access shall be determined by a designated City Fire Protection Officer.

c. Mitigation Measures

Several development controls can aid in reducing the threat of fire. These controls are summarized as follows:

- Developers shall ensure that all buildings will be constructed to conform to the fire safety provisions of the Los Angeles County Building Code. Specifically, building roofs, eaves and siding should be constructed with fire-resistant materials.

- The City shall require that water system of the development meets with the approval of the Los Angeles County Fire Department to ensure that sufficient capacity and pressure exists for fire protection.

- Fire hazards may be reduced by controlled burning and by the construction of greenbelts. The value of selective burning has been recognized by fire ecologists as a means of reducing the fuel load of an area. This includes selective clearing and thinning of natural vegetation along the development/wildland margins, building setbacks and the use of fire-retardant landscape materials. Fuel modification plans for specific development will meet with the approval of the Los Angeles County Fire Department. Detailed fuel modification performance criteria are provided in the Specific Plan.

- Subsequent annual monitoring reports for the development by the City will provide mitigation measures and programs to ensure a balance between phasing and fire protection services.

- Provisions should be made by developers for more than one access point for emergency vehicles and evacuation of residents.

- Public information should be utilized by the City to alert residents and visitors to natural fire conditions and suggest how to live with and minimize fire hazard risk.

d. Residual Impacts

Development will unavoidably result in increased demand on fire services, although the increase is not anticipated to be significant if the proposed mitigation measures are implemented.

HEALTH SERVICES

a. Existing Conditions

Emergency health service providers in the area include the Westlake Community Hospital, located at 4415 South Lakeview Canyon Road in Westlake Village; Agoura Hills Urgent Care Center, located at 29525 Canwood Street in Agoura Hills; and paramedic and fire rescue units. Westlake Community Hospital is located adjacent to Agoura Road approximately 1 1/4 miles west of the western border of the site, and is the hospital closest to Agoura Hills. The Agoura Hills Urgent Care Center is a private facility serving the entire Agoura area.

b. Environmental Impact

Project development will add to the demand placed on current hospital and health care services in the area. Continual monitoring of medical resource requirements and local, regional, and state planning programs will provide the means for evaluating the adequacy of existing health care systems and the need for additional services to support population growth. Development of Ladyface Mountain as proposed in the preferred plan is not expected to create a significant demand for health care services in the Agoura Hills area.

c. Mitigation Measures

No Mitigation measures are proposed at this time.

d. Residual Impacts

Development will unavoidably result in increased demand on health care services, although the impact is not anticipated to be significant.

SCHOOLS

a. Existing Conditions

The Las Virgenes Unified School District is an 80-square mile district with a 1987 enrollment of 8,749 students and a student/teacher ratio of 25:1. The district services communities from Woodland Hills to the Ventura County line in Westlake Village. The twelve schools in the district include seven elementary schools, two middle schools, two high schools, and a continuation high school. The schools listed on Table 4-13 are located within the district.

All listed schools serve the Agoura Hills area except Round Meadow Elementary School, White Oak Elementary School, and Chaparral Elementary School. Pierce College in Woodland Hills and Moorpark College also serve the Agoura Hills area. Enrollment in 1984 for the eight schools serving Agoura Hills was 6,587, and was 7,324 in 1987. This represents an increase of 737 students (11 percent) over a 4-year period.

Because of the significant growth experienced by the Las Virgenes area, the school district is able to benefit from a County Ordinance (No. 11810, State Law-SB 201) which allows it to collect fees from developers of housing units. These fees are applied toward temporary classroom space, such as portable buildings, at various locations within the district in order to alleviate overcrowding which would result from an influx of new students. In subdivisions including 50 or more dwellings, the school district may decide that a dedication of land can be used instead of fees.

b. Environmental Impact

The development scenario outlined in the Specific Plan provides for 29 residential units in the northwestern portion of the site. Based on the Las Virgenes Unified School District enrollment generation factor for conventional single family dwellings, the total number of students (grades Kindergarten through 12) projected as a result of preferred plan development is 25.

At a continued rate of growth of 3 percent per year, enrollment in the district can be expected to exceed 9,000 students by 1990. As a percentage of total 1987 enrollment (0.34 percent), the impact of proposed development on public schools in the Agoura Hills

TABLE 4-13
LAS VIRGENES UNIFIED SCHOOL DISTRICT

No.	School	1987 Enrollment
1	Calabasas High School, Calabasas	1,209
2	Round Meadow Elementary School, Calabasas	498
3	Lupin Hill Elementary School, Calabasas	467
4	Indian Hills Continuation High School, Calabasas	95
5	Arthur E. Wright Middle School, Calabasas	858
6	Agoura High School, Agoura	1,849
7	Willow Elementary School, Agoura	515
8	Sumac Elementary School, Agoura	570
9	Lindero Canyon Middle School	1,097
10	Yerba Buena Elementary School, Agoura Hills	664
11	White Oak Elementary School, Westlake Village	496
12	Chaparral Elementary School, Woodland Hills	371

area is not considered to be great. As a percentage of 1990 enrollment (0.28 percent), the impact of proposed development is even less significant.

The school system policies of the Agoura Hills General Plan are for the City to assist the school district in ensuring that adequate school facilities are available to meet the needs of the local communities.

c. Mitigation Measures

The proposed development is projected to have no significant impact on local schools in the Las Virgenes Unified School District. No mitigation measures are recommended.

d. Residual Impacts

No unavoidable significant adverse impacts are anticipated.

LIBRARIES

a. Existing Conditions

Library services in the City of Agoura Hills are provided by the Las Virgenes Library, a branch of the Los Angeles County Library System. The Las Virgenes Library, a 7,500 square foot facility located at 29130 West Roadside Drive in Agoura Hills, contains approximately 42,500 volumes, with average circulation of 22,000 books per month. The City of Thousand Oaks Library, located at 1401 East Janss Road, and the Oak Park Library also serve the residents of Agoura Hills. No bookmobile service is provided in Agoura Hills.

The Thousand Oaks Library, opened in 1982, is a 54,000-square foot facility. It contains 200,000 volumes with average circulation of 104,000 per month. Expansion of all services, including opening a new branch, is planned to be completed within the next 5 years. The Oak Park Library, located on the site of the Oak Park High School in Ventura County, is open to the public, but is not heavily used. The library at Agoura High School, located at 28545 West Driver Avenue in Agoura Hills, is used primarily by students and receives very little use citywide. A cooperative effort between the County of Los Angeles and the City of Westlake Village to eventually develop a regional library facility is currently underway, and construction is expected to begin in 2 - 3 years when a site has been selected.

The Las Virgenes Library is heavily used and overburdened. A gift of land has been given to the city north of Canwood Street and west of Clareton Avenue, and dedication of the site for a new library is pending. The Los Angeles County Library System will operate the new library facility, which will replace the existing Las Virgenes Library.

b. Environmental Impact

Development of the Ladyface Mountain site would likely result in slightly increased usage of available library facilities. The population total expected as a result of development of 29 residential units, 116 people, is not expected to significantly contribute to the burden currently experienced by libraries in the Agoura Hills area.

While libraries are utilized primarily by the residents of the area, employees who do not reside in Agoura Hills may also use the library resources. Commercial and office uses will have a slight impact on library services. Continued growth in the region will result in additional population increases, and library services area-wide may need to be increased to satisfy the cumulative need for services.

c. Mitigation Measures

No mitigation measures are proposed at this time. Consideration may be given by the City to the assessment of public facilities fees on new residential development, which may partially offset impacts on library services resulting from continued development. Construction of a new library in Agoura Hills is expected to alleviate the burden currently experienced by the Las Virgenes Library, and will provide additional library services for the city in the future.

d. Residual Impacts

No unavoidable significant adverse impacts are anticipated.

PARKS AND RECREATION

a. Existing Conditions

Several local parks are located in the Agoura Hills area. They are listed in Table 4-14 and include Agoura Park, Chumash Park, Reyes-Adobe Park, Forest Cove Park and Sumac Park. All, with the exception of Reyes-Adobe Park, provide picnic areas and other recreational facilities. Additionally, two new local parks have been proposed. Eight state parks and several regional and county parks are also located in the region.

Many bicycle, hiking, and equestrian trails traverse the Agoura Hills area. These forms of recreation contribute to the natural character of the city. Trails which are part of the Los Angeles County system include the Zuma Ridge Trail, the Backbone Trail, the Las Virgenes Canyon Trail, and the Calabasas/Cold Creek Trail. The Zuma Ridge Trail is closest to the Ladyface Mountain site, extending from south of the mountain along Kanan Road north into Ventura County.

Other hiking/equestrian, hiking/cross-country, and bicycle trails are within, or in the immediate vicinity of, the Ladyface Mountain site. A bicycle route and a hiking/equestrian trail runs adjacent to Agoura Road; the bicycle route trends south along the east side of Kanan Road, while the hiking/equestrian trail trends south just west of Kanan Road. The hiking/equestrian trail crosses the mountain in an east-west fashion in conjunction with a hiking/cross-country trail, generally above 1,100 feet elevation.

b. Environmental Impact

Increased public access and increased recreational use of the site which will probably accompany increased development may result in potential adverse impacts on the environment. These impacts include increased fire hazard potential and wildlife habitat alteration, particularly as additional trails are constructed in the more remote portions of the site.

The Agoura Hills General Plan states the City's commitment to preserve and maintain the City's pedestrian paths, equestrian trails, and bicycle routes. In addition, it states that new developments shall expand bicycle and pedestrian facilities to connect with the city's systems.

TABLE 4-14
LOCAL RECREATION AREAS

Name	Location	Size (Acres)	Facilities
Agoura Park	5217 Cheseboro Road	3	Community events, building, children's play area, picnic areas, basketball courts, 2 horseshoe pits, baseball diamonds
Chumash Park	5550 Medea Valley Drive	12	Baseball diamond, soccer field, picnic areas
Forest Cove Park	5451 Forest Cove Lane		Picnic area, children's play area, outdoor basketball court
Reyes-Adobe Park	Reyes-Adobe and Rainbow Crest	4	Historical adobe, undeveloped
Sumac Park	Hollow Brook Avenue and Calmfield	4	Children's play area, pathway through park, picnic area
Proposed			
Ridgebrook Park	Ridgebrook	26	Undeveloped
(Unnamed) - goes by name of T.O. Park	Forest Cove Lane and Thousand Oaks Boulevard	4	Undeveloped

Development in accordance with the preferred plan scenario is not expected to disturb existing trails on Ladyface Mountain. A hiking/equestrian trail passes through the northeast corner of the site along Lindero Canyon Creek, adjacent to proposed commercial and office land use. While the trail itself will not be impacted, the natural features adjacent to it may be. Similarly, increased traffic and development along Agoura Road may adversely impact the desirability of the bicycle route which travels alongside the roadway.

Buildout in accordance with the General Plan Land Use Plan could potentially impact the hiking/equestrian trail extending across the side of the mountain, as it will traverse the upper elevations of an area designated for very low residential use. Because the density of development in this area would be low (less than 1 dwelling unit per acre), the impact to trails is not expected to be great.

c. Mitigation Measures

The City should ensure that intensive (active) recreational uses are confined to areas possessing habitats which are least sensitive to human intrusion. More sensitive areas should be preserved for recreational activities which interfere minimally with the environment. To mitigate the losses of habitat associated with fire, recreation areas should be temporarily closed when the potential for fires is great.

The City should maintain bicycle lanes along Agoura Road in order to ensure the safety of cyclists and drivers. Safe bicycle travel will also encourage less automobile use by local commuters. Care should be taken to ensure that existing trails are not significantly disrupted during development. Buildings and roads should be shielded from the view of trails to the extent feasible.

d. Residual Impacts

No unavoidable significant adverse impacts are anticipated if the proposed mitigation measures are implemented.

PUBLIC UTILITIES

a. Existing Conditions

ELECTRICITY

The project site is located within the service territory of the Southern California Edison Company. Sixteen-kilovolt overhead power lines currently are located along Agoura Road.

NATURAL GAS

Natural gas is provided to the Agoura Hills area by the Southern California Gas Company. As a public utility, the Southern California Gas Company is required by law to provide service to any development within its legally defined service area. Facilities are currently in the vicinity of the site, with a 6-inch high pressure main gas pipeline located along Agoura Road.

TELEPHONE

Pacific Bell currently provides telephone service to the developed areas of Ladyface Mountain north of Agoura Road, with telephone lines north of and long Agoura Road. The central office serving the study area is located at 29300 West Roadside Drive.

b. Environmental Impact

ELECTRICITY

The proposed development will generate additional demands for electricity and require expanded service facilities. The planned uses and estimated electricity demands are summarized in Table 4-15.

The estimated electric loads of the project are within the parameters of Southern California Edison's overall projected load growth which they are planning to meet in the area. The Company plans construction of electrical facilities to meet anticipated demand over the next 25 years. Since electrical demand is currently being met and the

TABLE 4-15
ESTIMATED ELECTRICITY DEMAND

Land Use	Kilowatt Hours/Year
Residential (6,081 kwh x 29 units)	176,349
Commercial (11.8 kwh x 124,200 square feet)	1,288,560
Office (8.8 kwh x 376,600 square feet)	3,384,480
TOTAL	**4,849,389**

Source: AQMD Handbook, Rev. 1987

TABLE 4-16
ESTIMATED NATURAL GAS DEMAND

Land Use	Cubic Feet Per Month
Residential (6,665 cubic feet/month x 29 units)	193,285
Commercial (2.9 cubic feet/month x 124,200 square feet)	316,680
Office (2.0 cubic feet/month x 376,600 square feet)	769,200
TOTAL	**1,279,165**

Source: AQMD Handbook

Company has plans to meet future demand, there are no current or anticipated problems with service delivery.

NATURAL GAS

The proposed development will result in additional demands for natural gas and require the extension of service from existing distribution lines. The planned uses and estimated natural gas demands are listed in Table 4-16.

Gas service to the project could be provided from the existing 6-inch main with no significant environmental impact. The Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission and can be affected by the actions of Federal regulatory agencies. Should these agencies take any action which affects gas supply or conditions under which gas is available, service would be provided in accordance with the California Public Utilities Commission at the time contractual arrangements are made.

TELEPHONE

Servicing the proposed development will require expanded telephone distribution facilities. Pacific Bell has indicated that it is prepared to provide communication facilities in accordance with all applicable rules and regulations on file with the Public Utilities Commission.

Several years ago, Pacific Telephone did a study on anticipated growth from the west San Fernando area out to Agoura and found that this growth would be substantial. As a result of this study, future growth in the Agoura Hills area has already been planned for by Pacific Bell and no adverse impacts are expected with telephone service delivery.

c. Mitigation Measures

Project developers will coordinate with the Southern California Edison Company and Southern California Gas Company regarding the location and phasing of required onsite electrical service and gas-distribution systems. The Pacific Bell Telephone Company will be involved in specific development and construction planning efforts to ensure timely construction and placement of facilities.

Several energy conservation programs have been developed by the Southern California Gas Company, and are available to assist developers in designing energy-efficient projects. Developers shall consult company representatives regarding the utilization of these programs.

Developers should consider the use of energy-efficient architecture and landscaping design concepts which will minimize long-term demands for electricity and related fossil fuels. Such measures include the following:

- Solar energy collection systems and natural heating and/or cooling through sun and wind exposure should be used to the maximum extent feasible.

- Energy efficient interior and exterior lighting systems should be designed and used to the maximum extent feasible.

- Landscape design should be tailored, where feasible, to the use requirements of individual structures. The intent should be to minimize heat gain in winter, and promote air circulation for heating/cooling purposes.

- The feasibility of solar energy for domestic hot water systems should be considered.

- All building construction shall comply with the California Administrative Code, Title 24.

d. Residual Impacts

Development will unavoidably result in increased demand for electricity and natural gas. This impact is not anticipated to be significant, and will be further minimized if the proposed conservation measures are implemented.

WATER AND WASTEWATER SERVICES

a. Existing Conditions

The treatment and disposal of wastewater and the storage and distribution of water are regulated by various local, state, and Federal agencies to protect the public health, safety, and general welfare.

The state of California, the State Water Resources Control Board and its enforcement agencies, the Regional Water Quality Boards, and the California Department of Health Services are generally responsible for establishing regulations for wastewater treatment and disposal. Water and Wastewater Services for the City of Agoura Hills are provided by the Las Virgenes Municipal Water District (LVMWD).

The Metropolitan Water District is the supplier of domestic water to the Agoura Hills area, and receives its water primarily from the Colorado River and the State Water Project (Feather River water). The LVMWD is the water wholesaler for the Agoura Hills area. The district operates an extensive network of water transmission mains and pumping stations, and a 3 million gallon tank in the Morrison Ranch development. No operational wells are located in the Ladyface Mountain area.

Potable water supplies are available to Ladyface Mountain with a hydraulic gradient ranging from 1,245 feet to 1,190 feet. The maximum elevation able to be reliably served with the existing system is somewhat less than 1,100 feet. Reclaimed water for all irrigation purposes other than single family residential yards is currently available along Agoura Road in the western portion of the site. The maximum hydraulic gradient of the reclaimed water system is 1,225 feet. The City requires that the use of reclaimed water, where available, be incorporated into new development plans.

A water master plan to the year 1990 was completed by the LVMWD in 1981. The plan called for capital improvement projects to ensure an adequate supply of potable water to customers throughout the district. Improvements designed to improve service to the Agoura Hills area include expansion of the Cornell Pump Station. The Cornell expansion enables water to be pumped in either direction at the site. In case of a supply deficit from the Metropolitan Water District, the facility can pump water from the Westlake Reservoir. A potential water quality problem exists with reservoir water, in that water near the surface is cleaner than water lower in the reservoir. This would only present a potential problem if large amounts of water are needed. Construction of a filter for the reservoir is currently underway. The District is currently in the early phases of updating the water/reclaimed water integrated master plan. Completion of the master plan is projected for late 1989.

As previously stated, wastewater services for Agoura Hills are currently provided by the LVMWD. In the vicinity of the site, a twenty-four inch trunk line currently extends easterly between US 101 and Agoura Road, from Reyes Adobe Road to Kanan Road.

Sewage is pumped to the Tapia Water Reclamation Facility in Malibu Canyon, and eventually to the ocean. The Tapia Facility, operated under a joint power agreement with the Triunfo County Sanitation District and the LVMWD, has a capacity of 8.0 million gallons per day (mgd); 5.7 mgd of this capacity is available to the LVMWD.

The Facility is projected to reach capacity by 1990-1992. The District plans to increase the capacity of the Tapia Facility to 10.0 mgd by 1989. An additional 6 mgd of treatment capacity is projected by 1992, and the Final EIR for this expansion is currently in the review process. In conjunction with expansion of the Tapia Facility, the LVMWD recently participated in a joint project with the Metropolitan Water District to construct a system for reclaimed water which is able to accommodate 3,600 acre-feet per year.

b. Environmental Impact

Some parts of Agoura Hills are served by septic tank systems. The General Plan states that new development, except for development in rural density locations, should provide for sewer service. The Los Angeles County Department of Health Services will not be involved in wastewater disposal in the development area of Ladyface Mountain because public utilities, rather than private water or sewage disposal systems, are proposed for development along Ladyface Mountain.

Anticipated water and wastewater demand for the proposed Specific Plan development are summarized in Table 4-17. These figures are estimated upon average demand for these general types of land use. The actual amount of water demand may vary with specific uses in each category.

Wastewater generation for the proposed development is summarized in Table 4-18. Again, these figures are based on typical generation rates for these broadly-defined land use categories.

The General Plan states that Category II land uses, including residential, commercial, and office uses, must be located within a water and wastewater district which is

TABLE 4-17
ESTIMATED WATER DEMAND

Land Use	Gallons/Day
Residential (320 gallons/unit x 29 units)	9,280
Commercial (100 gallons/1,000 square feet x 124,200 square feet)	10,920
Business Park (200 gallons/1,000 square feet x 376,600 square feet)	76,920
TOTAL	**97,120**

Source: Las Virgenes Municipal Water District

TABLE 4-18
ESTIMATED WASTEWATER GENERATION

Land Use	Gallons/Day
Residential (280 gallons/unit x 29 units)	8,120
Commercial (100 gallons/1,000 square feet x 124,200 square feet)	10,920
Business Park (200 gallons/1,000 square feet x 376,600 square feet)	76,920
TOTAL	**95,960**

Source: Las Virgenes Municipal Water District

authorized to provide water and wastewater services. Available water and sewer capacities must exist to meet the demands of the proposed land use. Commitments for services must be confirmed by the LVMWD prior to development.

c. Mitigation Measures

Water conservation measures should be implemented where applicable. Drought-tolerant vegetation should be encouraged for landscaping purposes.

In accordance with State of California requirements, toilets with low volume holding tanks and low flow plumbing shall be used throughout the project to reduce water consumption.

Irrigation systems shall be properly installed, operated and maintained to prevent the waste of water. "Drip" irrigation and other water application techniques which conserve water, as well as drought-tolerant landscaping, should be considered prior to final approval of plans. Water distribution mains shall be coordinated by the LVMWD and developers to supply water at the time of development.

The City will encourage and require water reclamation. Where reclaimed water is available, its use is required. Developers shall be required to install reclaimed water lines in areas with potential for use of reclaimed water in anticipation of availability of additional supplies. Reclaimed water should be considered for fire suppression. Information regarding the minimum hydraulic gradient in the reclaimed water system can only be determined after a site specific study has been performed.

d. Residual Impacts

Unavoidable adverse impacts of development include increased consumption of water supplies, as well as increased demands on wastewater treatment facilities. These impacts are anticipated to be minimized if the proposed conservation measures are implemented.

SOLID WASTE

a. Existing Conditions

Solid waste from the Agoura Hills area is handled and collected by private contractors for disposal at the Calabasas Landfill, owned and operated by the Los Angeles County Sanitation Districts.

Most of the refuse brought to the site comes from the western portion of the Santa Monica Mountains, although certain waste comes from as far away as the harbor area and the San Joaquin Valley. The landfill site, located north of US 101 near Lost Hills Road in unincorporated Los Angeles County covers a total of 505 acres, of which 260 are currently used in landfill operations. A conditional use permit issued in 1972 governs the use of 416 acres of the site for sanitary landfill purposes. Permits for additional acreage have been requested by the Sanitation Districts applicable to the remaining acreage.

Prior to July of 1980, a small portion of the Calabasas Landfill accepted hazardous waste; however, hazardous waste disposal was discontinued because the geology of the site did not meet the State minimum standards (according to timely legislation) for hazardous waste disposal. Since 1980, the landfill has operated as a Class II Facility, accepting only non-hazardous municipal solid waste refuse.

The Calabasas Landfill currently receives approximately 2,400 tons of solid waste per day. It has a remaining capacity of 18 million tons, or an additional 20 years at the current rate of use.

b. Environmental Impact

Project development will place additional demands upon the County's solid waste disposal system. The proposed level of development is expected to contribute less than 1 percent of the solid waste daily entering the Calabasas Landfill, which is not considered to be a significant adverse impact. However, the implementation of this plan and subsequent other development in the County will have a cumulative impact on solid waste management.

Siting of sanitary landfills has become an increasingly difficult task in recent years. To provide an environmentally safe site for disposal of solid waste, or expand existing facilities, for the County of Los Angeles, the Districts must encounter numerous state and federal regulatory constraints. Transfer stations, intended to reduce the volume of waste, sort recyclables, and minimize disposal to landfills, are also difficult to site. This regional problem is expected to continue with or without the implementation of this Specific Plan.

c. Mitigation Measures

Household and commercial trash compactors, as well as on-site recycling centers, should be considered as mitigation measures to reduce the volume of solid waste generated by the proposed plan. All project-generated solid waste will be disposed of in accordance with Los Angeles County solid waste management ordinances.

d. Residual Impacts

Unavoidable adverse impacts of development include increased demands on solid waste disposal services, resulting from construction activities as well as increased generation of commercial and domestic solid waste. This impact is anticipated to be minimized if the proposed mitigation measures are implemented.

4.13 Population and Housing

a. Existing Conditions

POPULATION

The City of Agoura Hills has experienced rapid growth since its incorporation in 1982, and currently has a population of 20,500 persons. Between 1970 and 1980, the unincorporated area that would eventually form the city boundaries added to its population at a rate of 12.4 percent per year. From 1980 to 1987, growth slowed to 6.5 percent per year. Projections by the Southern California Association of Governments (SCAG) (February 1987) project a population of 21,031 for the City of Agoura Hills by year 2010, for a 34 percent increase from the 1984 base year to 2010.

The population of Los Angeles County in 1987 was 8,403,500. The County's population increased an average of 0.8 percent per year between 1970 and 1980, and 1.7 percent between 1980 and 1987. SCAG forecasts project a countywide population of 9,891,330 by year 2010, for a total increase of 26 percent from 1984 to 2010.

HOUSING

The total number of housing units in Agoura Hills in 1984 was 5,298 units, with an average increase in authorized building permits of 335 per year from 1984 to 1986. The total number of units is projected to increase to 8,631 by year 2010, for an increase of 63 percent from 1984 to 2010. It should be noted that this increase is based on General Plan projections, which include areas outside the City's existing sphere of influence.

Countywide, the number of housing units in 1984 totaled 2,923,554 and is projected to reach 3,810,754 by year 2010 for an increase of 30 percent from 1984 to 2010. The City is currently in a built-out condition regarding residential development. Some annexation is possible for the future, but capacity has been reached within the city limits.

The General Plan states that the Agoura Hills area is reaching its development capacity, and that future growth is expected to be limited by available building sites for housing rather than by market demand. Because demand exists for substantially more housing than can be provided in Agoura Hills, the General Plan states that the area is expected to reach its development capacity by the late 1990's. According to the Community Development Department (November 1989), the City has almost reached that capacity.

b. Environmental Impact

Implementation of the preferred plan would result in a residential population increase of 116 persons. The plan also proposes 384,600 square feet of office uses and 109,200 square feet of commercial uses.

Development will provide direct employment, indirect employment (that is, employment caused by the directly affected industries), and induced employment (that is, employment that results from the household's spending wages or income received from both the directly and indirectly affected industries, thereby increasing demand).

A primary objective of the Air Quality Management Plan of the Air Quality Management District is a balance between employment and housing opportunities. While there is no direct correlation between the proposed residential and office/commercial development resulting from implementation of the Specific Plan preferred alternative, the provision of housing is anticipated to partially accommodate the increase in project-related employment opportunities in the Agoura Hills area.

RELATIONSHIP TO GENERAL PLAN

Housing goals stated in the General Plan include the following:

a. Ensuring adequate housing opportunities for all social, economic, and age groups.

b. Providing safe, high quality, and energy-efficient housing.

c. Creating a compatible mix of densities and residential uses.

d. Preserving existing housing and neighborhoods and the affordability of existing units.

Existing neighborhoods and housing are not expected to be impacted by development on Ladyface Mountain.

c. Mitigation Measures

The population increments expected to be generated by implementation of Specific Plan development will result in higher levels of traffic and increased public service demands on local agencies. However, these impacts are not considered to be significant. No mitigation measures are proposed at this time for housing and population impacts.

d. Residual Measures

No significant unvoidable adverse impacts are anticipated.

5.0

CUMULATIVE IMPACTS ANALYSIS

5.0 CUMULATIVE IMPACTS ANALYSIS

The City of Agoura Hills is located along the northern edge the urbanized core of Southern California, and is currently facing increased development pressure from Ventura County and Los Angeles County. According to the Agoura Hills General Plan, the City's 1970 population was 4,283 persons. By 1983 the population had risen to 16,653, and by 1987 to 18,500. By 2010, it is estimated that the city will reach a population of 30,063 persons. (It should be noted that this figure is based on buildout of the General Plan, which encompassess areas which are currently outside the City's sphere of influence). Nearby Thousand Oaks, in Ventura County, has experienced similarly rapid growth. Associated with this increase in population is a change in the previously rural character of northwestern Los Angeles County.

While individual development projects may contribute marginally to growth in the area, the collective projects will create an overall change in the semi-rural nature of the Conejo Valley. The incremental increase in dwelling units and related demands for local services and infrastructure will cumulatively affect the area. In addition, the development of these projects in what is currently a semi-rural but steadily developing area could result in conversion of adjacent lands to similar uses. Therefore, ultimate development of the project vicinity could have a potential indirect influence upon the overall ubanization of the area.

Areas for which cumulative impacts may be particularly noteworthy are discussed in the following paragraphs:

SEISMIC SAFETY, SLOPES AND EROSION

Impacts resulting from grading for construction of development projects in the area will alter the natural topography of the region. Cut and fill operations will be necessary in areas designated for development of lots. A large portion of the Agoura Hills area is comprised of hilly terrain. In some cases, development may require extensive cut and fill operations which will impact landforms, particularly as growth spreads to the higher elevations of the Santa Monica Mountains. Active or potentially active faults are not located in the Agoura Hills area, although proper planning to avoid construction along faults throughout the region should be undertaken.

FLOODING

Drainage patterns and the quality, velocity and composition of runoff will be altered by large-scale grading of areas planned for construction, as well as the creation of impervious surfaces (such as roadways, driveways, parking lots, etc.). Runoff entering streams will contain minor amounts of pollutants typical of urban use, thereby impacting downstream water quality in the area. Siltation resulting from graded, exposed ground surfaces may also affect downstream water quality on a short-term basis. Infiltration of water used for irrigation of landscaped areas throughout the vicinity may affect the abundance and distribution of groundwater. Storm drain systems will be constructed in accordance with the Los Angeles County Public Works Department (LACPWD) in order to mitigate cumulative impacts on local drainage patterns.

NOISE

Noise during construction activities will impact the area on a short-term basis. It is expected that any cumulative construction noise impacts will be mitigated, as the proposed project is physically separate, and development will not occur simultaneously within a concentrated area. The major cumulative noise impact in the vicinity will result from the increased traffic volume resulting from development. Particularly impacted streets would include Agoura Road, Kanan Road, and the Ventura Freeway.

AIR QUALITY

Construction of additional projects will cumulatively impact air quality in the vicinity. Air quality will be temporarily degraded during construction activities; however, the greatest cumulative impact on regional air quality will be incremental additional pollutants from increased traffic and increased consumption of energy.

OPEN SPACE AND CONSERVATION

Development of projects planned in the region will influence the present atmosphere of passive rural open space and scattered development which typifies the outlying areas of northwestern Los Angeles County. However, it is anticipated that plans for preservation of large open space areas, steep slopes and recreational areas within these various projects will attempt to retain the rural open space atmosphere as much as possible.

Contrasts in lifestyle between existing and proposed development may be mitigated by the fact that a variety of additional projects in the area will permit local residents to enjoy access to a diversity of recreational and commercial facilities.

WILDLIFE/VEGETATION

Much of the Ladyface Mountain Specific Plan project site is devoted to open space, resulting in substantial native wildlife and vegetation on-site.

The continued incremental urban development of Agoura Hills through development of the subject property eliminates some oak woodland and riparian habitat, although oak tree preservation is a primary objective of the Specific Plan. The types of habitat impacted are regionally important due to their biological significance and scarcity in Southern California.

HISTORIC AND PREHISTORIC RESOURCES

Grading and excavation activities associated with development of the area may disturb known and unknown archaelogical, historical and paleontological resources. However, if a certified archaeologist or paleontologist is present, where necessary, during the grading operations, these impacts may be largely mitigated. These impacts may be considered positive due to the discovery of resources which otherwise would not have been evaluated or uncovered. Grading and excavation in the area will possibly uncover resources which will contribute to the archaeological record of the Conejo Valley.

CIRCULATION

Ultimate development of dwelling units in the project area will generate an increase in local traffic volumes. Additional development of recreational, residential, commercial, office and industrial land uses may also be expected to generate additional traffic in the area. Traffic generated by the development will impact existing roadways, necessitating the expansion and improvement of existing roads and the construction of new regional roadway networks in order to accommodate additional traffic flows. Within developments it will be necessary to install circulation systems with sufficient capacity to accommodate traffic generated, in coordination with the regional roadway system.

WATER AND SEWER SERVICES

Increased expansion in the project area will increase the demand for sewer and water service from the Las Virgenes Municipal Water District. Additional lines and facilities will be required and improvement districts formed to provide this service effectively to all developments in the area.

POLICE AND FIRE PROTECTION

Growth in the project area will increase the demand for fire and police services provided by the County of Los Angeles and State of California law enforcement and fire protection agencies. Each project applicant will cooperate with local jurisdictions to assure that sufficient, effective services are provided to serve each project, thereby ensuring a safe environment throughout the area.

SCHOOLS AND PARKS

Construction of the Ladyface Mountain Specific Plan development will increase area population. The demand for school facilities is not considered to be significant based on the number of residential units proposed. However, additional residential development will result in an increased demand for school facilities and services throughout the region.

UTILITIES AND SERVICES

Increased development in the Agoura Hills area will incrementally increase the demand for public utilities and services, including water and sewer service; electricity and natural gas services; telephone services; police and fire protection; school and park facilities; public transportation; hospital and ambulance services; and solid waste disposal service. This increased demand may be viewed as a growth-inducement to existing systems, which may result in expansion or extension of existing service facilities to serve all anticipated projects.

6.0

UNAVOIDABLE ADVERSE IMPACTS AND DISCUSSION OF STATEMENT OF OVERRIDING CONSIDERATIONS

6.0 UNAVOIDABLE ADVERSE IMPACTS AND DISCUSSION OF STATEMENT OF OVERRIDING CONSIDERATIONS

UNAVOIDABLE ADVERSE IMPACTS

The following is a summary of the potential unavoidable adverse impacts as a result of implementation of the proposed project.

Landform/Topography

- Landform modifications associated with grading for the construction of roads and building areas.

Geology/Soils

- Short-term exposure of underlying soils to increased erosion during grading and construction phases.

Drainage

- Short-term increased sedimentation potential during grading and construction phases.

- Increased storm runoff volumes and urban pollutants within the project site and through the downstream drainage systems due to construction of buildings, roads and other impervious surfaces.

- Modifications of increased drainage features and flow patterns within the areas proposed for development.

Biological Resources

- Loss of vegetation and wildlife displaced from the proposed development areas.

- Potential removal of limited oak woodlands, riparian woodland habitat and grasslands, which are conducive to the growth of a variety of plant and animal species.

Public Services and Utilities

- Increased demands on fire and police protection, libraries, health services, solid waste disposal and telephone services; increased consumption of water and energy supplies; and increased wastewater generation/treatment demands.

Aesthetics

- Permanent alteration of the visual character of the area as urban development replaces open space land uses.

DISCUSSION OF STATEMENT OF OVERRIDING CONSIDERATIONS

Section 15093 of CEQA requires that a "Statement of Overriding Considerations" be made by the decision-maker if the proposed project is to be approved in spite of potential unavoidable adverse impacts associated with project implementation. This requirement is stated in the following paragraphs from the California Environmental Quality Act, as amended:

15093.

(a) CEQA requires the decision-maker to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

(b) Where the decision of the public agency allows the occurrence of significant effects which are identified in the final EIR but are not at least substantially mitigated, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. This statement may be necessary if the agency also makes a finding under Section 15091(a)(2) or (a)(3).

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination.

7.0

ALTERNATIVES TO THE PROPOSED PROJECT

7.0 ALTERNATIVES TO THE PROPOSED PROJECT

Three project alternatives are considered for the purposes of this EIR. They include: (a) the No Project alternative, which assumes no further development on the site; (b) a General Plan alternative, which assumes buildout in accordance with the General Plan; and (c) the Specific Plan alternative, which assumes development in accordance with Scenario 1, a lower intensity development plan.

NO PROJECT ALTERNATIVE

The California Environmental Quality Act (CEQA) requires that Environmental Impact Reports (EIR) include an evaluation of the No Project alternative. As defined for this project, the No Project alternative assumes that the proposed actions included in the Specific Plan do not occur and that the existing uses of site are maintained. In this instance, the site would remain in its currently largely undeveloped/unimproved state.

Assuming the project site remains as undeveloped open space, this alternative avoids a range of impacts associated with the proposed development as described in this EIR, including grading; drainage modifications; removal of vegetation; loss of open space; increased traffic, air and noise pollution; and demands on public services and utilities. The disadvantages of this alternative are primarily economic. In addition to the lack of economic return on the land for the project proponent, this alternative would result in minimal opportunities for new housing for County residents in proximity to employment centers, for creation of new jobs and for potential tax revenues to the County of Los Angeles and other taxing agencies.

The No Project alternative is contrary to the City of Agoura Hill's desire to secure a viable, economically sound use of the property and the City's desire for organized, planned development on Ladyface Mountain. This No Project alternative would result in no specific plan for the area at this time, and future development of the site would be in accordance with current zoning and land use designations.

GENERAL PLAN ALTERNATIVE

Under this alternative, build-out of the site will occur in accordance with existing development guidelines and existing General Plan land use designations. Such a land use

plan allows extensive development on Ladyface Mountain (a total of 300 acres); the demand for services, the environmental impacts associated with development, and the impacts to growth inducement in the area would be substantially greater than with implementation of the Specific Plan development scenario. Each future development project would be evaluated with respect to its compliance with existing land use policies and development guidelines, rather than as one aspect of an integrated, orderly development concept.

SPECIFIC PLAN ALTERNATIVE (Scenario 1, Lower Intensity Development)

The preferred plan reviewed in Chapter 4.0 of this EIR is one of three development alternatives previously evaluated for the Specific Plan. The alternatives not selected were for lower intensity development (Scenario 1) and higher intensity development (Scenario 3). The most intensive scenario, Scenario 3, was rejected as a project alternative due to its excessive impacts on local traffic and circulation systems.

Scenario 1 (lower intensity development) proposes the following levels of land use in the project area:

Residential	45 units
Office	208,600 square feet
Commercial	65,900 square feet

This represents a 33 percent increase over the preferred plan in the number of residential units, a 50 percent decrease in total square feet of office use, and a 50 percent decrease in total square feet of commercial use.

The types of impacts associated with implementation of this Specific Plan alternative are the same as those described in the impact analysis for the preferred plan in Chapter 4.0. Because the total development area will remain approximately the same, potential impacts to land use, geology, cultural and biological resources, water quality and drainage will be relatively consistent for this alternative scenario. For those study elements, the impact analysis and proposed mitigation measures in the appropriate section in Chapter 4.0 are applicable and appropriate for Scenario 1 as well as for the preferred plan (Scenario 2).

Study elements for which a quantified comparison can be made between the two scenarios include traffic, air quality, noise and demand for utilities. A discussion of these study elements and the potential impacts of Scenario 1, compared to those of the preferred plan are further discussed in the following paragraphs.

Traffic. Based on total proposed development, Scenario 1 is projected to generate approximately 7,280 vehicular trips per day (see Section 4.10 for trip generation rates). This represents a 40 percent decrease in the number of average daily trips projected for the preferred plan (12,165).

As stated in Section 4.10, based upon project-generated traffic volumes obtained from the traffic study prepared for the Specific Plan, the office land use will generate greater traffic volumes than the residential and commercial classifications. Office uses will generate approximately 16 daily vehicle trips per 1,000 square feet of office space. Scenario 1 proposes 208,600 square feet of office space, generating 3,334 daily vehicle trips. Commercial uses will generate an average of 48 daily trips per 1,000 square feet, resulting in 3,163 daily trips. Residential uses generate approximately 17.4 daily vehicle trips per unit, resulting in 783 daily trips. This results in a total of 7,280 daily vehicle trips for Scenario 1 as opposed to 12,165 daily vehicle trips for Scenario 2.

Traffic impacts for the preferred plan are considered to be consistent with the objectives of the Agoura Hills General Plan, and potentially adverse impacts can be adequately mitigated through the mitigation measures discussed in Section 4.10. These conclusions are also applicable to Scenario 1.

Air Quality. Changes in air quality for Scenario 1 will relate primarily to vehicular emissions and emissions from the consumption of electricity and natural gas. Generally, air quality impacts resulting from Scenario 1 are not expected to significantly contribute to regional or local air quality, either in the short term or in the long term.

Vehicular Emissions -- Scenario 1 is forecast to generate 7,280 project-related vehicular trips per day. Assuming an average trip length of ten miles and an average vehicle speed of 30 mph, emissions for the year 2000 are presented below:

Pollutant	Emission Rate (g/mi)	Estimated Scenario 1	Emissions (lbs/day) Scenario 2
Carbon Monoxide	12.67	2,031	3,395
Hydrocarbons	0.50	80	134
Nitrogen Oxides	1.25	200	335
Sulfur Oxides	0.21	34	56
Particulates	0.27	43	72

Source: EMFAC7D composite emission factors developed by California Air Resources Board (11/87).

Vehicle emissions from Scenario 1 represent an average reduction of 40 percent from the long-term vehicular emissions of Scenario 2.

Stationary Sources - Emissions will be generated on-site by the combustion of natural gas for space heating and water heating. Off-site emissions will be generated due to combustion of fossil fuels in the production of electricity. Scenario 1 emission projections from stationary sources are presented below:

EMISSIONS FROM THE COMBUSTION OF NATURAL GAS

Pollutant	Emission Rates (lbs/mcf)	Estimated Scenario 1	Emissions (lbs/day) Scenario 2
Carbon Monoxide	20	0.60	0.85
Nitrogen Oxides	80 (dom.)	0.80	0.52
	120 (comm.)	2.43	4.34
Sulfur Oxides	negl	negl	negl
Particulates	0.15	0.005	0.006
Reactive Organic Gases	5.3	0.16	0.23

Source: SCAQMD Air Quality Handbook, revised April 1987.

EMISSIONS GENERATED BY ELECTRICAL USAGE

Pollutant	Emission Rates (lbs/1,000 kWh)	Estimated Emissions (lbs/day) Scenario 1	Scenario 2
Carbon Monoxide	0.20	1.58	2.66
Nitrogen Oxide	1.15	9.10	15.28
Sulfur Oxides	0.12	0.95	1.59
Particulates	0.04	0.32	0.53
Reactive Organic Gases	0.01	0.08	0.13

Source: SCAQMD Air Quality Handbook, revised April 1987.

Noise. As a general rule, a doubling of traffic volume results in approximately a 3 dBA increase in noise levels. By the same token, halving a traffic volume results in a 3 dBA decrease in noise levels. A change of 3 dBA is considered to be significant because it is generally shown to be what is a perceptible change to the average noise receptor. Project-related traffic volumes will decrease from 12,165 for Scenario 2 to 7,280 for Scenario 1, for a reduction of approximately 40 percent. This may represent a perceptible difference in project-related noise levels from Scenario 2 to Scenario 1; however, as stated in Section 4.9, project-related noise levels for the preferred plan are not expected to significantly impact existing office and commercial uses north of Agoura Road and the additional traffic resulting from development is not expected to significantly increase noise levels in the project vicinity. If residential units proposed as part of the project are placed within the 65 dBA CNEL contour of US 101 and mitigation measures are not implemented, those residences may experience exterior noise levels exceeding the maximum allowable level of 65 dBA. These conclusions are also applicable to Scenario 1, and the mitigation measures presented in Section 4.9 are appropriate for this alternative as well.

Energy. In general, the demand for electrical and natural gas energy for Scenario 1 are not expected to create a significant adverse impact wither regionally or locally. Scenario 1 will result in approximately a 40 percent reduction in project-related demand for electricity and a 30 percent reduction in project-related demand for natural gas, as compared to the requirements resulting from implementation of Scenario 2. The mitigation measures for energy conservation discussed in Section 4.10, however, are also appropriate for Scenario 1. Electricity and natural gas will be required at the following rates for Scenario 1:

ESTIMATED ELECTRICITY DEMAND

Land Use	Usage Rate	Electricity Demand (kWh/year) Scenario 1	Scenario 2
Residential	6,081 kWh/unit/yr	273,645	176,349
Commercial	11.8 kWh/sf/yr	777,620	1,288,560
Office	8.8 kWh/sf/yr	1,835,680	3,384,480
TOTAL		2,886,945	4,849,389

Source: SCAQMD Air Quality Handbook, revised April 1987.

ESTIMATED NATURAL GAS DEMAND

Land Use	Usage Rate	Natural Gas Demand (cubic feet/month) Scenario 1	Scenario 2
Residential	6,665 cf/unit/mo	299,925	193,285
Commercial	2.9 cf/sf/mo	191,110	316,680
Office	2.0 cf/sf/mo	417,200	769,200
TOTAL		908,235	1,279,165

Source: SCAQMD Air Quality Handbook, revised April 1987.

Water and Wastewater. Implementation of Scenario 1 is not expected to create a significant adverse impact on regional or local domestic water supplies or on demand on wastewater treatment facilities. Scenario 1 will result in approximately a 35 percent reduction in demand for water, and a 37 percent reduction in wastewater generation from Scenario 2. Water conservation mitigation measures as described in Section 4.10, however, are also appropriate for Scenario 1. A comparison between the water and wastewater demands between Scenario 1 and Scenario 2 is shown below:

ESTIMATED WATER DEMAND

Land Use	Usage Rate	Water Demand (gallons/day) Scenario 1	Scenario 2
Residential	320 gal/unit	14,400	9,280
Commercial	100 gal/1,000 sf	6,590	10,902
Business Park	200 gal/1,000 sf	41,720	76,920
TOTAL		62,710	97,120

Source: Las Virgenes Municipal Water District

ESTIMATED WASTEWATER GENERATION

Land Use	Usage Rate	Wastewater Demand (gallons/day) Scenario 1	Scenario 2
Residential	280 gal/unit	12,600	8,120
Commercial	100 gal/1,000 sf	6,590	10,920
Business Park	200 gal/1,000 sf	41,720	76,920
TOTAL		60,910	95,960

Source: Las Virgenes Municipal Water District

8.0

GROWTH INDUCING IMPACTS

8.0 GROWTH INDUCING IMPACTS

Development of Ladyface Mountain in accordance with the Specific Plan preferred plan will not, in itself, significantly induce growth in the Agoura Hills area. Regardless of project implementation, several other factors make the region attractive to increased growth, including the following:

- o Proximity to the City of Los Angeles
- o Contiguity to the existing urban areas of Los Angeles County and Ventura County
- o Access to major transportation routes

The Las Virgenes Municipal Water District is in the preparation process of a Master Plan for providing adequate water and wastewater service to the communities in its jurisdiction. While this planning effort will afford adequate service to the project area, no major trunk lines or water mains are anticipated by the City to serve the areas outside the boundaries of proposed Specific Plan development. Also, no major roadways are anticipated to serve areas beyond the site. Development will, therefore, be generally self-contained and will not induce growth outside its boundaries.

An increase in the labor force, which will result from increased employment opportunities, will create an additional demand for goods and support services in the vicinity, thus stimulating growth in various other sectors of the local and regional economy. But Specific Plan development will represent only a small percentage of total potential development within the northwestern Los Angeles County and southern Ventura County areas, assuming development and buildout of developable areas in the region.

It is recognized that the development of the project will result in an increase in population, housing and labor supply, and, as with any development toward more intensive land uses, will create an increased demand for municipal and public services including utilities and fire and police protection. The provision of these services is generally considered to be growth accommodating, however, rather than growth inducing.

In conclusion, development on Ladyface Mountain in accordance with the Specific Plan preferred plan will have a minor growth inducing impact on the surrounding area. Development generally creates a multiplier effect, which theoretically induces growth. It is believed, however, that the project merely responds to an increasing demand for

residential and commercial development in the area and helps the County and the City of Agoura Hills realize the growth forecast policies embodied in the General Plan. The General Plan designates the site for development, and implementation of the Specific Plan would be consistent with that designation. The extent to which the City may wish to restrict or capitalize upon the effects of development is an issue of policy which must be considered by the appropriate decision-makers.

9.0

RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

9.0 RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The primary effect of this project is to commit undeveloped rural land to suburban and urban land uses. Such land uses, consisting of open space and residential, office and commercial development, will increase the study area's productivity in terms of land efficiency and greater economic return. Although the project will serve to increase the productivity and human use of the land, implementation of the project will also incrementally contribute to the permanent loss of undeveloped rural lands.

Proposed development of the site will have an initial 50-year to 75-year lifespan. This represents a relatively long-term commitment to urbanization since it is almost assured that the land will never revert to open space uses. It is logical to assume that the various components of the development will gradually be replaced by more productive activities as redevelopment of the land occurs in response to future human needs.

Advantages to near-term development include greater economic productivity from the land and the benefits of providing housing and employment opportunities. Advantages of postponing the development of the site are difficult to analyze since the long-term alternatives to urban uses of the property are largely unpredictable. Delaying development would likely entail similar impacts to the physical environment as would Specific Plan development. These include the loss of open space, disruption and/or loss of biotic communities and habitats, alterations to landform and alterations to the existing viewshed of a scenic resource. Future conditions may not allow for the same level of open space dedication as currently proposed due to intensified land scarcity and rising property values.

10.0

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

10.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Approval of the proposed Specific Plan and minimum land use scenario will result in the urbanization of approximately 65 acres of currently undeveloped and rural land with the remaining acreage of the study area to remain as open space. Maximum buildout could result in development of 230 acres. Transformation of this land to a residential, office space and commercial community is a short-term irretrievable commitment of the land. After the 50-year and 75-year structural lifespan of the facilities, it may be feasible to redevelop the site for an alternative land use. Any type of future redevelopment presently conceivable will also require irretrievable commitments of energy supplies and other resources. Therefore, development of the proposed project will result in an irreversible and irretrievable commitment of energy supplies and other resources.

A summary of the anticipated long-term commitments of resources which may directly or indirectly result from project implementation is provided in the following paragraphs.

COMMITMENT OF LAND

The development of the study area will largely constrain the options for future land uses. Urban development of this site will involve irreversible alterations to the natural topography through improvements. Additionally, it is difficult to envision circumstances that would justify demolition of buildings and improvements to facilitate less intensive land uses within the next 50 to 75 years.

SCENIC RESOURCES

The proposed project represents a permanent loss of open space, incrementally adding to the region-wide loss of such lands. Project implementation will, therefore, result in an irreversible alteration of the site's aesthetics, primarily to the view of the foothills of Ladyface Mountain.

ENERGY RESOURCES

The transformation of open space land to an urban community will represent a long-term commitment to a variety of resources. As fossil fuels are the principal source of energy, it can be stated that the proposed development will incrementally reduce existing

supplies of fuels including fuel oil, natural gas, and gasoline. These energy resource demands relate to initial project construction, heating and cooling of buildings, and transportation of people and goods.

OTHER NATURAL RESOURCES

The construction of the proposed development will also require the commitment or depletion of other non-renewable and slowly renewable resources. These resources include, but are not limited to: lumber and other forest projects; sand and gravel; asphalt; water; and petrochemical construction materials, steel, copper, lead and other metals. An increased commitment of social services and public maintenance services (such as waste disposal and treatment) will also be required.

11.0

ORGANIZATIONS AND PERSONS CONTACTED

11.0 ORGANIZATIONS AND PERSONS CONTACTED

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12.0

REPORT PREPARATION PERSONNEL

12.0 REPORT PREPARATION PERSONNEL

P&D Technologies personnel who participated in the preparation of the EIR include:

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Wendy Picht	Project Manager
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13.0

REFERENCES

13.0 REFERENCES

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APPENDICES

APPENDIX A

INITIAL STUDY AND NOTICE OF PREPARATION

E OF CALIFORNIA—OFFICE OF THE GOVERNOR GEORGE DEUKMEJIAN, Governor

FICE OF PLANNING AND RESEARCH
TENTH STREET
AMENTO, CA 95814

DATE: July 8, 1988

TO: Reviewing Agencies

RE: The City of Agoura Hills' NOP for
Ladyface Mountain Specific Plan
SCH# 88062917

Attached for your comment is theCity of Agoura Hills Notice of Preparation of a draft Environmental Impact Report (EIR) for the LAdyface Mountain Specific Plan Project.

Responsible agencies must transmit their concerns and comments on the scope and content of the EIR, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Dana Riccard
City of Agoura Hills
30101 Agoura Road, Suite 102
Agoura Hills, CA 91301

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Keith Lee at 916/445-0613.

Sincerely,

David C. Nunenkamp
Chief
Office of Permit Assistance

Attachments

cc: Dana Riccard

SCH#: 88062917

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State Water Resources Control Board
Division of Loans & Grants
P.O. Box 944212
Sacramento, CA 94244-2120
916/322-3413

Ed Anton
State Water Resources Control Board
Division of Water Quality
P.O. Box 100
Sacramento, CA 95801
916/445-9552

Dave Beringer
State Water Resources Control Board
Delta Unit
P.O. Box 2000
Sacramento, CA 95810
916/322-9870

Mike Falkenstein
State Water Resources Control Board
Division of Water Rights
901 P Street
Sacramento, CA 95814
916/324-5716

OTHER: _____

_____

_____

Regional Water Quality Control Board

NORTH COAST REGION (1)
1440 Guerneville Rd.
Santa Rosa, CA 95401
707/576-2220

SAN FRANCISCO BAY REGION (2)
1111 Jackson Street, Room 6000
Oakland, CA 94607
415/464-1255

CENTRAL COAST REGION (3)
1102-A Laurel Lane
San Luis Obispo, CA 93401
805/549-3147

S LOS ANGELES REGION (4)
107 South Broadway, Room 4027
Los Angeles, CA 90012
213/620-4460

CENTRAL VALLEY REGION (5)
3443 Routier Road
Sacramento, CA 95827-3098
916/361-5600

Fresno Branch Office
3374 East Shields Avenue, Room 18
Fresno, CA 93726
209/445-5116

Redding Branch Office
100 East Cypress Avenue
Redding, CA 96002
916/225-2045

LAHONTAN REGION (6)
2092 Lake Tahoe Boulevard
P.O. Box 9428
South Lake Tahoe, CA 95731
916/544-3481

Victorville Branch Office
15371 Bonanza Road
Victorville, CA 92392-2494
619/241-6583

COLORADO RIVER BASIN REGION (7)
73-271 Highway 111, Suite 21
Palm Desert, CA 92260
619/346-7491

SANTA ANA REGION (8)
6809 Indiana Avenue, Suite 200
Riverside, CA 92506
714/782-4130

SAN DIEGO REGION (9)
9771 Clairemont Mesa Blvd., Suite B
San Diego, CA 92124-1331
619/265-5114

NOTICE OF PREPARATION

TO: STATE CLEARINGHOUSE
1400 Tenth St., Room 121
Sacramento, CA 95814

FROM: CITY OF AGOURA HILLS
30101 Agoura Rd, Ste 102
Agoura Hills, CA 91301

SUBJECT: NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR LADYFACE MOUNTAIN SPECIFIC PLAN

The CITY OF AGOURA HILLS will be the lead agency for the project identified above, and will prepare an Environmental Impact Report to determine potential effects of the project. A copy of the Initial Study and Environmental Checklist is attached. The project description, location and probable environmental impacts are contained in the attached materials.

The purpose of this Notice is to seek your comments on the scope and content of the proposed action as it relates to your area of statutory responsibility. Due to the time limits mandated by CEQA, we would request your response within thirty (30) days of receipt of this notice.

Please send your respond to the City of Agoura Hills, Attention: Ms. Dana Riccard, Associate Planner, at the address shown above. In your response, please identify the contact person representing your agency.

PROJECT TITLE: LADYFACE MOUNTAIN SPECIFIC PLAN

LEAD AGENCY: CITY OF AGOURA HILLS

DATE June 16, 1988.

SIGNATURE Paul A. Williams

TITLE Director of Planning & Com. Dev.

TELEPHONE 818-889-9114

INITIAL STUDY

FOR

LADYFACE MOUNTAIN SPECIFIC PLAN

PROJECT DESCRIPTION

The City of Agoura Hills is a new community situated in the northwest corner of Los Angeles County. It is part of the area known as the Conejo Valley and is adjacent to the cities of Westlake Village and Thousand Oaks. The Ventura Freeway travels through the city in an east-west fashion with commercial and residential development on either side. Research and development companies, as well as office buildings and traveler-related services, currently dominate the freeway corridor.

The City of Agoura Hills has requested the preparation of a Specific Plan guiding the development of "Lady Face" Mountain. "Lady Face" mountain, once a defensive lookout point for the Chumash Indian tribe, has long been a traveler's landmark. The proposed Specific Plan project will include:

- Analysis of existing environmental and site conditions.
- Analysis of three land use development scenarios, taking environmental constraints into consideration.
- Development of a Specific Plan for Ladyface Mountain.
- Preparation of an Environmental Impact Report on the Specific Plan for Ladyface Mountain.

Lady Face Mountain lies to the south of Agoura Road between Kanan Road and the western city limits. The mountain rises to approximately 2,000 feet at its peak and includes approximately 730 acres of land. Of the 730 acres, 230 is actual developable land. The remaining 500 acres of mountain hillside will be designated and maintained as open space.

Land use scenarios will be developed with a particular sensitivity to natural features, archaeological deposits,

geologic hazards, Oak trees and natural drainage courses.

The land use scenarios evaluated will include conceptual plans for residential, commercial, light industrial (business park), or a combination of mixed uses. The ultimate land use scenario chosen in the specific plan will be a sound planning area, environmentally safe and economically feasible for the area.

Circulation within the Lady Face Mountain District (LMD) will be accomplished via strategically designed streets to accomodate the access needs of the district. These roadways will create a network throughout the district and allow the maximum efficiency for commuters who need access to and from the Ventura Freeway and surrounding facilities.

Utility services (i.e. natural gas, electricity, telephone, water, wastewater, solid waste, drainage) will be supplied to the site via the appropriate agencies. All above ground and/or underground distribution systems will be called out in the preliminary engineering phase and in place prior to site development.

The Ladyface Mountain Specific Plan will be developed with a coordinated landscape concept and unified design guidelines to assure a high quality aesthetic character, in keeping with the area's natural surroundings.

The Specific Plan will establish the guidelines necessary for the orderly implementation of a quality planned district and address land uses within each planning area, basic grading and infrastructure systems, circulation, open space, recreation facilities and overall landscape and design concepts.

ENVIRONMENTAL CHECKLIST FORM

	YES	MAYBE	NO
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or changes in geologic substructures?			X
b. Disruptions, displacements, compaction or overcovering of the soil?		X	
c. Change in topography or ground surface relief features?	X		
d. The destruction, covering or modification of any unique geologic or physical features?			X
e. Any increase in wind or water erosion of soils, either on or off the site?		X	
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?		X	
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?		X	
2. Air. Will the proposal result in:			
a. Air emissions or deterioration of ambient air quality?	X		
b. The creation of objectionable odors?			X
c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?		X	
3. Water. Will the proposal result in:			
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?		X	

	YES	MAYBE	NO
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff?	X		
c. Alterations to the course or flow of flood waters?		X	
d. Change in the amount of surface water in any water body?			X
e. Discharge into surface waters, or in any alteration of surface water quality, including, but not limited to, temperature, dissolved oxygen or turbidity?			X
f. Alteration of the direction or rate of flow of groundwaters?			X
g. Change in the quantity of groundwaters, either through direct additions or withdrawals or through interception of an aquifer by cuts or excavations?			X
h. Reduction in the amount of water otherwise available for public water supplies?		X	
i. Exposure of people or property to water related hazards such as flooding or tidal waves?		X	
4. Plant Life. Will the proposal result in:			
a. Change in the diversity of species or number of any species or plants (including trees, shrubs, grass, crops, and aquatic plants)?		X	
b. Reduction of the numbers of any unique, rare or endangered species of plants?		X	
c. Introduction of new species of plants into an area, or is a barrier to the normal replenishment of existing species?			X
d. Reduction in acreage of any agricultural crop?			X

	YES	MAYBE	NO
5. Animal Life. Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	____	X	____
b. Reduction of the numbers of any unique, rare, or endangered species of animals?	____	X	____
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	____	____	X
d. Deterioration to existing fish or wildlife habitat?	____	X	____
6. Noise. Will the proposal result in:			
a. Increases in existing noise levels?	X	____	____
b. Exposure of people to severe noise levels?	____	____	X
7. Light and Glare. Will the proposal produce new light or glare?	X	____	____
8. Land Use. Will the proposal result in an alteration of the present or planned land use of an area?	X	____	____
9. Natural Resources. Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	X	____	____
b. Depletion of any nonrenewable natural resources?	____	X	____
10. Risk of Upset. Does the proposal involve a risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation) in the event of an accident or upset conditions?	____	____	X
11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	X	____	____

	YES	MAYBE	NO
12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?		X	
13. Transportation/Circulation. Will the proposal result in:			
a. Generation of additional vehicular movement?	X		
b. Effects on existing parking facilities, or demand for new parking?	X		
c. Impact upon existing transportation systems?	X		
d. Alterations to present patterns of circulation or movement of people and/or goods?	X		
e. Alterations to waterborne, rail or air traffic?			X
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?		X	
g. Barriers to accessibility by handicapped persons?			X
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	X		
b. Police protection?	X		
c. Schools?		X	
d. Parks or other recreational facilities?		X	
e. Maintenance of public facilities, including roads?	X		
f. Other governmental service?		X	

	YES	MAYBE	NO
15. Energy. Will the proposal result in:			
a. Use of additional amounts of fuel or energy?		X	
b. Increase in demand upon existing sources of energy, or require the development of new sources of energy?		X	
16. Utilities. Will the proposal result in a need for new systems, or alterations to the following utilities?			
a. Power or natural gas?	X		
b. Communications systems?	X		
c. Water?	X		
d. Sewer or septic tanks?	X		
e. Storm water drainage?	X		
f. Solid waste and disposal?		X	
17. Human Health. Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?			X
b. Exposure of people to potential health hazards?			X
18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?		X	
19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?		X	
20. Archaeological/Historical. Will the proposal result in an alteration of a significant archaeological or historical site, structure, object or building?		X	

	YES	MAYBE	NO
21. Mandatory Findings of Significance:			
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	____	X	____
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals: (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	____	X	____
c. Does the project have impacts which are individually limited, but cumulatively considerable?* (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	____	X	____
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	____	____	X

On the basis of this initial evaluation the proposed project MAY have a significant effect on the environment and an Environmental Impact Report is required.

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* "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

EXPLANATION OF "YES" AND "MAYBE" CHECKLIST ANSWERS

The proposed project involves the preparation of a Specific Plan for the 730-acre Lady Face Mountain District (LMD) in the City of Agoura Hills. The Specific Plan work program will include an analysis of three land use scenarios to consist of some combination of residential, commercial and/or light industrial (business park) uses. One land use scenarios will ultimately be chosen to serve as the City's planning tool for LMD. A small portion of the site is currently developed and includes three discontiguous parcels: a Ramada Inn currently under construction, a church; and some multi-family residential units. Each scenario will be evaluated based on the physical, environmental, and economic constraints associated with the LMD.

This Initial Study was prepared to determine the potential environmental impacts which may occur with development of the site. The Environmental Impact Report will evaluate the focussed issues as identified in the Initial Study. It is important to note the the EIR will evaluate the potential impacts of the LMD Specific Plan. As development occurs within the planned area, additional detailed environmental assessments will be required. The environmental checklist explanations are summarized below.

EARTH

Since the topography at the site varies, the proposed development will potentially involve a change in topography or general surface features due to excavation and grading during construction. Construction areas will also be subject to wind erosion. Watering will be used to minimize effects. Fault zones will be identified as they relate to the site.

AIR

Development of the site will require the design and implementation of a traffic circulation system to provide access between land uses. Increased vehicular traffic will create an increase in air emissions and possible impact on ambient air quality. Any alterations to wind patterns and air movement will be addressed.

WATER

Development of the site will not only increase surface runoff, but alter the quality of the runoff to include urban constituents (i.e. oil, grease, etc.). Watercourses on the site will be avoided, if possible, when developing the land use scenarios. Any alterations of a streamcourse and/or waterway will be appropriately evaluated. Flood control systems already in place within the LMD and the future need to protect against flooding hazards will be provided in the EIR.

PLANT LIFE

The proposed project may involve a reduction in plant species and potentially a reduction is sensitive species as the site is developed. A literature search will reveal the potential endangered or threatened plants known to live within the proximity of the LMD.

ANIMAL LIFE

The proposed project may involve the disturbance of animal habitat and subsequent disruption of sensitive animal species as the site is developed.

NOISE

The Specific Plan will include short-term noise during construction, noise associated with additional traffic and an overall addition to the ambient noise levels.

LIGHT AND GLARE

The implementation of street lights and other miscellaneous light sources will create additional light in the area. The effects of any potential glare to motorists travelling on the Ventura freeway as a result of any proposed buildings or planned communities.

LAND USE

The site is currently undeveloped with the exception of three land uses as described earlier. Development of the site will involve the alteration of existing land uses.

NATURAL RESOURCES

Implementation of the Specific Plan may increase the need for natural resources as urbanization occurs within LMD.

POPULATION AND HOUSING

Planning for additional commercial and industrial uses in the area will increase the City's labor force. These additional uses may create an additional demand for housing within the City. Additional residential planned within LMD may offset the demand of any planned commercial/industrial uses.

TRANSPORTATION AND CIRCULATION

Implementation of the Specific Plan will include developing the circulation systems to accommodate the LMD and associated access areas. Vehicular traffic will increase in the area and access to the Ventura freeway will be evaluated to assess any impacts to

adjacent interchanges.

PUBLIC SERVICES

Any development of vacant land will require an assessment of fire, police, school and park services. Residential areas would require different services than commercial/industrial uses. The development of LMD would potentially require an increased demand of public services.

ENERGY

Development of the site will require additional amount of fuel and energy to maintain any proposed residential, commercial and/or industrial uses.

UTILITIES

Any development of vacant land will require the installation of above ground and/or underground distribution systems. Existing infrastructure will be reviewed as well as the additional needs for the planned uses.

AESTHETICS

Since the visual features of LMD are part of the history of Agoura Hills, the intrusion of any development into the viewshed of residents and motorists is a potential impact. The Specific Plan will evaluate the visual quality of each land use scenario.

RECREATION

The potential constraints to recreation as a result of development of LMD will be evaluated.

ARCHAEOLOGICAL/HISTORICAL

Studies on parcels adjacent to LMD have revealed cultural resources to be found in the area.

OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY GEORGE DEUKMEJIAN, Governor

ARTMENT OF TRANSPORTATION
CT 7, 120 SO. SPRING ST.
NGELES, CA 90012
213) 620-3550
3) 620-5335

July 14, 1988

IGR/CEQA
NOP: DEIS, Ladyface Mtn.
Specific Plan; Route 101

Ms. Dana Riccard
c/o City of Agoura Hills
30101 Agoura Road, Suite 102
Agoura Hills, CA 91301

Dear Ms. Riccard:

nk you for sending Caltrans a copy of the Notice of aration for the proposed specific plan referenced above. At t... present time, this Agency's concerns involve the proposed plan's analysis of the impacts of the various development schemes upon the operation of the Ventura Freeway. Caltrans believes that the specific plan and/or related traffic study(s) should examine the projected traffic distributions for the various land-use schemes, as well as cumulative traffic impacts (projected to the year 2010) for the study area. The key issues from Caltrans' perspective are the proposal's effects on access to and operation of the mainline Ventura Freeway in the vicinity of the study area. We suggest that the specific plan examine these possible impacts and formulate measures to mitigate them.

Thank you for the opportunity to comment on this project. Should you have any further questions, please contact Kreig Larson of my staff at (213) 620-2819.

Very truly yours,

W B Ballantine

W. B. BALLANTINE, Chief
Environmental Planning Branch

COUNTY OF

RTMENT OF HEALTH SERVICES

313

ELES, CALIFORNIA 90012 • (213) 744-3257

June 24, 1988

Paul A. Williams, Director
Department of Planning &
Community Development
30101 Agoura Road, Suite 102
City of Agoura Hills, California 91301

Dear Mr. Williams:

SUBJECT: NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR LADY FACE MOUNTAIN SPECIFIC PLAN

The County of Los Angeles Department of Health Services would only be involved with this request if Private Sewage Disposal or water systems were proposed for the project. Since public utilities are proposed, we will have no recommendations or comments.

Very truly yours,

NORMAN L. GROOM, R.S.
Chief Environmental Health Officer
Mountain and Rural Program

NLG: ar

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION

433 South Vermont Avenue - Los Angeles, California 90020-1975 - (213) 738-2961

Ralph S. Cryder . . . . Director

July 13, 1988

Ms. Dana Riccard
Planning and Community Development
City of Agoura Hills
30101 Agoura Road, Suite 102
Agoura Hills, CA 91301

Dear Ms. Riccard:

COMMENTS ON INITIAL STUDY FOR
LADYFACE MOUNTAIN SPECIFIC PLAN

The above named document has been reviewed by our Department. Our main concern with this project is preserving the visual integrity and natural features of the site as it relates to the Santa Monica Mountains.

We are interested that the following topics be fully addressed in the Environmental Impact Report: Recreation (preservation of 500 acres as open space, with additional acreage of 3% or less slope to meet local park needs generated by residential development); Aesthetics; Noise; Light & Glare; Plant and Animal life (field surveys in addition to a literature search); Archaeological/Historical resources; Natural Resources and Water (Erosion/Flood impact).

It is requested, if not already done so, that the Santa Monica Mountains Conservancy receive a copy of this Notice of Preparation.

The Department appreciates the opportunity to review this project. If you have any questions about these comments, please contact me at 738-2960.

Sincerely yours,

Joan Rupert

Joan Rupert
Park Planner
CVR

SHERMAN BLOCK, SHERIFF

County of Los Angeles
Office of the Sheriff
Hall of Justice
Los Angeles, California 90012

(213) 456-6652
(818) 991-0522

June 28, 1988

Ms. Dana Riccard
Planning & Community Development
City of Agoura Hills
30101 Agoura Road, Suite 102
Agoura Hills, California 91301

Dear Ms. Riccard:

We have reviewed the draft notice for the environmental impact report for Ladyface Mountain.

In reference to the environmental checklist:

13. Transportation/Circulation; f.

We feel that an increase in traffic hazards to motor vehicles, pedestrians, etc., will definitely occur. The study should specifically explore this.

14. Public Services, b.

The term police protection is excessively broad. The study must specifically study the likely demands on police dispatches to alarms and actual crimes. It should also examine the design in terms of criminal opportunity.

I.E. Will there be "safe passage" pedestrian corridors? Will there be limited points of entry? Will there be internal security patrol, state-of-art alarm systems on business structures?

If you can forward information on the proposed security measures to be undertaken during the construction phases, this also would be beneficial.

We look forward to assisting you in the development of the environmental impact report. If you have any questions or require further assistance on these comments, please contact Sergeant Kent Scholten.

Sincerely,

SHERMAN BLOCK, SHERIFF

Thomas D. Schmidt, Captain
Commander, Malibu Station

Los Angeles County
DEPARTMENT OF
REGIONAL PLANNING
320 West Temple Street
Los Angeles
California 90012
974 6401
Norman Murdoch
Planning Director

June 27, 1988

Ms. Dava Riccard
Department of Planning and Community Development
City of Agoura Hills
30101 Agoura Road
Agoura Hills, CA 91301

Re: E.I.R. for the Ladyface Mountain Specific Plan.

Dear Ms. Riccard:

We have reviewed your Notice of Preparation regarding the Environmental Impact Report for said project. We are in basic agreement with the environmental issues you have identified in the Initial Study. We would want to be given the opportunity to review and comment on the E.I.R. draft for the project.

Thank you.

Very truly yours,

DEPARTMENT OF REGIONAL PLANNING
Norman Murdoch, Planning Director

Frank Kuo, AICP
Supervising Regional Planner, Section Manager
Impact Analysis Section

FK:fe

Paul A Williams
Director
Planning and Community Development

Subject: Lady Face Maintain Specific Plan
Environmental Impact Report

This is to advise that the subject property is located within the service territory of the Southern California Edison Company and that the electric loads of the project are within the parameters of the overall projected load growth which are planning to meet in this area.

Unless the demand for electrical generating capacity exceeds our estimates, and provided that there are no unexpected outages to major sources of electrical supply, we expect to meet our electrical requirements for the next several years.

EDISON HAS DEVELOPED SEVERAL PROGRAMS WHICH MAY PROVE EXTREMELY HELPFUL TO CUSTOMERS IN INCREASING THE EFFICIENCY OF THEIR OPERATIONS AND HOLDING DOWN ENERGY COSTS. INCLUDED AMONG THESE ARE A NEW CONSTRUCTION PROGRAM AND OFF-PEAK COOLING. FOR MORE INFORMATION, CALL THE LOCAL ENERGY SERVICES DEPARTMENT AT 805-494-7002.

Very truly yours,

Cecil L. Hensley
Planning Manager
Southern California Edison Company

CLH:ram:17R
7/05/88

CLH:ram:17R

SOUTHERN CALIFORNIA gas COMPANY

22245 PLACERITA CANYON ROAD NEWHALL, CALIFORNIA • (805) 259-4600

NORTH BASIN TRANSMISSION DIVISION

MAILING ADDRESS P O BOX 640, NEWHALL, CALIFORNIA 91322

July 7, 1988

City of Agoura Hills
30101 Agoura Rd, Suite 102
Agoura Hills, CA 91301

Subject: Response to the Draft Environmenttal Impact Report for Ladyface Mountain Specific Plan

Attention: Ms. Dana Riccard, Associate Planner

Dear Ms. Riccard

Southern California Gas Company, North Basin Transmission Division has three (3) high pressure natural gas pipelines located north of Thousand Oaks Boulevard. This is a considerable distance north of your project site which is south of Agoura Road. Therefore, we have no comments on the Draft Environmental Report.

However our San Fernando Valley Distribution Division may have facilities within the area. They have a copy of the report and will respond independently. If there are any questions, you may write or telephone me at the address and telephone number shown above.

Sincerely,

R. P. Thomas
Pipeline Coordinator

RPT:hw

PACIFIC BELL
A Pacific Telesis Company

JUNE 24, 1988

CITY OF AGOURA HILLS
30101 AGOURA ROAD
SUITE 102
AGOURA HILLS, CA. 91301

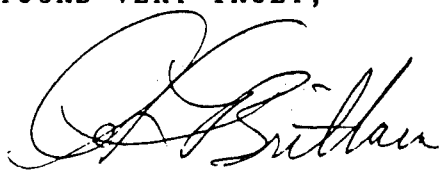
ATTENTION: MS. DANA RICCARD

PACIFIC BELL IS IN RECEIPT OF THE NOTICE OF PREPARATION OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE LADYFACE MOUNTAIN SPECIFIC PLAN.

IN REPLY TO YOUR REQUEST CONCERNING THE SCOPE AND CONTENT OF THE ENVIRONMENTAL INFORMATION, BE IT KNOWN THAT IT IS THE INTENT OF THIS AGENCY TO PROVIDE COMMUNICATIONS FACILITIES TO AND WITHIN THE SUBJECT PROJECT IN ACCORDANCE WITH ALL APPLICABLE TARIFFS FILED WITH THE CALIFORNIA PUBLIC UTILITIES COMMISSION.

FOR ANY ADDITIONAL INFORMATION I MAY BE REACHED ON 805-583-6581.

YOURS VERY TRULY,



TERRY L. BRITTAIN
ENGINEER

TLB/tm

LAS VIRGENES MUNICIPAL WATER DISTRICT
EST. 1958

4232 LAS VIRGENES ROAD
CALABASAS, CALIFORNIA 91302-1994
PHONE (818) 880-4110

June 30, 1988

City of Agoura Hills
City Hall
30101 Agoura Road
Suite 102
Agoura Hills, California 91301

Attention: Ms. Dana Riccard
Associate Planner

Subject: Ladyface Mountain Specific Plan

Gentlemen:

Thank you for the opportunity to comment on your Initial Study. The development of this Specific Plan will help us in our current overall master planning activities by defining the level of service that we will be expected to provide. Your effort is quite timely for our purposes.

Potable water supplies are available to the area with a hydraulic gradient that ranges from 1245' or so, down to approximately 1180' or 1190'. The maximum elevation that we can reliably serve is, therefore, something less than 1100'. A detailed hydraulic analysis will have to be prepared after the preliminary Specific Plan is developed and the potential water requirements are known.

Reclaimed water for all irrigation purposes other than single family yards is already available along Agoura Road in the western portion of the study area. If significant landscaped areas are developed in the eastern portion, it will probably be economically viable to extend the reclaimed water system to the east to serve the entire study area. The maximum hydraulic grade line of the reclaimed water system is 1225' above sea level. It drops more radically than the potable water system due to its less conservative design criteria. Information regarding the minimum hydraulic gradient in the reclaimed water system can only be determined after a site specific study.

Collector sewers are, of course, the responsibility of the City or the County of Los Angeles. A trunk line extends easterly from Reyes Adobe Road between the freeway and Agoura Road to Kanan Road. It has sufficient capacity to serve any development that is not a radical departure from the existing mix adjacent to the area under study.

The Tapia Water Reclamation Facility is currently being expanded from 8 to 10 MGD. Studies are currently underway that will further increase the capacity to approximately 16 MGD. Adequate capacity should be available in a timely fashion.

The above comments are not intended to provide other than a general familiarity with the services we provide to the study area and, for that matter, the remainder of the City of Agoura Hills. We will be pleased to provide any information that we can as the study progresses, if there are any questions about the details of our capabilities.

Thank you again for the opportunity to comment.

Very truly yours,

LAS VIRGENES
MUNICIPAL WATER DISTRICT

H. W. Stokes
Chief Engineer

HWS:slc

NOTICE OF PREPARATION

TO: STATE CLEARINGHOUSE
1400 Tenth St., Room 121
Sacramento, CA 95814

FROM: CITY OF AGOURA HILLS
30101 Agoura Rd, Ste 102
Agoura Hills, CA 91301

SUBJECT: NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR LADYFACE MOUNTAIN SPECIFIC PLAN

The CITY OF AGOURA HILLS will be the lead agency for the project identified above, and will prepare an Environmental Impact Report to determine potential effects of the project. A copy of the Initial Study and Environmental Checklist is attached. The project description, location and probable environmental impacts are contained in the attached materials.

The purpose of this Notice is to seek your comments on the scope and content of the proposed action as it relates to your area of statutory responsibility. Due to the time limits mandated by CEQA, we would request your response within thirty (30) days of receipt of this notice.

Please send your respond to the City of Agoura Hills, Attention: Ms. Dana Riccard, Associate Planner, at the address shown above. In your response, please identify the contact person representing your agency.

PROJECT TITLE: LADYFACE MOUNTAIN SPECIFIC PLAN

LEAD AGENCY: CITY OF AGOURA HILLS

DATE_____.

SIGNATURE_____

TITLE_____

TELEPHONE_____

P&D Technologies
972 Town & Country Road
Orange, CA 92668
P.O. Box 5367
Orange, CA 92613-5367
714•835•4447

An Ashland Technology Company

Planning
Engineering
Transportation
Environmental
Economics

June 14, 1988

City of Agoura Hills
30101 Agoura Road, Suite 102
Agoura Hills, CA 91301

Attention: Paul Williams, Director of Community Development

Subject: INITIAL STUDY FOR LMD SPECIFIC PLAN

Dear Paul:

As we have discussed in several discussions with the City, the first step in the environmental process involves the preparation of an Initial Study and Notice of Preparation (should it be determined that an EIR is necessary). We have prepared the enclosed IS and NOP for your review so that the process can begin. Although we understand that this step was an out-of-scope work item, we felt that it was important to begin the processing and assist the client in the preparation of these documents.

The document can be sent directly to the State Clearinghouse, 1400 Tenth Street, Room 121, Sacramento, CA 95814 with a cover letter from the city, should you approve of the information contained within the document. The State Clearinghouse should be sent ten (10) copies of the entire package so they may forward the information to the respective agencies. The comment period is thirty (30) days, within which time the agencies should provide the city with any and all comments. Should you have any changes please feel free to contact me and I will make the appropriate changes.

Should you have any questions or comments, please feel free to contact me.

Very truly yours,

P&D TECHNOLOGIES

Kathy C. Stevens
Environmental Studies

Pen on 6/20

NOTICE OF PREPARATION

TO: STATE CLEARINGHOUSE
1400 Tenth St., Room 121
Sacramento, CA 95814

FROM: CITY OF AGOURA HILLS
30101 Agoura Rd, Ste 102
Agoura Hills, CA 91301

SUBJECT: NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR LADYFACE MOUNTAIN SPECIFIC PLAN

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Please send your respond to the City of Agoura Hills, Attention: Ms. Dana Riccard, Associate Planner, at the address shown above. In your response, please identify the contact person representing your agency.

PROJECT TITLE: LADYFACE MOUNTAIN SPECIFIC PLAN

LEAD AGENCY: CITY OF AGOURA HILLS

DATE June 16, 1988.

Mail Returns to Parks & Rec

SIGNATURE Paul A. Williams

TITLE Director of Planning & Com. Dev.

TELEPHONE 818-889-9114

Project should be sensitive to preserve existing trails in project area. Any plans to eliminate portions of trails shown include a plan for re-establishment & Revisions.

Project should also be sensitive that Planned Developments include additional facilities to meet the Recreational needs of Residents moving into project area.

P. C. 9/22/88

ACKNOWLEDGEMENT

State of California
Project Notification and Review System
Office of the Governor
(916) 445-0613

LADYFACE MOUNTAIN SPECIFIC PLAN
STATE CLEARINGHOUSE NUMBER: 88062917
STATE REVIEW PERIOD: 06/29/88 TO 07/29/88
CONTACT: KEITH LEE
PHONE: 916-445-0613
(REVIEW STARTS ON NEXT WORKING DAY WHEN DOCUMENT IS RECEIVED AFTER 10:00 AM)

Please use the State Clearinghouse Number on future correspondence with this office and with agencies approving or reviewing your project.

This card does not verify compliance with environmental review requirements. A letter containing the State's comments or a letter confirming no State comments will be forwarded to you after the review is complete.

Rev. 8/82

PACIFIC BELL
A Pacific Telesis Company

JULY 18, 1988

CITY OF AGOURA HILLS
30101 AGOURA ROAD
SUITE 102
AGOURA HILLS, CA 91301

ATTENTION: PAUL A WILLIAMS

SUBJECT: 88-CUP-001 AND P.M. 46113 AND 88-0TO-002.

DEAR SIR,

I AM IN RECEIPT OF THE APPLICATION FOR ENVIRONMENTAL REVIEW FOR THE SUBJECT PROPERTY.

PACIFIC BELL IS PREPARED TO PROVIDE COMMUNICATIONS FACILITIES IN ACCORDANCE WITH ALL APPLICABLE TARIFFS AS SET FORTH IN SCHEDULE CAL. P.U.C. NO. A2 RULE 16. THE DEVELOPERS SHOULD BE ADVISED THAT THEY ARE RESPONSIBLE TO PROVIDE AND CONSTRUCT CONDUIT FROM A POINT DESIGNATED BY A PACIFIC BELL REPRESENTATIVE TO THE TELEPHONE TERMINAL AREAS INSIDE THE BUILDINGS. ADDITIONALLY, TERMINAL BACKBOARDS WILL BE CONSTRUCTED TO MEET PACIFIC BELL REQUIREMENTS INCLUDING PERMANENT ACCESS TO A GROUNDING MEDIUM.

IF YOU REQUIRE ANY ADDITIONAL INFORMATION, PLEASE FEEL FREE TO CONTACT ME ON 805-583-6581.

YOURS TRULY,

TERRY L. BRITTAIN
ENGINEER/AGR29646

TLB/PZ

PACIFIC BELL
A Pacific Telesis Company

JUNE 29, 1988

CITY OF AGOURA HILLS
30101 AGOURA RD.
SUITE 102
AGOURA HILLS, CA 91301

ATTENTION: PAUL A. WILLIAMS

SUBJECT: 88-VAR-013

DEAR SIR,

I AM IN RECEIPT OF THE APPLICATION FOR ENVIRONMENTAL REVIEW FOR THE SUBJECT PROPERTY.

PACIFIC BELL IS PREPARED TO PROVIDE COMMUNICATIONS FACILITIES IN ACCORDANCE WITH ALL APPLICABLE TARIFFS AS SET FORTH IN SCHEDULE CAL. P.U.C. NO. A2 RULE 16. THE DEVELOPERS SHOULD BE ADVISED THAT THEY ARE RESPONSIBLE TO PROVIDE AND CONSTRUCT CONDUIT FROM A POINT DESIGNATED BY A PACIFIC BELL REPRESENTATIVE TO THE TELEPHONE TERMINAL AREAS INSIDE THE BUILDINGS. ADDITIONALLY, TERMINAL BACKBOARDS WILL BE CONSTRUCTED TO MEET PACIFIC BELL REQUIREMENT INCLUDING PERMANENT ACCESS TO A GROUNDING MEDIUM.

IF YOU REQUIRE ANY ADDITIONAL INFORMATION, PLEASE FEEL FREE TO CONTACT ME ON 805-583-6581.

YOURS TRULY,

TERRY L. BRITTAIN
ENGINEER

TBL/PZ

SOUTHERN CALIFORNIA GAS COMPANY

6263 TOPANGA CANYON BOULEVARD • WOODLAND HILLS, CALIFORNIA

Mailing Address BOX 100, WOODLAND HILLS, CALIFORNIA 91365 - 0100

June 29, 1988

City of Agoura Hills
Attn: Paul A. Williams
Director of Planning & Dev.
30101 Agoura Rd # 102
Agoura Hills, Ca. 91301

Project: Agoura Rd.

This letter is not to be interpreted as a contractual commitment to serve the proposed project; but only as an information service. It's intent is to notify you that the Southern California Gas Company has facilities in the area where the above named project is proposed. Gas service to the project could be provided from an existing 6" main located in Agoura Rd. without any significant impact on the environment. The service would be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

The availability of natural gas service, as set forth in this letter, is based upon present conditions of gas supply and regulatory policies. As a public utility, the Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. We can also be affected by actions of federal regulatory agencies. Should these agencies take any action which affects gas supply or the condition under which service is available, gas service will be provided in accordance with revised conditions.

We have developed several programs which are available, upon request, to provide assistance in selecting the most effective applications of energy conservation techniques for a particular project. If you desire further information on any of our energy conservation programs, please contact this office for assistance.

Respectfully,

Joanne Schuster
New Business

ski

APPENDIX B

PLANT AND ANIMAL SPECIES COMMONLY ASSOCIATED WITH VEGETATIVE HABITATS ON-SITE

APPENDIX B

PLANT AND ANIMAL SPECIES COMMONLY ASSOCIATED WITH VEGETATIVE HABITATS ONSITE*

** Vegetative Habitat:

C = Chaparral
S = Coastal Sage Scrub
G = Grasslands
R = Riparian Woodland
O = Oak Woodland

Plant and Animal Species	Vegetative Habitat**
PLANTS	
Chamise (Adenostoma fasciculatum)	C
Manzanitas (Arctostaphylos)	C
California lilacs (Ceanothus)	C
Oaks (Quercus)	C
Buckthorns (Rhamnus)	S,C
Sumacs (Rhus)	O,S,C
Mountain-Mahogany (Cercocarpus betuloides)	C
Tree poppy (Dendromecon rigida)	C
Toyon (Heteromeles arbutifolia)	O,C
Hollyleaf cherry (Prunus ilicifolia)	C
Our Lord's candle (Yucca whipplie)	S,C
Red-shanks (Adenostoma sparsifolium)	C
Oats (Avena)	G
Bromes (Bromus)	G
Fescues (Festuca)	G
Barley (Hordeum)	G
Fiddlenecks (Amsinckia)	G
Coreopsis	G
Shooting stars (Dodecatheon)	G
Storks bills (Erodium)	G
Poppies (Eschscholzia)	S,G
Lupines (Lupinus)	G
Goldenfields (Lasthenia)	G

* Information contained on the following pages was extracted from Friesen, Richard Dean, Significant Ecological Areas of the Santa Monica Mountains Report, prepared for the Los Angeles County Department of Regional Planning, August 1982.

APPENDIX B

PLANT AND ANIMAL SPECIES COMMONLY
ASSOCIATED WITH VEGETATIVE HABITATS ONSITE*
(Continued)

Plant and Animal Species	Vegetative Habitat**
Malacothrix	G
Owl's-Clovers (Orthocarpus)	G
Phacelia	G
Popcorn flowers (Plagiobothrys)	S,G
Sages (Salvia)	G
Clovers (Trifolum)	G
Violets (Viola)	S
California sagebrush (Artemesia californica)	S
California wild buckwheat (Eriogonum fasciculatum)	S
Bird's foot trefoil (Lotus scoparius)	S
Valley cholla (Opuntia parryi)	S
Maritime cholla (Opuntia littoralis)	S
Purple nightshade (Solanum xanti)	S
Golden yarrow (Eriophyllum confertiflorum)	S
Monkey-Flowers (Diplacus and Mimimulus)	S
Malacothamnus	
Poison-Oak (Toxicodendron diversilobum	O,S
Calabazilla (Cucurbita foetidissima)	S
Scale-Broom (Lepidospartum squamatum)	S
Bigleaf Maple (Acer macrophyllum)	R
Western Sycamore (Platanus racemosa)	R
White Alder (Alnus rhombifolia)	R
Coast Live Oak (Quercus agrifolia)	O,R
Fremont Cottonwood (Populus fremontii)	R
Willows (Salix)	R
Blue Elderberry (Sambucus mexicana)	R
Coyote Brush (Baccharis pilularis)	R
Greenbark Ceanothus (Ceanothus spinosus)	R

APPENDIX B

PLANT AND ANIMAL SPECIES COMMONLY ASSOCIATED WITH VEGETATIVE HABITATS ONSITE*
(Continued)

Plant and Animal Species	Vegetative Habitat**
Giant Chain Fern (Woodwardia fimbriata)	R
California Walnut (Juglans californica)	O
California-Lilacs (Ceanothus)	O
Currents (Ribes)	O
Blue Elderberry (Sambucus mexicana)	O
INSECTS	
Snakeflies (Agulla)	C,S
Rain bettles (Pleocoma)	C,S
Ceanothus silk moth (Hyalophora euryalus)	C
Gray hairstreak (Strymon adenostomatis)	C
Arota copper (Lycaena arota numila)	C
Hedgerow hairstreak (Srymon saepium)	C
Callippee fritillary (Speyeria callippe)	C
California timema (Timema californicas)	C,0
Camel cricket (Gammarotettix genitalis)	C
Painted arachnis moth (Arachnis picta)	G
Bumblebee (Bombus spp.)	G
Western bush cricket (Hoplosphyrum boreale)	G
Western short-horned walkingstick (parabacillus hesperus)	G
Trapdoor spider (Bothriocyrtum californicum)	G
Minor ground mantid (Litaneutra minor)	S
California mantid (Stagmomantis californica)	S
Pink glowworm (Microphotus angustus)	S
Tarantula hawk (Pepsis mildei)	S
Carpenter bee (Xylocopa californica)	S
Rose-winged grasshopper (Dissoteira pictipennis)	S

APPENDIX B

PLANT AND ANIMAL SPECIES COMMONLY ASSOCIATED WITH VEGETATIVE HABITATS ONSITE * (Continued)

Plant and Animal Species	Vegetative Habitat**
Jerusalem cricket (Stenopelmatus fuscus)	S
Ringlet (Coenoympha tullia)	S,O
Common checkerspot (Euphydryas chalcedona)	S
Bramble hairstreak (Callophrys dumetorum)	S
Leanira checkerspot (Melitaea leanira)	S
Mormon metalmark (Apodemia mormo)	S
Underwing moths (Catocala spp.)	R
Sylvan hairstreak (Strymon sylvinus)	R
Satyr angelwing (Polygonia satryrus)	R
Western tiger swallowtail (Papilio rutulus)	R
Lorquin's admiral (Limenitis lorquini)	R
Edward's glassy wing (Hemihyalea edwardsi)	R
Western popular sphinx (Pachysphinx occidentalis)	R
Velvety tree ant (Dasymutilla sp.)	R
Ironclad beetle (Phloedes pustulosus)	O
California sister (Adelpha bredowi)	O
Western treehole mosquito (Adees sierrensis)	O
Sylvan Satyr (Cercyonis silvestris)	O
California hairstreak (Strymon californica)	O
Snowy tree cricket (Oecanthus niveus)	O
California oak moth (Phryganidia californica)	O
Brown ctenucha (Ctenucha brunnae)	O
Winter sphinx (Arctonotus lucidus)	O
Elegant sphinx (Sphnix perelegans)	O

APPENDIX B

PLANT AND ANIMAL SPECIES COMMONLY ASSOCIATED WITH VEGETATIVE HABITATS ONSITE * (Continued)

Plant and Animal Species	Vegetative Habitat**
REPTILES	
Western fence lizard (Sceloporus occidentalis)	O,R,S,C
Southern alligator lizard (Gerrhonotus multicarinatus)	O,S,C
Common kingsnake (Lampropeltis getulus)	G,O,R,S,C
Striped whipsnake (Masticophis lateralis)	O,R,S,C
Western rattlesnake (Crotalus viridis)	G,R,S,O,C
Side-blotched lizard (Uta stansburiana)	S,G
Coast horned lizard (Phrynosoma coronatum)	S,O,G
Gopher snake (Pituophis melanoleucus)	S,C,O,R,G
California legless lizard (Anniella pulchra)	S
Western skink (Eumeces skiltonianus)	R
Two-striped garter snake (Thamnophis couchi)	R
California mountain kingsnake (Lampropeltis zonata)	R
Ring-necked snake (Diadophis punctatus)	O,R
Pacific pond turtle (Clemmys marmorata)	R
AMPHIBIANS	
California newt (Taricha torosa)	R
Eschscholtz's salamander (Ensatina eschscholtzi)	R,O
California slender salamander (Batrachoseps attenuatus)	R
Western toad (Bufo boreas)	R,S,C,O
Pacific treefrog (Hyla regilla)	R
Arboreal salamander (Aneides lugubris)	O
Garden slender salamander (Batrachoseps major)	S,O

APPENDIX B

PLANT AND ANIMAL SPECIES COMMONLY ASSOCIATED WITH VEGETATIVE HABITATS ONSITE * (Continued)

Plant and Animal Species	Vegetative Habitat**
BIRDS	
California thrasher (Toxostoma redivivum)	C
Rufous-sided towhee (Pipilo erythrophthalmus)	C
Wrentit (Chamaea fasciata)	C
Mountain Meadowlark (Sturnella neglecta)	G
Sage Sparrlow (Amphispiza billi)	S
Song Sparrow (Melospiza melodia)	S
Bewick's wren (Thryomanes bewickii)	S
Copper hawk (Accipiter cooperii)	R
Red-shouldered hawk (Buteo lineatus)	R
Acorn woodpecker (Melanerpes formicivorus)	O
Plain titmouse (Parus inornatus)	O
Band-tailed Pigeon (Columba fasciata)	O
Screech owl (Otus asio)	O
Lawrence's Goldfinch (Spinus lawrencei)	O
MAMMALS	
Deer mouse (Peromyscus maniculatus)	S,G,C
Cactus mouse (Peromyscus eremicus)	C
Brush mouse (Peromyscus boylei)	O,C
Desert woodrat (Neotoma lepida)	S,C
California pocket mouse (Pergonathus californicus)	S,C
Pacific kangaroo rat (Dipodomys agilis)	S,G,C
Brush rabbit (Sylvilagus bachmani)	C
California ground squirrel (Citellus beecheyi)	C
Gray fox (Urocyon cinereoargenteus)	C
Bobcat (Lynx rufus)	O,C
Coyote (Canis latrans)	S,C

APPENDIX B

PLANT AND ANIMAL SPECIES COMMONLY ASSOCIATED WITH VEGETATIVE HABITATS ONSITE *
(Continued)

Plant and Animal Species	Vegetative Habitat**
Spotted skunk (Spilogale putorius)	C
Badger (Taxidea taxus)	C
Mountain Lion (Felis concolor)	C
Ringtail Cat (Bassariscus astutus)	C
Racoon (Procyon lotor)	O,R,C
Mule deer (Odocoileus hemionus)	C
Pocket gopher (Thomomys bottae)	G
Western harvest mouse (Reithrodontomys megalotis)	R,S,G
California vole (Microtus californicus)	R,S
Audubon cottontail (Sylvilagus audubonii)	S
Broad-footed mole (Scapanus latimanus)	R
Ornate shrew (Sorex ornatus)	R
White-footed mice (Peromyscus spp.)	R
Long-tailed weasel (Mustela frenata)	R
Striped skunk (Methitis mephitis)	R
Western gray squirrel (Sciurus griseus)	O
Beechey ground squirrel (Citellus beecheyi)	O
Bat speces (Myotis, Lasiurus, Eumops, Chiroptera)	R,S,C,)

APPENDIX C

TRAFFIC STUDY

MEMORANDUM

To: Dana Riccard
Agoura Hills
Planning Department

From: Barry Dee B. Dee
Willdan Associates
Transportation Services

Date: April 21, 1989

Subject: LADYFACE MOUNTAIN SPECIFIC PLAN -
TRAFFIC PROJECTIONS

The Supplemental Impact Analysis for the Ladyface Mountain Specific Plan is based on the following methodology and assumptions:

-- 1988 intersection peak hour turning movement counts were redistributed to reflect the traffic patterns that would result with the preferred Kanan Road/Route 101 Freeway and Reyes Adobe Road/ Route 101 Freeway interchange improvements.

-- The base year traffic volume included the traffic projections for all currently approved developments within the City.

-- An annual growth rate of two percent was also added to the existing traffic volumes to account for regional growth outside of the City to the year 1990.

-- Trip generation rates were obtained from Trip Generation, 4th Edition, Institute of Transportation Engineers, 1987. The trips attributable to retail uses were adjusted (reduced by 45 percent) to reflect passer-by trips. This is consistent with procedures outlined in the Trip Generation Manual.

-- The projected vehicle trips were distributed and assigned to the street system using the distribution developed by P&D Technologies for the Specific Plan Traffic Study.

The base year traffic projections were calculated and assigned to the street system using the basic assumptions outlined above. The trip generation factors for the "Minimum" and "Maximum" development scenarios were added to the base year traffic volumes. Tables 1 and 2 summarize the trip generation rates for the two development scenarios analyzed. These tables refer to development by traffic zones. Figures 1 and 2 show the location of each of the traffic zones within the specific plan area.

As part of Willdan's ongoing preparation of Caltrans-required reports and geometric plans for the Kanan Road/Route 101 Freeway and Reyes Adobe Road/Route 101 Freeway interchange improvements, approach geometrics that provide acceptable Levels of Service (LOS) were developed for the same intersections analyzed as part of the Specific Plan Traffic Study. The Volume/Capacity (V/C) calculations and LOS provided in Table 3 are based on these recommended lane configurations. The LOS calculations previously transmitted to you (April 14, 1989) depict the intersection lane configurations for each location. Also included in this transmittal and provided in Table 3 are capacity calculations for Kanan Road/Creek ("D" Street), Kanan Road/Canwood Street and Creek ("D" Street)/Canwood Street, assuming "D" Street is not constructed. A final decision on whether "D" Street will be completed along with the Kanan Road/Route 101 Freeway interchange improvements is still pending.

Table 3 summarizes the LOS and V/C ratios associated with the base year traffic projections with the proposed freeway improvement and also with the "Minimum" and "Maximum" development scenarios for the Ladyface Mountain Specific Plan.

Attachments

copy: Ed Cline
Traffic Engineer

BD:lb
JN 58717
M17/Traf

TABLE 1

TRIP GENERATION FOR LADYFACE MOUNTAIN SPECIFIC PLAN
SCENARIO 1 - "MINIMUM" LAND USE ALTERNATIVES

LAND USE*	LAND USE SIZE/UNITS	TRIP GEN. FACTORS	DAILY TRIPS Total Rate	DAILY TRIPS Total Total	AM PEAK HOUR In Rate	AM PEAK HOUR In Total	AM PEAK HOUR Out Rate	AM PEAK HOUR Out Total	AM PEAK HOUR Total	PM PEAK HOUR In Rate	PM PEAK HOUR In Total	PM PEAK HOUR Out Rate	PM PEAK HOUR Out Total	PM PEAK HOUR Total
Zone 8														
Office														
(a) 17,400 SF	17,400 SF	1,000 SF	21.3*	370	2.30*	40	0.29*	5	45	0.29*	5	2.30*	40	45
(b) 20,400 SF	20,400 SF	1,000 SF	20.3*	415	2.21*	45	0.25*	5	50	0.49*	10	2.21*	45	55
(c) 52,000 SF	52,000 SF	1,000 SF	16.2*	840	1.92*	100	0.29*	15	115	0.38*	20	1.83*	95	115
Subtotal:				1,625		185		25	210		35		180	215
Residential														
(a) 15 units @ 2,500 SF ea.	15 DU	1 DU	7.4	110	0.11	5	0.39	5	10	0.41	5	0.21	5	10
(b) 4 units @ 2,500 SF ea.	4 DU	1 DU	7.4	30	0.11	5	0.39	5	10	0.41	5	0.21	5	10
(c) 26 units @ 2,500 SF ea.	26 DU	1 DU	7.4	190	0.11	5	0.39	5	10	0.41	10	0.21	5	15
Subtotal:				330		15		15	30		20		15	35
ZONE 8 TOTAL:				1,955		200		40	240		55		195	250
Zone 9														
Office														
(a) 7,000 SF	7,000 SF	1,000 SF	26.4*	185	2.14*	15	0.71*	5	20	0.71*	5	2.14*	15	20
(b) 64,600 SF	64,600 SF	1,000 SF	15.3*	990	1.86*	120	0.31*	20	140	0.31*	20	1.78*	115	135
ZONE 9 TOTAL:				1,175		135		25	160		25		130	155
Zone 10														
Office 32,000 SF	32,000 SF	1,000 SF	18.3*	585	2.03*	65	0.31*	10	75	0.31*	10	2.03*	65	75
Discount Commercial 33,000 SF	33,000 SF	1,000 SF	71.2	(2,350)	0.40	(15)	0.40	(15)	(30)	3.18	(105)	2.93	(95)	(200)
45% Reduction(1)				1,295		10		10	20		60		50	110
ZONE 10 TOTAL:				1,880		75		20	95		70		115	185

* NOTE: Land Use Zones
REFER TO FIGURE 1

TABLE 1 (continued)

TRIP GENERATION FOR LADYFACE MOUNTAIN SPECIFIC PLAN
SCENARIO 1 - "MINIMUM" LAND USE ALTERNATIVES

LAND USE*	LAND USE SIZE/UNITS	TRIP GEN. FACTORS	DAILY TRIPS Total Rate	DAILY TRIPS Total Total	AM PEAK HOUR In Rate	AM PEAK HOUR In Total	AM PEAK HOUR Out Rate	AM PEAK HOUR Out Total	AM PEAK HOUR Total	PM PEAK HOUR In Rate	PM PEAK HOUR In Total	PM PEAK HOUR Out Rate	PM PEAK HOUR Out Total	PM PEAK HOUR Total
Zone 11														
Office 15,200 SF	15,200 SF	1,000 SF	22.0*	335	2.30*	35	0.33*	5	40	0.33*	5	2.30*	35	40
Retail Commercial 32,900 SF	32,900 SF	1,000 SF	109.6*	(3,605)	1.98*	(65)	0.76*	(25)	(90)	5.17*	(170)	5.47*	(180)	(350)
45% Reduction(1)				1,985		35		15	50		95		100	195
ZONE 11 TOTAL:				2,320		70		20	90		100		135	235

* NOTE: Land Use Zones
REFER TO FIGURE 1

Note: All trip generation rates obtained from Trip Generation, Fourth Edition, Institute of Transportation Engineers, 1987 and rounded to the nearest five vehicles with five being a minimum.

*Trip generation formulas used:

	Daily Trips	AM Peak Hour	PM Peak Hour
General Office - Code 710	Ln(T)=0.75 Ln(A)+3.77	Ln(T)=0.86 Ln(A)+1.34 (87% In - 13% Out)	Ln(T)=0.83 Ln(A)+1.46 (16% In - 84% Out)
Retail - Code 820	Ln(T)=0.65 Ln(X)+5.92	Ln(T)=0.60 Ln(X)+2.40 (70% In - 30% Out)	Ln(T)=0.52 Ln(X)+4.04 (49% In - 51% Out)

T = Two-Way Volume of Traffic or Total Trip Ends.
A = Area in 1,000 Gross Square Feet of Building Area.
X = Area in 1,000 Gross Square Feet of Leasable Area.

(1) Reduction for "passer-by" trips captured from adjacent roadways.

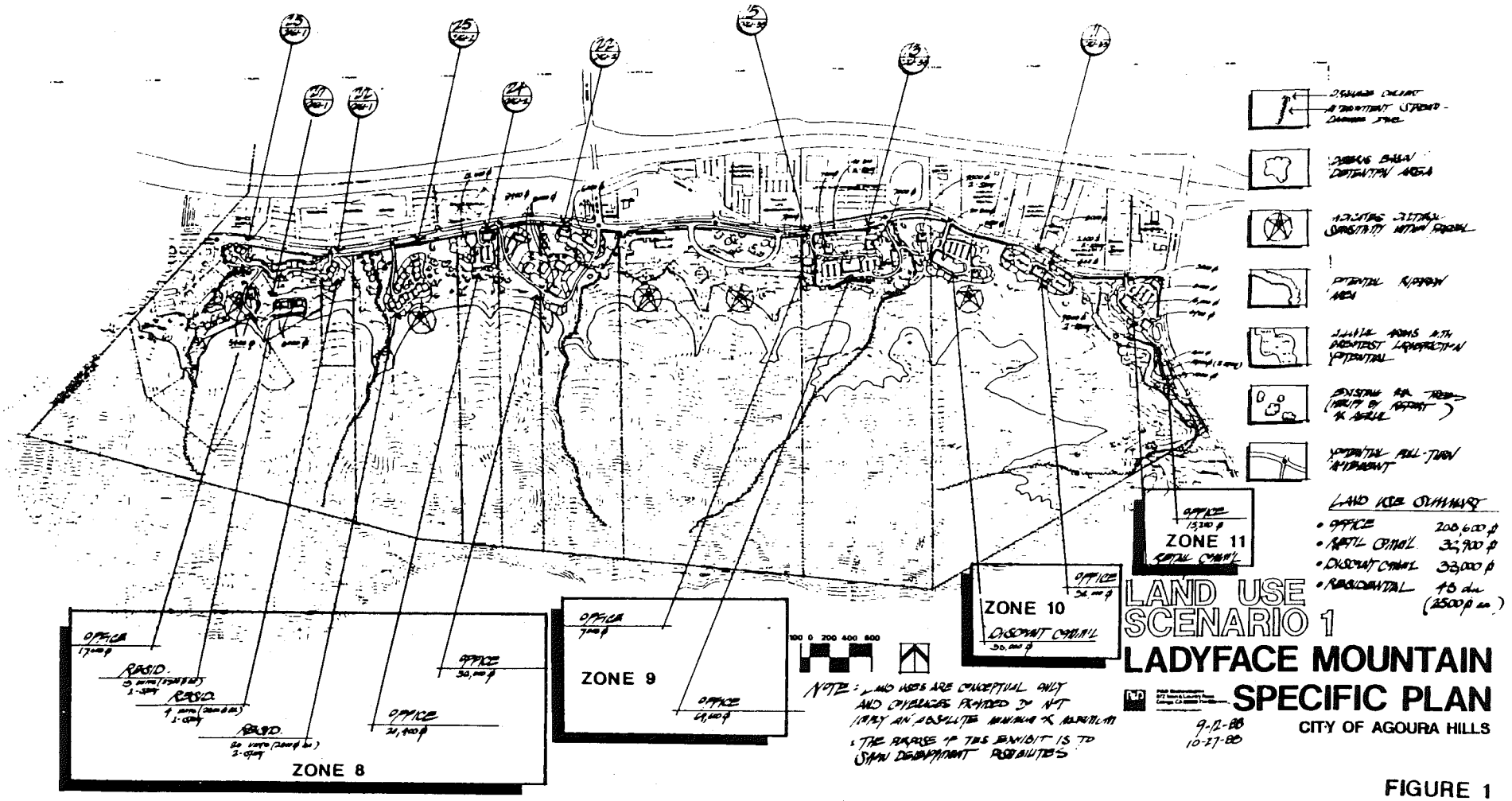
ZONE 8
ZONE 9
ZONE 10
ZONE 11
LAND USE SCENARIO 1
LADYFACE MOUNTAIN
SPECIFIC PLAN
CITY OF AGOURA HILLS
9-12-88
10-27-88
LAND USE SUMMARY
• OFFICE 208,600 ft
• RETAIL COMM'L 32,900 ft
• DISCOUNT COMM'L 33,000 ft
• RESIDENTIAL 48 du (2500 ft ea.)
NOTE: 1. LAND USES ARE CONCEPTUAL ONLY AND DEVIATIONS PROVIDED BY NOT LIKELY AN ABSOLUTE MINIMUM OR MAXIMUM
2. THE PURPOSE OF THIS EXHIBIT IS TO SHOW DEVELOPMENT POSSIBILITIES

FIGURE 1

TABLE 2

TRIP GENERATION FOR LADYFACE MOUNTAIN SPECIFIC PLAN
SCENARIO 2 - "MAXIMUM" LAND USE ALTERNATIVES

(REVISION 1)

LAND USE *	LAND USE SIZE/UNITS	TRIP GEN. FACTORS	DAILY TRIPS Total Rate	DAILY TRIPS Total Total	AM PEAK HOUR In Rate	AM PEAK HOUR In Total	AM PEAK HOUR Out Rate	AM PEAK HOUR Out Total	AM PEAK HOUR Total	PM PEAK HOUR In Rate	PM PEAK HOUR In Total	PM PEAK HOUR Out Rate	PM PEAK HOUR Out Total	PM PEAK HOUR Total
Zone 12														
Office														
(a) 28,000 SF	28,000 SF	1,000 SF	18.9*	530	1.96*	55	0.36*	10	65	0.36*	10	2.14*	60	70
(b) 58,800 SF	58,800 SF	1,000 SF	15.6*	920	1.87*	110	0.26*	15	125	0.34*	20	1.79*	105	125
(c) 31,500 SF	31,500 SF	1,000 SF	18.3*	575	2.06*	65	0.32*	10	75	0.32*	10	2.06*	65	75
(d) 97,300 SF	97,300 SF	1,000 SF	13.8*	1,345	1.75*	170	0.26*	25	195	0.31*	30	1.64*	160	190
Subtotal:				3,370		400		60	460		70		390	460
Residential														
29 units @ 2,500 SF ea.	29 DU	1 DU	7.4	215	0.11	5	0.39	10	15	0.41	10	0.21	5	15
ZONE 12 TOTAL:				3,585		405		70	475		80		345	475
Zone 13														
Office														
(a) 8,000 SF	8,000 SF	1,000 SF	25.6*	205	2.50*	20	0.63*	5	25	0.63*	5	2.50*	20	25
(b) 75,000 SF	75,000 SF	1,000 SF	14.7*	1,105	1.80*	135	0.27*	20	155	0.33*	25	1.73*	130	155
ZONE 13 TOTAL:				1,310		155		25	180		30		150	180
Zone 14														
Office 61,800 SF	61,800 SF	1,000 SF	15.5*	955	1.78*	110	0.26*	20	130	0.26*	20	1.78*	110	130
Discount Commercial 39,500 SF	39,500 SF	1,000 SF	71.2	(2,810)	0.40	(15)	0.40	(15)	(30)	3.18	(125)	2.93	(115)	(240)
45% Reduction(1)				1,545		10		10	20		70		65	135
ZONE 14 TOTAL:				2,500		120		30	150		90		175	265

* NOTE: Land Use Zones REFER TO FIGURE 2

TABLE 2 (continued)

TRIP GENERATION FOR LADYFACE MOUNTAIN SPECIFIC PLAN
SCENARIO 2 - "MAXIMUM" LAND USE ALTERNATIVES

(REVISION 1)

LAND USE*	LAND USE SIZE/UNITS	TRIP GEN. FACTORS	DAILY TRIPS Total Rate	DAILY TRIPS Total Total	AM PEAK HOUR In Rate	AM PEAK HOUR In Total	AM PEAK HOUR Out Rate	AM PEAK HOUR Out Total	AM PEAK HOUR Total	PM PEAK HOUR In Rate	PM PEAK HOUR In Total	PM PEAK HOUR Out Rate	PM PEAK HOUR Out Total	PM PEAK HOUR Total
Zone 15														
Office 16,200 SF	16,200 SF	1,000 SF	21.6*	350	2.16*	35	0.31*	5	40	0.31*	5	2.47*	40	45
Retail Commercial														
(a) 69,700 SF	69,700 SF	1,000 SF	84.3*	(5,875)	1.44*	(100)	0.57*	(40)	(140)	3.59*	(250)	3.80*	(265)	(515)
45% Reduction(1)				3,230		55		20	75		140		145	285
(b) 15,000 SF	15,000 SF	1,000 SF	144.3*	(2,165)	2.67*	(40)	1.00*	(15)	(55)	7.67*	(115)	7.67*	(115)	(230)
45% Reduction(1)				1,190		20		10	30		65		65	130
Subtotal:				4,420		75		30	105		205		210	415
ZONE 15 TOTAL:				4,770		110		35	145		210		250	460

* NOTE: Land Use Zones REFER TO FIGURE 3

Note: All trip generation rates obtained from Trip Generation, Fourth Edition, Institute of Transportation Engineers, 1987 and rounded to the nearest five vehicles with five being a minimum.

*Trip generation formulas used:

	Daily Trips	AM Peak Hour	PM Peak Hour
General Office - Code 710	Ln(T)=0.75 Ln(A)+3.77	Ln(T)=0.86 Ln(A)+1.34 (87% In - 13% Out)	Ln(T)=0.83 Ln(A)+1.46 (16% In - 84% Out)
Retail - Code 820	Ln(T)=0.65 Ln(X)+5.92	Ln(T)=0.60 Ln(X)+2.40 (70% In - 30% Out)	Ln(T)=0.52 Ln(X)+4.04 (49% In - 51% Out)

T = Two-Way Volume of Traffic or Total Trip Ends.
A = Area in 1,000 Gross Square Feet of Building Area.
X = Area in 1,000 Gross Square Feet of Leasable Area.

(1) Reduction for "passer-by" trips captured from adjacent roadways.

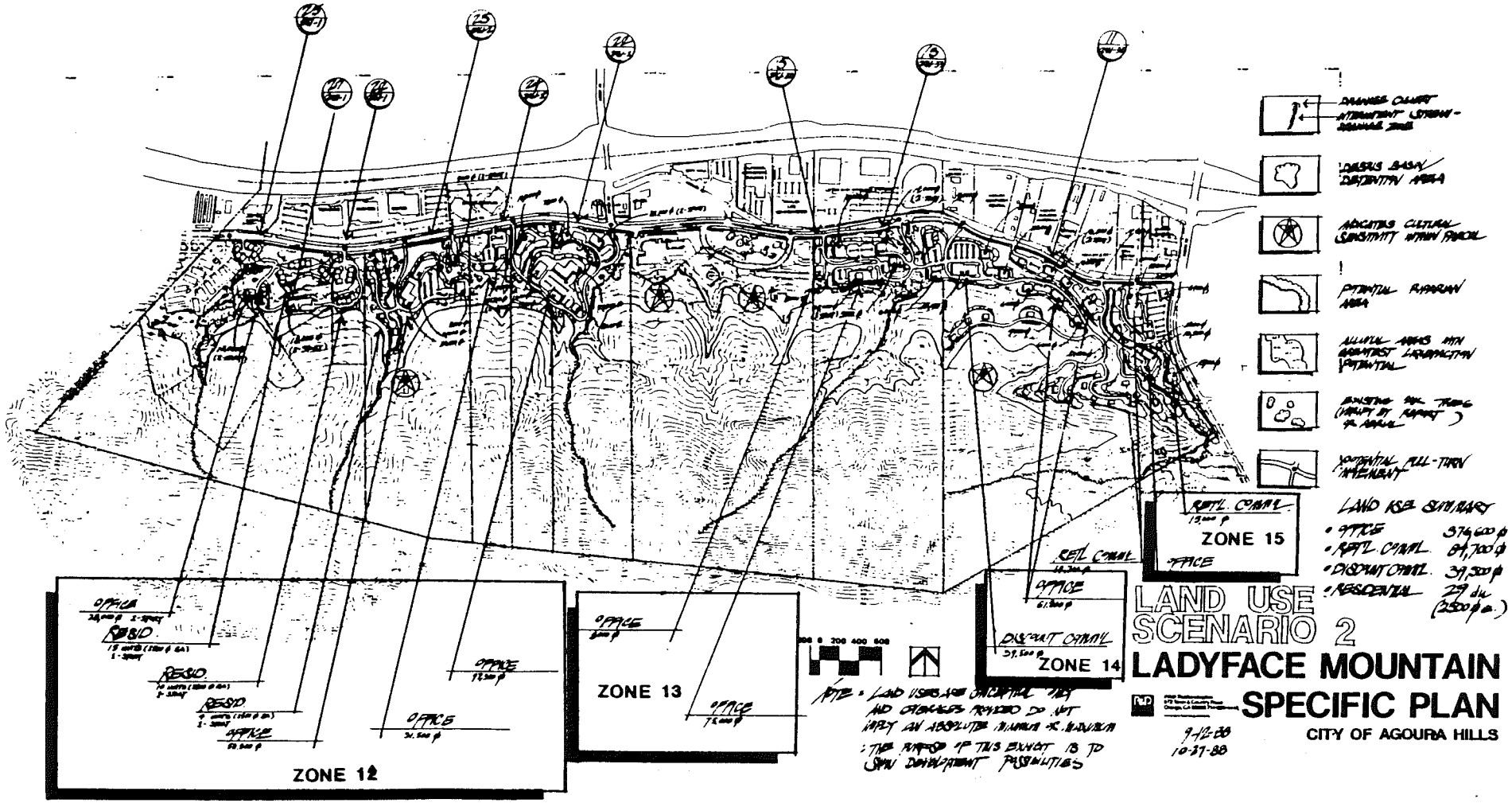
ZONE 12
ZONE 13
ZONE 14
ZONE 15
OFFICE
RESID
RETL COMM'L
DISCNT COMM'L
LAND USE SUMMARY
LAND USE SCENARIO 2
LADYFACE MOUNTAIN
SPECIFIC PLAN
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FIGURE 2

TABLE 3

SUMMARY OF LEVELS OF SERVICE AND VOLUME/CAPACITY RATIOS

(REVISION 2)

INTERSECTION	PEAK PERIOD	BASE YEAR		MINIMUM SCENARIO		MAXIMUM SCENARIO	
		LOS*	V/C**	LOS*	V/C**	LOS*	V/C**
Reyes Adobe Road and Canwood Street	AM	B	0.66	B	0.69	C	0.72
	PM	D	0.88	B	0.68	B	0.67
Reyes Adobe Road and 101 WB Ramps	AM	A	0.29	A	0.32	A	0.35
	PM	A	0.35	A	0.40	A	0.44
Reyes Adobe Road and 101 EB Ramps	AM	A	0.22	A	0.25	A	0.28
	PM	A	0.27	A	0.32	A	0.36
Reyes Adobe Road and Agoura Court	AM	A	0.38	A	0.41	A	0.44
	PM	B	0.62	C	0.71	C	0.77
Reyes Adobe Road and Agoura Road	AM	B	0.62	C	0.71	C	0.76
	PM	A	0.56	B	0.65	C	0.72
Kanan Road and Creek ("D" Street)	AM	B	0.65	B	0.67	B	0.67
	PM	D	0.83	D	0.85	D	0.85
Kanan Road and Canwood Street	AM	C	0.71	C	0.76	C	0.77
	PM	B	0.68	C	0.75	C	0.80
Kanan Road and 101 WB Ramps	AM	A	0.36	A	0.40	A	0.41
	PM	A	0.48	A	0.52	A	0.55
Kanan Road and 101 EB Ramps	AM	A	0.56	B	0.61	B	0.63
	PM	A	0.33	A	0.36	A	0.38
Kanan Road and Roadside Drive	AM	A	0.55	B	0.60	B	0.62
	PM	C	0.74	C	0.79	D	0.81
Kanan Road and Agoura Road	AM	B	0.65	C	0.76	D	0.81
	PM	C	0.71	C	0.76	C	0.80

TABLE 3 (continued)

SUMMARY OF LEVELS OF SERVICE AND VOLUME/CAPACITY RATIOS

(REVISION 2)

INTERSECTION	PEAK PERIOD	BASE YEAR		MINIMUM SCENARIO		MAXIMUM SCENARIO	
		LOS*	V/C**	LOS*	V/C**	LOS*	V/C**
Creek ("D" Street) and Canwood Street	AM	A	0.42	A	0.43	A	0.45
	PM	C	0.75	C	0.80	D	0.83
101 WB Ramps and Canwood Street	AM	A	0.24	A	0.27	A	0.29
	PM	A	0.37	A	0.37	A	0.38
101 EB Ramps and Agoura Road	AM	A	0.48	A	0.56	A	0.59
	PM	A	0.46	A	0.58	B	0.66
Without Construction of Creek ("D" Street)							
Kanan Road and Creek ("D" Street)	AM	A	0.57	A	0.58	A	0.59
	PM	A	0.50	A	0.51	A	0.51
Kanan Road and Canwood Street	AM	B	0.68	B	0.69	C	0.71
	PM	D	0.90	D	0.83	D	0.84
Creek ("D" Street) and Canwood Street	AM	A	0.53	A	0.51	A	0.52
	PM	D	0.82	B	0.61	B	0.62

* LOS = Level Of Service

** V/C = Volume/Capacity (Percent of Intersection Utilized)

JCI:lb
JN 58717
Misc3/Traf