

RESOLUTION NO. 2006-859

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF AGOURA HILLS RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF AGOURA HILLS CERTIFY THE PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE AGOURA VILLAGE SPECIFIC PLAN; MAKE ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; ADOPT A STATEMENT OF OVERRIDING CONSIDERATIONS; ADOPT A MITIGATION MONITORING AND REPORTING PROGRAM; AND ADOPT THE AGOURA VILLAGE SPECIFIC PLAN.

THE PLANNING COMMISSION OF THE CITY OF AGOURA HILLS HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:

Section 1. An application for approval of the Agoura Village Specific Plan ("Project") was duly filed by the City of Agoura Hills for an area of approximately 135 acres located both north and south of Agoura Road, from approximately Roadside Drive on the north to approximately the City limits on the south, and extending approximately 1,400 feet west of Kanan Road to about 750 feet east of Cornell Road. A public hearing was duly held by the Planning Commission on the Specific Plan on April 20, 2006 at 6:30 p.m. in the Council Chambers of City Hall, 30001 Ladyface Court, Agoura Hills, California, 91301.

Section 2. Evidence, both written and oral, was presented to the Planning Commission at the aforesaid public hearing.

Section 3. On November 18, 2005, a Draft Program Environmental Impact Report (DEIR) was published for the Agoura Village Specific Plan in the City of Agoura Hills (Project). A Notice of Preparation and Request for Agency Input Regarding the Scope of the EIR was properly noticed and circulated for public review.

Section 4. The availability of the Draft Program Environmental Impact Report (DEIR) for public review was duly noticed. The DEIR was circulated to the State Clearinghouse for the State of California's Office of Planning and Research, as well as to other responsible, trustee, and/or interested agencies and persons. The DEIR was circulated for public comment for a period of 45 days, as required by law. On December 1, 2005, the Planning Commission held a public meeting to receive comments regarding the adequacy of the DEIR. The City of Agoura Hills (City) has accepted and responded in writing to comments relating to California Environmental Quality Act (CEQA) issues as required by law. Both the comments and the City's written responses thereto have

been incorporated in the Final Program Environmental Impact Report (FEIR) as required by CEQA. Responses have been returned to the commenting agencies at least ten (10) days prior to the certification of the FEIR, pursuant to Public Resources Code Section 21092.5. The City finds that the public and government agencies have been afforded ample notice and opportunities to comment on the Notice of Preparation and Request for Agency Input Regarding the Scope of the EIR, the DEIR and the FEIR.

Section 5. In accordance with CEQA and the City of Agoura Hills' Local CEQA Guidelines and Sections 15088, 15089 and 15132 of the State CEQA Guidelines, the City has prepared the Final Program Environmental Impact Report (FEIR) for the project. The FEIR is comprised of the DEIR, the technical appendices noted and incorporated therein, public comments and the City's responses thereto, amendments to the DEIR, and the Mitigation Monitoring and Reporting Program, each of which is incorporated herein by this reference.

Section 6. The FEIR describes a "worst case scenario" of environmental impacts that would be associated with full build-out of the maximum density and intensity of development that could be constructed, subject to future discretionary permits, under the proposed Project. Further entitlements on affected properties will require further discretionary review and CEQA compliance. The FEIR identifies and analyzes a reasonable range of alternatives to the Project as required by CEQA

Section 7. The Planning Commission finds that the public comments and responses thereto, the oral and written testimony presented in hearings, the corrections and modifications made to the DEIR following the public comment period, and revision to the Project do not constitute significant new information added to the DEIR as defined in the CEQA Guidelines. Therefore, recirculation of the DEIR was not required pursuant to CEQA Guidelines Section 15088.5.

Section 8. The Planning Commission hereby finds that the FEIR for the Agoura Village Specific Plan was completed in compliance with the provisions of CEQA and the guidelines promulgated pursuant thereto, the City's local CEQA guidelines, and is legally adequate. The Planning Commission has reviewed and considered the contents of the FEIR prior to deciding whether to recommend approval of the proposed Agoura Village Specific Plan. Based on the facts stated in this Resolution and substantial evidence in the record of this proceeding, the Planning Commission hereby recommends that the City Council certify the FEIR.

Section 9. Based upon the FEIR, public comments, and the record before the Planning Commission, the Planning Commission hereby recommends that the City Council find that the FEIR identifies less than significant impacts to the following areas: lighting; view alterations; wildlife corridors; wildland hazards and use of hazardous materials; erosion and stormwater runoff; introduction of residential uses south of U.S. Highway 101; and increased demand for water, waste water, solid waste and park and recreation services.

Section 10. Based upon the FEIR, public comments, and the record before the Planning Commission, the Planning Commission hereby recommends that the City Council find that the FEIR identifies the potentially significant environmental effects for which feasible mitigation measures have been identified that will avoid or reduce the effects to a less than significant level:

1. The FEIR identifies potentially significant aesthetic impacts from altering views from roadways; altering knolls; introducing glare; and the removal of oak trees as an aesthetic resource. Changes or alterations have been required in, or incorporated into, the proposed Specific Plan that avoid or reduce the impacts to a less than significant level. The Specific Plan contains standards to minimize the alteration of views. However, in the event that a retaining wall is required by some developments, and is visible from designated scenic roadways, the wall shall be made consistent with City Architectural Design Standards and Guidelines. Any potential developments shall preserve the knoll areas and minimize physical changes, such as grading, to the knolls. All projects shall incorporate additional building techniques to reduce glare. For oak tree impacts, the developments would need to follow the City's Oak Tree Preservation Guidelines, and compensate for the loss of oak trees onsite.
2. The FEIR identifies impacts from exposure to elevated levels of diesel exhaust during construction activities, and nuisance odors from implementation of an equestrian center and trail as being potentially significant environmental effects. Changes or alterations have been required in, or incorporated into, the proposed Specific Plan that avoid or reduce the impacts to a less than significant level. Measures to decrease the emission of diesel particles, such as limiting the use of certain types of equipment, are required. An organic debris and waste program will need to be implemented to minimize nuisance odors.
3. The FEIR identifies potentially significant biological impacts from affecting certain sensitive plant and animal species, and disturbing sensitive communities, including oak trees, wetlands and other areas under the jurisdiction of state and federal agencies, and coastal sage scrub. Changes or alterations have been required in, or incorporated into, the proposed Specific Plan that avoid or reduce the impacts to a less than significant level. These methods include the use of buffer zones between the habitat and development; the complete avoidance of the species or sensitive areas; or adequate mitigation for the loss of these resources through restoration or replacement of the habitat and/or species disturbed.
4. The FEIR identifies portions of the Project area that are within areas of geological hazards, including seismic activities such as liquefaction and ground shaking, slope instability, expansive soils, volcanic rock, and soils unsuitable for compaction, the development of which could result in potentially significant impacts. Changes or alterations have been required in,

or incorporated into, the proposed Specific Plan that avoid or reduce the impacts to a less than significant level. Such measures include conducting site specific geologic studies as individual projects are proposed and incorporating all recommendations of the studies to ensure hazards are eliminated or minimized, and implementing specific building foundation and infrastructure measures.

5. The FEIR identifies the impact from the potential presence of hazardous materials on both developed and undeveloped properties in the Project area from past or current operations as being a potentially significant impact. Changes or alterations have been required in, or incorporated into, the proposed Specific Plan that avoid or reduce the impacts to a less than significant level. As individual development projects are proposed in the Specific Plan area, a Phase I Environmental Site Assessment will be required to examine the potential for onsite contamination; all recommendations outlined in this and any subsequent studies deemed necessary shall be implemented.
6. The FEIR identifies the impact on cultural resources as a potentially significant environmental effect. Changes or alterations have been required in, or incorporated into, the proposed Specific Plan that avoid or reduce the impacts to a less than significant level. A detailed archaeology study will be required for individual development projects to specifically identify any resources and devise a treatment method to avoid, protect and/or salvage/record artifacts. Measures also include construction monitoring near known sites and following standard CEQA and State Health and Safety Code procedures in the event resources are uncovered.
7. The FEIR identifies the impact on hydrology and water quality with regard to increasing peak storm water flow and runoff water, as well as building within the 100-year floodplain, as a potentially significant environmental effect. Changes or alterations have been required in, or incorporated into, the proposed Specific Plan that avoid or reduce the impacts to a less than significant level. Individual development projects will be required to submit final drainage plans and hydrology studies that meet Los Angeles County Food Control/Public Works standards to minimize flood hazards and runoff from the sites, and protect area creeks.
8. The FEIR identifies potentially significant land use and planning impacts related to land use conflicts between planned new commercial and residential land uses and between proposed equestrian uses and residential uses, as well as regional plan consistency for population growth estimates. Changes or alterations have been required in, or incorporated into, the proposed Specific Plan that avoid or reduce the impacts to a less than significant level. Measures identified in this Section related to air quality, aesthetics, noise and traffic circulation would minimize the land use compatibility issues. In order

for the Southern California Association of Government's Regional Comprehensive Plan, which addresses population growth estimates, to be accurate, the City will need to provide more recent population, housing and job data to the agency to incorporate into its periodic forecast update for Agoura Hills.

9. The FEIR identifies potentially significant noise impacts related to construction noise from equipment and certain earthwork activities; traffic noise for ongoing operation of the Project; and placing some of the proposed new residences in areas that exceed normally acceptable ranges for interior and exterior noise. Changes or alterations have been required in, or incorporated into, the proposed Specific Plan that avoid or reduce the impacts to a less than significant level. Such measures include limiting construction hours and project operating hours; using rubberized asphalt for roadways; designing sites and building mechanical systems to minimize noise; preparing site specific acoustical analyses and incorporating all measures identified in the studies; and incorporating various building techniques to achieve an acceptable interior noise level per City standards.
10. The FEIR identifies the impact on public services related to increased fire safety hazards, and police protection and school facilities needs. Changes or alterations have been required in, or incorporated into, the proposed Specific Plan that avoid or reduce the impacts to a less than significant level. Final design of the proposed traffic roundabout is pending, including further engineering design and incorporating emergency access provisions. Fuel modification plans are required to be submitted for each proposed development within or adjacent to wildland fire hazard areas. Project plans will need to be submitted to the Los Angeles County Sheriff's Department for review and comment on site design and access, with all recommendations incorporated into the project. The school district will need to be noticed of the expected buildout date of each proposed project as soon as possible; and the required school fees pursuant to State law will need to be provided to the school district at the time of building permit issuance.
11. The FEIR identifies the impact on traffic and circulation related to increases in peak hour vehicle trips; pedestrian and bicycle movements and safety; reductions in parking; and short-term construction impacts to adjoining land uses and roadways. Changes or alterations have been required in, or incorporated into, the proposed Specific Plan that avoid or reduce the impacts to a less than significant level. Several intersection improvements will be required to maximize capacity; specific roadway design measures are identified to increase pedestrian road crossing safety and safety of bicyclists; construction vehicle management plans are required where necessary, and all measures identified in such plans implemented.

Section 11. The Planning Commission recommends that the City Council adopt the mitigation measures set forth in the FEIR and impose each mitigation measure as a condition of approval of the Project. The Planning Commission also recommends that the City Council further adopt the “Mitigation Monitoring and Reporting Program” which is presented as Exhibit A, attached hereto and incorporated by reference, and direct City staff to implement and monitor the mitigation measures as described in Exhibit A.

Section 12. Statement of Overriding Considerations. The FEIR identifies the following significant impacts, for which mitigation measures have been incorporated to the extent feasible, but which are not mitigable to a less than significant level, and therefore are considered to be “significant and unavoidable” impacts of the Project.

1. Both temporary construction and long term operational air quality emissions would exceed established South Coast Air Quality Management District thresholds. The construction emissions would derive primarily for earthmoving operations and construction equipment exhaust. The long term emissions would primarily result from vehicle trips in the Project area.
2. Full buildout of the Specific Plan would result in additional daily vehicle trips onto the local circulation network, resulting in the Agoura Road segment from Kanan Road to Cornell Road to operate below the City’s Level of Service threshold of “C.”

The Final Environmental Impact Report identifies and analyzes a reasonable range of alternatives to the Project, as required by CEQA. For the reasons specified herein and in the FEIR, the Planning Commission hereby finds that the economic, legal, social, technical and other benefits of the Project have been balanced against the Project’s environmental risks. Further, none of the alternatives identified in the EIR fully accomplishes the goals and objectives of the proposed Project. The Planning Commission recommends that the City Council find that each and any one of the following benefits of the proposed Project, standing alone or in combination with the others, outweighs each unavoidable adverse environmental effect of the Project being approved at this time, and the Planning Commission recommends that the City Council adopt a Statement of Overriding Considerations as required by CEQA.

1. The Specific Plan will provide greater environmental protection than the existing City regulations for the same area; including preserving as open space the southern portions of the Specific Plan area identified as “Zone G,” and ensuring the preservation and protection of the area’s riparian corridors, as well as enhancing recreation opportunities through accommodating trail connections to the greater Santa Monica Mountains.
2. Buildout of the Specific Plan will provide a high quality mixed-use development that balances retail, office and other commercial uses with supporting multi-family residential uses, and would favorably affect the City’s employment and housing balance, as well as generate additional tax revenues and employment opportunities in the City.

3. Through a balance and mix of different land uses in close proximity, and through certain design and development standards, the Project will encourage a pedestrian-oriented, human-scale built environment that is not solely automobile dominated, and therefore a comfortable, central place where residents and visitors can gather to shop, dine, stroll, and enjoy recreational activities.
4. Although the maximum allowed buildout of the area under the Specific Plan would not exceed the maximum allowed in these same areas pursuant to the current General Plan, the Project will provide a comprehensive and cohesive set of guidelines for development, land uses, and design for orderly development, as well as a comprehensive program for mitigation of environmental effects in the entire Agoura Village area that is far more beneficial and would likely result in less significant environmental impacts than if the area were to gradually develop over time as currently provided for by the existing zoning and General Plan policies and regulations.
5. The residential component of the Project that includes lofts and townhouses, although secondary to the commercial component, will provide a much needed variety of housing opportunities in the City and in different locations than currently available in the City.
6. The City is legally required to permit economically viable development of private property.

Section 13. Pursuant to Section 65454 of the Government Code, the Planning Commission hereby recommends that the City Council make the following findings of Specific Plan consistency with the various Elements of the Agoura Hills General Plan, and adopt the Agoura Village Specific Plan:

1. The Specific Plan is consistent with the Land Use Element Goal 1 of providing for a mix of land uses that meets the diverse needs of the City's residents, offers a variety of employment opportunities, and allows for capture of regional growth. The primary objective of the Specific Plan is to provide for a pedestrian-oriented, mixed-use village, including a combination of retail commercial, office and multi-family residential uses throughout the Plan area and, where appropriate, within each specific development. The multi-family residential uses would provide for greater variety of housing types and support for the new retail development, and both the retail and office uses would offer a greater variety of employment and economic opportunities for the City.
2. The Specific Plan is consistent with Policy 1.1 of the Land Use Element, as it would provide for a range of housing styles, locations and densities to address the community's housing needs, and to provide market support for existing and future commercial land uses in the City. The Specific Plan calls for some limited residential development as a secondary use to complement and support the commercial component of the Specific Plan. The residential and commercial components would be provided in close

proximity to each other – either by a vertical or horizontal mix of uses. The Specific Plan would allow for a limited amount of residential lofts and town homes to provide different housing opportunities in a different part of the City.

3. The Specific Plan is consistent with Policy 1.5 of the Land Use Element that calls for the development of community commercial centers in Agoura Hills to capture a greater share of local spending. The goal of the Specific Plan is to provide a unique destination in the City, by shaping the area into an identifiable and inviting place to gather, shop, eat and stroll. The Specific Plan is to encourage the transformation of the area to foster new development.
4. The Specific Plan is consistent with Policy 1.7 of the Land Use Element that encourages the use of Specific Plans as a tool to implement General Plan policies to provide for cohesive coordinated development in high profile areas of the community. The main purpose of the Specific Plan is to establish a comprehensive framework for development within the area, articulating regulations and guidelines for new development and redevelopment of existing uses, as well as identifying comprehensive circulation systems, parking strategies, streetscape improvements, and a cohesive set of public improvements.
5. The Specific Plan is consistent with Goal 2 of the Land Use Element to maintain and enhance community identity and development quality for the City and its neighborhoods. The Specific Plan outlines land use and development standards, design guidelines and street beautification and public improvements to be employed in the Specific Plan area to ensure an attractive, consistent physical appearance, while at the same time preserving riparian corridors and viewsheds, and acknowledging the aesthetic and biological value of the surrounding natural resources in this portion of the City.
6. The Specific Plan is consistent with Policy 2.7 of the Land Use Element that requires that design review of buildings and exterior spaces favorably considers features that are of human scale and encourages pedestrian activity. The cornerstone of the Specific Plan is to establish a pedestrian-friendly village environment. The village environment, by its very nature, necessitates development that is at a human scale - inviting and approachable to humans.
7. The Specific Plan is consistent with Policy 2.11 of the Land Use Element that provides for enhanced paving, entry monuments and other special design features at key entry points in the City, including Kanan Road from the south. Chapter 6 of the Plan outlines visual cues, such as signage and markers, to create virtual borders and inform pedestrians and drivers that

they have arrived at a special destination. This includes the use of village monuments and gateway features along Kanan and Agoura Roads at the edges of the Specific Plan area reflecting natural elements and materials.

8. The Specific Plan is consistent with Implementation Measure 2.7 of the Land Use Element to provide for substantial opportunities for proactive planning in the four quadrants at the Kanan/Agoura Road intersection, with a special study on the design, development and land uses prepared for this area. All four quadrants of this intersection are included in the Specific Plan, which identifies requirements and guidelines for consistent design, development and land uses in this particular location, as well integrating this intersection area with the greater Agoura Village Specific Plan area setting.
9. The Specific Plan is consistent with Policy 3.1 of the Land Use Element to provide for the preservation of significant scenic areas, and natural open space areas and corridors in the City, and with Policy 3.3 of the Land Use Element to preserve key plant and animal habitat, riparian areas, and physiographic features. A significant portion of the Specific Plan area is earmarked as open space, particularly the southern portion of the Specific Plan area, at the foothills of the Santa Monica Mountains. These open space areas are the primary locations of sensitive habitat and species in the Specific Plan area. Section 4 of the Plan outlines land use and development standards for natural resource protection, including riparian corridors and oak trees, and for adequate transitions between development and open space. Lastly, the scenic resources of the Santa Monica Mountains would be preserved from different vantage points both within the Specific Plan area and the City as a whole, by limiting development to certain locations of the Specific Plan area; limiting building heights so that views are not obstructed; and ensuring that the design of the built environment is compatible with the natural environment through appropriate architectural styles and treatments, scale and use of natural materials.
10. The Specific Plan, with the imposition of mitigation measures set forth in the Environmental Impact Report, is consistent with Policy 1.1 of the Circulation Element to maintain a Level of Service "C" for all signalized intersections and at freeway interchanges. The Plan, along with mitigation measures outlined in the Environmental Impact Report (EIR) for the project, would ensure that a LOS "C" is maintained for all signalized intersections in the Plan area.
11. The Specific Plan is consistent with Policy 1.2 of the Open Space and Conservation Element ensuring that development and environmental review processes are sensitive to the preservation and protection of wildlife corridors, significant ecological areas, riparian habitats, and areas

that contain chaparral, oak woodlands, individual oak trees, and street trees. The Specific Plan contains several measures to preserve the natural resources in the area, including natural sensitive habitats and oak trees. A significant portion of the Plan area is earmarked as open space, particularly the southern portion of the Specific Plan area, at the foothills of the Santa Monica Mountains. These open space areas are the primary locations of sensitive habitat and species in the Specific Plan area, and would be preserved. Moreover, the Specific Plan requires the preparation and implementation of riparian habitat and creek protection programs.

12. The Specific Plan is consistent with Policy 2.2 of the Open Space and Conservation Element to preserve the open space corridors to provide linkages to open space areas, and with Policy 2.5 to use open space to protect and enhance the unique character and identity of the City and provide outdoor recreation. The Specific Plan outlines open space, park land and trail requirements for development in the Specific Plan area. In particular, the Specific Plan calls for a system of trails along Medea, Lindero Canyon and Chesebro Creeks to enhance Agoura Village, and which would have the potential to link to the trail system in the Santa Monica Mountains, and for an equestrian center at the southern edge of the Specific Plan area.
13. The Specific Plan is consistent with Goal 3.0 of the Open Space and Conservation Element of conserving existing water resources, as well as policies related to this including: Policy 3.2 to use reclaimed water for landscaping and Policy 3.4 to use attractive, low maintenance, drought-tolerant landscaping. Section 5 of the Specific Plan lists design guidelines that encourage the reuse of rainwater and grey water for irrigation; and the utilization of native and low water use plants.
14. The Specific Plan is consistent with Policy 3.5 and Policy 3.6 of the Open Space and Conservation Element to protect and enhance natural qualities or riparian habitat (Policy 3.5), and retain watercourses and adjacent land in their natural states, as well as enhance the aesthetic quality of existing watercourses (Policy 3.6). Section 5 of the Specific Plan calls for the preparation and implementation of riparian habitat and creek protection programs for projects near creeks and preservation of riparian habitats in a natural state.
15. The Specific Plan is consistent with Policy 4.1 of the Open Space and Conservation Element to encourage innovative site planning and building designs that minimize energy consumption by taking advantage of sun and shade patterns, prevailing winds, landscaping and building materials. Section 5 of the Specific Plan includes site planning and design guidelines that encourage floor plans and site designs that maximize daylight, natural ventilation, and passive solar heating and cooling functions. Section 4 of

the Specific Plan requires the incorporation of sustainability practices provided by the U.S. Green Building Council.

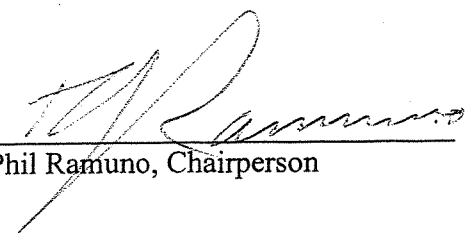
16. The Specific Plan is consistent with Policy 4.2 of the Open Space and Conservation Element. Sections 5 and 6 of the Specific Plan contain guidelines for encouraging low voltage lighting and lighting fixtures that incorporate the latest energy-efficient technology.
17. The Specific Plan is consistent with Goal 3 of the Noise Element to improve the noise environment of the community through sensitive planning and development practices. Section 5 of the Specific Plan provides that the siting of noise generating functions that may create a nuisance for adjacent properties should be avoided.
18. The Specific Plan, with the imposition of mitigation measures set forth in the Environmental Impact Report, is consistent with Policy 1.4 of the Scenic Highways Element to maintain a quality visual experience along the entire length of the scenic highways through protection and enhancement of views and development of appropriate landscaping. In the Specific Plan area, Agoura Road, Kanan Road and Roadside Drive are all designated Local Scenic Highways. Kanan Road south of Roadside Drive is also a Primary County Scenic Highway. The Specific Plan provides design guidelines and development standards to ensure a consistent, attractive streetscape and built environment along these roadways, and includes requirements to protect and enhance views to the Santa Monica Mountains.
19. The Specific Plan is consistent with Policy 1.10 of the Scenic Highways Element, which provides for enhanced paving, entry monuments, and other special design features at key entry points to the City. Chapter 6 of the Specific Plan outlines visual cues, such as signage and markers, to create virtual borders and inform pedestrians and drivers that they have arrived at a special destination. This includes the use of village monuments and gateway features along Kanan and Agoura Roads at the edges of the Specific Plan area reflecting natural elements and materials.
20. The Specific Plan is consistent with Goal 5 of the Public Facilities, Utilities, and Services Element to maintain a consistent level of quality water service in the City and promote water conservation. In particular, the Specific Plan is consistent with Implementation Measure 5.5 to utilize reclaimed wastewater for irrigation and Implementation Measure 5.6 to encourage the use of drought resistant landscaping and water efficient irrigation to reduce water use. Section 5 of the Specific Plan lists design guidelines that encourage the reuse of rainwater and grey water for irrigation; and the utilization of native and low water use plants.

21. The Specific Plan is consistent with Goal 6 of the Public Facilities, Utilities, and Services Element to maintain a consistent level of quality sewer service throughout the entire City. Section 7 of the Specific Plan ensures that sewer lines are sized appropriately, and requires information to be provided for individual proposed developments demonstrating that there will be adequate line capacity.
22. The Specific Plan is consistent with Goal 8 of the Public Facilities, Utilities, and Services Element to provide necessary control and reduction of solid waste generation and disposal, and particularly Policy 8.3 requiring new developments to incorporate recycling locations into the development. Section 7 of the Specific Plan requires that any proposed development project comply with the City's waste reduction and recycling program, and Section 5 provides standards for the design and location of trash and recycling enclosures.
23. The Specific Plan is consistent with Policy 1.3 of the Community Design Element to maintain an awareness of the City's natural environmental setting. The Specific Plan contains numerous provisions to protect the area's natural resources, through viewshed and habitat preservation. Additionally, the Specific Plan outlines design guidelines that incorporate natural materials and native landscaping.
24. The Specific Plan is consistent with Policy 1.4 of the Community Design Element to develop a high quality highway image that supports the image of quality desired by residents and new businesses locating in Agoura Hills. The Specific Plan incorporates design and development standards to ensure an attractive, cohesive built environment, including detailed architectural, streetscape and landscape requirements.
25. The Specific Plan is consistent with Policy 2.1 of the Community Design Element to secure the existing commercial tax base through the preservation of existing commercial centers and the enhancement of areas with further development potential such as the Agoura Road/Roadside Drive area. The Specific Plan area includes Agoura Road and Roadside Drive, and the purpose of the Specific Plan is to facilitate a pedestrian-oriented mixed-use village development in this area of the City that would be primarily commercial in nature (retail and offices), but which would also incorporate residential units as a secondary and supporting use. The aim of the Specific Plan is to improve upon the existing area within the Specific Plan boundaries to create a more interesting, comprehensive development scenario with a consistent set of standards applied.
26. The Specific Plan is consistent with Goal 3 of the Housing Element to provide opportunities for new housing in a variety of locations and a variety of densities in accordance with the land use designations and

policies of the Land Use Element. In particular, Policy 3.4 of the Housing Element encourages the development of residential/commercial mixed-use in the Agoura Village area. The Specific Plan allows for a limited number of new multi-family residential units in a portion of the City that currently consists of primarily non-residential uses. Given that the units would be loft or town home type residences, the Plan would contribute to increasing the variety of housing options in the City.


PASSED, APPROVED AND ADOPTED this 20th day of April 2006, by the following vote to wit:

AYES: (4) O'Meara, Ramuno, Rishoff & Zacuto
NOES: (0)
ABSENT: (1) Buckley-Weber
ABSTAIN: (0)



Phil Ramuno, Chairperson

ATTEST:



Mike Kamino, Secretary

MITIGATION MONITORING AND REPORTING PROGRAM

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

Agoura Village Specific Plan EIR
 Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
AESTHETICS							
<p>AES-1 Retaining Wall Design. In the event any proposed retaining walls are visible from designated scenic roadways, the City's Architectural Review Board shall determine whether they are consistent with the City's Architectural Design Standard and Guidelines (1992). If any wall is found to be inconsistent with the Guidelines, the Architectural Review Board shall recommend additional design features to bring the wall(s) into compliance. Possible design features may include the use of textured retaining walls with more natural features, such as those that simulate rocks or boulders. Additionally, design features may include the planting of landscape vegetation along the wall facing south toward the freeway. This landscape vegetation should include plants that provide vertical wall coverage, in order to enhance the visual character of the wall and break up the area of the wall that is visible from scenic corridors. Such retaining wall, landscaping and other related design features shall be shown on the project plans and verified by City Planning and Community Development Department Staff prior to issuance of a Grading or Building Permit.</p>	<p>PCD to require ARB review of projects with retaining walls visible from scenic roadways; ensure that design features are included consist with Architectural Design Standard and Guidelines as appropriate.</p>	<p>-Prior to approval of future projects -At site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	<p>PCD</p>			

Key: PCD – City of Agoura Hills Planning and Community Development Department
 B&S – City of Agoura Hills Building and Safety

Agoura Village Specific Plan EIR
 Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification	
					Initial	Date
<p>AES-3 Avoidance of Knolls. The applicant shall avoid development, removal, or reduction (to include grading or blasting) of that knoll located south and east of the intersection of Agoura and Kanan Road. Although development of the site is unlikely, given it is zoned as Open Space and would require a vote of the people in order to be rezoned, the applicant shall avoid this area in order to avoid substantially modifying a scenic resource. Additionally, the applicant shall minimize grading (subject to approval of City Community Planning and Development Department) of the knoll located south and east of the intersection of Agoura and Cornell Road. Although development and minor modifications would be allowed on the knoll, the majority of the knoll should be preserved.</p>	<p>Ensure that any development or earthwork avoids or minimizes disturbance of the respective knolls as specified.</p>	<p>-Prior to approval of future projects -At site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	PCD		
<p>AES-4 Glare Reduction. Project design and architectural treatments shall incorporate additional techniques to reduce glare, such as:</p> <ul style="list-style-type: none"> • Use of low reflectivity glass; • Use of plant material along the perimeter of structures to soften views; and, • Brush-polishing metal surfaces and/or use of metal surfaces that are not highly reflective. <p>Plans for new development shall indicate the architectural treatments and/or landscaping to be used in order to reduce glare that could be generated by new development. Plans shall be reviewed by City staff, the Architectural Review Panel, and the City's Architectural consultant for compliance with this standard.</p>	<p>Ensure that future projects incorporate glare reduction techniques as described; that such techniques are shown on plans and reviewed by the ARB and the City's Architectural consultant for compliance.</p>	<p>-Prior to approval of future projects -At site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	PCD		
<p>AES-5 Each project applicant would be required to obtain a permit from the City and to comply with the provisions of the permit, prior to the approvals of removal</p>	<p>Require permits for oak tree removal.</p>	<p>When oak tree removal is proposed.</p>	<p>Once per project application.</p>	PCD		

Key: PCD – City of Agoura Hills Planning and Community Development Department
 B&S – City of Agoura Hills Building and Safety

Agoura Village Specific Plan EIR
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification	
					Initial	Date
of oak trees.						
AIR QUALITY						
AQ-1(a) Fugitive Dust Control Measures: <ul style="list-style-type: none"> Water trucks shall be used during construction to keep all areas of vehicle movements damp enough to prevent dust from leaving the site. At a minimum, this will require twice daily applications (once in late morning and once at the end of the workday). Increased watering is required whenever wind speed exceeds 15 mph. Grading shall be suspended if wind gusts exceed 25 mph. The amount of disturbed area shall be minimized and onsite vehicle speeds shall be limited to 15 mph or less. If importation, exportation and stockpiling of fill material is involved, earth with 5% or greater silt content that is stockpiled for more than two days shall be covered, kept moist, or treated with earth binders to prevent dust generation. Trucks transporting material shall be tarped from the point of origin or shall maintain at least two feet of freeboard. After clearing, grading, earth-moving or excavation is completed, the disturbed area shall be treated by watering, revegetation, or by spreading earth binders until the area is paved or otherwise developed. All material transported off-site shall be securely covered to prevent excessive amounts of dust. 	Require fugitive dust control measures for future development projects, as specified.	-Prior to approval of future projects -At site inspection.	-Once per project application. -At least once, as required.	PCD		
AQ-1(b) NO_x Control Measures: <ul style="list-style-type: none"> When feasible, electricity from temporary power poles on site shall be utilized rather than temporary diesel or gasoline generators; When feasible, on site mobile equipment shall 	Require NO _x control measures for future development projects, as specified.	-Prior to approval of future projects -At site	-Once per project application. -At least once,	PCD		

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<p>be fueled by methanol or natural gas (to replace diesel-fueled equipment), or, propane or butane (to replace gasoline-fueled equipment)</p> <ul style="list-style-type: none"> Aqueous Diesel Fuel or biodiesel (B20 with retarded fuel injection timing), if available, shall be used in diesel fueled vehicles when methanol or natural gas alternatives are not available. 		inspection.	as required.			
<p>AQ-1(c) VOC Control Measure:</p> <ul style="list-style-type: none"> Low VOC architectural and asphalt coatings shall be used on site and shall comply with AQMD Rule 1113-Architectural Coatings. 	Require that low VOC coatings are used for future development projects, as specified.	<p>-Prior to approval of future projects</p> <p>-At site inspection.</p>	<p>-Once per project application.</p> <p>-At least once, as required.</p>	PCD		
<p>AQ-1(d) Ozone Precursor Control Measures:</p> <ul style="list-style-type: none"> Equipment engines should be maintained in good condition and in proper tune as per manufacturer's specifications; Schedule construction periods to occur over a longer time period (ie lengthen from 60 days to 90 days) during the smog season so as to minimize the number of vehicles and equipment operating simultaneously; and Use new technologies to control ozone precursor emissions as they become readily available. 	Require Ozone Precursor Control Measures for future development projects, as specified.	<p>-Prior to approval of future projects</p> <p>-At site inspection.</p>	<p>-Once per project application.</p> <p>-At least once, as required.</p>	PCD		
<p>AQ-2 Decrease Emissions of diesel particulate matter during site grading by implementing one of the following four measures.</p> <ul style="list-style-type: none"> Construction contractors shall not operate more than two pieces of heavy-duty diesel-powered equipment within 600 feet of any residence at any time. Construction contractors shall use biodiesel fuel in all on-site diesel-powered equipment. Biodiesel that is blended with low sulfur diesel fuel shall be used if 	Ensure that one of the specified measures is implemented during grading for future projects.	<p>-Prior to approval of future projects</p> <p>-At site inspection.</p>	<p>-Once per project application.</p> <p>-At least once, as required.</p>	PCD		

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<ul style="list-style-type: none"> available. Construction contractors shall use only Tier 2 diesel-powered earth moving equipment. At least 80% of the diesel-fueled construction equipment in terms of brake-horsepower shall have DPFs installed, or all equipment shall be equipped with diesel oxidation catalysts. Construction contractors shall limit the movement of large trucks to off-peak commute hours. 								
<p>AQ-3(a) Energy Consumption. Onsite structures shall reduce energy consumption by at least 20% below current Federal guidelines as specified in Title 24 of the Code of Federal Regulations. Potential energy consumption reduction measures include, but are not limited to, the use of photovoltaic roof tiles, installation of energy efficient windows, and the use of R-45 insulation in the roof/attic space of all onsite structures.</p>	<p>Ensure that future structures include measures to reduce energy consumption by at least 20% below current Federal guidelines.</p>	<p>-Prior to approval of future projects -At site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	PCD				
<p>AQ-3(b) Landscape Equipment. Multi-family residential developments shall be encouraged to utilize electrical powered landscape maintenance equipment, and exterior outlets shall be installed at the front and rear of residences.</p>	<p>Encourage use of electrical powered landscape maintenance equipment for future multi-unit residential projects, and require provision of exterior outlets to facilitate their use.</p>	<p>Prior to approval of future projects.</p>	<p>Once per project application.</p>	PCD				
<p>AQ-3(c) Shade Trees Shade trees shall be planted to shade onsite structures to the greatest extent possible in summer, reducing indoor temperatures, and reducing energy demand for air conditioning. The City's ARB shall review project landscaping plans for consistency with this mitigation measure.</p>	<p>Require shade trees in future projects to shade structures, and that the ARB review landscaping plans for consistency.</p>	<p>-Prior to approval of future projects -At site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	PCD				
<p>AQ-3(d) Bus Stops. Applicants shall provide bus stops</p>	<p>Require that bus stops</p>	<p>-Prior to</p>	<p>-Once per</p>	PCD				

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within the Specific Plan Area. The number to be constructed will be determined in consultation with the City Traffic Engineer and the local transit agencies. Bus stops shall meet the requirements of the transit agency providing service to the City and shall include street furniture that provides shelter for passengers.	meeting City and transit agency standards and including passenger shelters as specified be provided in future projects in the Specific Plan Area as appropriate.	approval of future projects -At site inspection.	project application. -At least once, as required.				
AQ-4 Equestrian Center and Trail Maintenance Plan. As part of the City's feasibility study for an equestrian center within the Specific Plan area, the City shall include provisions for a maintenance plan of both the equestrian center and related trails. The maintenance plan shall include the following measures, at a minimum: <ul style="list-style-type: none"> • Organic debris/waste shall be properly disposed of or sold offsite on a regular basis, • BMP's shall be instituted to prevent dust from moving offsite, • BMP's (to include necessary bioswales or erosion control measures) shall be instituted to prevent organic waste, or associated nutrients from organic waste, from entering nearby water bodies. 	Ensure that the City's feasibility study for an equestrian center within the Specific Plan area includes provisions for center and trail maintenance plans as specified.	Prior to release of the feasibility study.	Once per study draft.	PCD			
BIOLOGY							
BIO-1(a) Sensitive Plant Survey and Protection Plan. Due to the sensitivity and known presence of Santa Monica Mountains dudleya and Lyon's pentachaeta within the western portion of the Specific Plan area, the Specific Plan shall be revised to include a policy prohibiting development within that portion of Zone B south of Linder Canyon Creek. This would reduce impacts to known populations of Santa Monica Mountains dudleya and Lyon's pentachaeta.	Require sensitive plant surveys be performed as specified in the measure for proposed development within the areas listed, and mitigation and monitoring as specified where appropriate. Ensure that restoration efforts are coordinated with applicable	-Prior to approval of future projects -During construction and at site inspection.	-Once per project application. -At least once, as required.	PCD			

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<p>In addition, prior to approval of individual development applications within the residual natural areas of Zones A south, B, E, and F, surveys for sensitive plant species, specifically Santa Monica Mountains dudleya, Agoura Hills dudleya, and Lyon's pentachaeta, should be performed by a qualified plant ecologist. These surveys shall be performed during the blooming period (April - June). If a species is found, avoidance shall be required unless the applicant provides substantial documentation that avoidance would not be feasible or would compromise the objectives of the Specific Plan. If avoidance is not feasible, on-site mitigation is preferred if suitable habitat is present that can be isolated from human disturbance.</p> <p>If avoidance is not feasible, a restoration plan shall be prepared by a qualified plant ecologist that identifies the number of plants to be replanted and the methods that will be used to preserve this species in this location. The plan shall also include a monitoring program so that the success of the effort can be measured. If off-site mitigation is proposed, the Ladyface Mountain Specific Plan area may contain appropriate habitat and may be a preferred location. Restoration efforts shall be coordinated with applicable federal, state, and local agencies. The required level of success for Santa Monica Mountains dudleya, Agoura Hills dudleya, and Lyon's pentachaeta shall be defined at a minimum as a demonstration of three consecutive years of growth of a population equal to or greater than that which would be lost due to the project. This level of success shall be achieved prior to removal of the impacted population.</p>	<p>federal, state, and local agencies.</p>					
<p>BIO-1(b) Sensitive Wildlife Survey. Not more than two weeks prior to ground disturbing construction within the</p>	<p>Require sensitive wildlife surveys as specified in the</p>	<p>-Prior to approval of</p>	<p>-Once per project</p>	<p>PCD</p>		

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<p>Specific Plan area, a preconstruction survey for the San Diego horned lizard, coastal western whiptail, California red-legged frog, two-striped garter snake, California gnatcatcher, burrowing owl, and any other special-status species shall be conducted by a qualified biologist and submitted to the City Planning and Development Department prior to beginning construction and/or commencement of any disturbance. If a species is found, avoidance is the preferred mitigation option. If avoidance is not feasible, Species of Concern which are not formally listed, shall be captured, when possible, and transferred to adjacent appropriate habitat within the open space onsite or directly adjacent to the project area. This shall be performed only by a CDFG approved biologist. The CDFG and City of Agoura Hills shall be formally notified and consulted regarding the presence of this species onsite. If a federally listed species is found prior to grading of the site, the USFWS shall also be notified. Only a USFWS approved biologist would be allowed to capture and relocate these animals.</p>	<p>measure for proposed development within the Specific Plan area, and mitigation and monitoring as specified where appropriate. Ensure that a CDFG-approved biologist perform surveys, and that if a federally listed species is found, the USFWS is notified and a USFWS-approved biologist carry out any capture and relocation of such animals.</p>	<p>future projects -During construction and at site inspection.</p>	<p>application. -At least once, as required.</p>				
<p>BIO-1(c) Bird Nesting Surveys. If vegetation clearing (including tree pruning and removal) or other project construction is to be initiated during the bird breeding season (February 1 through August 31), pre-construction/grading surveys shall be conducted by a qualified ornithologist (a person with a biology degree and/or established skills in bird recognition). Surveys shall begin 30 days prior to initial disturbance activities and shall continue weekly, with the last survey being conducted no more than three days prior to the initiation of clearance/construction work. If special status bird species are observed nesting within 500 feet of construction/grading areas, all construction or grading activities will be postponed or halted at the discretion of</p>	<p>Require bird nesting surveys as specified in the measure for proposed development within the Specific Plan area, and mitigation and monitoring as specified where appropriate.</p>	<p>-Prior to approval of future projects -During construction and at site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	PCD			

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<p>the biologist until the nest is vacated and the juveniles have fledged.</p> <p>Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing. Construction personnel should be instructed on the sensitivity of the area. The applicant should record the results of the recommended protective measures described above to document compliance with applicable State and federal laws pertaining to the protection of native birds.</p>							
<p>BIO-2(a) Buffer Zones. A buffer zone of 50-100 feet of native vegetation shall be maintained between urban development and adjacent sensitive native habitats. Such vegetation should be sensitive to, and similar in nature to, the natural environment surrounding the sensitive native habitats. Further, equestrian trails shall be located no less than 10 to 20 (preferred) feet from the edge of the exterior riparian canopy.</p>	<p>Require incorporation of a habitat buffer area of native vegetation for future projects.</p>	<p>-Prior to approval of future projects -At site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	PCD			
<p>BIO-2(b) Native Grassland Protection. As noted under Mitigation Measure BIO-1(a), due to the sensitivity of the western portion of the Specific Plan area, the Specific Plan shall be revised to include a policy prohibiting development within that portion of Zone B south of Lindero Canyon Creek. This would further avoid direct impacts to a known population of valley needlegrass grasslands.</p> <p>However, in addition, prior to approval of individual development applications within the southern portion of the Specific Plan area, surveys for native grasslands shall be performed by a qualified Biologist. If native grasslands are found, avoidance shall be required unless</p>	<p>Require native grassland surveys for future development proposals and native grassland protection programs, including avoidance and mitigation as appropriate, where warranted. Protocols for surveys and protection/restoration are included in the mitigation measure.</p>	<p>-Prior to approval of future projects -During construction and at site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	PCD			

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<p>the applicant provides substantial documentation that avoidance would not be feasible or would compromise the objectives of the Specific Plan. Avoidance shall be planned and enforced with a Native Grassland Protection Program. If the applicant demonstrates that avoidance would not be feasible or would compromise the objectives of the Specific Plan, on-site mitigation would be required if suitable habitat is present and can be isolated from human disturbance. In this event, a Native Grassland Restoration Plan shall be prepared and implemented.</p> <p>Native Grassland Protection Program. If native grasslands are found onsite and avoidance is feasible, a native grassland protection program shall be prepared by a qualified biologist. The protection program shall be submitted for review as part of the application process with the City Planning and Development Department. In addition, final plans shall be subject to review and approval by the City Planning and Development Department. The protection program shall include, but not be limited to, the following components:</p> <ul style="list-style-type: none"> • A qualified biologist shall map the current extent of habitat; and • The location of native grassland habitat outside of the construction footprint shall be fenced in the field. Fencing shall be depicted on final grading and building plans. The location of the habitat and fencing shall be done under the direction of a qualified Biologist; and • All ground disturbances, including grading for buildings, accessways, easements, subsurface grading, and utilities shall be prohibited within the fenced native grassland area. 							

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<p>Native Grassland Restoration Plan. If avoidance is not feasible, on-site mitigation is preferred if suitable habitat is present that can be isolated from human disturbance. In this event, a restoration plan shall be prepared by a qualified plant ecologist that identifies the location and acreage to be replanted and the methods that will be used to preserve this community in that location. The plan shall also include a monitoring program so that the success of the effort can be measured. The required level of success, at a minimum, shall be defined as a demonstration of three consecutive years of at least 50% native grass dominance within the mitigation area. If off-site mitigation is proposed, the Ladyface Mountain Specific Plan area may contain appropriate habitat and may be a preferred location. Restoration efforts shall be coordinated with applicable federal, state, and local agencies. The restoration plan shall be submitted for review as part of the application process with the City Planning and Development Department. In addition, final plans shall be subject to review and approval by the City Planning and Development Department. The Grassland Restoration Plan shall include, but not be limited to, the following components:</p>						
<p>Individual applicants of projects located south of Agoura Road shall submit a Native Grassland Restoration Plan for review and approval by the Agoura Hills Planning and Development Department staff, the Los Angeles County Fire Department, and as necessary, City approved biologist or qualified landscape specialist. Native Grassland habitat shall be replaced at a minimum ratio of three to one for native grassland lost and shall utilize native species from onsite habitats. Target sites for mitigation plots shall be sampled for soil type and habitat criteria sufficient for the establishment and growth of the</p>	<p>Require Riparian Habitat and Creek Protection Programs where appropriate (as defined in the measure); require avoidance where possible and restoration where warranted.</p>	<p>-Prior to approval of future projects -During construction and at site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	PCD		

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<p>native grassland lost. No species identified as invasive on the CNPS, Channel Islands Chapter Invasive Plants List (1997) shall be utilized in the landscape plans. The plan shall include, but not be limited to, the following components:</p> <ul style="list-style-type: none"> • Performance criteria (i.e., what is an acceptable success level of revegetation to mitigate past impacts); • Monitoring effort (i.e., who is to check on the success of the revegetation plan, and how frequently); • Contingency planning (i.e., if the effort fails to reach the performance criteria, what remediation steps need to be taken); • Irrigation method/schedule (i.e., how much water is needed, where, and for how long); • Plant species, seed mixes, weed suppression and planting methodology <p>From preliminary observations, it appears that potential target areas to perform mitigation for the loss of native grassland exist on the northern slopes of Ladyface Mountain, within the open space of Zone G in the southwest corner of the Specific Plan boundary. These areas need testing to confirm that they meet the soil and habitat requirements for native grassland species. If sufficient mitigation area does not exist onsite, off site mitigation or in lieu fees to an off site local or regional mitigation bank shall be done. Additionally, the following mitigation measures are required to ensure the success of the sensitive habitat.</p>	<p>Require oak tree surveys, reports and preservation programs for future</p>	<p>-Prior to approval of future projects</p>	<p>-Once per project application.</p>	<p>PCD</p>			
<p>BIO-3(a) Oak Tree Protection and Preservation. Individual project applicants shall submit the results of an oak tree survey and an Oak Tree Report, including an</p>							

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<p>Oak Tree Preservation Program, for review and approval by the Agoura Hills Planning and Community Development Department oak tree consultant as part of the project application. Individual projects shall be developed and operated in compliance with the approved Oak Tree Preservation Program and any other conditions determined to be necessary by the City oak tree consultant. The program shall include but not be limited to the following components:</p> <ul style="list-style-type: none"> • No grading or development shall occur within 5 feet from the driplines of oak trees that occur in the construction area. • All specimen oak trees within 25 feet of proposed ground disturbances shall be temporarily fenced with chain-link or other material satisfactory to the City throughout all grading and construction activities. The fencing shall be installed six feet outside the dripline of each specimen oak tree, and shall be staked every six feet. • No construction equipment shall be parked, stored or operated within six feet of any specimen oak tree dripline. • No fill soil, rocks, or construction materials shall be stored or placed within six feet of the dripline of a specimen oak tree (pervious paving and other materials are allowed, as approved by the City). • No artificial surface, pervious or impervious, shall be placed within six feet of the dripline of any specimen oak tree, except for project access roads. • Any roots encountered that are one inch in diameter or greater shall be cleanly cut. This shall be done under the direction of a City approved arborist/oak tree consultant. • Any trenching required within the dripline or sensitive root zone of any specimen tree shall be done by 	<p>development projects. Ensure review of these documents by the department's oak tree consultant.</p>	<p>-At site inspection.</p>	<p>-At least once, as required.</p>				

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<p>hand. In addition, trenching in the protected zone needs to preserve roots over 1 inch by tunneling.</p> <ul style="list-style-type: none"> No permanent irrigation shall occur within the dripline of any existing oak tree. <p>Any construction activity required within three feet of a specimen oak tree's dripline shall be done with hand tools.</p>							
<p>BIO-3(b) Grading Plan. The number of oak trees requiring removal and the number of trees that will be encroached upon by grading and project development shall be confirmed by the City's oak tree consultant with the final grading plan. The plan shall also indicate requirements for retaining walls, tree wells, tree drainage requirements, and pruning as part of the plan.</p>	<p>Require that oak tree information be shown on final grading plans for future projects.</p>	<p>Prior to approval of future projects.</p>	<p>Once per project application.</p>	<p>PCD</p>			
<p>BIO-3(c) Oak Tree Replacement. For impacts involving 10 percent or less of oak tree removal resulting from grading and project development, each oak tree shall be replaced with two 36-inch box and two 24-inch box specimen oak trees of the same species as the tree that was removed. This mitigation is to occur onsite. For impacts involving greater than 10 percent of oak tree removal resulting from grading and project development, mitigation shall either be onsite with the requirements as listed above, or an in-lieu fee may be paid to the City to be used to acquire land and/or install oak trees on another site, preferably in as close proximity to the area of removal as possible. The sum of the calipers of all oak trees planted must be at least equal to that removed. The locations of the replanted trees shall be indicated on the project plans submitted to the City for review by the City's oak tree consultant. Trees shall be planted so that mature trees will have a continuous canopy. Every attempt shall be made to plant oak trees according to</p>	<p>Ensure that the specified oak replacement criteria and ratios are applied to future projects involving oak tree removal.</p>	<p>-Prior to approval of future projects -At site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	<p>PCD</p>			

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species-specific habitat requirements: valley oaks at lower elevations in alluvial soils; and coast live oaks on mesic north facing slope locations. Each oak tree removed by grading and project development shall be replaced with two 36 inch box and two 24 inch box specimen oak trees of the same species as the tree that was removed. Additionally, all naturally occurring native vegetation in the areas proposed for oak tree mitigation shall be identified. This includes surveys for ephemeral plants and bulbs. Oak tree planting shall not cause the removal or destruction of existing native vegetation without replacement in the same locations.								
BIO-3(d) Oak Planting Arrangements. Replacement oaks for the removal of individual oak trees shall be clustered in an attempt to replace the oak woodland habitat removed. Trees shall be planted so that mature trees will have a continuous canopy. Every attempt shall be made to plant oak trees according to species-specific habitat requirements: valley oaks at lower elevations in alluvial soils; and coast live oaks on mesic north facing slope locations.	Ensure that the specified oak replacement standards are applied to future projects involving oak tree removal.	-Prior to approval of future projects -At site inspection.	-Once per project application. -At least once, as required.	PCD				
BIO-4(a) Replacement Ratio. Federal and State protected wetland habitat shall be replaced at a minimum ratio of 2.0 acres of habitat, at the same or greater quality, for every 1.0 wetland acre removed. Replacement shall be at an Agoura Hills Planning and Community Development Department approved location or by providing adequate funding for the replacement of wetland habitat to an organization currently conducting restoration of wetland habitat. The organization and its activities are to be approved by an Agoura Hills Planning and Community Development Department approved biologist. Two areas located within the Specific Plan	Ensure that the specified wetland replacement ratios are applied to future projects where appropriate, and that the identified mitigation credit and restoration areas are used when warranted.	-Prior to approval of future projects -At site inspection.	-Once per project application. -At least once, as required.	PCD				

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<p>boundaries shall be considered for mitigation credit. That portion of Lindero Canyon Creek located between Agoura Road and Kanan Road is the preferred mitigation location for impacts to other wetland areas within the project area. This restoration effort would include restoring the channel to a more natural state. Improvement of the unchanneled portion of Medea Creek, located south of Agoura Road, shall be considered as an alternate location for mitigation and wetland restoration.</p>								
<p>BIO-4(b) Wetland Restoration Plan. For projects that may adversely impact wetland areas, individual project applicants shall submit a wetland creation or restoration plan for review and approval by an Agoura Hills Planning and Community Development Department staff and, as necessary, a City approved biologist or qualified landscape specialist, as part of the initial application. The final restoration plan shall be submitted for City review and approval prior to Grading Permit Issuance. The plan shall include, but not be limited to the following components:</p> <ul style="list-style-type: none"> • Performance criteria (i.e., what is an acceptable success level of revegetation to mitigate past impacts); • Monitoring effort (i.e., who is to check on the success of the revegetation plan, and how frequently); • Contingency planning (i.e., if the effort fails to reach the performance criteria, what remediation steps need to be taken); and • Irrigation method/schedule (i.e., how much water is needed, where and for how long). 	<p>Require wetland creation or restoration plans as specified in the measure where projects would result in wetland impacts.</p>	<p>-Prior to approval of future projects -At site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	<p>PCD</p>				
<p>BIO-4(c) City Approval. For projects where wetland</p>	<p>Require applicants for</p>	<p>Prior to</p>	<p>Once per project</p>	<p>PCD</p>				

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<p>areas are affected, the individual project applicants shall demonstrate to the City of Agoura Hills that the requirements of agencies with jurisdiction over wetlands onsite can be met prior to obtaining grading permits. This will include, but not be limited to, consultation with those agencies, securing the appropriate permits, waivers or agreements, and arrangements with a local or regional mitigation bank including in lieu fees, as needed.</p>	<p>projects that would affect wetlands to demonstrate to the City compliance with regulations of other agencies having jurisdiction over wetlands.</p>	<p>approval of grading permits for future projects.</p>	<p>application.</p>			
<p>BIO-4(d) Riparian Habitat Preservation and Restoration. Refer to BIO-2(c) above.</p>	<p>Refer to BIO-2(c) above.</p>					
<p>BIO-4(e) Fencing. Solid barrier fencing onsite shall be prohibited around areas that border open spaces or routes of animal movement, specifically riparian areas. Fencing in these areas shall consist of "ranch style" post fencing. Fencing shall allow at least one-foot of clearance above ground to permit wildlife movement.</p>	<p>Require fencing proposed around areas that border open spaces or routes of animal movement to allow for wildlife movement as specified.</p>	<p>-Prior to approval of future projects -At site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	<p>PCD</p>		
<p>BIO-4(f) Corridor Lighting. The following low-light design features shall be implemented throughout the Specific Plan area, and shown on the individual project plans submitted as part of the application.</p> <ul style="list-style-type: none"> • Streetlight poles shall be of an appropriate height to reduce the glare and pooling of light into open space and corridor areas, and • Street light elements shall be recessed or hoods shall be used to reduce glare impacts on open space and corridor areas, and • All exterior lighting shall be low sodium lights, low intensity, shielded, and directed away from the drainage/wildlife corridors corridor. 	<p>Require the specified low-light design features for projects in the plan area, and that these be shown on project plans.</p>	<p>-Prior to approval of future projects -At site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	<p>PCD</p>		
<p>BIO 6(a) Coastal Sage Scrub Habitat Survey. As part</p>	<p>Require sensitive plant</p>	<p>-Prior to</p>	<p>-Once per</p>	<p>PCD</p>		

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<p>of the sensitive plant surveys required under Mitigation Measure BIO-1(a), prior to approval of individual development applications within the residual natural areas of Zones A south, B, E, and F, surveys for sensitive plant species shall also include surveys and consideration of adjacent areas of Coastal Sage Scrub habitat. A qualified biologist shall determine the condition of such habitat and whether it would be considered of "high value." Any areas identified as "high value" Coastal Sage Scrub habitat shall mitigate for disturbed (including disturbance for fuel modification) or removed CSS habitat at a minimum 1:1 ratio. Coastal Sage Scrub habitat with known occurrences of sensitive (endangered or threatened) species shall be mitigated at a minimum 2:1 ratio.</p>	<p>surveys in the areas identified to include surveys and consideration of adjacent areas of Coastal Sage Scrub habitat, and projects to include mitigation and monitoring as specified where appropriate.</p>	<p>approval of future projects -At site inspection.</p>	<p>project application. -At least once, as required.</p>			
<p>BIO 6(b) Fuel Modification Areas. Landscaping within fire clearance zones shall include native species indigenous to the area of disturbance. Modification of fire hazard fuels shall be limited to hand thinning of individual shrubs, clearing dead fuel, replanting with fire-resistant plants indigenous to the area, or other methods to attain fire safety while producing a viable natural and native vegetation community. No species identified as invasive on the CNPS, Channel Islands Chapter Invasive Plants List (1997) shall be utilized in the landscape plans and all landscaping plans shall be approved by the City and the County Fire Department.</p>	<p>Require that the specified standards be applied to landscaping within identified fire clearance zones. Ensure landscape plan review and approval by PCD and the County Fire Department.</p>	<p>-Prior to approval of future projects -At site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	PCD		
GEOLOGY						
<p>GEO-1(a) Building Design. All buildings shall be engineered to withstand the expected design basis ground acceleration that may occur at the project site. All critical facilities shall be designed to withstand the upper bound earthquake ground motion. The design</p>	<p>Require that structures are built to the standards listed and comply with the CBC and Municipal Code.</p>	<p>-Prior to approval of building or grading permits for</p>	<p>-Once per project application.</p>	PCD B&S		

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shall take into consideration the most current and applicable seismic attenuation methods that are available. All onsite structures shall comply with applicable provisions of the California Building Code and Chapter 1 of Article 8 of the Agoura Hills Municipal Code. Compliance with these requirements shall be verified by the City Building Official prior to issuance of a Building Permit or Grading Permit.		future projects. -At site inspection.	-At least once, as required.				
GEO-1(b) Geotechnical Recommendations. Future development shall require, and comply with, all recommendations contained in site-specific geologic, geotechnical, and structural design studies prepared for subsequent development activities. Subsequent subsurface investigations shall determine the possible presence of seismically induced hazards and appropriate means of mitigating such hazards. Recommendations contained in these site-specific studies shall be reviewed and approved by the City Building Official and incorporated in to final grading and structural design plans, as deemed appropriate by the City Building Official. At a minimum, any buildings considered essential facilities, as defined in the Uniform or California building codes, shall be designed to withstand upper bound earthquake ground motion. All on-site structures shall comply with applicable provisions of the 1997 Uniform Building Code and the 1998 California Building Code. The calculated design base ground motion for the site shall take into consideration the soil type, potential for liquefaction, and the most current and applicable seismic attenuation methods that are available.	Ensure that, where required, geologic, geotechnical, and structural design studies determine the presence of seismically induced hazards, as well as other factors, and appropriate means of mitigating hazards. Ensure that development adheres to recommendations of such studies as deemed appropriate by B&S. Ensure that final plans are consistent with the measure.	-Prior to approval of building or grading permits for future projects. -At site inspection.	-Once per project application. -At least once, as required.	PCD B&S			
GEO-2 Liquefaction Studies. Prior to construction of new development within the Specific Plan area, site-specific geologic and soils studies shall be performed.	Ensure that, where required, geologic and soils studies are consistent with	-Prior to approval of grading	-Once per project application.	PCD B&S			

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<p>The studies shall include site-specific depth to groundwater and soil composition identification, with minimum boring depths as set forth in CDMG 1997 (California Department of Conservation, Division of Mines and Geology, 1997, Guidelines for Evaluating and Mitigating Seismic Hazards In California, Special Publication 117). Areas having liquefiable sediments shall be identified, and structures shall be properly designed to Uniform Building Code and California Building Code standards to withstand the conditions. Such studies shall be conducted and submitted for review and approval by the City prior to issuance of a Grading Permit.</p> <p>Suitable measures to reduce liquefaction include, but are not limited to:</p> <ul style="list-style-type: none"> • Specialized design of foundations by a structural engineer; • Removal or treatment of liquefiable soils to reduce the potential for liquefaction; • In-situ densification of soils; • Other alterations to ground characteristics. 	<p>the mitigation measure, and that development adheres to study recommendations as well as to the CBC as deemed appropriate by B&S. Ensure that studies are adequate and that final plans are consistent with the measure.</p>	<p>permits for future projects. -At site inspection.</p>	<p>-At least once, as required.</p>				
<p>GEO-3(a) Geotechnical Evaluation. Individual developments shall provide site-specific geotechnical evaluations and geological reports that address onsite soils and slope stability hazards as part of the initial application process. Prior to approval of a specific development plan, these studies shall be submitted to the City Planning and Community Development Department and/or consultants hired by the City for review and approval as part of the initial application process. These evaluations shall determine the potential for adverse soil stability impacts and shall identify appropriate mitigation techniques. All mitigation</p>	<p>Ensure that, where required, site-specific geotechnical evaluations and geological reports address onsite soils and slope stability hazards, as well as other factors, and appropriate means of mitigating hazards. Ensure that development adheres to recommendations of such studies as deemed</p>	<p>-Prior to approval of permits for future projects -At site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	<p>PCD B&S</p>			

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<p>recommendations identified in site-specific studies shall be implemented as a condition of future development. Such measures may include avoidance of development in areas found to have unmitigable soil or geologic hazards, soil or grading modifications to ensure acceptable slope stability on manufactured slopes, structural measures to ensure slope stability, drainage facilities to collect and direct water off of slopes, removal of loose cobbles and boulders from adjacent slopes, and/or other measures deemed appropriate to ensure proper slope stability. If site-specific geologic mitigation measures are found to cause secondary environmental effects not addressed herein (excessive import or export of soil material, retaining walls, blasting, etc.), subsequent environmental analysis, may be required.</p>	<p>appropriate by B&S. Ensure that studies as well as final plans are reviewed and found consistent with the measure. Ensure that secondary effects of mitigation are also addressed, including subsequent environmental review if warranted.</p>						
<p>GEO-3(b) Erosion Control Plan. A site-specific erosion control plan that incorporates best management practices shall be prepared by individual applicants and approved by the City prior to the granting of any grading permits for an individual development within the project area. Measures identified in such plans shall be implemented. Such measures may include slope protection measures, netting and sandbagging, landscaping and possibly hydroseeding, temporary drainage control facilities such as retention areas, etc. Landscaping shall be designed by a licensed landscape architect with final landscaping plans to be reviewed and approved by the City Building Official prior to project approval.</p>	<p>Require submittal and implementation of site-specific erosion control plans for future projects. Ensure that landscape plans are prepared by a licensed landscape architect and that final landscaping plans are reviewed and approved by the City Building Official.</p>	<p>-Prior to approval of permits for future projects -At site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	<p>PCD B&S</p>			
<p>GEO-3(c) City Oversight and Approval. The City Engineer or equivalent shall inspect a project after the final grading report has been filed. The project shall not</p>	<p>Inspect development sites after filing of final grading report. Ensure that building</p>	<p>After the final grading report has been filed</p>	<p>Once per project application.</p>	<p>PCD B&S</p>			

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<p>be approved for construction by the City Engineer or grading or associated with adjoining geologic and soils conditions, such as erosion and slope instability, are mitigated to the City's specifications.</p>	<p>permits are not issued until all hazards as specified in the measure are mitigated.</p>	<p>and prior to issuance of building permits for future projects.</p>				
<p>GEO-4(a) Test Blast/Vibration Study & Blasting Plan. If a site-specific geologic, geotechnical, or structural design study deems blasting necessary for grading and excavation onsite, the applicant must perform a test blast/vibration study to evaluate the variation in vibratory ground motion intensity with respect to distance from the blast site. It must be shown that the blasting can be done safely with respect to existing improvements.</p> <p>A blasting plan shall be provided as part of the vibration study, and submitted as part of the initial application to the City Planning and Community Development Department, City Council and Fire Marshall for approval. Blasting permit approval would be subject to the City's discretion and may be denied. If the City were to approve the blasting plan, at a minimum it should be designed to minimize ground shaking away from the blast area. Any areas having unstable slopes or rockfall hazards shall be secured to prevent injury or property damage. If approved, the permittee shall provide sufficient supervisory control as determined by the building official during the grading operation to ensure compliance with approved plans and with the municipal code. When found necessary by the City Building Official, the permittee shall employ a qualified geologist and foundation engineer to assist in supervising the grading operation. If a blasting permit is denied by the City, the applicant shall prepare an alternative application for development which excludes the need for blasting.</p>	<p>Require test blast/vibration studies as part of the initial application submittal to PCD for applicable future projects, consistent with the standards in the mitigation measure. The City Council and Fire Marshall, in addition to PCD, shall review and approve blasting plans.</p>	<p>With initial application / prior to approval of permits for future projects.</p>	<p>Once per project application.</p>	<p>PCD B&S</p>		

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<p>GEO-5(a) Foundations and Project Infrastructure Design. As provided in mitigation measure GEO-3(a), a site specific geotechnical evaluation shall be conducted for individual projects and submitted to the City Planning and Community Development Department for review and approval as part of the initial application. If the project site is identified to be in a high expansive soil zone based on the site specific Geotechnical Investigation, the foundations and project infrastructure shall be designed by a structural engineer to withstand the existing conditions or the site shall be graded in such a manner as to address the condition.</p> <p>Suitable measures to reduce impacts from expansive soils could include one or more of the following techniques, as determined by a qualified geotechnical engineer:</p> <ul style="list-style-type: none"> • excavation of existing soils and importation of non-expansive soils; and • foundation design to accommodate certain amounts of differential expansion such as posttensional slab and/or ribbed foundations designed in accordance with Chapter 18, Division III of the UBC; imported fill shall be tested to ensure it is suitable to be used as fill. 	<p>Require that, for projects in a high expansive soil zone, the foundations and project infrastructure are designed by a structural engineer to withstand the existing conditions, or that the site is graded in such a manner as to address the condition.</p>	<p>-Prior to approval of future projects</p> <p>-At site inspection.</p>	<p>-Once per project application.</p> <p>-At least once, as required.</p>	<p>PCD</p> <p>B&S</p>			
<p>GEO-5(b) Soils and Foundation Report. To avoid soil-related hazards, the individual project applicants shall provide a soils/foundation report as part of the initial project application to the City Planning and Community Development Department (standard requirement).</p>	<p>Require soils/foundation reports as part of the initial application submittal to PCD for applicable future projects.</p>	<p>With Initial application.</p>	<p>Once per project application.</p>	<p>PCD</p>			
<p>GEO-6(a) Settlement Related Mitigation. Future</p>	<p>Ensure that future</p>	<p>-Prior to</p>	<p>-Once per</p>	<p>PCD</p>			

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<p>development shall comply with all recommendations contained in site-specific geologic, geotechnical, and structural design studies as required to be prepared for subsequent development activities. Subsequent subsurface investigations shall determine the required degree of compaction and the proper moisture content and appropriate means of mitigating settlement related hazards. Recommendations contained in these site-specific studies shall be reviewed and approved by the City Planning and Community Development Department and City Building Official and incorporated into final grading and structural design plans, as deemed appropriate by the City Building Official prior to issuance of a Grading Permit and/or Building Permit. At a minimum, suitable measures to reduce settlement impacts shall include, but not be limited to:</p> <ul style="list-style-type: none"> • Removal of organic material in the area of the proposed grading • Removal of non-engineered artificial fill in areas to receive engineered fill or in areas where structural support is required • Placement of a keyway at the bottom of all fill slopes a minimum depth of 3 feet and down to the bedrock with the keyway a minimum of 10 feet wide (unless otherwise determined by the site-specific geological study) • Fill soils shall be benched into the hillside • Removal of upper soils to the bedrock <p>After excavation:</p> <ul style="list-style-type: none"> • All bottoms of the excavations and areas to receive slabs shall be scarified and compacted to 90% • All fills and backfills should be placed in horizontal layers less than 8 inches in loose 	<p>development complies with all recommendations contained in site-specific geologic, geotechnical, and structural design studies. Ensure that studies as well as final plans are reviewed and approved by PCD and B&S and found consistent with the measure.</p>	<p>approval of future projects -At site inspection.</p>	<p>project application. -At least once, as required.</p>	<p>B&S</p>			

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<ul style="list-style-type: none"> thickness Soils shall be compacted to a minimum of 90% of the maximum density rendered by the latest ASTM version Moisture content should not vary more than 2% from the optimum moisture content, although the grading process will be more easily accomplished with the soils being 1 – 2 % wetter than optimum moisture content Any utility trenches will need to be properly backfilled as detailed above Any import soils should be approved by a qualified geologist Slope faces shall be compacted to at least 90% of maximum compaction 							
<p>GEO-6(b) Additional Environmental Review. If individual developers are unable to find a disposal site for construction cut within 12.5 miles of the Specific Plan area, or if processed soil is not suitable for fill, then individual projects may require additional environmental analysis. Individual developers must demonstrate a means for disposal of excess cut materials, within 12.5 miles of the project site, prior to approval by the City.</p>	<p>Require developers to demonstrate a means for disposal of excess cut materials, within 12.5 miles of the project site, prior to approval by the City. Ensure that additional environmental analysis is performed in circumstances specified in the measure.</p>	<p>-Prior to approval of future projects</p> <p>-At site inspection.</p>	<p>-Once per project application.</p> <p>-At least once, as required.</p>	<p>PCD</p> <p>B&S</p>			
HAZARDOUS MATERIALS							
<p>HAZ-3 Phase I ESA. As part of the initial project application submittal for a new project or for revitalization of an existing development, a project applicant shall be required to prepare a Phase I Environmental Site Assessment (ESA) to examine the potential for onsite contamination issues. For redevelopment of existing structures, the Phase I ESA shall include examination of</p>	<p>Require Phase I ESAs as part of the initial application submittal to PCD for applicable future projects, with scopes as defined in the measure. Require Phase II ESAs where</p>	<p>-With initial application</p> <p>-Prior to approval of permits for</p>	<p>-Once per project application.</p> <p>-Once per project application.</p>	<p>PCD</p>			

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<p>the possible presence of asbestos containing materials and lead based paint. In the event that recognized adverse environmental conditions are identified, additional Phase II environmental testing shall be performed and recommended mitigation requirements implemented. If necessary, remediation activities (i.e. excavation and removal of contaminated soils, vapor extraction, removal of contaminated source) shall be performed under the supervision of a lead oversight agency to be determined based on the nature of the issue identified. If remediation activities are required, the lead oversight agency shall provide confirmation to the City that onsite environmental issues have been mitigated to a level that is suitable for the anticipated site use or reuse.</p>	<p>recommended by the results of the Phase I. Ensure that appropriate remediation is carried when required to the satisfaction of the specific oversight agency by obtaining confirmation from the agency.</p>	<p>future projects.</p>				
<p>HISTORIC AND ARCHAEOLOGICAL RESOURCES HA-1(a) Protection of Known Cultural Resources. Prior to development, as part of the initial project application, a qualified archaeologist and Native American Monitor shall make a reasonable effort to identify archaeological resources from known archaeological sites (as listed in EIR Section 4.6.1.b) within the project area. If it can be demonstrated that a project will cause damage to a unique archaeological resource, a reasonable effort shall be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. As part of the applicant's initial project application, the preferred method of protection/treatment shall be submitted to the City's Community Development Department for review and approval. Examples of that treatment, in no order of preference, may include, but are not limited to, the following:</p>	<p>Require a reasonable effort to identify known archaeological resources as part of the initial application submittal to PCD for applicable future projects. Ensure that applications include protection/treatment measures when warranted as described in the mitigation measure. Ensure compliance with the requirements of California Public Resources Code 21083.2.c.</p>	<p>With initial application / approval of permits for future projects.</p>	<p>Twice per project application.</p>	<p>PCD</p>		

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<ul style="list-style-type: none"> • Planning construction to avoid archaeological sites where feasible. • Deeding archaeological sites into permanent conservation easements. • Planning parks, greenspace, or other open space to incorporate archaeological sites. • Dedication of informational booth which explains Native American cultural heritage and displays recovered artifacts from the project site. • Salvage and recordation of resources by a qualified archaeologist. These resources shall be preserved onsite in an interpretive center, designed under the review of both the Native American Heritage Commission and the City of Agoura Hills. <p>Pursuant to Public Resources Code 21083.2.c., the project applicant shall provide a guarantee to the lead agency to pay one-half the estimated cost of mitigating the significant effects of the project on unique archaeological resources. In determining payment, the lead agency shall give due consideration to the in-kind value of project design or expenditures that are intended to permit any or all archaeological resources or California Native American culturally significant sites to be preserved in place or left in an undisturbed state. When a final decision is made to carry out or approve the project, the lead agency shall, if necessary, reduce the specified mitigation measures to those which can be funded with the money guaranteed by the project applicant plus the money voluntarily guaranteed by any other person or persons for those mitigation purposes. In order to allow time for interested persons to provide the funding guarantee referred to in this subdivision, a final decision to carry out or approve a project shall not occur sooner than 60 days after completion of this environmental impact report. For time and cost</p>							

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<p>limitations refer to 21083.2(e).</p> <p>HA-1(b) Construction Monitoring. Initial grading activities near archaeological sites CA-LAN-1436, CA-LAN-1352, and CA-LAN-41 shall be monitored by a qualified archaeologist and Native American Monitor. If cultural resource remains are encountered during construction or land modification activities, the applicable procedures established under CEQA (CEQA Guidelines §15064.5). In this event the City's Department of Planning and Community Development shall be notified at once and work shall stop within a 100 ft radius until a qualified archaeologist satisfactory to the City has assessed the nature, extent, and potential significance of any cultural remains. If such remains are determined to be significant, appropriate actions to mitigate impacts to the remains shall be implemented per Section 21083.2 of the Public Resources Code. Depending upon the nature of the find, mitigation could involve avoidance, documentation, or other appropriate actions, to be determined by a qualified archaeologist.</p>	<p>Require construction monitoring as specified in the measure for grading near the identified known sites.</p> <p>Ensure CEQA and City guidelines and the standards in the measure are followed if cultural resource remains are encountered during grading.</p> <p>Ensure compliance with the requirements of California Public Resources Code 21083.2.c.</p>	<p>-During grading for future projects</p> <p>-At site inspection.</p>	<p>-Once.</p> <p>-At least once, as required.</p>	<p>PCD</p>		
<p>HA -1(c) Archaeological Discovery. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendant (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.</p>	<p>Ensure compliance with State Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097.98.</p>	<p>During grading for future projects.</p>	<p>Once per project.</p>	<p>PCD</p>		

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HYDROLOGY AND WATER QUALITY							
<p>HYD 2 Final Drainage Plans. Individual project applicants shall be required to prepare and submit a final drainage plan, prior to issuance of a grading permit, to the City's Planning and Community Development Department and Los Angeles County Flood Control for approval. Plans shall include detailed design and hydraulic analysis of the drainage facilities that capture and convey on- and off-site runoff. Each developer shall be required to evaluate the extent of potential flood hazards present utilizing the Modified Rational Method (or the latest model approved by Los Angeles County Flood Control) and to implement mitigation measures required to reduce such impacts to a level of insignificance. The drainage plan for each project shall include post development designs for runoff detention and on site infiltration to reduce 50-year frequency storm peak discharge to the pre development level. These drainage facilities shall meet the design requirements and capacities of the Master Plan of Drainage for the City of Agoura Hills, The Los Angeles County Department of Public Works Hydrology Manual and the Hydrology and Sedimentation Appendix, or other revised hydraulic analyses as determined by the City Engineer, and shall not increase the base flood elevation above or below the project site. Additionally, mitigation shall meet all interim peak flow standards, or the most up to date standards, as established by the LACDPW. The plans shall be subject to review and approval by the City Engineer.</p>	<p>Require submittal of a final drainage plan, consistent with the measure, to PCD and Los Angeles County Flood Control prior to issuance of a grading permit.</p> <p>Ensure that any mitigation meets all interim peak flow standards, or the most up to date standards as established by the LACDPW and that the plans are reviewed and approved by the City Engineer.</p>	<p>-Prior to issuance of a grading permit for future projects</p> <p>-At site inspection.</p>	<p>-Once per project application.</p> <p>-At least once, as required.</p>	PCD			
<p>HYD-3(a) Hydrology Study. If any onsite open channels are altered, a channel bed erosion study shall be conducted as part of a hydrology report submitted to the</p>	<p>Require that a channel bed erosion study, designed as specified in the measure, is</p>	<p>With initial application / prior to</p>	<p>Once per project application.</p>	PCD			

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<p>City as part of the initial application submittal. The erosion study shall determine if additional grade stabilization structures are necessary for any restored areas within Medea Creek or within Lindero Canyon Creek. Recommendations of this study shall be fully implemented subject to review and approval by the City of Agoura Hills and Los Angeles County Public Works Department. Design of modifications to Medea Creek shall meet the standards of the City of Agoura Hills and Los Angeles County Public Works Department, and shall be approved by the City prior to the issuance of grading permits.</p>	<p>part of hydrology reports in initial application submittals of any onsite open channels are altered.</p> <p>Ensure that recommendations of the study are fully implemented subject to review and approval by the City and the Los Angeles County Public Works Department</p>	<p>issuance of grading permits for future projects.</p>				
<p>HYD-3(b) Public Facilities Flood Protection. Any trunk sewer manholes located adjacent to Lindero Canyon Creek and Medea Creek shall be protected from peak flows laden with debris by further armoring via cement casing, piling, or other appropriate method. A plan to protect the sewerline and from construction activity from erosion and flooding and from construction activity shall be submitted to the Las Virgenes Municipal Water District for review, comment, and approval prior to the issuance of grading or building permits.</p>	<p>Require a plan to protect the sewerline and exposed manholes as specified in the measure for projects adjacent to the identified creeks.</p> <p>Ensure review and approval by the Las Virgenes Municipal Water District, as well as the City, prior to the issuance of grading or building permits.</p>	<p>Prior to issuance of grading permits for future projects.</p>	<p>Once per project application.</p>	<p>PCD</p>		
<p>NOISE</p> <p>N-1 Construction Hours. On-site construction activity, including blasting, or involving the use of equipment or machinery that generates noise levels in excess of the 55 dBA standard shall be limited to between the hours of 7 AM and 8 PM, Monday through Saturday pursuant to City Ordinance 9666 and City Municipal Code Section 9666.4. No construction activity shall occur between 8 PM and 7AM that generates noise in excess of the 50</p>	<p>Require that project construction schedules adhere to the days, hours and limitations expressed in the condition.</p>	<p>-Prior to approval of future projects -At site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	<p>PCD</p>		

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<p>dBa standard. No construction activity shall take place on Sundays or legal holidays.</p>						
<p>N-2(a) Rubberized Asphalt. In potentially noise impacted areas within the Specific Plan, the City shall consider and, if feasible, use rubberized asphalt paving material for street re-paving projects. Studies have demonstrated that this type of paving materials can substantially reduce roadway noise. A 1992 noise study in the City of Thousand Oaks by Acoustical Analysis Associates, Inc. indicated that the use of an asphalt rubber overlay can achieve a noise reduction of from 2 to 5 dBA as compared to standard asphalt.</p>	<p>Ensure that, where applicable, rubberized asphalt paving material is used for street re-paving projects.</p>	<p>-Prior to approval of future projects -At site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	PCD		
<p>N-2(b) Sound Wall. If traffic-related noise problems from U.S. 101 arise within the Specific Plan area, the City shall investigate and, if feasible, implement appropriate measures to reduce noise impacts at affected receptor locations. Such measures may include, but are not limited to, the use of a sound wall along the northern boundary of the Specific Plan area, between Roadside Drive and U.S. 101. It is estimated that a 10-foot high sound wall located adjacent to the southern edge of U.S. 101 would decrease noise levels at the property boundaries on the southern side of Roadside Drive from 78.8 dBA to 69.3 dBA (refer to Appendix E for Sound Barrier Loss Estimation Spread Sheet).</p>	<p>Investigate and, if feasible, implement appropriate measures, which could include a sound wall along Roadside Drive, to reduce noise impacts from Highway 101 at affected receptor locations.</p>	<p>If/when traffic-related noise problems from U.S. 101 arise within the Specific Plan area.</p>	<p>At least once depending on results of initial action.</p>	PCD		
<p>N-3(a) Acoustical Study. A site-specific acoustical study shall be submitted to the City Planning and Community Development Department as part of the initial application for any residential project located within the project area that is exposed to freeway or arterial traffic noise. This study shall contain specific structural and site design recommendations to be incorporated into the</p>	<p>Require site-specific acoustical study as part of the initial application for any residential project located within the project area that is exposed to freeway or arterial traffic noise.</p>	<p>With initial application / prior to approval of permits for future projects</p>	<p>Twice.</p>	PCD		

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project design to mitigate any noise levels that exceed the City's residential exterior standard of 65 CNEL.	pursuant to the standards listed.	-At site inspection	-At least once, as required.				
N-3(b) Operating Hours. Loading dock and delivery truck (i.e. refrigerator trucks, trash and recycling pickups) and parking lot sweeping hours shall be restricted to daytime operating hours (7:00 AM to 7:00 PM). Delivery trucks entering and leaving the site shall not block driveways and shall be allowed to idle no more than 15 minutes in any half hour period.	Require that proposed loading, delivery and parking lot sweeping activities for future projects adhere to the hours and standards specified.	-Prior to approval of future projects -At site inspection.	-Once per project application. -At least once, as required.	PCD			
N-3(c) Loading Dock Location. To the degree feasible, loading docks and delivery areas shall be located out of line of sight and/or oriented away from nearby residences.	Require that proposed loading docks and delivery areas for future projects adhere to the standards specified.	-Prior to approval of future projects -At site inspection.	-Once per project application. -At least once, as required.	PCD			
N-3(d) Ventilation Noise. Parapets that reduce noise from rooftop ventilation systems shall be installed on all project structures.	Require that projects with rooftop ventilation systems include noise-reducing parapets.	-Prior to approval of future projects -At site inspection.	-Once per project application. -At least once, as required.	PCD			
N-3(e) Parking Lot Noise. Surface-texturing materials and landscaping shrubs and trees shall be used in the parking areas to reduce parking lot related noise.	Require that proposed parking lots include the specified features.	-Prior to approval of future projects -At site inspection.	-Once per project application. -At least once, as required.	PCD			
N-3(f) Mechanical Equipment. All exterior mechanical equipment shall be oriented away from adjacent residential uses and shall be fitted with sound-rated parapets.	Require exterior mechanical equipment to be oriented away from adjacent residential uses and fitted with sound-rated parapets.	-Prior to approval of future projects -At site inspection.	-Once per project application. -At least once, as required.	PCD			

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<p>N-3(g) Interior Noise. At a minimum, all on-site structures shall include the following or equivalent to achieve an acceptable interior noise level of 45 CNEL:</p> <ul style="list-style-type: none"> • Air conditioning or a mechanical ventilation system so that windows and doors may remain closed • Double-paned windows and sliding glass doors mounted in low air infiltration rate frames (0.5 cubic feet per minute, per ANSI specifications) • Solid core exterior doors with perimeter weather stripping and threshold seals • Roof and attic vents facing away from Highway 101 <p>Incorporation of these design requirements would be expected to achieve an interior noise level reduction of 25 dB or greater.</p>	<p>Ensure that proposed structures include the listed items to reduce interior noise below 45 CNEL.</p>	<p>-Prior to approval of future projects -At site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	PCD		
<p>PUBLIC SERVICES</p>						
<p>PS-3(a) Fuel Modification Plan (FMP). Individual project applicants shall develop a Fuel Modification Plan for all development areas within or adjacent to wildland fire hazard areas. These plans shall be subject to review and approval by the Los Angeles County Fire Department Fuel Modification Unit. The FMP shall be submitted to the City Planning and Community Development Department for approval prior to issuance of a grading or building permit.</p> <p>Funding and execution of all measures required in the FMP shall be the responsibility of individual developers or land owners. Prior to approval of the FMP the City shall confirm that appropriate easements have been secured and that long-term funding mechanisms area in place to ensure successful implementation of the FMP.</p>	<p>Require Fuel Modification Plans for proposed development within or adjacent to wildland fire hazard areas.</p> <p>Ensure review and approval by the Los Angeles County Fire Department Fuel Modification Unit.</p>	<p>-Prior to issuance of a grading or building permit. -At site inspection.</p>	<p>-Once per project application. -At least once, as required.</p>	PCD		

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PS-3(b) Landscape Palette. The landscape palette for the project shall prohibit the use of highly flammable species near areas of open space.	Ensure that landscape plans prohibit the use of highly flammable vegetation near open space areas.	-Prior to approval of permits for future projects -At site inspection.	-Once per project application. -At least once, as required.	PCD			
PS-3(c) Roundabout Engineering. Further detailed engineering design shall be performed for the proposed roundabout at the intersection of Agoura Road and Kanan Road. The study shall incorporate the applicable geometric features required to accommodate the forecast vehicular, bicycle and pedestrian movements, and safety personnel/emergency access. The study should determine the sufficient capacity and safety at the roundabout for both pedestrians and motorists.	City to ensure that detailed engineering design for the identified public improvement, consistent with the measure.	Prior to finalization of roundabout design.	Once.	PCD			
PS-3(d) Emergency Access. The proposed roundabout at the intersection of Kanan and Agoura Road has the potential to restrict access to safety personnel and emergency vehicles. Public education should include information on driver behavior in the event of an emergency vehicle, which is similar to the driver behavior required at conventional intersections. All approaches to the roundabout shall contain two lanes. Vehicles in queue in front of an emergency vehicle would either move to another lane or move through the roundabout to facilitate passage of the emergency vehicle. The design of the roundabout shall include a mountable apron on the island and mountable splitter islands. In the event of blockage of the circulatory roadway, these elements would provide for sufficient width within the roundabout for passage of emergency	City to provide public education materials, such as signs near approach of roundabout, (other education materials may include an online tutorial). Additionally, the City shall review design and installation of mountable apron and splinter islands.	Prior to finalization of roundabout design.	Once.	PCD			

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vehicles.						
PS-4(a) Design Approval. Project plans shall be submitted to the Los Angeles County Sheriff's Department Lost Hills Substation for review and comment. All recommendations made by the Department, including, but not limited to, those pertaining to site access, site security, lighting, and requirements for onsite security, shall be incorporated into the design of the project, prior to approval of final building permits.	City to ensure LA County Sheriff's Department review of project plans consistent with the measure, and that the Sheriff's comments be incorporated into the project.	Prior to project approvals.	Once.	PCD		
PS-4(b) Roundabout Engineering. Refer to Mitigation Measure PS-3(c). This measure shall also be subject to review and approval by the Los Angeles County Sheriff's Department.	City to ensure that detailed engineering design for the Agoura/Kanan roads roundabout is reviewed and approved by the LA County Sheriff's Department.	Prior to finalization of roundabout design.	Once.	PCD		
PS-5(a) In Lieu Fees. Individual project applicants shall pay the statutory school fees in effect at the time of issuance of building permits to the appropriate school districts. If permissible, at the time the application is processed, these fees shall include additional District costs associated with impacts to student transportation or other measures to alleviate student transportation overcrowding (e.g. pro-rata contribution to new school transportation systems, student carpooling bulletin boards, etc.)	Ensure statutory school fees are collected by the School District as required.	Prior to issuance of building permits.	Once per project approval.	PCD		
PS-5(b) School District Noticing. The applicant shall notify the Las Virgenes Unified School District of the expected buildout date of the project as soon as possible to allow the District to plan in advance for new students.	Ensure that applicants notify the Las Virgenes Unified School District of the expected buildout date of their projects.	Prior to issuance of building permits.	Once per project approval.	PCD		
TRANSPORTATION AND CIRCULATION						
T-2(a) Kanan Road/Canwood Street - U.S. 101	Ensure that funding is	After plan	Ongoing.	PCD		

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<p>Northbound Ramps Intersection (A.M. and P.M. peak hour): Additional capacity will need to be provided at this intersection to obtain acceptable operations. As part of the Kanan Interchange Projects, the future geometry for the southbound approach of the intersection includes three southbound through lanes and a separate right-turn lane. One southbound through lane is a trap lane onto the Northbound On-Ramp, and two through lanes would continue onto the overpass.</p> <p>Future cumulative peak hour volumes on the southbound through approach would exceed 2,000 vehicles per hour (vhp) during the A.M. peak hour and would exceed 1,700 vph during the P.M. peak hour. These volumes indicate the need for additional southbound capacity.</p> <p>Additional measures that would be necessary include restriping of the southbound approach to three through lanes and a shared through/right-turn lane would improve the intersection operations to LOS D during the A.M. peak hour and LOS C during the P.M. peak hour. This mitigation would require that the Northbound on-ramp approach be moved 16 feet (4.9 m) to the west and the overpass be restriped from two southbound lanes to three southbound lanes. The southbound direction on the overpass contains 43.5 feet (13.3 m), which is sufficient to accommodate three 11.8 feet (3.6 m) wide lanes and a 4 feet (1.2 m) wide bike lane.</p> <p>Additional widening on the eastbound approach (Canwood Street) is required to provide LOS C during the A.M. peak hour. The eastbound approach would need to be widened from one left-turn lane and one right-turn lane to one left-turn lane, a shared left/right-turn lane, and a right-turn lane. The mitigated geometry is</p>	<p>secured and the specified improvements are implemented.</p>	<p>adoption as individual projects are proposed.</p>					

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shown below and the mitigated levels of service are shown below in Tables 4.11-9 and 4.11-10.								
T-2(b) Palo Camado Canyon Road/U.S. 101 Northbound Ramps Intersection (A.M. and P.M. peak hour): City staff have indicated that several improvement options for the intersection are being evaluated as part of the EIR underway for the Heschel West school site proposed east of Palo Camado Canyon Road within County limits. Improvement options that are evaluated include installation of a signal, widening of the overpass and/or intersection approaches, and construction of a roundabout. It is noted that the cumulative traffic forecasts derived from the Agoura Hills Traffic Model did not include any traffic volumes associated with the proposed Heschel West school site. The future evaluation process for the intersection and/or the U.S. 101/Palo Camado Canyon-Dorothy Drive interchange would likely be through the Caltrans process, which would evaluate all future traffic volumes (including the Heschel West school traffic) and mitigation options. It is anticipated that the ultimate intersection and/or interchange improvements would provide for acceptable levels of service at this location during the peak hours. The project would contribute its proportionate share to any improvement that will be elected for this intersection.	Ensure that funding is secured and the specified improvements are implemented.	After plan adoption as individual projects are proposed.	Ongoing.	PCD				
T-2(c) Reyes Adobe Road/Canwood Street intersection (P.M. peak hour): The City has programmed the widening of the northbound approach as part of the U.S. 101/Reyes Adobe interchange improvement project. After implementation of the proposed improvements, the intersection would operate at LOS A during the P.M. peak hour, thereby reducing	None required.	n/a	n/a	n/a				

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<p>the project's impact to a level of insignificance. It is noted that no implementation schedule has been developed for this project at this time. (The mitigated level of service is shown in the EIR in Table 4.11-10.)</p>							
<p>T-2(d) Reyes Adobe Road/U.S. 101 Southbound Ramps intersection (P.M. peak hour): The City has programmed the widening of this intersection as part of the U.S. 101/Reyes Adobe interchange improvement project. After construction, the intersection would operate at LOS C during the P.M. peak hour, thereby reducing the project's effect to less than significant. It is noted that no implementation schedule has been developed for this project at this time. The mitigated level of service is shown above in Table 4.11-10.</p>	None required.	n/a	n/a	n/a			
<p>T-2(e) Reyes Adobe Road/Agoura Road intersection (P.M. peak hour): Restriping the southbound approach to provide dual left-turn lanes and a right-turn lane, and providing additional capacity on the westbound approach would result in LOS C during the P.M. peak hour, thereby reducing the project's impact to less than significant. There are two receiving lanes on all three legs of this intersection. The southbound approach contains one left-turn lane and the right-turn lane which are separated by a wide striped channelization island. There is sufficient pavement width between the raised median and the western curb (43 ft) to restripe the approach to two left-turn lanes and a right-turn lane. In addition, the westbound approach should be restriped to a shared through/right-turn lane and a dedicated right-turn lane, or be widened to include an additional lane (through, through-right, and right-turn lane) to provide LOS C during the P.M. peak hour. The mitigated level of service is shown in the EIR in Table 4.11-10.</p>	Ensure that funding is secured and the specified improvements are implemented.	After plan adoption as individual projects are proposed.	Ongoing.	PCD			

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<p>T-2(f) Kanan Road/Canwood Street (E) Intersection (P.M. peak hour): This intersection was recently reconstructed as part of the Kanan Road/U.S. 101 interchange improvement project. Kanan Road contains two northbound through lanes and a right-turn lane; the southbound approach contains a left-turn lane and three through lanes. A third northbound through lane (two through lanes and a through-right-turn lane) is required to provide LOS C during the P.M. peak hour. This mitigation measure would require some widening of the north side of the intersection for 200 ft or more to provide three receiving lanes. The mitigated level of service is shown in the EIR in Table 4.11-10.</p>	<p>Ensure that funding is secured and the specified improvements are implemented.</p>	<p>After plan adoption as individual projects are proposed.</p>	<p>Ongoing.</p>	<p>PCD</p>			
<p>T-2(g) Kanan Road/Roadside Drive - U.S. 101 Southbound Ramps Intersection (P.M. peak hour): Additional capacity on the northbound and southbound approaches will need to be provided at this intersection to provide LOS C operations. The required improvements are outlined below:</p> <p>There are three northbound receiving lanes provided on the north side of the intersection. Under the proposed intersection design, two lanes continue onto the overpass and one lane traps into the U.S. 101 Southbound On-Ramp. The northbound approach would contain one through lane and one shared through/right-turn lane. This approach should be widened to provide two through lanes and one shared through/right-turn lane.</p> <p>Under the proposed intersection design, the southbound approach would contain one left-turn lane, two through lanes and one right-turn lane. To provide LOS C during the P.M. peak hour, a second southbound left-turn lane</p>	<p>Ensure that funding is secured and the specified improvements are implemented.</p>	<p>After plan adoption as individual projects are proposed.</p>	<p>Ongoing.</p>	<p>PCD</p>			

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<p>is needed. There is sufficient roadway width provided on the north leg of the intersection and the overpass to provide dual left-turn lanes, two through lanes and a right-turn lane on the southbound approach, and retain the three northbound receiving lanes provided on the north side of the intersection. The bike lane on the southbound approach shown on the proposed intersection design may need to be eliminated. It is noted that the lane widths on the north leg (11-foot left-turn lanes, 11-foot through lanes and 12 to 13-foot right-turn lanes) would be less than the lane widths specified by Caltrans (12-foot left-turn lanes, 12-foot through lanes and 16-foot right-turn lanes), and would require approval of a design exception.</p> <p>Additionally, the east leg of the intersection (Roadside Drive) would need to be widened to the south to provide two receiving lanes.</p> <p>Implementation of the above improvements would result in LOS C (V/C 0.78). The mitigated geometry is shown below followed by the mitigated level of service as shown in Table 4.11-10.</p>	<p>Ensure that funding is secured and the specified improvements are implemented.</p>	<p>After plan adoption as individual projects are proposed.</p>	<p>Ongoing.</p>	<p>PCD</p>			
<p>T-2(h) Dorothy Drive/U.S. 101 Southbound Ramps Intersection (P.M. peak hour): This intersection is currently controlled by stop signs on all approaches. Signalizing this intersection would result in LOS C during the P.M. peak hour, therefore mitigating the project's impact to a level of insignificance. The mitigated levels of service are shown in the EIR in Table 4.11-10.</p> <p>T-3(a) Roundabout Engineering. Refer to Mitigation Measure PS-3(c) in Section 4.10, Public Services.</p>	<p>Refer to Mitigation Measure PS-3(c).</p>						

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T-3(b) Agoura Road/Zone A Pedestrian Crossing. It is recommended that the final design of the intersection at the mid-block of Agoura Road (between Kanan and Cornell Road) be configured as a roundabout or a conventional intersection. It should be designed to accommodate pedestrians, bicyclists, and should contain a traversable island allowing larger vehicles such as trucks, buses and emergency vehicles to pass through the intersection.	Include design features as described in the measure for the specified intersection.	Upon plan adoption.	Ongoing.	PCD			
T-3(c) Pedestrian Friendly Median. As the use of mid-block crosswalks may create safety issues for pedestrians, the median proposed along Agoura Road should also be designed to provide a refuge area for pedestrians using the proposed crossings on Agoura Road. Consideration should be given to making the area more pedestrian friendly.	Include design features as described in the measure for the median proposed along Agoura Road. Ensure that future improvements give consideration to making the area more pedestrian friendly.	Upon plan adoption.	Ongoing.	PCD			
T-3(d) Pedestrian Cross Walks. Pedestrian crosswalks should utilize textured and colored surface treatments to clearly distinguish these areas for pedestrian movement. Final design must be approved by the City's Public Works Director.	Include design features as described in the measure for public improvements.	Upon plan adoption.	Ongoing.	PCD			
T-3(e) Individual Access. The design and control of individual access driveways will need to be determined as individual projects are analyzed. Analysis of these individual access driveways should give consideration to traffic volumes to and from each individual site within the Specific Plan and opposing traffic volumes on the adjacent roadway system.	Ensure that design of individual driveways gives consideration to traffic volumes and patterns consistent with the measure.	Prior to approval of future projects.	Once.	PCD			

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<p>T-3(f) Construction Impacts. Prior to individual project approval, short-term construction impacts shall be examined. Where necessary, a construction vehicle management plan shall be developed and implemented. This plan shall include measures to avoid conflicts with nearby businesses and other land uses (such as construction activity notification and timing so as to minimize conflicts) and to minimize the effects on the local street network.</p>	<p>City shall require construction vehicle management plans for projects with potential short-term traffic related construction impacts.</p>	<p>As part of individual project application, prior to approval.</p>	<p>Once.</p>	<p>PCD</p>			

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