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June 14, 2005

VIA HAND-DELIVERY

Wayne Rew, Chairman
Los Angeles County Regional Planning Commission
Hall of Records, Room 1390
320 West Temple Street
Los Angeles, CA 90012

**Re: Heschel West
County Project/Conditional Use Permit Number 98-062
SCH Number 1998101060
Comments Regarding Revised DEIR**

Dear Chairman Rew and Honorable Commissioners:

Our office represents Abraham Joshua Heschel Day School West ("Heschel West") in connection with its development of a permanent campus for grades pre-K through 8 on 73 acres of land immediately north of the Ventura Freeway (US 101), and east of Chesebro Road (the "Site").

We understand that, as of the date of this letter, the County of Los Angeles Department of Regional Planning ("DRP") has received comments regarding the Revised Draft EIR ("RDEIR") for the proposed project from nearly 40 entities. We also understand that the DRP, in consultation with its EIR consultant Impact Sciences, Inc., will develop responses to such comments in the course of preparing the Final EIR for the project.

However, by this letter we offer Heschel West's "responses" to (or, perhaps more appropriately, Heschel West's observations in response to) those comments contained in two letters from the City of Agoura Hills -- a letter from the City's Planning and Community Development Director Mike Kamino dated May 16, 2005, and a letter from City Attorney Craig Steele dated May 18, 2005. Heschel West offers these responses at this time because on June 8 the Agoura Hills City Council adopted a resolution to oppose the project until such time as the City's concerns about the project -- concerns which we presume are comprehensively identified in the above-referenced letters -- are satisfactorily addressed.

A. Heschel West's Responses to Comments from City of Agoura Hills Planning and Community Development Director Mike Kamino.

(GENERAL COMMENTS)

- Comment 1 suggests that "specific development data [for] each phase" of the project should be provided in a tabular format, along with a discussion of phasing of mitigation measures, and of what entity will bear the responsibility for implementing and paying for such mitigation measures.
 - Response 1: Attached as Exhibit A is a matrix which specifically identifies the facilities to be constructed in each phase of the project's development. Also, attached as Exhibit B is a matrix which identifies the traffic mitigation measures associated with each phase of the project, and the proposed allocation of corresponding costs.
- Comment 2 suggests that "[t]he estimated type, size, frequency and location of special events need to be stipulated and parameters/restrictions placed around the events to ensure that there are no adverse significant impacts."
 - Response 2: As explained in our June 9 letter to the Regional Planning Commission, like any comparable school Heschel West will have periodic evening activities on-site. These events would be such things as PTA meetings, school plays, adult education courses, lectures, school board meetings, Jewish holiday workshops, holiday boutiques, book festivals, alumni events, model seders, back to school nights, and culmination ceremonies. Generally, these activities will have fewer than 150 attendees. However, sometimes the number could exceed 150. Rather than just leave it open-ended, Heschel West proposes to limit the number of such occasions to a maximum of 24 per year. Likewise, the School intends to host no more than four "special events" at the Site, which could have up to 1,500 attendees. These events would be such things as graduation ceremonies and religious holiday gatherings such as Hanukkah, Sukkot, and Purim.
- Comment 3 suggests that the RDEIR should "consider potential impacts of expanding this facility to include high school students."
 - Response 3: The project which is before the Regional Planning Commission is "a private preschool, elementary, and middle school for up to 750 students in the A-1-5 Zone." Heschel West has no plans to develop a high school at the Site.

(COMMENTS RE PROJECT DESCRIPTION)

- Comment 4 suggests that the RDEIR's discussion of required project approvals should reference the need for approval by the City of Agoura Hills for "drainage and right-of-way improvements proposed as part of the project."
 - Response 4: Table 2.0-2 (on page 2.0-17) identifies the need for these City approvals.
- Comment 5 seeks clarification regarding the construction of multi-purpose rooms during Phase I.
 - Response 5: Please see the Phase I Site Plan attached as Exhibit C.

(COMMENTS RE ENVIRONMENTAL AND REGULATORY SETTING)

- Comment 6 suggests that the RDEIR's description of surrounding land uses "should more accurately reflect the unique character of Old Agoura, with its predominant equestrian uses and more rustic, semi-rural character."
 - Response 6: Page 3.0-6 of the RDEIR states, "Local roads lack curbs, gutters, and streetlights. Combined with the presence of equestrian uses such as barns, stables, and riding rings, these features provide a *semi-rural* ambience..." (Emphasis added.) Additionally, on page 4.1-4 the DEIR notes that most homes in the Old Agoura area have a "county and/or equestrian theme" and "[m]any possess stables, barns sheds, and other structures typically associated with equestrian activities."
- Comment 7 requests clarification regarding the distance between various elements of the project and adjacent residential properties.
 - Response 7: The primary staff parking area for the Site will be located approximately 160 feet from the edge of the nearest residential property line. See RDEIR page 4.3-20. However, no structure on the Site will be less than 300 feet from the nearest residential property, and the core of the project will be approximately 500 feet from the nearest residential property. See Figure 2.0-2.
- Comment 8 suggests that the project "should include some sort of shuttle from the campus... to transit stops in Agoura Hills" and "should incorporate a vanpool or other carpool system..."
 - Response 8: A copy of the School's comprehensive Transportation Demand Management Plan is attached as Exhibit D. Heschel West does not anticipate

demand for a shuttle service between the Site and local transit stops, but if there is demonstrated need for such service the School will consider providing it.

- Comment 9 suggests that project's proposed use of manufactured slopes (in excess of 10 feet) and ridgeline grading are contrary to policies set forth in the North Area Plan.
 - Response 9: The 30- to 60-foot manufactured slopes along the eastern edge of the campus were designed to minimize the project's impact on the recently-designated "significant ridgeline" that traverses the property. The height of the manufactured slopes could potentially be reduced by moving the campus westward, closer to neighboring homes. However, Heschel West feels that limited use of manufactured slopes is the superior option given that the slopes cannot be seen from off-site areas and they will be part of the campus open-space environment.

Because the location the entrance road is at the lowest elevation of the ridgeline, it has the least impact possible. No superior location exists that would allow access to Canwood Street, the primary entrance route to the school. *See RDEIR* page 4.6-15, second paragraph and footnote 2.

- Comment 10 suggests that the RDEIR should characterize Old Agoura as "semi-rural."
 - Response 10: As noted in Response 6, the RDEIR *does* describe Old Agoura as having a "semi-rural ambience."
- Comment 11 requests clarification "that the project requires a conditional use permit (CUP) with certain findings to me made, and consistency with the [North Area Plan] would in part be predicated on approval of the CUP."
 - Response 11: The need for a CUP is clearly referenced on pages ES-1 and 2.0-2 of the RDEIR. Section 22.24.100 of the Los Angeles County Code specifically identifies "schools" among the uses which are conditionally allowed in the A-1 Zone, and the North Area Plan expressly identifies *private schools* among the other permitted uses for N-5 land. (*See NAP* page VI-58.) Additionally, as detailed in our letter to the Regional Planning Commission dated May 18, 2005, numerous design features of the proposed project clearly advance specific policies enumerated in the Land Use and Housing Element of the North Area Plan, including but not limited to limiting ridgeline development, preserving open-space corridors, respecting viewsheds, encouraging clustering of development, limited structure heights, and minimizing exterior lighting.

- Comment 12 suggests that the RDEIR "must be corrected to clarify that the [Agoura Hills Ventura Freeway/Canwood Corridor]Visions Plan is intended as a design study and not a regulatory land use plan or a transportation plan."
 - Response 12: At page 3.0-33, the RDEIR accurately describes the Visions Plan as a "relevant *planning document*" which "provides *recommendations* for the land uses... to be accommodated in the US 101 corridor." (Emphasis added.) The RDEIR does not imply that the Visions Plan has the force of law.

(COMMENTS RE VISUAL RESOURCES)

- Comment 13 suggests that the RDEIR's discussion of impacts on visual resources should more specifically describe the location and types of plants that will be used to screen the project Site.
 - Response 13: Figures 4.1-4 and 4.1-6 provide digitally simulated views of the Site from Palo Comado Canyon Road and Chesebro Road, respectively. These simulations also depict the type and location of plants to be used for screening. Additionally, at page 4.1-23, the RDEIR specifies that Valley oak and coast live oak trees will be planted, along with native grasslands. Mitigation Measure 4.1-2 also clearly states that a landscape plan shall be prepared by a registered landscape architect for review and approval by DRP prior to the issuance of a grading permit.
- Comment 14 suggests that the digital simulations of landscape screening of the campus should depict vegetation at various stages of growth.
 - Response 14: Such simulations would be superfluous. Heschel West will install landscape screening during Phase I of construction. Logically, the effectiveness of the screening impact will increase with time.
- Comment 15 suggests that Mitigation Measure 4.1-3(6) should require motion sensor devices on all security lighting, and that generally the intensity of security lighting should be as minimal as practical.
 - Response 15: Mitigation Measure 4.1-3(6) states, "Security lighting should be activated with motion sensors to the extent feasible." Additionally, Mitigation Measure 4.1-3(1) requires that all outdoor lighting fixtures at the Site be aimed downward or towards structures, and clarifies that no lights shall be directed towards nearby residences or open space.
- Comment 16 suggests that the RDEIR should contain a discussion of various "lighting zones," and stipulate to certain wattages for different types of lighting (i.e., parking lot

versus campus security lighting) that are less than the average wattage for school campuses, as determined by the California Energy Commission.

- Response 16: For more information about Lighting Zones, one can refer to the Model Outdoor Lighting Ordinance Classification of Outdoor Areas, published by the Illumination Engineers Society of North America. As noted in Mitigation Measure 4.1-3, Heschel West is required to prepare a comprehensive lighting plan that identifies the type, layout, and luminaire wattage, and DRP will approve final lighting orientation and design.
- Comment 17 suggests the RDEIR should provide a discussion of potential glare and light reflection from roofing materials.
 - Response 17: As indicated on page 2.0-5, the project design calls for the use of concrete shake roofing material, which emulates Spanish tile.
- Comment 18 suggests that the RDEIR should provide separate discussions of the mitigation of visual-resource impacts associated with each phase of the project's development, and that visual-resource impacts of each phase should be mitigated (presumably) by the time that phase is complete.
 - Response 18: The visual resource mitigation measures proposed in connection with Phase I are permanent, and all visual resource mitigation measures will be in place by Phase II. No further visual-resource mitigation is required for Phases III through VI. Specifically, Phase I construction will be accompanied by planting of a 50-foot-deep landscape buffer along the westerly edge of the campus. As subsequent phases are developed, the landscape screen installed during Phase I will become increasingly dense & effective. Additionally, during Phase I, the maximum building height will be less than 20 feet. By the time the first two-story buildings are constructed (approximately 3 to 5 years after Phase I) the 50-foot-deep landscape buffer will have grown significantly to further mitigate the impacts of the larger buildings.
- Comment 19 suggests that the RDEIR should specify the heights associated with each of the various buildings proposed for the Site. Comment 19 also suggests that Heschel West should consider reducing the heights of all buildings on the Site, especially those nearest to adjacent residential uses.
 - Response 19: Heschel West agrees that it would be helpful if the RDEIR could specifically identify (in feet, not just stories) the heights associated with various buildings on the Site. However, to be clear, the pre-kindergarten unit closest to residential uses will have a height of approximately 18 feet (not including

decorative cupolas) -- *not* 33.5 feet as erroneously indicated on RDEIR page 4.1-23. Indeed, taller structures are located further away from residential uses.

- Comment 20 suggests that a Mitigation Measure 4.1-3 should include a requirement for photometric mapping of off-site illumination, to be provided by Heschel West to DRP.
 - Response 20: If DRP so desires, Heschel West can include photometric mapping as part of its comprehensive lighting plan.
- Comment 21 suggests that the RDEIR should discuss roof-mounted mechanical equipment, and proposes a requirement that any such equipment be screened from public view.
 - Response 21: Heschel West would not object to a Condition of Approval that requires screening of roof-mounted equipment.
- Comment 22 suggests that the RDEIR should analyze the possibility of breaking the main parking lot on the west side of the campus into smaller parking areas, possibly in other parts of the Site.
 - Response 22: Parking on the Site will be distributed over *six* parking areas. The main parking area is provided to easily accommodate visitors entering the campus, as well as to facilitate Site circulation, and as a design element, to maximize setback of buildings from residential areas.
- Comment 23 suggests that the RDEIR should address methods of dedicating the area along the western edge of the Site as "permanent open space."
 - Response 23: As indicated in our letter to the Regional Planning Commission dated June 9, 2005, although Heschel West has already committed to putting fully 40% of its Site into a permanent conservation easement, the School is prepared to offer to dedicate to the National Park Service the portion of the Site north of Chesebro Road, in the vicinity of Chesebro Creek. Additionally, as identified on page 12 of the Staff Analysis that was prepared for the May 25 public hearing on this matter, Heschel West is prepared to accept a condition prohibiting the building of structures in the open area to the west of the currently contemplated building footprint. However, we can see no reasoned basis, beyond the strict controls of the CUP, to require the "dedication" of this area as permanent open space or to impose similar permanent limitations on Heschel West's ability to develop, donate, or cooperatively use those other portions of the Site which are not of particular aesthetic nor natural-resource value.

(COMMENTS RE TRANSPORTATION AND ACCESS)

- Comment 24 is highly critical of several proposed traffic mitigation measures, and suggests that the RDEIR generally "needs to reassess the proposed [traffic] mitigation measures to create more feasible solutions," which specifically "would include coordination with staff of the City of Agoura Hills to explore other options..."
 - Response 24: Traffic mitigation is a challenging issue because of the multi-jurisdictional character of this case. The Site is in unincorporated County, the intersections for which mitigation measures are proposed are all in the City of Agoura Hills, yet Caltrans controls the design of two of the three directly impacted intersections. The City's letter generally ignores this context and states, without meaningful analysis, that certain design elements are "not acceptable" and "would not function well." For example, the City describes the traffic signal recommended in the RDEIR for the four-way intersection at Driver/Canwood and Chesebro/Palo Comado as being out of character with the adjacent "semi-rural neighborhood." However, the City continues to approve and promote extensive commercial development along Canwood directing more and more traffic through this "semi-rural" intersection. The intersection meets the traffic warrants for a signal; therefore County protocols require that the mitigation measures in the RDEIR include that fact. The County Department of Public Works, at the urging of the applicant, included non-signalized mitigation measures in the RDEIR in recognition of the City's sensitivity to signals at this location. The mitigation measures contemplated for the School's main access roadway (Canwood/Palo Comado) are also unfairly described by the City as "infeasible and fundamentally flawed." In reality, both the County Department of Public Works (by letter dated April 6, 2005) and Caltrans (by letter dated May 18, 2005) have stated that both a traffic signal or a roundabout could adequately mitigate the School's traffic impacts. Caltrans has expressed a preference for the traffic circle option. Additionally, at a May 31, 2005 meeting of Heschel West representatives and City and County planning and transportation staff, Assistant City Manager Jim Thorsen clearly indicated that a traffic circle "would work" but that an alternative design is required. Therefore, all three responsible agencies (the City, County, and Caltrans), as well as the applicant's traffic engineer, have concluded that feasible mitigation measures are available. The problem, however, is that Caltrans will not analyze a specific design unless and until a project is approved by the County. Accordingly, even if Heschel West and the City were to agree on a preferred mitigation concept, Heschel West cannot assure the City that Caltrans, in the future, would approve that design. Nonetheless, the RDEIR and accompanying traffic study demonstrate that various traffic mitigation measures exist which

will fully mitigate the traffic impacts associated with the proposed project to a level of insignificance. Finally, note that Heschel West has agreed that the School will not commence operation until the main entrance roadway improvements (at Palo Comado/Canwood) are fully implemented. (See Draft Condition of Approval 28a).

- Comment 25 suggests numerous edits to the RDEIR's discussion of mitigation measures for Canwood and Chesebro at Driver and Palo Comado, including mention of a potential need to acquire additional right-of-way and a proposed requirement that any mitigation measures be implemented (presumably at Heschel's sole expense) at this intersection prior to occupancy of the first building at the campus (i.e., Phase I).
 - Response 25: It would be unreasonable to require Heschel West to entirely fund and complete improvements to this intersection prior to occupying Phase I of its campus which, with a maximum of 390 students, would *not* have a substantial impact on the subject intersection. There must be an "essential nexus" between a mitigation measure and a legitimate governmental interest. Likewise, mitigation measures must be roughly proportional to the impacts of the project. See generally CEQA Guidelines § 15126.4, subd.(a)(4).
- Comment 26 suggests that Heschel West should evaluate a 2-lane roundabout design for Palo Comado Canyon Road at US 101, and should explore means of access other than by Canwood Street (extended).
 - Response 26: Please refer to Response 24. Additionally, at the request of the City, Heschel has submitted preliminary designs for an access road off Palo Comado, approximately midway between US 101 and Chesebro. This "mid-block" access alternative (among others) is discussed in the RDEIR at page 5.0-19.
- Comment 27 indicates that a traffic signal is acceptable for the intersection of Chesebro Road and US 101 (at Dorothy Drive), but that Heschel West should be required to implement this mitigation measure prior to occupancy of the first building (i.e., completion of Phase I).
 - Response 27: We are pleased that the City finds this mitigation measure acceptable. However, there must be an "essential nexus" between a mitigation measure and a legitimate governmental interest. Likewise, mitigation measures must be roughly proportional to the impacts of the project. See generally CEQA Guidelines § 15126.4, subd.(a)(4). Accordingly, it would not be appropriate to require Heschel West to entirely fund and complete improvements to this

intersection prior to occupying Phase I of its campus which, with a maximum of 390 students, would *not* have a substantial impact on the subject intersection.

- Comment 28 indicates that Heschel West's "fair share" of costs associated with mitigation of cumulative traffic impacts must be established at this time, and must be paid to the City of Agoura Hills.
 - Response 28: Table 4.2-14(a) very clearly identifies the percentages of cumulative impacts which are attributable to the project at each of the studied intersections. Heschel West fully expects that these percentages would be used to determine what constitutes the School's "fair share" of the costs involved in mitigating cumulative impacts. As the lead agency, the County is singularly vested with authority to determine that the School should pay its "fair share" to the City. Heschel West would not object to a requirement that "fair share" payments be made directly to Agoura Hills.
- Comment 29 suggests the need to acquire additional right-of-way for improvements at Canwood and Chesebro at Driver and Palo Comado.
 - Response 29: Please refer to Response 25.
- Comment 30 suggests it is inaccurate to describe the mitigation measures proposed for cumulative traffic impacts as "identical to and consistent with area improvements" in the EIR prepared in connection with the City's General Plan update.
 - Response 30: It would be more accurate to state that mitigation measures proposed for cumulative traffic impacts include but are not limited to the improvements contemplated by the General Plan update.
- Comment 31 seems to suggest that the RDEIR should more fully evaluate the efficacy of proposed mitigation measures.
 - Response 31: Please refer to Response 24 regarding the apparent efficacy of proposed mitigation measures.
- Comment 32 suggests that the RDEIR should include data to support its conclusion that parking supply will be sufficient to meet the daily demands of faculty, staff, and visitors, in addition to special events.
 - Response 32: No student drivers are anticipated based on the age of the students (pre-K through 8th grade). The School expects to have a maximum of 97 staff members. Even assuming that all staff members drive individually, and are at the

school at the same time, their parking demand would be for less than half of the proposed 223 permanent parking spaces on the Site. Additionally, for special events, traffic engineers Crain & Associates estimate that the football field at the Site could accommodate approximately 110 vehicles, and the internal driveway on the Site could accommodate approximately 65 more vehicles. Accordingly, Heschel West has proposed to develop and submit a special event parking management plan to be submitted for review and approval by the Director of Planning.

- Comment 33 suggests that the School should promote carpooling and stagger operating hours with Agoura High School.
 - Response 33: A copy of the School's comprehensive Transportation Demand Management Plan is attached as Exhibit D. The Plan identifies specific means of increasing average vehicle ridership, such as appointing an on-site Transportation Coordinator, maintaining a Transportation Information Center, and strictly enforcing the School's carpool program through use of carpool registration, driveway monitors, and penalties for non-compliance. The Plan also indicates that Heschel West will maintain an ongoing dialogue with Agoura High School about ways to minimize traffic congestion during morning peak hours, and will avoid overlapping start times.
- Comment 34 suggests that Heschel West should pay the City's Traffic Impact Fee based on traffic generation rates.
 - Response 34: The City's Arterial Street System Development Fee Resolution ("Fee Resolution") does not specifically contemplate assessment of traffic impact fees ("TIFs") on school developments. Accordingly, we assume the quantity of traffic impact fees to be paid by the School to the City will be subject to negotiation, and the RDEIR and accompanying traffic study provide ample bases for calculating an appropriate contribution by the School to the City. However, we note that the Fee Resolution assesses TIFs based on p.m. peak hour trips, of which the School will generate only 79. (It appears that the City erroneously based its preliminary TIF assessment on the School's 720 a.m. peak hour trips.) Suffice it to say, there is considerable doubt as to whether the City could establish that the requisite legal "nexus" exists between the potential impacts of the project and a TIF assessment in excess of \$1 million. Additionally, because financial contributions by the School would be over and above contemplated physical mitigation measures, the School fully expects to receive an offset or credit toward TIF fees.

(COMMENTS RE NOISE)

- Comment 35 suggests that Mitigation Measure 4.3-3 should be revised to categorically prohibit construction vehicles from utilizing residential roadways in the vicinity.
 - Response 35: The Mitigation Measure presently compels avoidance of residential roadways *to the extent feasible*. It is conceivable that, owing to road closures or other factors, construction vehicles may need to utilize residential roadways. However, it is anticipated that the vast majority of construction vehicles serving the Site would have to travel only a short distance to or from US 101 using Palo Comado Canyon Road. Additionally, grading on the Site is entirely balanced (i.e., there will be no exportation of graded materials from the Site).

- Comment 36 suggests the DEIR should assess the incremental impact of noise emanating from the School's parking lot, which the comment alleges is "in close proximity to existing residences."
 - Response 36: Page 4.3-20 states that the parking lot is located approximately 160 feet from the edge of the closest residential property line, and that residential uses in the vicinity of the Site would "experience exterior noise levels generated by parking lot activity around 46 dB." This noise level is below the range of existing "ambient" noise levels recorded near the closest residential property lines (53.8 to 62.8 dB). See page 4.3-19.

- Comment 37 suggests that the DEIR should provide additional detail regarding the "range of possible events" to be held at the Site, and associated noise levels.
 - Response 37: Please see Response 2. Additionally, please note that athletic fields at the Site will be used only during daytime, and are approximately 900 feet away from the nearest residences.

- Comment 38 suggests that the DEIR should analyze and propose mitigation measures for any loudspeaker/public announcement system at the School.
 - Response 38: Mitigation Measure 4.3-8 states that there will be no amplified sound permitted on the Site between 8:00 p.m. and 8:00 a.m.

(COMMENTS RE BIOLOGICAL RESOURCES)

- Comment 39 suggests that an additional data should be collected regarding the assess the potential presence of the California gnatcatcher on the Site.
 - Response 39: At page 4.5-25, the RDEIR notes the "[b]ased upon the low numbers of this species in the region, the marginal quality of coastal sage scrub habitat on site, and the fact that no gnatcatchers were observed during the [1998] surveys, it was determined that this species does not occur on the project site, and has a very low potential of occurrence in the future." Additionally, Appendix 4.5 points out that more recent surveys in the vicinity have not recorded *any* sightings of this bird.
- Comment 40 suggests that the RDEIR should utilize plant nomenclature and classifications set forth in the 1995 Manual of California Vegetation, rather than the 1986 Department of Fish and Game guide.
 - Response 40: Heschel West has no opinion on this issue.
- Comment 41 suggests that mitigation measures related to anticipated loss of nesting space "should be required, not simply recommended."
 - Response 41: Heschel West has no opinion on this issue.
- Comment 42 suggests that the RDEIR should include a jurisdictional analysis of on-Site drainage features, as well as an assessment of "potential impacts from mitigation of any such [wetlands] habitat..."
 - Response 42: As depicted in Figure 4.5-2, "potential jurisdictional resources are at the extreme east and southeast corners of the Site, significantly removed from the proposed development.

(COMMENTS RE GEOTECHNICAL)

- Comment 43 alleges that the manufactured slope along the access road from Canwood Street violates the County's Ridgeline Protection Ordinance.
 - Response 43: The project is exempt from the Grading and ridgeline ordinance so no variance approval is required. *See Response 9; see also page 7 of the Staff Analysis prepared for the May 25, 2005 RPC hearing.*

- Comment 44 seeks clarification regarding the visibility of manufactured slopes between Phase I and later phases of construction.
 - Response 44: The subject manufactured slopes are not part of the Phase I grading; therefore, no interim impact would occur.

(COMMENTS RE FIRE SERVICES AND HAZARDS)

- Comment 45 suggests that the RDEIR should reference the construction of a new fire station approximately 1.75 miles from the Site.
 - Response 45: Heschel West agrees.
- Comment 46 requests additional details regarding the location and design of the School's "shelter in place" facility.
 - Response 46: The "shelter in place" structures will ultimately be contained within the proposed Auditorium building, the location of which is indicated on Figure 2.0-2 (Site Plan at build-out), and the exterior design of which is depicted in Figure 2.0-3a (Building Elevations). However, during Phases I through III, two concrete shelter in place structures will be located where indicated on Figure 2.0-7 (Phase II Site Plan). (Note: the shelter in place structures are also depicted on Figure 2.0-5 (Phase I Site Plan), but Figure 2.0-5 should be modified to include a label for these structures.
- Comment 47 seeks to clarify that the proposed outlet from the Site to Chesebro Road would be for emergency access only.
 - Response 47: The Chesebro Road outlet will positively not be used for daily operations, student access, or any general circulation purpose. Specifically, the outlet will be gated along Chesebro Road and at the campus boundary.

(COMMENTS RE HYDROLOGY AND WATER QUALITY)

- Comment 48 seeks greater specificity regarding the collection, detention, and release of runoff leaving the developed portion of the Site.
 - Response 48: RDEIR Figure 4.9-2 provides a complete graphic description of the drainage plan and how the storm water is collected, detained, conveyed and released. As part of the CUP review process, engineering feasibility is assessed through the review and approval of a drainage concept by the Department of Public Works.

(COMMENTS RE ALTERNATIVES)

- Comment 49 notes that the subheading for Alternative 1 – the No Project Alternative – reads "Development Consistent with Existing Land Use Designations."
 - Response 49: This is clearly an error which should be corrected (i.e., the subheading should be deleted). Alternative 1 would, indeed, leave the Site in its present, undeveloped condition.

- Comment 50 challenges the RDEIR's assertion that the 13-homes contemplated by Alternative 2 would likely be larger in mass and scale as compared with the existing, older homes along the westerly boundary of the Site. Additionally, the Comment suggests that the layout of the contemplated subdivision, and the access road for same, could be more environmentally sensitive.
 - Response 50: "There is no ironclad rule governing the nature or scope of alternatives to be discussed other than the rule of reason." CEQA Guidelines, § 15126.6. The assumptions which underlie the RDEIR's presentation of alternatives are clearly *reasonable* in light of existing market conditions and development practices. (See also Residents Ad Hoc Stadium Committee v. Board of Trustees, 89 Cal.App.3d 274, 286 (1979) ("[t]he discussion of alternatives need not be exhaustive, and the requirement as to the discussion of alternatives is subject to a construction of reasonableness... '[c]rystal ball' inquiry is not required.")).

- Comment 51 suggests that the RDEIR should more consider a "less intense" project that could accommodate a student population between 750 (proposed) and 474 (Alternative 4).
 - Response 51: Please refer to Response 50.

- Comment 52 indicates that the RDEIR "seems to compare" traffic impacts associated with Alternative 5 – the Palo Comado Canyon Road Access Alternative – against a No Project Alternative, rather than comparing the impacts of Alternative 5 against the proposed project.
 - Response 52: Pages 5.0-22 and 5.0-23 of the RDEIR compare the traffic impacts of Alternative 5 with the proposed project, *not* with a No Project Alternative. (The City's confusion may result from the fact that Table 5.0-2 observes the convention used throughout the RDEIR whereby a Critical Movement Analysis Summary references peak hour conditions *with* and *without* the project.) Specifically, the RDEIR indicates traffic impacts associated with the Palo Comado Canyon Road Access Alternative "are identical to the impacts identified for the proposed project"

at two of the three impacted intersections – Canwood/Chesebro and Chesebro/east bound 101. A comparison of Tables 5.0-2 and 4.2-13 reveals that Alternative 5 would result in a slight reduction in impacts on Palo Comado Canyon Road at US 101.

B. Heschel West's Responses to Comments from City Attorney Craig Steele.

(COMMENTS RE PROJECT DESCRIPTION)

- Comment 1(a) suggests that the RDEIR contains inconsistent or incomplete descriptions of the permits the proposed project will require.
 - Response 1(a): Table 2.0-2 (on page 2.0-17) identifies the permits likely required to complete the proposed project.
- Comment 1(b) requests clarification concerning the number of staff members who would be employed on the Site.
 - Response 1(b): As indicated on page 2.0-9 of the RDEIR, "[t]he proposed facility has been designed to accommodate a maximum of 750 students with a staff of 97 at buildout."
- Comment 1(b) (reprise)¹ notes an errant reference to the School's inclusion of grades pre-K through 9.
 - Response 1(b) (reprise): The School will include grades pre-K through 8. Page 2.0-4 must be corrected accordingly.
- Comment 1(c) alleges that the Project Description fails to reference the modular structures associated with the Interim School.
 - Response 1(c): Table 2.0-1 provides information concerning the nine *permanent* buildings to be constructed at the Site. There will be no modular structures on the Site when phased construction is complete. Pages 2.0-12 through 2.0-16 describe the location, use, and design features of the modular buildings that will facilitate the development of a permanent campus at the Site.
- Comment 1(d) notes that page 2.0-9 erroneously refers to arrival times between 7:30 and 8:30 *p.m.*

¹ Mr. Steele's comment letter contains two comments which are both numbered 1(b).

- Response 1(d): Arrival times will range between 7:30 a.m. and 8:30 a.m. Page 2.0-9 must be corrected accordingly.
- Comment 1(e) suggests that the RDEIR does not adequately disclose visual and aesthetic impacts associated with "the maintenance of temporary school buildings for some lengthy period of time." The Comment also presents questions regarding the location of the modular buildings during (and after) various phases of construction.
 - Response 1(e): Pages 4.1-31 and 4.1-32 of the RDEIR discuss the aesthetic impacts of the modular buildings -- impacts which will be minimal owing to the buildings' low height (17 feet) and use of wood siding and other natural materials, and the installation of a substantial landscape buffer. Figure 4.1-8 provides a digital simulation of the Phase I campus as viewed from Chesebro Road. Pages 2.0-12 through 2.0-16 detail the location, use, and design features of the modular buildings. Specifically, a site plan for Phase I, consisting primarily of modular buildings, is included as Figure 2.0-5. The nine modular buildings will arrive by truck -- approximately two dozen truck trips over several days. This limited number of vehicle trips would have no potential to cause "short-term traffic impacts." The schedule for the removal of the modular units is also included within the RDEIR's discussion of project phasing. See Figures 2.0-7, -8, and -9. The modular units will be "disposed of" by being trucked off campus. Because most of the modular units will likely be leased, these units will be returned to their lessor.
- Comment 1(f) alleges that the RDEIR does not adequately describe special events at the Site, or the traffic impacts associated with same. The Comment also presents questions regarding adequacy of parking for such events.
 - Response 1(f): See generally Response 2 (to Mr. Kamino's letter). Nearly all special events at the Site will occur on evenings or weekends -- outside of peak-hour traffic conditions. As noted in Response 32, for special events, traffic engineers Crain & Associates estimate that the football field at the Site could accommodate approximately 110 vehicles, and the internal driveway on the Site could accommodate approximately 65 more vehicles, in addition to the 223 permanent parking spaces at the Site. (The main parking lot will be constructed during Phase I.)

- Comment 1(g) requests clarification that athletic fields on the Site will not be lighted.
 - Response 1(g): As indicated on page 4.1-28 of the RDEIR, there will be no lighting of the athletic fields.
- Comment 1(h) alleges that the RDEIR does not adequately disclose the impacts associated with modular buildings on the Site.
 - Response 1(h): *See Response 1(e)*. Specifically, the modular units installed during Phase I will be removed in Phases II, III, and IV (as described on pages 2.0-15 through -17), not just Phase III as suggested by this comment. The modular units will be removed by truck. These removals will occur during summer months when the level of school traffic is diminished, and will involve only a few dozen trucks over several days. Accordingly, there is no reasonable expectation that the removal of the modular buildings would have any meaningful traffic impact.
- Comment 1(i) suggests that the RDEIR does not include (but should include) a list of environmental review and consultation requirements of federal, state, or local laws, regulations, or policies.
 - Response 1(i): Pages 3-11 through 3-44 of the RDEIR already contain analyses of the project based upon various laws and policies, and Section 9.0 of the RDEIR contains a list of persons and organizations consulted in preparation of the document.

(COMMENTS RE ENVIRONMENTAL AND REGULATORY SETTING)

- Comment 2 alleges that the RDEIR's lack of consideration of the Circulation Element of the City's General Plan and the City's standards for traffic mitigation renders it inadequate. Additionally, the Comment alleges a "basic failure," on the part of the County and the Applicant, to consult with the City regarding traffic analysis and mitigation proposals.
 - Response 2: The RDEIR *does* consider the City's General Plan. At page 4.2-46, the RDEIR indicates that mitigation measures proposed for cumulative traffic impacts include but are not limited to improvements which are specifically contemplated by the General Plan update. Additionally, please note that the 1992 Circulation Element of the General Plan expressly calls for widening of Palo Comado Canyon Road (between Canwood and Chesebro) to four lanes. Regarding an alleged lack of consultation, on May 31, 2005

Heschel West representatives met with City and County planning and transportation staff to discuss the design and implementation of Site access and various traffic mitigation measures. While Mr. Steele's letter predates the above-referenced meeting, it should be noted that Heschel West representatives have consulted with City staff on numerous occasions since the inception of the proposed project. However, only recently have City staff been willing (or authorized) to provide concrete input.

(COMMENTS RE ENVIRONMENTAL IMPACT ANALYSIS)

- Comment 3(a) complains that the RDEIR does not provide a clearly defined "thresholds of significance" to aid in evaluating the efficacy of various mitigation measures.
 - Response 3(a): In fact, each analytical Section of the RDEIR contains a subsection entitled "Significance Threshold Criteria" which: a) identifies the criteria which the County will use in assessing the extent of such impacts (i.e., Appendix G of the CEQA Guidelines, or the "County of Los Angeles Environmental Document Reporting Procedures and Guidelines"); and b) discusses potential project impacts, both before and after mitigation, in the context of these criteria.
- Comment 3(b) suggests that insofar as the RDEIR appears to assume that that project will involve implementation of certain mitigation measures, such measures should be included as conditions of project approval.
 - Response 3(b): Mr. Steele's comment letter predates the Staff Analysis which was prepared for the May 25 meeting of the Regional Planning Commission. This Staff Analysis included draft Conditions of Approval which would apparently accomplish Mr. Steele's stated objective.

(COMMENTS RE VISUAL RESOURCES)

- Comment 3(c) seeks clarification regarding the ordinance that requires grading activity to minimize disturbance to the natural landscape. The Comment also complains that the RDEIR does not provide adequate information regarding the thresholds of significance for impacts on neighborhood character/consistency of scale, nor for impacts of light and glare.
 - Response 3(c): At page 4.1-3, the ordinance to which the RDEIR refers is an amendment to the County's "North Area Plan Community Standards District." At Page 4.1-16, the RDEIR specifically identifies the Significance Threshold

Criteria for assessing impacts on both neighborhood character/consistency of scale and light and glare as emanating from the County of Los Angeles Environmental Document Reporting Procedures and Guidelines. Please note that the pre-kindergarten unit closest to residential uses will have a height of approximately 18 feet (not including decorative cupolas) -- *not* 33.5 feet as erroneously indicated on RDEIR page 4.1-23.

(COMMENTS RE TRANSPORTATION AND ACCESS)

- Comment 3(d) has seven components: (i) a request that Heschel West be required to pay the *City* for traffic improvements, based upon the City's Traffic Impact Fee; (ii) a request for assurance regarding adequacy of on-Site parking; (iii) and (iv) are requests for clarification regarding the basis for estimating vehicles trips generated by the proposed project; (v) a request for clarification of construction-related traffic impacts; (vi) a allegation that the proposed project is inconsistent with the County Master Plan of Highways; and (vii) a request that Heschel West be required to implement *all* proposed traffic mitigation prior to occupancy of the Site.
 - Response 3(d)(i): As the lead agency, the County is singularly vested with authority to determine that the School should pay its "fair share" to the City (rather than the County or some other agency). Heschel West would not object to such a determination. Regarding payment of the City's Traffic Impact Fee, please see Response 34, above.
 - Response 3(d)(ii): Regarding on-Site parking, please see Response 32, above.
 - Response 3(d)(iii): Based principally on *surveys* of the traffic-generating characteristics of the existing Heschel West campus at 27400 West Canwood Street, Crain & Associates estimated that the proposed project would generate a total of 2,638 vehicle trips (counting both "ins" and "outs") on a daily basis. See page 4.2-14. The only component of this estimate *not* based on surveys of the existing campus was the calculation of trip generation rates for the *preschool* portion of the proposed project, which does not exist at the existing campus. (Trip generation rates for the preschool were obtained from the 6th Edition of the Institute of Transportation Engineer's *Trip Generation Manual*.) It should also be noted that the RDEIR's estimates of total vehicle trips do *not* account for (i.e., subtract) trips that are currently generated by the School's existing campus. In other words, these estimates do not provide any "credit" for trips that would otherwise go to or from 27400 West Canwood Street.
 - Response 3(d)(iv): The Crain & Associates estimate of total vehicle trips generated by the proposed project *includes* employee and staff trips, consistent with generally accepted practices for calculating trip generation rates.

- Response 3(d)(v): Regarding construction-related traffic impacts, page 4.2-38 indicates traffic disruption and conflicts between construction activities and through- traffic will be controlled in accordance with the CalTrans *Traffic Manual*, excerpts of which are reproduced in the RDEIR. Additionally, please refer to Response 35, above.
- Response 3(d)(vi): Regarding the project's alleged inconsistency with the County Master Plan of Highways ("MPH"), we understand that the MPH is currently being revised to eliminate the "remnant" references to a future extension of Driver Avenue and realignment of Palo Comado Canyon Road through the Site. Additionally, we note that the proposed project appears to be entirely consistent with policies of the North Area Plan ("NAP") which is effectively the County's General Plan for the Site and vicinity. Specifically, Policy VII-14 of the NAP indicates the County should "modify the Highway Plan, as appropriate; complete the highway network...; and improve roadways, as needed, to accommodate planned development..." Regarding alleged inconsistency with the City's General Plan, please refer to Response 30 to Mr. Kamino's letter, and Response 2 to Mr. Steele's letter.
- Response 3(d)(vii): Regarding an alleged "deferral of mitigation measures" and "inadequate fair share analysis," attached as Exhibit B is a matrix which identifies the traffic mitigation measures associated with each phase of the project, and the proposed allocation of corresponding costs. Additionally, Table 4.2-14(a) very clearly identifies the percentages of cumulative impacts which are attributable to the project at each of the studied intersections. Heschel West fully expects that these percentages would be used to determine what constitutes the School's "fair share" of the costs involved in mitigating cumulative impacts.

(COMMENTS RE NOISE)

- Comment 3(e) has five components: (i) an allegation that the RDEIR does not provide sufficient detail regarding mitigation of construction noise impacts; (ii) an allegation that the RDEIR does not adequately explain the bases for estimating noise impacts associated with children playing or exterior bells; (iii) a request for clarification regarding the number of on-Site parking spaces; (iv) an allegation that the RDEIR does not adequately explain the bases for estimating noise impacts associated with bells or buzzers; and (v) an allegation that the RDEIR does not provide sufficient detail regarding the efficacy of noise mitigation measures.
 - Response 3(e)(i): Page 4.3-14 of the RDEIR clearly identifies the Significance Threshold Criteria for noise associated with construction activity. Naturally, it is noise emanating from construction activity that the mitigation measures identified

on page 4.3-18 are designed to address. An acoustical analysis and supporting data regarding construction noise appear on page 9 of Appendix 4.3.

- Response 3(e)(ii): Appendix 4.3 contains the data that supports estimates of the noise levels experienced where the Site abuts residential properties.
- Response 3(e)(iii): The Site will contain 223 permanent parking spaces. Page 4.3-20 should be revised accordingly.
- Response 3(e)(iv): Appendix 4.3 contains the data that supports estimates of the noise levels experienced where the Site abuts residential properties.
- Response 3(e)(v): Page 4.3-14 of the RDEIR clearly identifies the Significance Threshold Criteria for noise associated with operation of the School. Naturally, it is noise emanating from operation of the School that the mitigation measures identified on page 4.3-21 are designed to address. An acoustical analysis and supporting data regarding construction noise appear on pages 4 through 8 of Appendix 4.3.

(COMMENTS RE BIOLOGICAL RESOURCES)

- Comment 3(f) criticizes the RDEIR for failing to quantify or define what constitutes a "substantial adverse effect" on biological resources.
 - Response 3(f): The Significance Threshold Criteria for biological resources identified on page 4.5-30 are taken directly from Appendix G of the CEQA Guidelines. While neither CEQA nor the CEQA Guidelines offer any definition of what constitutes a "substantial adverse effect," this is the phrase the Governor's Office of Planning and Research has evidently chosen to apply to analysis of impacts to biological resources.

(COMMENTS RE FIRE SERVICES AND HAZARDS)

- Comment 3(g)² requests data to support the RDEIR's conclusion that sufficient capacity is available in the existing water system to accommodate the projects need for water in the event of a fire.
 - Response 3(g): Los Angeles County staff considered the adequacy of the existing water system during preparation of the Initial Study. Please refer to Appendix 1.0(a) of the RDEIR for a copy of the Initial Study Attachment.

² Although Mr. Steele's letter entitles this comment "Geotechnical Hazards," it clearly relates to water available to fight fires.

Additional information is provided under the North Area Plan consistency analysis on page 3.0-32. Apparently, based on communication with staff of the Las Virgenes Municipal Water District it was determined that the existing 8" water line located beneath Chesebro Road would be adequate to accommodate the project's need for water in the event of a fire.

- Comment 3(h) has three components: (i) a question regarding imposition of alternative fire mitigation measures in the event a developer fee is no longer required; (ii) an allegation that the Significance Threshold Criteria for fire services are too general for meaningful analysis; and (iii) an allegation that the RDEIR does not provide adequate information to evaluate the School's potential impacts on emergency evacuation of Old Agoura.
 - Response 3(h)(i): This question is directed to the County. However, we offer the following thoughts. We understand that the fee collected by the Los Angeles County Fire Department's Developer Fee Program is currently \$0.1930 per square foot of new development (for all land uses) and is collected at the time building permits are issued. Development projects, including the proposed project, are required to pay the Developer Fees that are in effect at the time of building permit issuance.
 - Response 3(h)(ii): The Significance Threshold Criteria identified on page 4.7-1, regarding the project's potential impacts on fire services, are taken directly from the County of Los Angeles Environmental Document Reporting Procedures and Guidelines, duly adopted by the County Board of Supervisors. The use of these Criteria is consistent with Section 15064.7 of the CEQA Guidelines, which encourages lead agencies to develop and publish thresholds of significance to be used by the agency in determination of significant impacts.
 - Response 3(h)(iii): As explained on page 4.7-22, evacuation of the Site will occur only when sufficient warning of a wildfire is provided to ensure that it would not hinder the evacuation of Old Agoura residents. Otherwise, the School will utilize its "shelter in place" facilities. Additionally, for the residents of north Chesebro Canyon, the School's emergency access driveway will provide a valuable alternative evacuation route either to the School's shelter in place facilities, or to the freeway.

(COMMENTS RE HYDROLOGY AND WATER QUALITY)

- Comment 3(i) criticizes the Significance Threshold Criteria on page 4.9-9 for failing to identify what constitutes a "substantial" impact on hydrology and water quality. The

Comment also requests clarification regarding the location and operation of a "drain network" for the Site.

- Response 3(i): The Significance Threshold Criteria identified on page 4.9-9, regarding the project's potential impacts on hydrology and water quality, are taken directly from the County of Los Angeles Environmental Document Reporting Procedures and Guidelines, duly adopted by the County Board of Supervisors. Regarding a "drain network," RDEIR Figure 4.9-2 provides a complete graphic description of the drainage plan and how the storm water is collected, detained, conveyed and released. As part of the CUP review process, engineering feasibility is assessed through the review and approval of a drainage concept by the Department of Public Works.

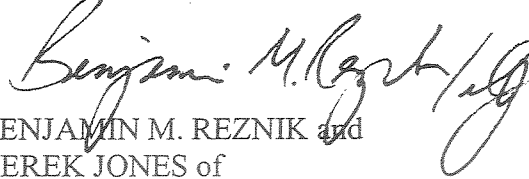
(COMMENTS RE ALTERNATIVES)

- Comment 4(a) complains of a lack of data to support conclusions regarding the probable environmental impacts associated with Alternative 2 – Subdivision.
 - Response 4(a): Simple logic governs the comparison of geological, air quality, and water quality impacts of Alternative 2 with the proposed project. Please refer to Response 50, above, concerning the "rule of reason" that applies to discussions of project alternatives.
- Comment 4(b) complains that the RDEIR does not sufficiently describe the location of buildings in a "modified site plan" scenario. The Comment also notes a disparity between the maximum event attendance at the proposed project versus Alternative 3.
 - Response 4(b): Figure 5.0-2 clearly identifies the location of buildings in the "modified site plan" scenario. Page 5.0-9 should be revised to reflect that maximum attendance of events in such scenario would be 1500 – the same as for the proposed project.
- Comment 4(c) alleges that the RDEIR's analysis of Alternative 4 – Reduced Density – is inadequate insofar as it fails to substantiate why a facility that can accommodate 472 students (as opposed to 750 students) would not be "of sufficient size."
 - Response 4(c): Page 5.0-19 of the RDEIR specifically identifies two critical project objectives that are impeded by the Reduced Density Alternative. Please refer to Response 50, above, concerning the "rule of reason" that applies to discussions of project alternatives.

Regional Planning Commission
June 14, 2005
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We appreciate your review and consideration of Heschel West's "responses" to comments received from the City of Agoura Hills, and we hope you will find this letter useful in your evaluation of the proposed project and completion of the Final EIR for same. As always, please contact me directly with any questions.

Best regards,



BENJAMIN M. REZNIK and
DEREK JONES of
Jeffer, Mangels, Butler & Marmaro LLP

cc: Supervisor Zev Yaroslavsky
Kim Szalay, Regional Planning Assistant II
Larry Hafetz, Deputy County Counsel
Mike Kamino, City of Agoura Hills
Craig Steele, Esq., City of Agoura Hills

HESCHEL-WEST SCHOOL Case No. 98-062
CONSTRUCTION PHASING MATRIX

<u>DEVELOPMENT PHASE</u>	<u>BUILDINGS CONSTRUCTED & MODULAR UNITS REMOVED</u>
PHASE I (Maximum of 390 students)	Placement of 12 modular units; grading of 125K cu. yds. for Phase I pad; construction of permanent main & emergency access roadways; main parking lot; a portion of the permanent multipurpose room (+/- 4K sq. ft.) building A; plus appurtenant facilities [Figure 2.0-5].
PHASE II (within five (5) years) (Maximum of 750 students)	Completion of grading for planned campus, an additional 48K cu. yds.; construction of buildings C & D, the elementary school. [Figure 2.0-2] The removal of 3 modular units (I, II & III) [Figure 2.0-7].
PHASE III (within 8 years)	Construction of buildings G & H [Figure 2.0-2], the middle school. The removal of 3 modular units (VII, VIII & IX) [Figure 2.0-8].
PHASE IV (within 10 years)	Construction of building I, the preschool [Figure 2.0-2]. The removal of 2 modular units (IV & VI) [Figure 2.0-9].
PHASES V & VI (within 12 years)	Construction of primary support buildings (Multipurpose room, cafeteria, gymnasium & sanctuary) buildings A, B, E & F [Figure 2.0-2].

Note: Figures refer to RDEIR exhibits.

Ex. A

HESCHEL-WEST SCHOOL Case No. 98-062
TRAFFIC MITIGATION/PROJECT PHASING MATRIX

<u>DEVELOPMENT PHASE</u>	<u>COMPLETED TRAFFIC IMPROVEMENTS</u>
PRIOR TO SCHOOL OPERATION (Maximum enrollment Phase I – 390 students)	<p>1) Install intersection improvements at main entrance to Site -- Canwood/Palo Comado/101 north freeway ramps (signalization or traffic circle).</p> <p>2) Complete 32-foot half roadway along Palo Comado between north 101 ramps & the four way stop intersection.</p>
PRIOR TO PHASE II-ALL TRAFFIC MITIGATION COMPLETE (Maximum enrollment Phase II – 750 students)	<p>1) Re-stripe intersection for 2 NB lanes at 101 South Bound Ramps/ Dorothy Drive/Chesebro, or pay fair share to install traffic signal.</p> <p>2) Improve EB approach with left-turn lane at Driver/Canwood/ Chesebro/Palo Comado intersection, or pay fair share to install traffic signal; pay fair share toward cumulative improvements to EB and SB approaches.</p> <p>3) Pay fair share for traffic signal at Palo Comado & Chesebro Road (south of 101 Fwy.), or for restriping improvements, to address cumulative mitigation.</p> <p>4) Pay fair share toward a signal or ultimate lane configuration for cumulative mitigation of Agoura Road/Chesebro/La Plante Drive intersection.</p> <p>5) Pay pro-rata share of the cost to widen Palo Comado bridge across the 101 Fwy.</p>

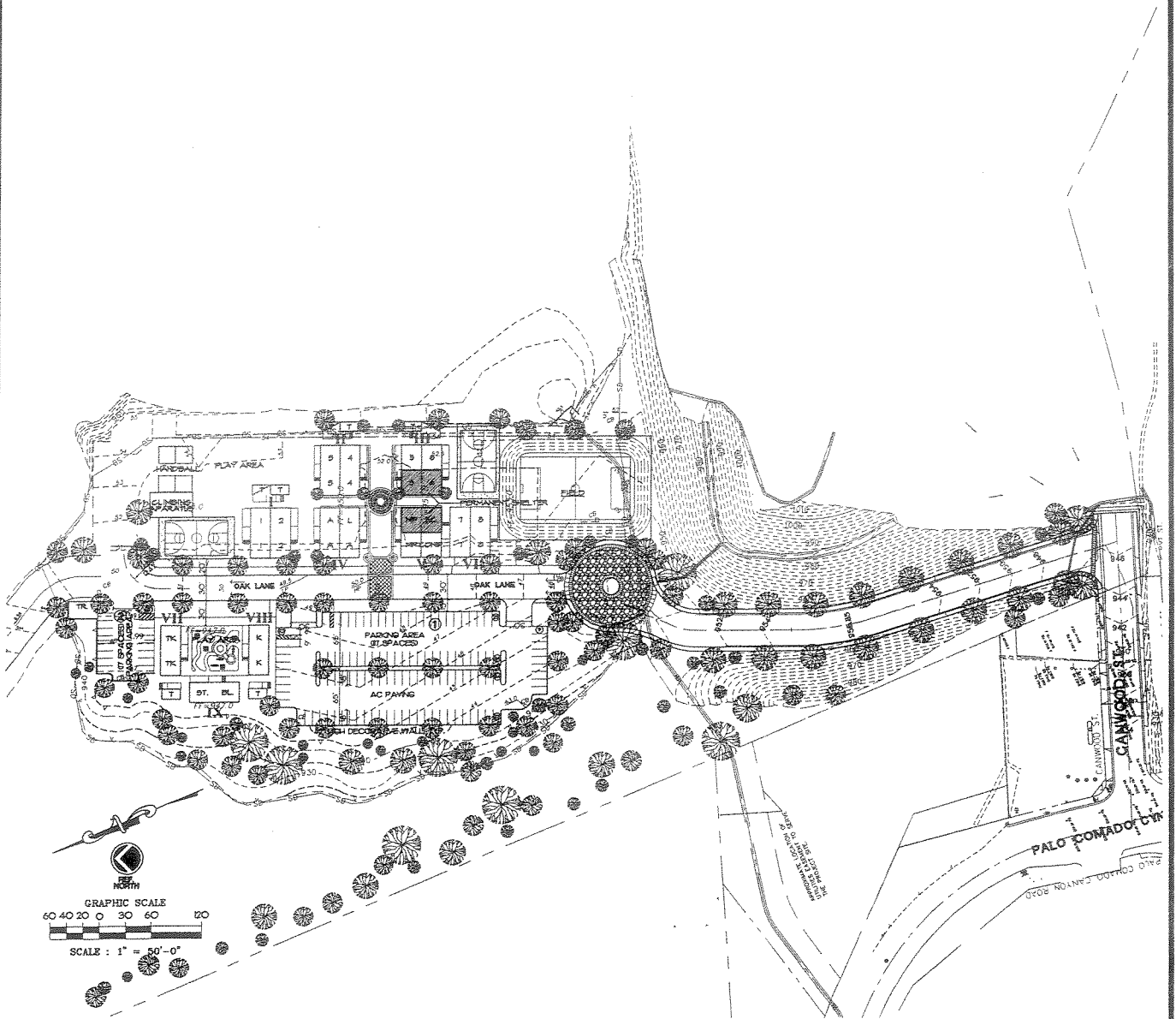
Note: Fair share contributions shall be determined by the County in consultation with the City.

Ex. B



Abraham Joshua Heschel Day School West

PHASE 1 MODULAR SCHOOL



SITE PLAN

Jack Hollander
& Associates, Inc.
Architects Planning Engineers

Ex. C

HESCHEL WEST DAY SCHOOL TRANSPORTATION DEMAND MANAGEMENT PLAN

Introduction

The Heschel West Day School proposes to establish a 750-student campus on a parcel of land wholly within the County of Los Angeles, adjacent to the City of Agoura Hills. In connection with its application for a conditional use permit, the school proposes to implement a Transportation Demand Management (TDM) Plan to reduce the number of trips generated by the school, and consequently, its potential traffic impacts on the surrounding community.

TDM Plan Target

The School will implement a TDM Plan that includes a minimum participation of 25 percent of the student enrollment in a carpool program. There will be no student drivers.

TDM Plan Strategies

As the proposed project would have the greatest impact upon the adjacent street system on weekday mornings, the school's TDM Plan will focus on the AM peak hour as the key performance standard. Although the school will stagger its start times for various grade levels between approximately 7:45 and 9:00 AM, these times still fall within the typical commuter traffic peak period of 7:00 to 9:00 AM, and as such, the school's own AM peak hour of traffic generation is expected to overlap with that of the adjacent street system.

TDM Plan Elements

Carpool Program Strategies

A key component in any trip reduction program is the dissemination of information regarding the plan, and to facilitate carpool matching that would be necessary in conjunction with any carpool-based program. Therefore, a critical component of the School's TDM Plan will be the appointment of an on-site Transportation Coordinator, who will have overall responsibility for implementing, managing and updating the School's trip-reduction program, and furnishing annual monitoring reports to the appropriate agencies.

The Transportation Coordinator will also provide and maintain contact information and facilitate the formation of carpools, as well as have responsibility for developing and implementing key elements of the School's TDM Plan. Those elements could include, but would not be limited to:

Ex. D.

- 1) Mailer Prior to Each School Year – Six to eight weeks before classes commence, the school will prepare and mail a letter to students' families describing the trip reduction program and providing a contact list of school families, organized by residential zip code, which parents and can use to coordinate carpools.
- 2) Transportation Information Center – The school will develop and maintain a “trip-savers” bulletin board(s), to serve as the tangible focal point of the School's TDM Plan. Such information board(s) will include:
 - o Carpool "Meet-Your-Match" Section, to provide a means through which faculty, staff, students, and parents could form carpools on an ongoing basis;
 - o Details of the School Trip-Reduction Program, including applicable rules; and
 - o New-Parent Orientation Meetings – New families to the School will be informed of the School TDM Plan at their orientation meeting. At that time, the travel mode that the student is likely to use to reach the School will be discussed, and parents will be given a contact list of School families organized by residential zip code they can use to locate carpool partners.
- 3) School Web Page – The school will create or add to an existing website a page dedicated to transportation, including general information on the school trip reduction program, or information on how to sign-up.
- 4) Handbook Section on Transportation Program – The school will dedicate a section of its Student Handbook to describe the applicable goals and policies of the implemented TDM strategy.

TDM Plan Monitoring

Regular monitoring studies will be conducted, to identify the effectiveness of the program, including such information as total number of vehicles and trips during the AM peak hour, average vehicle occupancies, and other details. The results of these monitoring studies will be submitted to the Los Angeles County Department of Public Works, which will review the information to determine if the school has met the established vehicle trip reduction goals.

A. Self-Monitoring Program

1. Registration of Student and Employee Carpools

All employees and students/parents will be urged to register their carpools with the School Transportation Coordinator, for tracking purposes.

2. Driveway Monitors

Driveway monitors will be assigned the task of observing and periodically logging occupancy of vehicles accessing the Campus.

3. Neighborhood Assistance

Neighbors on adjacent streets will be given the name and phone number of the School Transportation Coordinator, whom they can call in the event that they observe non-compliance with the School's carpool program.

4. Progressive Penalty Measures for Non-Compliance

Students/parents and employees who are observed to be out of compliance with School TDM policies will be subject to School penalty measures. The penalties, will be progressive to discourage against repeat offenses, and may range from verbal and/or written warnings which, if ignored, may turn into fines and then possible dismissal for severe, repeat offenders.

B. Annual Reporting to Los Angeles County Department of Public Works

As a project Condition of Approval, the School will submit an annual monitoring report to the Los Angeles County Department of Public Works. The report will detail the results of counts performed of the number of School-related vehicles accessing the Campus on typical school days.

- TDM Plan Updates -- As may be necessary due to ongoing enrollment increases, the School will submit to the Los Angeles County Department of Public Works, as part of the annual monitoring reports, an addendum to the TDM Plan that outlines measures or strategies that were or will be added, significantly revised, and/or removed. The School reserves the right to remove or revise any measure that is found to be a heavy administrative burden and/or ineffective at producing the desired results, as long as such action does not compromise the overall effectiveness of the TDM Plan.