Agoura Hills

FINAL LADYFACE MOUNTAIN SPECIFIC PLAN

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

September 1991

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CHAPTER I.
INTRODUCTION

I.
INTRODUCTION

A. PURPOSE AND INTENT

This Specific Plan provides the City of Agoura Hills a comprehensive set of plans, policies, regulations and conditions for guiding and ensuring the orderly development and implementation of the Ladyface Mountain Overlay District of the City of Agoura Hills. Upon adoption, the standards and guidelines established in this document will serve to refine, consolidate and supersede the existing Ladyface Mountain Overlay District, consolidate and supersede the existing Ladyface Mountain Overlay District, Section 9530 of the City of Agoura Hills Zoning Ordinance.

Accordingly, the purpose of the Specific Plan is three-fold:

1. To ensure that all development at the base of Ladyface Mountain is compatible with the unique nature of this natural asset of the community.

2. To encourage the coordinated development of a mixture of business park, commercial and limited residential uses within the study area.

3. To encourage developers to address compatibility of proposed projects with infrastructure capacity.

Preparation of the Specific Plan has been accomplished in accordance with the requirements of the California Government Code (Sections 65450 through 65507) and addresses all issues and topics specified in that code.

After adoption, the standards and guidelines contained in the Specific Plan shall govern development of all areas within the study area boundaries. The Subdivision Map Act requires the legislative body to deny approval of a final or tentative subdivision map if it is not consistent with applicable Specific Plans. Additionally, and if determined appropriate, a development agreement cannot be approved unless the legislative body finds the agreement is consistent with the General Plan and any applicable Specific Plan. The Specific Plan must be in conformance with the City's General Plan. In instances where there is a conflict between the standards and guidelines of this Specific Plan and the provisions of the City of Agoura Hills Zoning Code, the Specific Plan will take precedence.

An important function of this Specific Plan is to reduce the need for detailed planning and environmental review procedures related to subsequent development of the project area. This Specific Plan and the accompanying Environmental Impact Report are intended to provide the necessary regulations and environmental documentation so that future development proposals consistent with the provisions contained in this Specific Plan may proceed with discretionary permit approvals without a duplication of environmental documentation. In this sense, the EIR prepared for the Specific Plan is considered to be a program EIR.

B. CONFORMANCE WITH CITY OF AGOURA HILLS GENERAL PLAN

The text and maps contained within this Specific Plan will assist both the City and landowners/developers implement the adopted City of Agoura Hills General Plan and General Plan Elements. Accordingly, this Specific Plan is consistent with and builds upon the General Plan, but in much greater detail.

C. SPECIFIC PLAN OBJECTIVES

The City has identified a number of planning issues and objectives to be addressed and implemented through the Specific Plan. These include:

- Preparation of an array of analyses which will provide the base information necessary to coordinate the development potential of Ladyface Mountain.

- Preservation of Ladyface Mountain as a natural landmark and open space resource.

- Sensitivity to natural features, archaeological deposits, geologic hazards, oak trees, and natural drainage courses.

- Limitation on development to the area below the 1,100 foot elevation (i.e., top of building shall not exceed 1,100 ft. elevation).

- An appropriate character and design of potential development to assure compatibility with the natural hillside open space and existing surrounding land uses.

- A traffic budget assigned to each parcel such that an acceptable level of service is maintained. Traffic generated by future development should be analyzed to determine its effects on the level of service of surrounding streets and intersections, and any needed mitigation measures.

- Restrict land uses and densities such that development is sensitive to the unique character of the area.

- Manufactured slopes not to exceed 2:1 ratio

- Minimum use of exposed retaining walls.

D. ROLE OF CITIZEN'S ADVISORY COMMITTEE/REVIEW OF DRAFT SPECIFIC PLAN BY PLANNING COMMISSION AND CITY COUNCIL

A Ladyface Mountain Citizen's Advisory Committee was formed at the beginning of the Specific Plan process. Their purpose was to provide consensus and make recommendations in the planning process, representing the concerns of residents and property owners within the study area. Six meetings were held by the city staff and the consultant, covering the following topics:

- Existing conditions
- Development concepts
- Design guidelines
- Traffic and circulation
- A preferred land use plan

Through these meetings, the Committee reviewed several land use plans and the impacts from each plan. A less intensive land use plan, Scenario 1, and a relatively more intensive land use plan, Scenario 2, which uses extensive retaining walls, were considered in greater detail. With the assistance of staff and the consultant, the Committee examined the impacts of each plan, with special attention to traffic impacts. The committee initially recommended Scenario 1, which they felt would permit limited growth consistent with the goal of preserving the natural scenic qualities of Ladyface Mountain. Later, with the counsel of City Staff and Consultant, the Committee changed policy to recommend a greater level of development allowable with General Plan traffic improvements, as represented by Scenario 2. Hence, the Draft Specific Plan was prepared based

on the conceptual land use and development densities per Scenario 2.

The Draft Specific Plan was reviewed by both the Planning Commission and City Council. The Council found Scenario 1 to be more appropriate, and thus the Final Specific Plan reflects the conceptual land uses and development densities of Scenario 1 with certain revisions recommended by staff and Planning Commission which the Council found appropriate. These revisions included removing the residential component such that the primarily permitted land uses in the specific plan are commercial and business park uses. The only exception is a senior citizen housing option allowed on parcel 2061-33-011, at the Southwest corner of Kanan and Agoura, which was a recommendation of the Planning Commission. The land use scenario with all the above changes is designated as "Scenario 1-A". This is the project description and is further detailed in Chapter II under Section E, "Development Concept". The maximum development and density permitted under Scenario 1-A is shown on Exhibit IV-1.

In addition to Scenarios 1, 2, and 1-A, a Scenario 2-A was also analyzed in the Specific Plan. Scenario 2-A is similar to Scenario 2 in that it assumes the higher land use densities and the aggressive use of retaining walls. The only difference is that the residential component has been removed. Scenario 2-A was analyzed for the purpose of developing a threshold for requiring a Specific Plan Amendment. Additional discussion regarding Scenario 2-A and the Specific Plan Amendment process are contained in Chapter IV, Section A.1 and Chapter V, Section D.

TABLE A
LADYFACE MOUNTAIN SPECIFIC PLAN
SUMMARY OF SCENARIOS

A.P.N.	Scenario 1	Scenario 2	Scenario 1-A	Scenario 2-A
2061-33-011	33,000 s.f. Disc. Com. 47,200 s.f. Office 32,900 s.f. Retail Com.	39,500 s.f. Disc. Com. 78,000 s.f. Office 84,700 s.f. Retail Com.	47,200 s.f. Business Park 65,900 s.f. Retail Com.*	39,500 s.f. Disc. Com. 78,000 s.f. Business Park 84,700 s.f. Retail Com.
2061-33-013	64,000 s.f. Office	75,000 s.f. Office	64,000 Business Park	75,000 s.f. Business Park
2061-33-015	7,000 s.f. Office	8,000 s.f. Office	7,000 s.f. Business Park	8,000 s.f. Business Park
2061-02-022	52,000 s.f. Office	97,300 s.f. Office	52,000 s.f. Business Park	97,300 s.f. Business Park
2061-02-024	20,400 s.f. Office	31,500 s.f. Office	20,400 s.f. Business Park	31,500 s.f. Business Park
2061-02-025	26 SF Res.	58,800 Office 4 SF Res.	27,000 s.f. Business Park	58,800 s.f. Business Park
2061-01-022	4 SF Res.	10 SF Res.	8,000 s.f. Business Park	14,000 s.f. Business Park
2061-01-025	13 SF Res.	15 SF Res.	24,000 s.f. Business Park	34,000 s.f. Business Park
2061-01-027	17,400 s.f. Office	28,000 s.f. Office	No development**	No development**
Totals	33,000 s.f. Disc. Com.; 208,000 s.f. Office; 32,900 s.f. Retail Com.; 43 SF Res.	39,500 s.f. Disc. Com.; 376,600 s.f. Office; 84,700 s.f. Retail Com.; 29 SF Res.	249,600 s.f. Business Park 65,900 s.f. Retail Com.*	39,500 s.f. Disc. Com. 396,600 s.f. Business Park 84,700 s.f. Retail Com.

* 33,000 s.f. may be Sr. Citizen Housing.
** Property was dedicated Open Space as part of apartment development on adjacent parcel.

on the conceptual land use and development densities per Scenario 2.

The Draft Specific Plan was reviewed by both the Planning Commission and City Council. The Council found Scenario 1 to be more appropriate, and thus the Final Specific Plan reflects the conceptual land uses and development densities of Scenario 1 with certain revisions recommended by staff and Planning Commission which the Council found appropriate. These revisions included removing the residential component such that the primarily permitted land uses in the specific plan are commercial and business park uses. The only exception is a senior citizen housing option allowed on parcel 2061-33-011, at the Southwest corner of Kanan and Agoura, which was a recommendation of the Planning Commission. The land use scenario with all the above changes is designated as "Scenario 1-A". This is the project description and is further detailed in the Chapter II under Section E, "Development Concept". The maximum development and density permitted under Scenario 1-A is shown on Exhibit IV-1.

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Ladyface Mountain Specific Plan Citizen Advisory Committee members:

- Kam Babaoff
- Mike Browers
- Gary Landberg
- Vicky Leary, Chairperson
- Ed Muckey
- Louise Rishoff
- Mike Sonderman
- Joan Yacovone

City of Agoura Hills Planning Commission members:

- Stephen Soelberg, Chairman
- Joan Yacovone, Vice Chairman
- Richard Rosenthal
- Diane Walker
- Dean Simpson

City of Agoura Hills City Council members:

- Louise Rishoff, Mayor
- Fran Pavley, Mayor Pro Tem
- Ed Kurtz, Council Member
- Darlene McBane, Council Member
- Vicky Leary, Council Member

CHAPTER II.
PROJECT DESCRIPTION

II.
PROJECT DESCRIPTION

A. LOCATION

The City of Agoura Hills is a new community situated in the northwest corner of Los Angeles County. It is part of the area known as the Conejo Valley and is adjacent to the cities of Westlake Village and Thousand Oaks. The Ventura Freeway travels through the city from east to west (see Exhibit II-I. The general vicinity of the project site is depicted in Exhibit II-2. It is bounded by Agoura Road on the north, Kanan Road on the east, the Agoura Hills city limit on the south (along the Ladyface ridgeline), and the Agoura Hills - Westlake Village city limits on the west.

Ladyface Mountain, once a defensive lookout point for the Chumash Indian tribe, has long been a traveler's landmark. Ladyface Mountain lies to the south of Agoura Road between Kanan Road and the western city limits. The mountain rises to approximately 2,000 feet at its peak and includes 747.3 acres of land.

Juan Bautista De Anza's historic expedition in 1776 traversed this area. Legislation was passed at the federal level in 1990 designating a national trail in honor of De Anza's historic expedition, which stretched from Nogales, Arizona to San Francisco. A comprehensive trail plan is to be developed by the National Parks Service which is intended to tie in the De Anza Trail with the existing trail system.

B. SURROUNDING LAND USES

Research and development companies, as well as office buildings and traveler-related services, currently dominate the freeway corridor along Agoura Road and north of the project area across the freeway. Commercial and residential uses occur east and west of the project site and the main body

of residential development for the City of Agoura Hills lies north across the freeway corridor.

C. SITE DESCRIPTION

Of the 747.3 acres of land comprised by Ladyface Mountain, about 225 acres is developable land. Approximately 520 acres of mountain hillside will be designated and maintained as open space. Development of the mountain has thus far been limited to two projects. At the northwest corner of Ladyface Mountain is an 8-acre, 178-unit rental complex, and in the middle of the mountain along Agoura Road is a 26-acre commercial/retail/hotel complex, of which only the hotel and one office building have been built. This leaves about 191 acres of developable land which has not been developed. In 1990, the City has approved a 28,000 sq. ft. office building on Assessor's Parcel No. 2061-033-015, which is located within the Specific Plan area.

D. EXISTING CONDITIONS

1. Topography

The study area is defined by dramatic shifts in grade. Areas at the base of the mountain by Agoura Road are generally within a 0-10 percent slope, progressing to areas of 30+ percent slope (see Exhibit II-3).

2. Geology

A complete geotechnical report of the study area was prepared. The following summarizes the major findings of the report.

a. Bedrock and Geologic Structure

Bedrock of the study area consists of volcanic rocks of the middle miocene-age Conejo Volcanics.

They are fractured and jointed, and stand out in relief on the site. Excavation of these rocks may be difficult.

b. Seismic Activity

No major faults are known to exist in the study area. A minor, unnamed fault has been mapped at the top of the ridge in the southwestern part of the study area, and a probable buried fault has been mapped in the northwestern part of the study area. These faults are not considered to be active or potentially active.

c. Landslides

Landslides, in general, are not common in the Conejo Volcanics. However, deep-seated landslides as well as surficial landslides are known to occur in the Conejo Volcanics.

A number of questionable landslides have been mapped in the study area (see Exhibit II-4). These slides are generally located on the higher, steeper slopes of the site. Areas of possible landsliding may need further investigation prior to development. However, almost all of the possible landsliding is located outside of the area of future development.

d. Rockfalls

The hazard of rockfalls within the study area are a concern at the base of relatively steep, high slopes where rock outcrops are susceptible to dislodgement of large boulders. The rockfall hazard is expected to be the greatest during strong earthquakes. Hazards can be mitigated through

construction setback, retaining devices, protective barriers, or rock removal. The specific requirements will be evaluated during geotechnical analysis of each site prior to development.

e. Soils

Soils of the study area are derived from volcanic sources and have potential for high expansion. Known expansion test results in the area range from low to moderately high. Standard grading techniques and conformance with current grading requirements are anticipated to satisfactorily mitigate any potential hazards from expansive soil. Exhibit II-5 maps soils locations by type within the study area.

3. Oak Trees

The existing oak trees in the study area contribute to the natural beauty of the Ladyface Mountain setting. These trees are mapped in Exhibit II-6 based on City oak tree survey reports and aerial photo observation. Preservation of existing oak trees is a goal of the Ladyface Mountain Specific Plan.

4. Viewsheds

The goal of the Ladyface Mountain Specific Plan is to minimize any disturbance of the dominant viewshed areas. Based on a view survey, as shown in Exhibits II-6 through II-20, viewshed areas have been examined as to their potential disturbance associated with the plan. The viewpoint locations are primarily on Agoura Road. Additional viewpoints were taken from Canwood Street, Reyes Adobe Park, Forest Cove Park and Morrison Ranch Estates. Impacts immediately adjacent to the plan area and from areas within the community can be seen in the

exhibits. By abiding by the existing Scenic Highways Regulations, the Ladyface Mountain Design Overlay District and the Hillside Grading Regulations development in the Ladyface Mountain Specific Plan area avoids substantial impacts to the view of the mountain from the Ventura Freeway. As required by these regulations, the Ladyface Mountain Specific Plan area will maintain the following standards:

- Limit development (as measured to top of building) to below 1,100 feet elevation.
- Limit building heights to below the line-of-sight between viewer and ridgeline (as viewed from the Ventura Freeway).
- Use materials and colors compatible with the surrounding natural environment.
- Provide adequate setbacks for structures, maintaining views of Ladyface Mountain.
- Provide quality design and aesthetic character.
- Preserve natural terrain and scenic viewshed.

E. DEVELOPMENT CONCEPT

The land use plan was first based upon a thorough analysis of existing conditions, synopsized in Exhibit II-21. The development concept for Ladyface Mountain is depicted in the Land Use Plan, Exhibit II-22, and is reflective of the site's natural physical character (see Chapter IV for specific development regulations and requirements). Ladyface Mountain is a composite of ridges, hillsides and meandering drainage courses. The rugged natural character limits the location and intensity of development that may occur. The natural features of the site will frame the development of Ladyface Mountain.

All development areas will be sited below the 1,100-foot elevation and be connected by natural open space areas such as wooded drainage courses, significant oak groves, and prominent ridgelines. The use of native and drought resistant plant materials consistent with the xeriscape concept shall be encouraged. Development areas will blend sensitivity with the natural environment through controlled grading impacts, building mass and height guidelines, and a landscape design approach that is informal and with a palette of introduced species that will be compatible and complimentary to that existing.

1. Land Use Plan

The proposed Land Use Plan of the Ladyface Mountain Specific Plan contains a mix of business park, office, commercial, retail, limited residential and open space uses. As depicted in Exhibit II-22, the following land use categories are proposed:

- Business Park
- Shopping Center
- Open Space

The Business Park area is located adjacent to Agoura Road, a major arterial that runs east-west across the City. The Shopping Center Area is located at the southwest corner of Agoura Road and Kanan Road. These areas offer employment opportunities and local, community and regional level community services. Location along a major arterial provides the visibility and vehicular access needed to support these uses.

The area that is generally at or above the 1,100-foot elevation or contains major rock outcroppings and natural canyons is proposed to remain as open space so as not to disturb the natural beauty of the mountain. This designation ensures that within the higher elevations and

significant landforms of the mountain, the natural vistas and sensitive terrain remain undisrupted. Preservation of this area establishes the special character of the Ladyface Mountain Specific Plan district.

Specific land use and development regulations are contained on Chapter IV of this Specific Plan.

2. Circulation Plan

a. Setting

Scenarios 1 and 2 assume that the roadway improvements recommended in the General Plan are in place. These include new westbound on- and off-ramps at Kanan Road and Reyes Adobe Road, and new eastbound ramps at Kanan Road. Reyes Adobe Road would be widened to four lanes.

To determine the impacts of Scenario 1 on the project area's circulation system, a "Summary of Traffic Operations in Agoura Hills" was conducted by Willdan Associates as part of this Specific Plan. The impacts of Scenario 2 were also addressed.

The study encompassed the area bounded by Canwood Street on the north, Agoura Road on the south, Reyes Adobe Road on the west, and Kanan Road on the east. Eight key intersections in the City ofAgoura Hills are included in the study area:

- Reyes Adobe Road at the US 101 westbound ramp
- Reyes Adobe Road at the US 101 eastbound ramp
- Reyes Adobe Road at Canwood Street
- Reyes Adobe Road at Agoura Road
- Kanan Road at the US 101 westbound ramp
- Kanan Road at the US 101 eastbound ramp

- Kanan Road at Canwood Street
- Kanan Road at Agoura Road

Existing Geometrics. Exhibit II-23 summarizes the existing geometrics at the eight intersections. Between Canwood Street and Agoura Road, Reyes Adobe Road is a two-lane road with turn pockets at major intersections. Agoura Road is a four-lane road from midway between Kanan Road and Reyes Adobe Road to west of Reyes Adobe; it is a two-lane road east of that midpoint. Canwood Street is a two-lane road. Kanan Road is a four-lane road, but its width varies to accommodate turning movements at major intersections.

Existing Peak Traffic Volumes. PM peak hour traffic counts were conducted at the study area intersections in January and February, 1988. The heaviest two-way peak hour volumes were observed on Kanan Road. North of Canwood Street, about 2,700 vehicles were counted. On the US 101 overpass, about 1,970 vehicles were counted. Just south of Agoura Road, about 890 vehicles were counted during the PM peak hours. About 515 vehicles were counted on Agoura Road just west of Kanan Road. Just east of Reyes Adobe Road there were about 390 PM peak hour vehicles. Reyes Adobe Road currently carries about 1,210 PM peak hour vehicles on the US 101 overpass.

Existing Traffic Operations. There are seven traffic signals in the study area, including all four intersections along Kanan Road and three intersections along Reyes Adobe Road. The signals at the two intersections of Reyes Adobe Road with the US 101 ramps have been installed very recently and are not part of this analysis.

PM peak hour capacity analyses based on the 1988 traffic counts were conducted for the other five signalized intersections. Level of service (LOS) "A" was obtained at the two Agoura Road intersections and at Kanan Road/US 101 eastbound off-ramp. Kanan Road/Canwood Street operates at LOS "C" with a volume/capacity ratio (V/C) of 0.78. Kanan Road/ US 101 westbound off-ramp operates at LOS "D" with a V/C of 0.81. The existing traffic operations at the five signalized intersections are summarized in Table II-1.

TABLE II-1
EXISTING TRAFFIC OPERATIONS
PM PEAK HOUR INTERSECTION CAPACITY UTILIZATION

Intersection	V/C	LOS
Kanan Road/Canwood Street	0.78	C
Kanan Road/US 101 Westbound Ramps	0.81	D
Kanan Road/US 101 Eastbound Ramps	0.56	A
Kanan Road/Agoura Road	0.45	A
Reyes Adobe Road/Agoura Road	0.48	A

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

LOS and Related V/C are as follows:

LOS	V/C
A	≤0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90

b. Trip Generation and Distribution

About 7,330 daily vehicle-trips would be generated by the Scenario 1 Land Use Plan including about 575

trips occurring in the morning peak hour and 825 trips occurring during the PM peak hour. This traffic would load onto the local street network according to the projected trip distribution and the locations of developed parcels. Development in the study area would be located along Agoura Road from west of Reyes Adobe Road to Kanan Road, and along the west side of Kanan Road just south of Agoura Road. According to this layout, traffic would load onto Agoura Road and Kanan Road adjacent to the developed parcels. It should be noted that the effects of passerby and internal trip generation were included in the analysis consistent with ITE Trip Generation manual procedures. Thus, retail trip generation was reduced to account for passerby trips.

Trip Generation. Table II-2 summarizes the land uses and the associated trip generation for Scenario 1 of the Ladyface Mountain Specific Plan Land Use Plan. Table II-3 shows the formulas used to calculate trip generation.

Trip Distribution and Traffic Assignment. The trip distribution assumed for the analysis is as follows: 37 percent east via US 101, 35 percent west via US 101, 5 percent east via Agoura Road, 6 percent west via Agoura Road, 10 percent north via Kanan Road, 3 percent south via Kanan Road, and 4 percent north via Reyes Adobe Road. The trip distribution is the same as that used in the "Hidden Trails Business Campus Traffic Impact Study," performed by Thomas S. Montgomery and Associates for the City of Agoura Hills, May 1988. Traffic was assumed to take the shortest-distance route in the assignment of trips to roadways.

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

TABLE II-2
SCENARIO 1 LAND USE PLAN DEVELOPMENT AND TRIP GENERATION

Land Uses	Intensity	Average Daily Trips (ADT)	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Office	208,600 SF	3,720	75	410	485
Retail Commercial	32,900 SF	1,985	95	100	195*
Discount Commercial	33,000 SF	1,295	60	50	110*
Residential	43 DU	330	20	15	35
TOTAL		7,330	250	575	825

Source: Willdan Associates

* A factor of 45% passer-by traffic reduction has been applied.

TABLE II-3
TRIP GENERATION RATES

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

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

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

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

Source: Willdan

c. Future Base Conditions

Future base conditions include development from already approved projects, an annual regional growth factor, and a General Plan level of traffic improvements.

Proposed Improvements. Exhibit II-24 shows the General Plan traffic improvements in the study area. The future geometrics reflect a widening of the Reyes Adobe Road/US 101 overpass to four lanes. Also included are construction of new ramps for US 101 at Kanan Road and

Reyes Adobe Road, the widening of Reyes Adobe Road at Canwood Street, and the widening of the intersections of Agoura Road with Reyes Adobe Road and Kanan Road.

Future Base Development and Growth. Future traffic growth in the City of Agoura Hills is assumed to come from two sources: approved projects and unspecified regional growth. The approved projects include those listed in Traffic Impact Report: Mann Theater 8-Plex (DKS Associates, revised July 15, 1988). Unspecified regional growth was assumed to increase traffic volumes at the rate of two percent per year. A future base year of 1990 is used. Hence, future base traffic represents the additive effects of existing traffic, two percent per year increase in existing traffic, and traffic from approved projects.

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

The future base analysis assumed that three new traffic signals would be installed at Reyes Adobe Road/Canwood Street, Reyes Adobe Road/ Agoura Court (eastbound US 101 off-ramp), and Canwood Street/ westbound US 101

(Reyes Adobe Road) ramps. These intersections would operate at LOS "B/D" (0.66/ 0.88), LOS "A/B" (0.38/0.62), and LOS "A/A" (0.24/0.37), respectively.

d. Traffic Impacts

Table II-4 summarizes the AM and PM peak hour traffic operations at the key study area intersections for the future base condition (1990) and the Scenario 1 Land Use Plan. Exhibit II-25 shows the LOS and V/C at those intersections if the Scenario 1 Land Use Plan were implemented.

The most significant changes (increases in V/C ratios) would be at Kanan Road/Agoura Road and at Creek Street (new westbound 101 ramps east of Kanan)/Canwood Street. At Kanan Road/Agoura Road, the V/C ratio would increase from 0.65/0.71 to 0.76/0.76 and there would be a corresponding reduction in LOS from "B/C" in the morning. The afternoon peak hour LOS would remain at C. Most of the commercial development would be concentrated near this intersection, providing one reason for the impacts there. There would be a fairly heavy left turn volume from eastbound Agoura Road onto northbound Kanan Road by vehicles accessing US 101 and points north.

TABLE II-4
AGOURA HILLS
PEAK HOUR V/C AND LOS FUTURE BASE AND SCENARIO 1

Intersection	Future Base				Scenario 1			
	AM		PM		AM		PM	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Reyes Adobe/Canwood	0.66	B	0.88	D	0.69	B	0.69	B
Reyes Adobe/Agoura Ct. (EB off-ramp)	0.38	A	0.62	B	0.41	A	0.71	C
Reyes Adobe/Agoura	0.62	B	0.56	A	0.71	C	0.65	B
Kanan/Canwood	0.71	C	0.68	B	0.76	C	0.75	C
Kanan/Agoura	0.65	B	0.71	C	0.76	C	0.76	C
Creek Street (WB Ramps)/Canwood	0.42	A	0.75	C	0.43	A	0.80	C
US 101 WB Ramps/Canwood	0.24	A	0.37	A	0.27	A	0.37	A
US 101 EB Ramps/Agoura	0.48	A	0.46	A	0.56	A	0.58	A

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

The Creek Street/Canwood Street intersection would continue to operate at LOS "A/C" (0.43/0.80), in the future base year in spite of the increase in V/C ratios. This reflects the fairly heavy AM peak hour volumes from eastbound US 101 which now exit at Kanan Road and would also do so in the future.

The Reyes Adobe Road/Canwood Street intersection would actually improve operation in the PM peak hour from LOS "B/D" (0.66/0.88) in the future base year to LOS "B/B" (0.69/0.68). This is due to assumed future intersection improvements including right turn lanes in the eastbound and northbound directions which would reduce congestion.

LOS at the remaining intersections would not be significantly changed by development of the proposed Land Use Plan.

e. Findings

The City of Agoura Hills General Plan states that "arterial intersections should be designed to provide Level of Service C". The corresponding V/C ratio range for LOS "C" is from 0.71 to 0.80. The Scenario 1 conidition, including approved projects and General Plan traffic improvements, show no intersections operating at peak hour V/C ratios higher than 0.80 (see Table II-4).

The Scenario 2 condition, including approved projects and General Plan traffic improvements show two intersections operating at unacceptable levels of service. (See Table II -5). The intersection of Kanan and Agoura would operate at Level of Service "D" in the a.m. peak hour and the intersection of Creek Street and Canwood Street would operate at Level of Service "D" in the p.m. peak hour.

TABLE II-5
AGOURA HILLS
PEAK HOUR V/C AND LOS
FUTURE BASE AND SCENARIO 2

	Future Base				Scenario 2			
	AM		PM		AM		PM	
Intersection	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Reyes Adobe/Canwood	0.66	B	0.88	D	0.72	C	0.67	B
Reyes Adobe/Agoura Ct (EB off-ramp)	0.38	A	0.62	B	0.44	A	0.77	C
Reyes Adobe/Agoura	0.62	B	0.56	A	0.75	C	0.72	C
Kanan/Canwood	0.71	C	0.68	B	0.77	C	0.80	C
Kanan/Agoura	0.65	B	0.71	C	0.81	D	0.80	C
Creek Street (WB Ramps)/Canwood	0.42	A	0.75	C	0.45	A	0.83	D
US 101 WB Ramps/Canwood	0.24	A	0.37	A	0.29	A	0.38	A
US 101 EB Ramps/Agoura	0.48	A	0.46	A	0.59	A	0.66	B

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

Exhibit II-26 shows proposed access points to development parcels in the Specific Plan area.

The traffic studies analyzed two land use scenarios. This traffic report describes the potential impact of the lesser development intensity, Scenario 1.

The City Staff and Planning Commission has evaluated the Scenario 1 land use and has recommended a slight variation to the Scenario 1 land use proposal. This slight variation was found to be appropriate by the City Council and was adopted and is known as Scenario 1-A.

An analysis of the traffic generating characteristics of Scenario 1-A was conducted by the City's Traffic Engineer. This Scenario projected 1,005 PM peak hour trips after factoring a 45% reduction for passer-by traffic.

The analysis indicates that there are no measurable differences between the potential impacts of the Scenario 1 land uses and the Scenario 1-A land uses. In fact, Scenario 1-A is forecasted to generate slightly lower overall traffic volumes than the original Scenario 1. All development within the Specific Plan area are required to pay the Arterial System Improvement Fee to mitigate cumulative traffic impacts.

3. Utilities Plan

The required on-site infrastructure improvements are to be paid by the developer. The necessary improvement to existing infrastructure and utility systems to serve the Ladyface Mountain Specific Plan area are as follows:

a. Wastewater System

The main trunk and sewage collecting system and wastewater treatment plant that serve the study area are owned and operated by Las Virgenes Water Works District. A trunk line extends easterly from Reyes Adobe Road between the freeway and Agoura Road to Kanan Road (see Exhibit II-27). The Tapia Water Reclamation Facility, which serves the study area, is currently being expanded from 8 to 10 million gallons per day (MGD), and studies are currently underway to further expand capacity to 16 MGD. Las Virgenes Water Works District indicates these facilities will be adequate to handle development in the Ladyface Mountain area. Developers will pay for the extensions and connections for their individual projects and will dedicate easements and right-of-way requirements for the installation of their required sewer lines. No necessary improvement to the systems are required to handle the development of the Ladyface Mountain study area.

b. Water Supply and Distribution

Water supply and distribution systems for the study area are also owned and operated by Las Virgenes Water Works District. The District has previously indicated that these systems are adequate to provide the required water and fire flow service for the development of the Ladyface Mountain study area (see Exhibit II-27). Developers will pay for the extensions and connections for their individual projects and will dedicate easements and right-of-way requirements for the installation of their required water lines. No necessary improvements to the systems are required to handle the development of the study area. However, in the future, should water tanks be needed to serve development, the tanks shall be concealed with berming and landscaping to the greatest extent possible.

c. Storm Drain System

Drainage from the Ladyface Mountain study area flows to the north under Agoura Road by the existing storm drain systems.The existing storm drain systems under Agoura Road have been designed and built to provide flood protection in accordance with criteria of Los Angeles County Department of Public Works (LACPWD) which require flood protection from a 50-year frequency storm for sump areas and natural drainage courses and from a 25-year frequency storm for all other areas (see Exhibit II-28).The storm drain systems also provide for debris basins which have to be maintained periodically. If the storm drain systems have been transferred to and accepted by LACPWD, then LACPWD will maintain them. The Master Plan of Drainage for the City of Agoura Hills, May 1988, prepared by Willdan Associates recommends that the City transfer storm drain systems Multiple Transfer Drainage (MTD) 1127 and MTD 1183 to LACPWD for their acceptance and maintenance. Future developers

will pay for the extension and connections for their individual projects and will dedicate easements and right-of-way requirements for the installation of their required storm drain lines.

d. Utilities

According to Southern California Edison, electrical installations are existing and adequate to provide the power requirements to the study area. Southern California Gas Company has stated that they have adequate facilities to provide gas to the study area. Pacific Bell Telephone Company has stated that they have adequate facilities to provide telephone service to the study area.

4. PUBLIC TRANSPORTATION

Public transportation is available within proximity to the Specific Plan area as there is an RTD bus stop located at Kanan and Roadside.

5. CONCEPTUAL GRADING PLAN

Exhibits II-29 through II-31 illustrate the grading design guidelines that shall apply to all development within the Ladyface Mountain Specific Plan area. The guidelines set standards compatible with the natural contour and landforms of the mountain. They are as follows:

- Engineered slope banks with consistent gradients shall be avoided. Instead grading design shall utilize slope banks with variable gradients using landform grading techniques.

- Grading shall not create angular forms but shall create contoured forms compatible with the natural topography. Rounding of the top and toe of slopes blends naturally with the existing landform.

- Contoured edge of cut slope shall conform to the natural grade.

- Concrete lined terrace drains and down drains shall be avoided. Natural materials such as rip rap is preferred.

- Manufactured slopes shall not exceed a ratio of 2:1.

- Retaining walls are allowed only if they are necessary to preserve oaks or enhance building appearance. Maximum exposed retaining wall height is 6 feet.

- Blasting is strictly prohibited.

All development within the study area shall also conform to the siting and grading criteria established within the Hillside and Significant Ecological Areas Regulations, Chapter 9650 of the City of Agoura Hills Zoning Ordinance, and within the Guidelines and Standards for Grading adjacent to the Scenic Highways, Resolution No. 329 of the City of Agoura Hills.

F. OPEN SPACE

Preservation of open space is a primary element of the plan. Lands above the 1,100 foot elevation shall be designated as permanent open space. As part of any development, lands above the 1,100 ft. elevation shall be dedicated to a public parkland agency. Additionally, provision of public access to open space areas and trails, in cooperation with the Santa Monica Mountains Conservancy and the National Parks Service, shall be considered as part of any specific development. This may

include the provision of trail heads, staging areas, etc., and includes connections to the Juan Bautista De Anza National Historic Trail. The open space lands will serve several important functions:

- Preserve significant hillsides and ridgelines of Ladyface Mountain for visual and aesthetic purposes.
- Provide logical extensions to the existing regional park uses.
- Preserve and enhance existing wildlife habitats.
- Provide a transitional area which can accommodate fuel modification, viewshed zones and site plan adjustments in critical area.

A total of more than 500 acres of land, approximately 68 percent of the Specific Plan area, is proposed for open space preservation as shown on Exhibit II-22. Additional discussion of open space preservation is contained in Chapter IV.

CHAPTER III.
DESIGN GUIDELINES

III.

DESIGN GUIDELINES

A. INTRODUCTION

The following guidelines ensure that the development of the Ladyface Mountain study area occurs in a well coordinated, environmentally sensitive and aesthetically pleasing manner.

B. LANDSCAPE/SIGN CONCEPT

The landscape concept is integral to defining the community character and development concept of Ladyface Mountain. The features which constitute this concept plan are plant material and streetscape elements. Within this Landscape Concept Plan, a framework is established for more detailed treatment in subsequent site plans and tentative tract maps. The Landscape Concept Plan is intended to:

- Respect the natural landscape characteristics of Ladyface Mountain's major natural open space areas which provides the setting for the project area.
- Soften the transition from adjoining natural open space areas to the urban development enclaves.
- Enhance the individual character of Ladyface Mountain's commercial, office and residential enclaves with appropriate landscape and streetscape treatment.
- Complement the natural setting or landscape of the region with the choice of appropriate introduced urban landscape material.

The Landscape Concept Plan is divided into two elements: (1) major landscape theme areas and, (2) master landscape elements which tie the various urban enclaves together.

As individual parcels of the study area are developed, landscape plans will be prepared as part of the subdivision and site planning process. These landscape plans will be judged for consistency with the guidelines presented herein.

1. Major Landscape Theme Areas (see Exhibit III-1)

   a. Streetscape Themes - Agoura Road will incorporate continuous elements such as: vehicular circulation, bike lanes, pedestrian walkways, median and parkway plantings (see Exhibit III-2). Streets noted on the Landscape Concept Plan emphasize native/naturalized landscape or xeriscape themes. Roadway cross-sections depict general characteristics of the theme streets. Consistency will be achieved through the use of informal groups of plant materials selected from a suggested plant palette.

   b. Community Trail Parkway - Actually a streetscape element, the parkway provides an opportunity to combine parkway planting and incorporate unique walkway and grading design to the major street system. The extra-wide landscaped parkway should not only enhance pedestrian circulation but provide a unifying visual theme for the community.

   c. Edge Treatment Area - This area is the conceptual treatment of the blufftop/open space edge and is primarily landscape plantings which facilitate transition from development to the natural open

space as well as enhancing view opportunities. The native or naturalized planting theme applies here and in some situations the slope planting palette. Fuel modification zones are appropriate here.

(Reference Section III.E of this Specific Plan.)

d. Natural Open Space - Self explanatory, this area comprises the land above the 1,100-foot elevation to the Ladyface ridgeline.

2. Master Landscape Elements

a. Special Intersection Treatment - Special treatment will be given to intersections which are planned entries to Agoura Road, specifically Reyes-Adobe Road and Kanan Road intersections. Major plantings and paving will comprise this treatment as appropriate (see Exhibit III-3).

b. Major and Secondary Entries - Minor adjustments in paving material and streetscape planting are appropriate where pedestrian and vehicular circulation provide entries to individual enclaves/developments. Signing will also be a part of the identifying treatment. Entries are appropriate points of information, entry and identify for each development.

c. Development Areas - The general landscape concept here will be characterized by an informal, spacious theme with more formal - urban treatments occurring at entries, special roadway intersections and between major building clusters. The development

along the riparian zone next to Kanan Road will incorporate riparian plantings.

3. Major Streetscape Standards

a. Agoura Road

Main Street Trees. Oaks shall be the primary tree species. Liriodendron tulipfera (Tulip Tree) or Koelrenteria bipinnata (Golden Rain Tree) in informal groups of twos, threes and fours may be utilized as secondary trees provided that they not exceed more than 40 feet on-center. Medium-scale tree application serves as a deciduous foreground element providing summer shade, fall color and permitting welcome winter sun. The evergreen native oaks will be also well-framed by this seasonally changing edge.

Project Entries and Intersections. Quercus agrifolia (California Live Oak), Cupaniopsis anacardioides (Carrot Wood), or Ulmus parvifolia ("Drake" Evergreen Elm) are primary evergreen theme trees utilized at project entries along Agoura Road. Formal or informal groups of these species at 10-20 feet on-center will emphasize and visually locate the individual project entry, street intersections, trail head or community trail intersection.

b. Development Standards.

Project Cut or Fill Slopes, Buffer Zones. Quercus agrifolia (California Live Oak), Eucalyptus

sideroxylon "Rosea" (Red Ironbark) and Pinus eldarica (Mondell Pine) comprise the project landscaping at manufactured cut or fill slopes, and buffer zones.

Parking Lot, Courtyard. Parking lot and outer courtyard mix shall be Cupaniopsis anacardioides (Carrot Wood), Bauhinia variegata (Purple Orchid Tree), and Lagerstroemia indica (Crepe Myrtle). The required parking lot landscaping is intended to prevent the visual blight so often associated with the vast asphalt parking areas required for commercial uses.

Planter Width. All planters within parking lots shall be a minimum 8 feet wide.

Plant Material Palette. It is the intent of these guidelines to provide flexibility and diversity in plant material selection, while maintaining a limited palette in order to give unity and thematic identity to the Specific Plan area. Additional species may be used with the approval of the City, if compatible with the basic theme established by this Specific Plan. Native plants and drought tolerant, HARDY low water consuming plants are preferred. The following plant material lists have been selected for appropriateness to the project theme, climatic conditions, soil conditions and concern for maintenance (See Table III-1).

TABLE III-1

PLANT PALETTES

A. Trees - Evergreen

Botanical name	Common Name
Arbutus menziessi	Madrone
Arbutus unedo	Strawberry Tree
Brachychiton populneus	Bottle Tree
Ceratonia soliqua	Carob
Citrinus species	Citrus Varieties
Comarostaphylis diversifolia	Summer Holly
Cupaniopsis anacardioides	Carrot Wood
Eucalyptus camaldulensis	Red Gum
Eucalyptus maculata	Spotted Gum
Eucalyptus polyanthemos	Silver Dollar Gum
Eucalyptus sideroxylon 'Rosea'	Red Iron Bark
Eucalyptus rudis	Desert Gum
Eucalyptus viminalis	White Gum
Feijoa sellowiana	Pineapple Guava
Hymenosporum flavum	Sweetshade
Guinquenervia	Cajeput Tree
Olea europaea 'Fruitless'	Fruitless Olive
Pinus canariensis	Canary Island Pine
Pinus coulteri	Coulter Pine
Pinus eldarica	Mondell Pine
Pinus halepensis	Aleppo
Pinus pinea	Stone Pine
Pinus sabiniana	Digger Pine
Podocarpus gracilor	Fern Pine
Quercus agrifolia	California Live Oak
Quercus ilex	Holly Oak
Schinus molle	California Pepper
Ulmus parvifolia 'Drake'	Evergreen Elm

B. **Trees Deciduous**

Botanical Name	Common Name
Albizia julibrissin	Silk Tree
Bauhinia variegata	Purple Orchid Tree
Chorisia speciosa	Floss Silk Tree
Cercos occidentalis	Redbud
Fraxinus velluntina	Arizona Ash
Fraxinus uhdei 'Tomlinson'	Tomlinson Ash
Gingko biloba	Maidenhair Tree
Jacaranda mimosifolia	Jacaranda
Koelreuteria bipinnata	Chinese Flame Tree
Koelreuteria paniculata	Golden Rain Tree
Lagerstroemia indica	Crape Myrtle
Liquidamber styraciflua	Flame Tree
Liriodendron tulipifera	Tulip Tree
Platanus acerifolia	London Plane Tree
Platenus racemosa	California Sycamore
Salix babylonica	Weeping Willow
Tipuana tipu	Tipu Tree

C. **Shrubs**

Botanical Name	Common Name
Abelia 'Edward Goucher'	Edward Goucher Abelia
Acacia redolens*	Ongerup Acacia
Callistemon species	Bottlebrush
Ceanothus species	California Lilac
Cistus species	Rockrose
Cotoneaster species	Cotoneaster
Dendromecon harfordii	Island Bush Poppy
Dendromecon rigida	Bush Poppy
Elaeagnus pungens	Silverberry
Euonymus fortunei	No Common Name
Euonymus japonica	Evergreen Euonymus

Botanical Name	Common Name
Hebe 'Coed'	No Common Name
Lantana species	Lantana
Mahonia aquifolium and 'compacta'	Heavenly Bamboo
Nerium oleander	Oleander
Phormium tenax	Flax
Pittosporum tobira and 'Wheelers Dwarf'	Pittosporum
Heteromeles arbutifolia	Toyon
Plumbago capensis	Cape Plumbago
Podocarpus macrophyllus	Yew Pine
Prunus caroliniana	Calorina Laurel Cherry
Prunus ilicifolia	Hollyleaf Cherry
Pyracantha species	Firethorn
Raphiolepis indica 'Springtime'	Pink Indian Hawthorn
Rhus ovata	Sugar Bush
Ribes sanguinium	Pink Winter Currant
Ribes speciosum	Fuchsia-Flowering Gooseberry
Romneya coulteri	Matillija Poppy
Xylosma Congestum	Xylosma

D. Sub Shrubs

Botanical Name	Common Name
Acanthus mollis	Bear's Breech
Agapanthus africanus	Lily of the Nile
Arctostaphylos species	Manzanita
Ceanothus species	California Lilac
Clivia Miniata	Clivia
Dietes bicolor	Fortnight Lily
Hemerocallis species	Day Lily
Iris douglasiana	Beardless Lily
Lonicera japonica 'Halliana'	Hall's Honeysuckle
Mimulus cardinalis	Monkey Flower
Penstemon species	Beard Tongue

F. Vines

Botanical Name	Common Name
Macfadyena unguis-cacti	Cats Claw Vine
Gelsemium sempervirens	Carolina Jessamine
Jasminum polyanthum	Pink Jasmine
Lonicera japonica	Japanese Honeysuckle

G. Ground Covers

Botanical Name	Common Name
Arctostaphylos edmundsii	Little Sur Manzanita
Baccharis pilularis 'Twin Peaks'	Dwarf Coyote Brush
Gazania splendens 'Mitsuwa Yellow'**	Gazania
Lonicera Japonica	Honeysuckle
Nandina domestica 'Harbour Dwarf'	Dwarf Heavenly Bamboo
Potentilla tabernae montanii	Spring Cinquefoil
Vinca Minor	Dwarf Periwinkle

(* For drought tolerance, turf areas shall be combined with other ground covers within public right-of-ways.)

(** Will freeze in unprotected exposure area but will generally rejuvenate from undamaged parts. Use with caution.)

4. Landscape Concept: Other Elements

Hardscape and street furniture design elements, incorporated into the overall design theme for development in the Specific Plan area shall include, but not be limited to: paving, walls and fences, light fixtures, bollards, benches, trash receptacles, planters, bus shelters. Hardscape and street furniture elements will function to allow a coordinated and consistent visual and physical connection between buildings and landscape materials within the project area.

Building materials to be used as key hardscape elements are specified below. All materials utilized for walls, fences, paving, lighting and street furniture shall be coordinated with and be complementary to architectural design details and materials.

Low volume irrigation system, such as drip irrigation and moisture sensors, shall be used wherever possible. Irrigation systems shall hook up to the non-potable water line where available.

a. Walls and Fences

- Concrete masonry: integral color, 4" coursing maximum.
- Brick: either red or in earth tones.
- Concrete: textured, bush hammered, rock salt, sandblasted, integral color in earth tones.
- Wrought iron (as accents).
- Stucco: integral or painted color (same as building stucco color or approved alternative).

b. Paving (within project and individual site entries)

Concrete, integrally colored, rock salt, exposed aggregate finish with brick or wood edges, or stamped concrete.

- Paving brick in earth tones.
- Paving brick tile in earth tones.
- Textured concrete in earth tones.
- Precast rough-textured pavers, integrally colored.
- Quarry tile in earth tones.
- Rough textured granite.
- Rough textured marble.
- River washed stones/cobblestones.

c. Slopes

Engineered slopes shall be stabilized with jute stapled to slope prior to planting.

d. General Sign Design Guidelines

The purpose of signs is to provide identification, not advertising. All signage along Agoura Road shall conform to the guidelines and restrictions outlined herein, and to Signage Guidelines established under Chapter 9600 of the City Zoning

Ordinance. All signs shall be built according to City approved plans. Any permanent or temporary sign found not to be in conformance with the provisions of these guidelines or the approved plans shall be removed by the owner within five days of receipt of written notice. If the removal is not accomplished in the specific period, the City may enter on the property and remove the sign. Removal costs will be reimbursed to the City prior to release of the sign or the acceptance of an application for a new sign.

All signs shall be in scale with the surrounding building environment. Colors and materials shall be sensitively selected to blend signage with landscape and architectural elements, including building design, material and color.

Pennants, banners, flags, inflatable displays, sandwich boards, or signs on vehicles parked on private or public property for the purpose of advertising shall not be allowed without prior City approval. Temporary signs are allowed per City Code upon obtaining proper City approvals.

Sign structures, supports and hardware shall be concealed or integrated into the signage design. Architectural screening surrounding sign posts shall not be calculated as part of the sign face area. No lighting signs or light fixtures shall have exposed conduits or raceways.

Ground signs may be placed in building setback areas. Permanent signs which are parallel to the

street and temporary signs shall be located a minimum of 5 feet behind the property line. Monument signs shall be located in landscaped areas. When signs are present in setback areas, care shall be taken to position the signs so as to maintain safe sight distances at entrances to the public right-of-way (see Exhibit III-3a).

The ground surrounding monument signs may be bermed, and walls with signing attached may be stepped, if necessary, in order to elevate the signs. Berming shall be limited to 2 feet in height above the surrounding finish grade.

When signage criteria requires sufficient letter height for readability, letter height shall be determined by measuring the intended viewing distance and speed of vehicle travel.

Overall Permanent Sign Criteria. Materials for permanent ground and monument signs should be of stucco or concrete sign face area with native stone, clay tile or red brick trim. Colors for the sign face area shall be pastel or earth tones. Sign typography shall be compatible to architecture in style and materials.

Pole signs and other signs with exposed supports shall be prohibited.

All permanent signs shall be made of durable rust-inhibited materials.

No wall signs shall cover windows, frames, strips or other architectural details. Wall signs shall fit comfortably into open wall surfaces leaving ample margins.

No fascia signs shall be allowed on angled walls or mansard roofs, or on equipment screens. Freestanding walls with signs attached may be stepped, if necessary, to elevate the sign. However, the height of the wall to which signage is attached shall not exceed the height prescribed for the use area.

Within each commercial development, the letter on all project and establishment identification signs shall be of similar and/or complementary type style. The type style shall also complement the overall design of the sign structure.

Gateway Signs. All gateway signs shall be freestanding monuments, or shall be associated with retaining or planter walls. The purpose of gateway signage is to be an identifier of the Ladyface Mountain Specific Plan area, a predominantly office and commercial zone at the base of the main open space ridge and mountain viewshed.

Location of gateway signs shall be at the main entry areas, specifically east along Agoura Road at the Westlake Village - City of Agoura Hills, at the intersection of Reyes Adobe and Agoura Road, and west along Agoura Road at Kanan (see Exhibit III-3b).

Gateway monuments shall reflect by name and material the natural character of the area. Frontlit graphics are encouraged.

Project Identification Signs. All permanent project signage, whether wall or monument type, shall conform to the General Sign Design Guidelines specified within this Specific Plan and the overall criteria for permanent signs, as well as to the criteria specified to each use area.

All project identification signs shall be freestanding monuments, or shall be associated with garden retaining or planter walls. No wall signs on building shall be allowed for project identification, with the exception of hotel projects.

Identification signage may be of two configurations:

- Monument Signs. Monument signs may be single or double-faced, located perpendicular or parallel to the street near a site entrance or on a corner.

- Entry Wall Signage. Entry Wall Signage may be associated with entry walls and may be placed on either one or both sides of a site entry. Wall heights and designs shall be in accordance with the guidelines applicable for the use area.

Address Signs. Address signs shall conform to the General Sign Design Guidelines and the overall criteria for permanent signs, as well as to the

specific criteria which may be established for address signs in each use area.

As part of the provisions for secondary site signs, address signage shall be provided on each building or site. Address signage shall be clearly visible from the public right-of-way. Address signs may be on building walls near entries or corners. Addresses may be on low monuments. Address monuments may be lighted. Commercial facilities shall display at least one building address per street frontage.

Secondary Site Signs. Secondary Site Signs are signs other than the primary project or tenant/occupant identification signs and include:

- Entrance signs
- Directory maps and listings
- Directory signs, both pedestrian and automobile
- Address and unit number signs
- Parking control signs
- Traffic control signs
- Information signs
- Building entrance signs

Secondary site signage in all use areas shall conform to the General Sign Design Guidelines as well as the specific criteria which may be established for individual secondary sign types in each use area.

Secondary site signs are not to be visible from the public right-of-way, with the exception of entrance

signs, parking control signs, and address signs which should be oriented toward the public right-of-way. All secondary site signs shall be designated as part of a family of signs. Elements within the family of signs shall remain consistent, such as type, style, layout, form, detail, color and materials.

A strong connection shall be maintained between secondary site signs and the project architecture and landscaping. Elements of color, material, form and detail shall be reflected in the signage.

Secondary site signs may be freestanding or wall-mounted. Freestanding signs shall not exceed four (4) feet in height, with the exception of tow-away, handicapped, address, clearance and traffic regulatory signs, which shall conform to the regulations and safety standards established by the City of Agoura Hills. Traffic regulatory signs may be reduced in scale where viewing distances are diminished.

All secondary site signs shall be located on walls or in planter or walkway areas. Signs shall fit comfortably, never crowding the architectural and landscape elements in the immediate vicinity.

Illumination. Illumination shall provide unobstructive yet visible signage for night viewing. Permanent signage may be illuminated using the following techniques.

- Front Lighting: Front lighting may be accomplished by weather-tight light fixtures. All front lighting shall be even over the surface of the sign area. In general, the quality and intensity of the sign lighting shall match the project lighting.

- Silhouette Lettering: Reverse channel letters may be back-illuminated with low-voltage lights or neon to create a silhouette effect. Letter faces may not transmit light.

- Internally Illuminated: Internally illuminated signs are permitted, provided that the background of the sign is opaque. Only letters and figures shall transmit light.

Signs may be illuminated only during the hours the establishment is open for business.

e. Lighting

- Exterior building lights (floodlights) shall be concealed in landscaping. Spot-lighting shall be avoided; accent lighting of exterior building walls is encouraged.

- On-site driveway/parking lot lights shall consist of "high cut off" type of light fixtures with adjustable reflectors to direct light downward, avoid light spillover, and minimize glare. The design of the fixtures shall be compatible with the design of the building and

is subject to approval by the Architectural Review Board.

- Pedestrian pathways (bollard lights).
- Pedestrian plaza/courtyards (bollard lights).
- Landscape lighting (spot or floodlights concealed in landscaping).
- Signage lighting (self-contained or concealed in landscaping).
- Lighting fixtures at traffic signals shall consist of "high-cut off" type luminaries.

C. ARCHITECTURAL CONCEPT

Architectural guidelines are established to create an overall theme for the physical design of the Specific Plan area. It is intended that architectural and landscape consistency be maintained throughout the area. Criteria for the siting of buildings are illustrated in Exhibits III-4 and III-5.

1. Building Form

Building facades shall not have the appearance of excessive massing or shading. On buildings Consisting of two stories or more, the facade should be stepped back. Design approaches such as deep setbacks to entrances and windows, reveal-creating overhangs by fully peaked roofs and architectural detailing of exterior walls will help reduce the solid form to a more

interesting composition of forms. Variations in building massing are illustrated in Exhibits III-6 and III-7. Stepping the facade back or varied setback of building masses will create interest by avoiding a straight facade. In addition, the use of grading techniques and grade changes should be considered in order to minimize mass and bulk on buildings.

Building roof forms shall be pitched with generous roof overhangs for shade. An all-flat roof design is not acceptable, but a combination of sloped and flat roof (such as Mansard) is acceptable. Pitched and mansard roof forms serve to provide an attractive skyline. Roof material shall be tile, glazed or unglazed. Tile color shall be compatible with building style and be subject to City architectural approval.

Buildings clustered around a pedestrian area, such as a courtyard/plaza shall be designed to minimize excessive shading and maximize light exposure. Facades which are in excess of two stories and oriented onto courtyard/ plazas should be stepped back to minimize the appearance of excessive mass.

The juxtaposition and configuration of building forms shall be given careful attention so as not to create a wind tunnel effect. This is particularly important on the steep Ladyface hillside, particularly near canyons.

Orientation, configuration and location of building masses shall emphasize visual corridors or viewsheds between development to the uninterrupted ridgelines that characterize Ladyface Mountain. Views to natural open

space areas shall be provided between buildings located on the same or adjacent parcels.

Special consideration shall be given architecturally to emphasize pedestrian areas such as entryways, walkways and courtyards/plaza (e.g., concrete trellis, low parapet walls, extended roof or patio overhangs).

Long, uninterrupted exterior walls shall be avoided on all structures. Walls shall incorporate relief features to create an interesting blend with the landscaping, other buildings and the casting of shadows.

Architectural design shall take full advantage of energy-efficient concepts, such as natural heating and/or cooling, sun and wind exposure, and solar energy opportunities. Ladyface Mountain's north-facing slope offers cooling and shade operations.

Solar collectors, if used, shall be oriented away from public view or made as an integral part of the roof structure.

Particular consideration as to color and material shall be given to the design and treatment of roof because of their potential visual impact. Earth toned tile roofing, either glazed or unglazed, shall be considered.

Roof flashing, rain gutters and downspouts, vents and other roof protrusions shall be screened from view or finished to match adjacent materials and/or colors. Roof mounted equipment shall be completely screened from view of public streets and other areas through the use

of a full roof or a partial full roof. Roof ladders shall not be located on the outside of buildings.

Walls and/or fences shall be used to screen utility and maintenance structures/facilities, storage, parking, etc. These surfaces shall match the exterior finish of any structure with which they are in contact.

Color, materials, textures and finishes for exterior building walls shall be chosen to achieve maximum quality of design. Intense or bright colors are to be avoided except as minor accents to buildings. Muted colors are preferred.

2. Exterior Building Materials

The following materials are encouraged to be used as the exterior wall materials throughout the Specific Plan area.

- Concrete, concrete masonry, decorative block and brick: in a manner which will express natural colors and characteristics ranging from whites through earth tones. Concrete tilt-up construction is not acceptable.

- Stucco: smooth finish in natural grey or a color ranging from white through earth tone.

- Wood: Wood as a predominant building material is discouraged, but is acceptable as an accent material.

Glossy and reflective exterior wall materials are discouraged.

D. OAK TREE PROTECTION/REPLACEMENT GUIDELINES

Oak trees presently on site are plotted on Exhibit II-6.

Oak trees are sensitive to changes in the environment which modify the amount of water and nutrients that normally receive and utilize. Damage which frequently occurs during construction includes root injury from soil cuts, fills, compaction, trenching and wounding from excessive pruning and construction equipment. The purpose of these guidelines is to ensure that the site alterations within the Specific Plan area that occur do not adversely affect oak trees intended to remain.

Consideration of the oaks is necessary in the design phase, implementation (construction) phase and post-construction/maintenance phase if preservation is to be successful. Sketches depicting various oak tree guidelines are depicted on Exhibits III-8 and III-9.

When specific development is proposed, an oak tree mitigation plan will be required as a part of the Site Plan review process. All mitigation will take place consistent with the City's Oak Tree Preservation Guideline and Section 9650.700 - Oak Tree Preservation Regulations.

1. Design

Every effort shall be made to prevent location of structures, retaining walls, grading or trenching within

5 feet of the dripline or 15 feet of the trunk of any oak tree, whichever is greater.

No landscaping or irrigation shall be installed within the dripline of any oak tree trunk.

Drainage shall be directed away from the trunks of oaks to ensure that water will not stand at the crown.

Careful consideration shall be given to planning structures near any oak to avoid unnecessary or excessive pruning.

2. Construction

Trees within a construction area are to be protected from damage by equipment by installing temporary barriers such as fencing at the protective zone.

Equipment, debris, building materials and/or excess soil shall not be stored within the protective zone of any oak.

Trenches for utilities or irrigation shall be routed around the dripline wherever possible.

Equipment shall be operated from outside the protective zone where possible.

3. Maintenance

Oak tree pruning shall be kept to a minimum. Heavy pruning can cause a decline in vigor and increase disease problems.

No oak tree shall be pruned substantially to alter its size or formation, except as necessary to relieve a potential safety or fire hazard. Oaks shall be maintained free of dead and diseased wood.

4. Irrigation

Under natural conditions oak trees do not require supplemental water. However, when development occurs within proximity to the tree, the tree's ability to absorb water and nutrients is reduced because roots may be damaged.

5. Fertilization

Oaks normally receive adequate nutrients from decomposition of their own leaf litter and from the soil. If the litter is removed and/or roots damaged, additional nutrients shall be added.

6. Insect and Disease Control

Many insects and diseases attack native oaks. Usually the trees can withstand these attacks unless they have been weakened. For this reason, it is important to maintain vigorous trees. In addition to irrigation, fertilization, proper pruning and insect and disease control measures performed by a qualified arborist/plant pathologist may be required.

E. FUEL MODIFICATION

A fuel modification zone is a wide strip of land where native vegetation has been removed, modified, or replaced

with fire resistant plants. It provides a more acceptable level of risk from loss of life and high value property from wildland fires. It provides a reduction of radiant and convective heat which allow fire suppression forces to take safer action.

Generally, graduated decreases in native plant densities and the substitution of fire resistant plants near development areas shall be provided in favor of standard fire breaks. The pattern of vegetation removal and introduction will be consistent with these principles and those of wildlife habitat conservation. Fuel modification zones will be established according to the pattern of development in the following way:

Primary Zones The primary zones of fuel modification are the development areas defined by the extent of grading and road rights-of-way. When development occurs, these areas will be revegetated using irrigated plant materials in intense development areas along with the introduction of fire resistant and drought tolerant materials. In development areas where existing vegetation is retained, a program of thinning, pruning and select removal (up to 70 percent) of high fuel species will be implemented. Roads are planned at most edges of the development providing more than adequate buffering and fire access for the community.

Secondary Zone The secondary zone is defined as an area of varying size which surrounds the primary zone and acts as a buffer between areas of development and undisturbed open pace. Within the secondary zone the removal of high fuel species and the introduction of fire resistant materials will occur. From the primary zone to the natural landscape, through the secondary zone, removal will take place in decreasing amounts in order to create effective transitions to undisturbed vegetation. The amount of removal and the extent of the transition will depend on the plant material present, prevailing wind patterns, and topography.

The City of Agoura Hills has established medium, high and extreme fire hazard areas. Fuel modification may be required in any of these areas, with complexity depending on vegetative fuel loading, topography, fire weather frequency, exposure to large open space (such as national forest, parks or other open space) and planned use.

Many variables exist which make it impossible to develop precise regulations. Therefore, each development must be reviewed with as much information as possible being submitted which would impact the needs for fuel modification.

Some areas require fuel modification widths of 300 to 400 feet, which could have a significant cost impact. It is therefore suggested that any proposed development consider possible fuel modification requirements as early as possible.

Where it is determined that fuel modification is required, a condition of approval will be required. The fire department will review the fuel modification plans for approval and will make final inspections for release.

Table III-2 defines the criteria by which fuel modification performance within the Ladyface Mountain Specific Plan shall be evaluated.

F. ART IN PUBLIC PLACES

The City Council adopted an "Art in Public Places" ordinance in 1989 requiring the submittal of an Arts Plan for buildings exceeding 30,000 sq. ft. in area. (See Ordinance No. 157, adopted 8-8-89.)

TABLE III-2
FUEL MODIFICATION PERFORMANCE CRITERIA

Delineation:	The width must be established, which may require on-site evaluation with applicant and fire department representative. For preliminary approval, general dimensions will be adequate. For precise plans, exact delineation showing undulated boarders, etc. must be submitted.
Off-Site Area:	Where required width cannot be achieved within lot or tract boundaries, the off-site permission may be required to obtain an acceptable width. Documentation

of permission for off-site fuel modification must be attached to preliminary plans.

Method(s): How native vegetation will be removed, disposed of (mechanical or hand) and herbicide or stump treatment, to prevent undesirable regrowth. This will also reduce maintenance costs.

Irrigation: Delineation of that portion of the fuel modification which will be permanently irrigated.

Maintenance:

Continual maintenance must be provided, such as through homeowners associations, property owners or other entity. Maintenance includes removal of undesirable vegetation, irrigation, etc., to maintain the fuel modified area in a fire safe condition as required by the City of Agoura Hills Fire Department written evidence of responsibility must be submitted with the preliminary fuel modification plan.

Plant List: Must contain botanical and common name of plant materials. Plant materials may be drought tolerant and should be fire resistant. Plant materials used outside irrigated areas must be fire resistant.

Submittal: A preliminary fuel modification plan must be submitted and approved prior to issuance of grading permits, or where grading permits are not required, prior to issuance of building permits, the preliminary plan must include: (1) general delineation and that portion to be irrigated, (2) a letter of permission for any off-site requirement, (3) and methods to be used for removal of vegetation, (4) a statement of maintenance responsibility.

A precise fuel modification plan must be submitted and approved prior to issuance of building permits. The precise plan must include the same as the preliminary and in addition, the plant list, irrigation and precise delineation.

A final inspection procedure may include a landscape architect, and must include the City of Agoura Hills Fire Department. Final inspection and approval must be obtained prior to use and occupancy of any structure adjacent to the fuel modified area.

CHAPTER IV.
DEVELOPMENT REGULATIONS AND REQUIREMENTS