

AGOURA VILLAGE SPECIFIC PLAN

WORKSHOP #2

FEBRUARY 26, 2020

MESSAGE FROM THE MAYOR



Illece Buckley Weber

WORKSHOP LOGISTICS & FLOW

1. Official City Handout
2. Presentation
3. Questions and Answers

PRESENTATION FORMAT

1. Background/History - Agoura Village Specific Plan (AVSP)
2. Development Update – AVSP area
3. Economic/Market Update

- 10 minute intermission

- Q & A – Part I (covering topics/speakers 1-3)

PRESENTATION FORMAT

4. Environmental Background
5. Housing and Planning Laws
6. Traffic & Emergency Evacuation
 - 10 minute intermission
 - Q & A – Part 2 (covering topics/speakers 4-6)

Q & A FORMAT

- Question Cards (Blue) & Comment Cards (Green)
- Question Cards Read and Answered Aloud
- Comments Cards Collected and Posted Online

BACKGROUND/HISTORY

Speaker: Erik Justesen, RRM Design Group

THE VISION

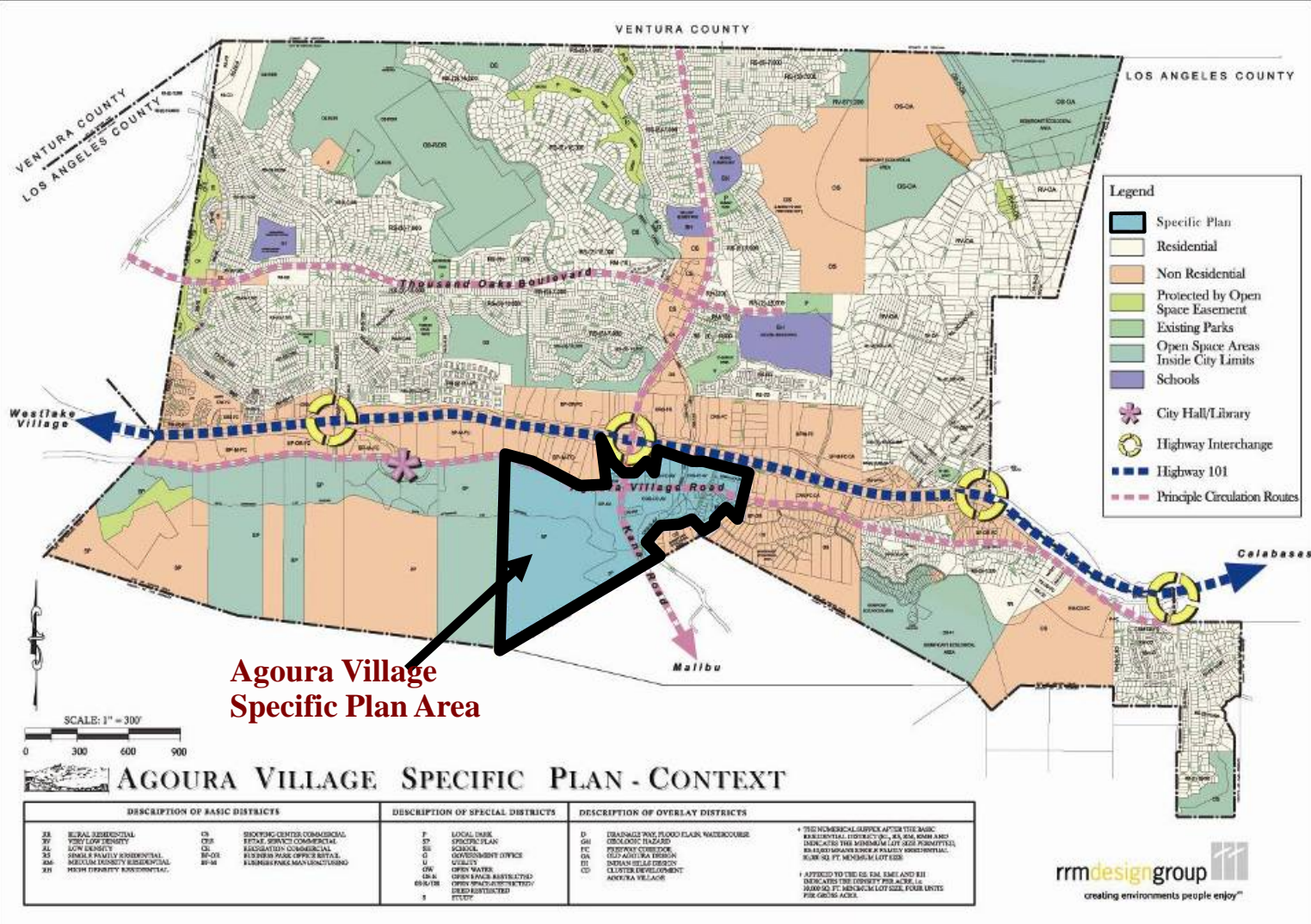
- **Create a welcoming pedestrian-friendly atmosphere**
- **Capture the unique character of Agoura Hills**
- **Create an inviting destination with a pedestrian-oriented village**
- **An identifiable place with an intimate street scene** (unique storefronts)
- **Provide a comfortable place to gather, shop and stroll** (enhanced pedestrian experience)
- **Create a mix of uses** (entertainment, small hotel, offices, shops, residential and restaurants)
- **Respect and fit into the natural surroundings** (protect view corridors, retain oaks, preserve rock outcroppings, restore creek/riparian habitat)
- **Create a variety of public plazas and paseos** (central community plaza, amenities, landscaping, public art)



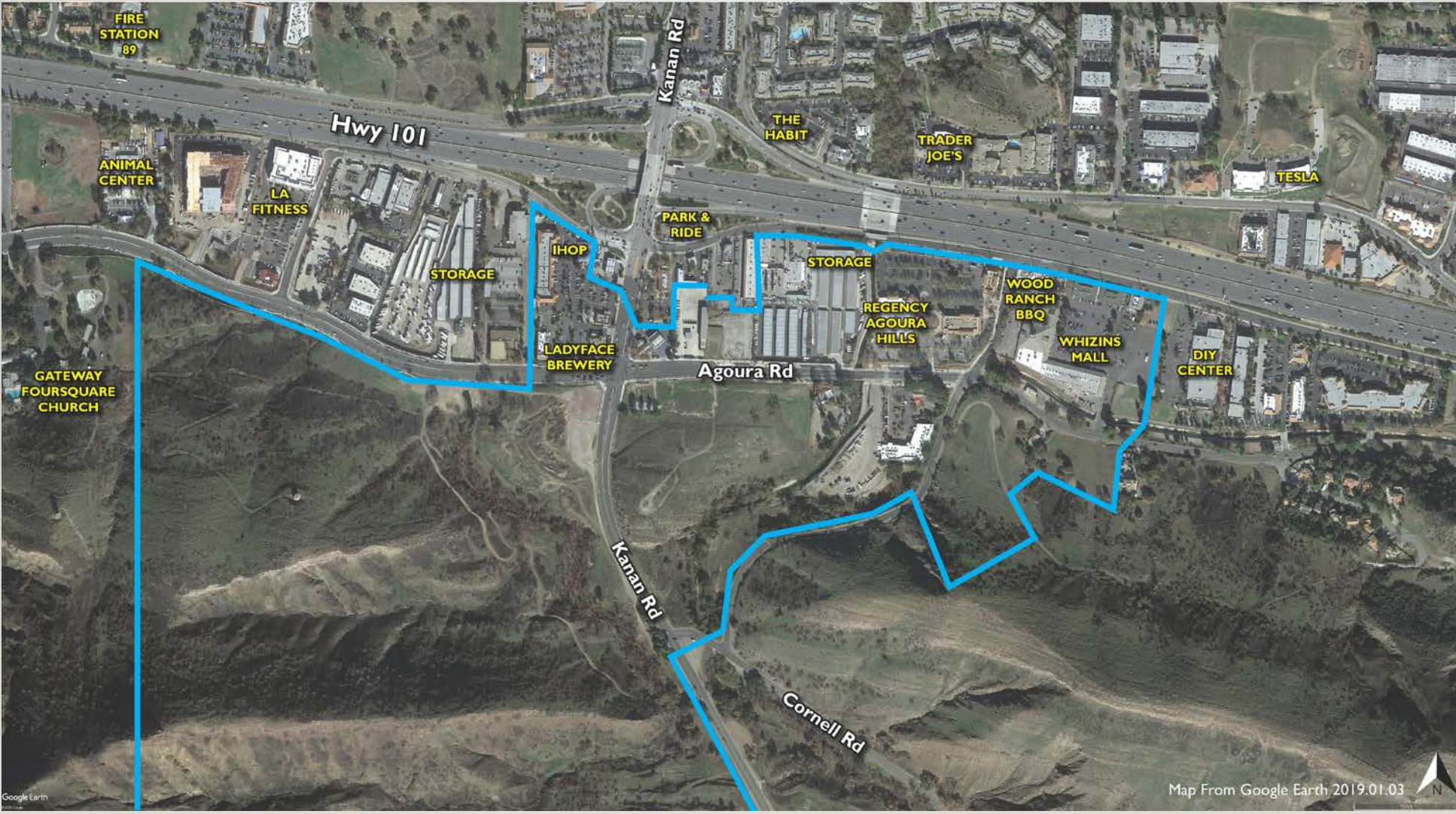
PLANNING HISTORY

- **1990's – Community concerned about big-box development**
- **1997-1998 – Agoura Village concept developed** (collaborative effort with community and Council)
- **2002 – Opportunities and Constraints analysis to refine/adopt the AV Concept Plan** (stakeholder participation, detailed studies – market demand / environmental / traffic / infrastructure)
- **2002-2008 – AVSP prepared** (significant multi-year public engagement directed by AVSP Task Force; Specific Plan adopted in 2008)
- **2008 - Economic recession** (multiple development applications considered in the following years)
- **2014 – Feasibility analysis conducted** (by City/economists to confirm the vision and contents of the Specific Plan)

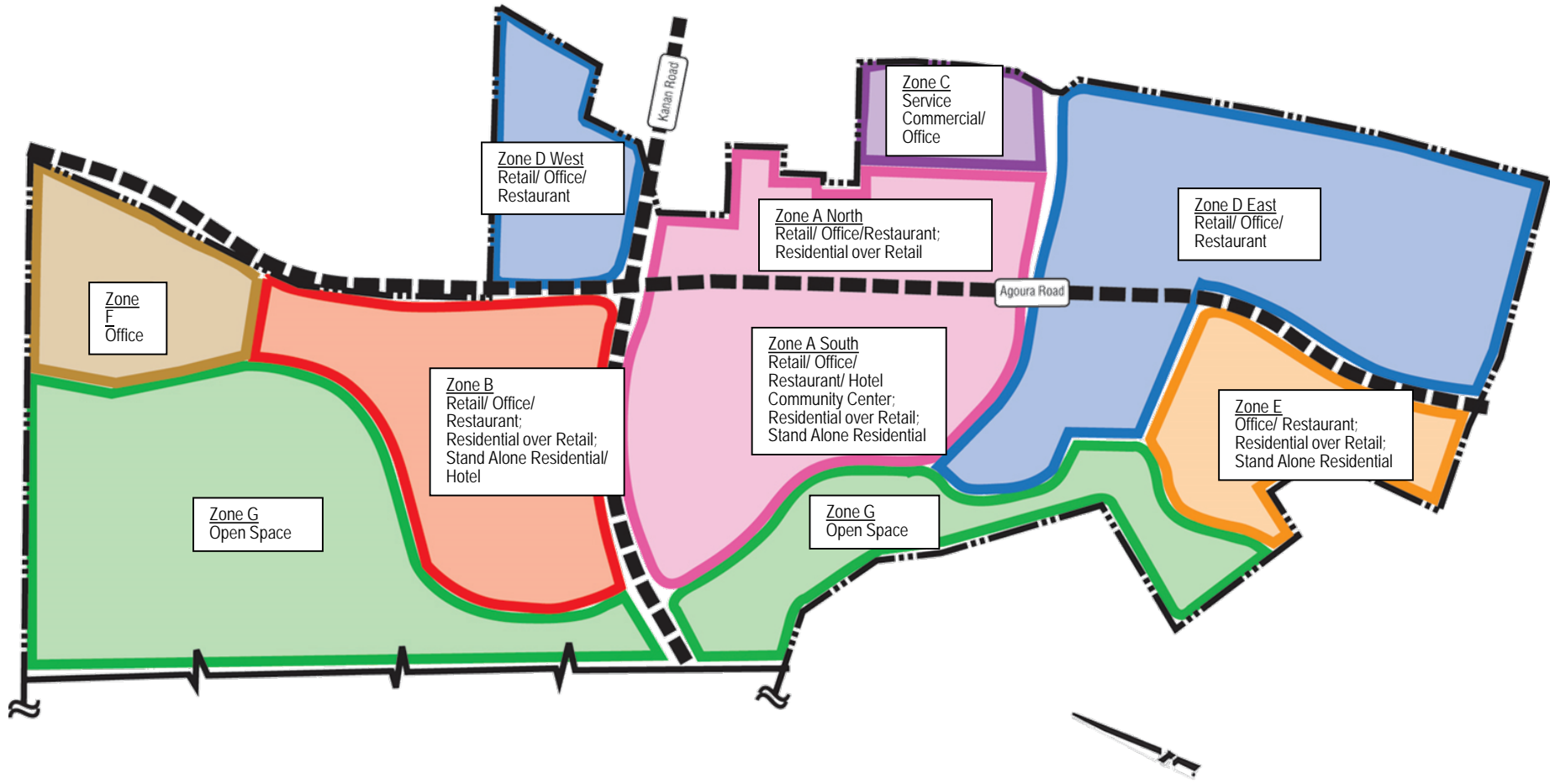
AVSP – WHERE IS IT?



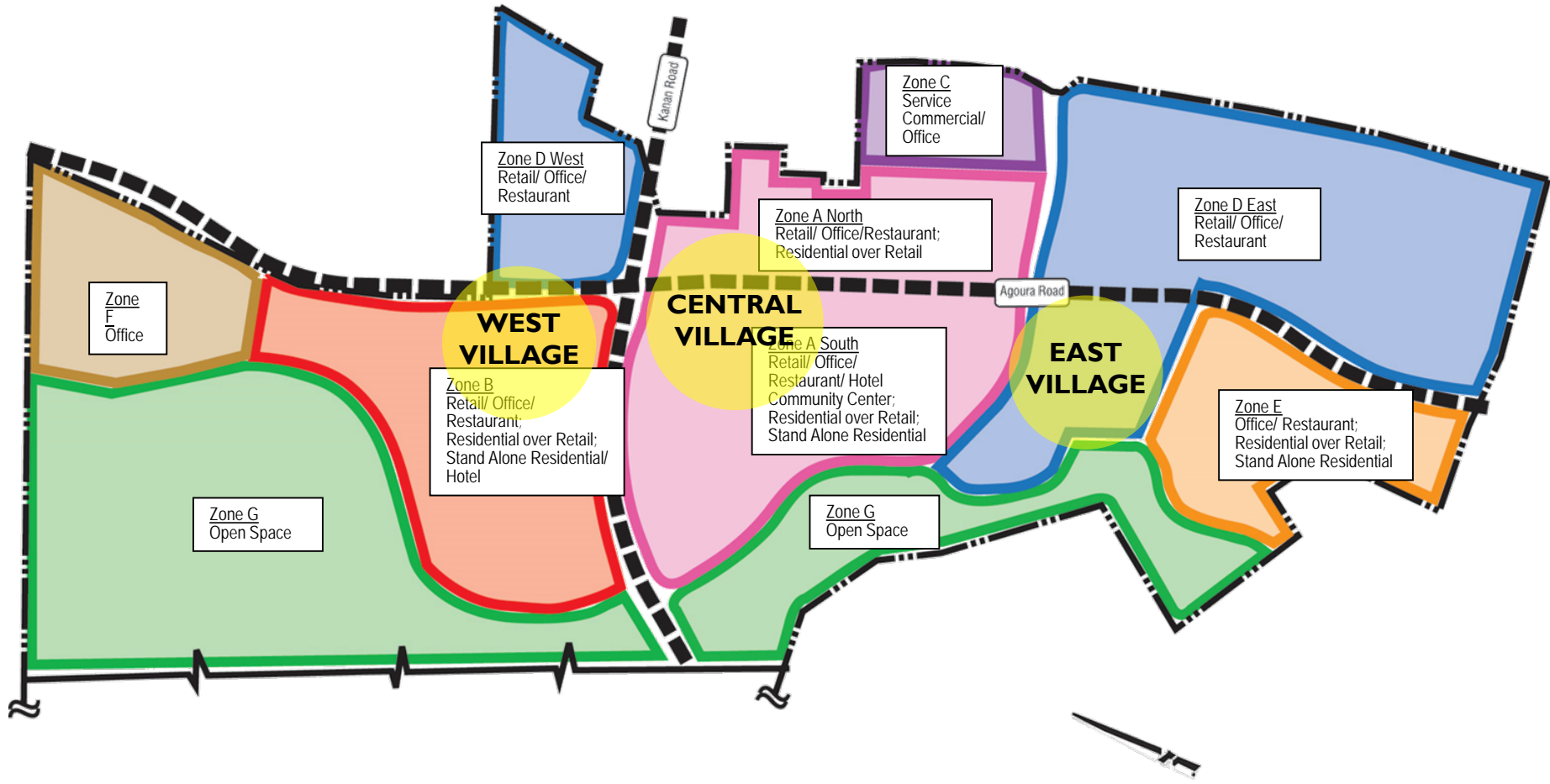
AVSP – WHERE IS IT?



SPECIAL PLANNING ZONES



SPECIAL PLANNING ZONES



AVSP – WHAT IS IT?

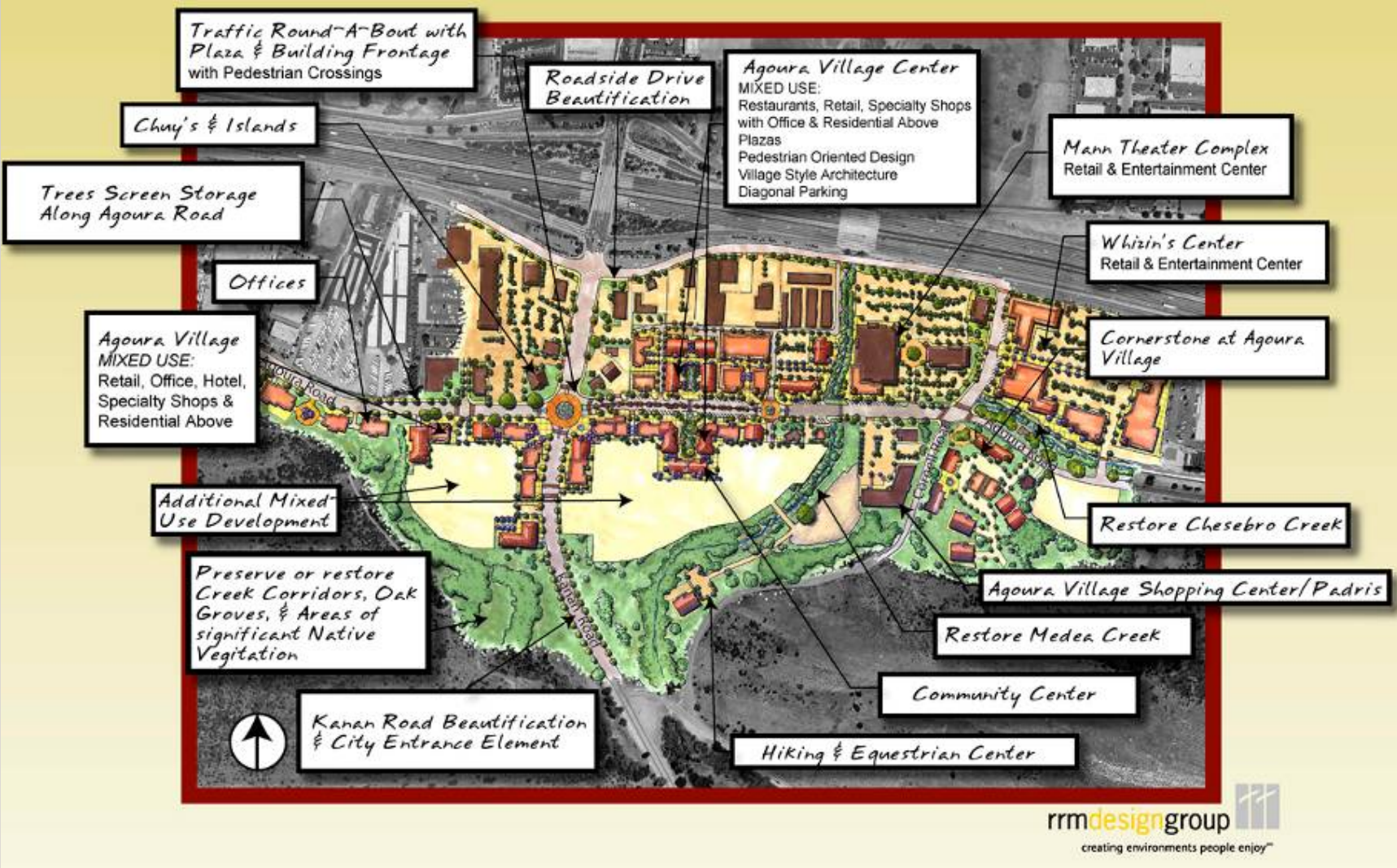
- **A planning document** (serves as the general plan/zoning for a particular area)
- **Not a project**
- **Flexible** (promotes creative individual projects working together to form a village environment)
- **It has a strict set of design standards** (enforcing the vision of a unique pedestrian-scaled walkable village)
- **It has 7 special planning zones** (allowing different types of uses and development standards)

The AVSP Allows:

- 293 new residential units (58 units for extra transportation improvements)
- 576,458 SF of new commercial or office, including 2 hotels at 100-120 rooms each



AVSP – ILLUSTRATED VISION



DEVELOPMENT UPDATE

Speaker: Nathan Hamburger, Assistant City Manager

AN INVESTMENTS (AGOURA ROAD)

- Submitted initial application, not complete at this time
- Retail/Restaurant proposed at 8,200 sq. ft.
- 17 multi-family residential units
- Subterranean garage



CORNERSTONE/GELFAND & BEN TOV (SOUTHEAST CORNER OF AGOURA/CORNELL ROAD)

- 35 Residential dwelling units - 47,858 sq. ft.
- Office - 17,830 sq. ft.
- Retail – 25,017 sq. ft.
- A lawsuit was filed challenging the project which resulted in the trial court finding the environmental review was inadequate. The project applicant appealed (the City was not part of the appeal).
- This week, Court of Appeal affirmed lower court's decision in favor of petitioners.



AGOURA VILLAGE EAST (AVE) – CA COMMERCIAL INVESTMENT GROUP (SOUTHEAST CORNER OF KANAN/AGOURA ROAD)

- Application “deemed complete,” September 2018, via Submittal of Vesting Tentative Tract Map
- 118 Residential dwelling units – 61,000 sq. ft.
- Hotel – 61,000 sq. ft.
- Retail/Restaurant – 38,200 sq. ft.
- Office – 5,700 sq. ft.
- City is awaiting information to prepare Draft Environmental Impact Report
- Held one public forum, June 2018



“DEEMED COMPLETE” – VESTING TENTATIVE TRACT MAP - WHAT DOES IT MEAN?

- Explanation: When a Vesting Tentative Tract Map is approved, the development regulations are “locked in” and the project is subject to only the ordinances, policies and standards that were in effect when the application was deemed complete.
- Changes to the Agoura Village Specific Plan made after the “deemed complete” date may not be applicable to that proposed development project.
- Does not mean the project is approved, it just freezes the applicable standards at “deemed complete” date. Still has review by Planning Commission. Many opportunities for public input remain.

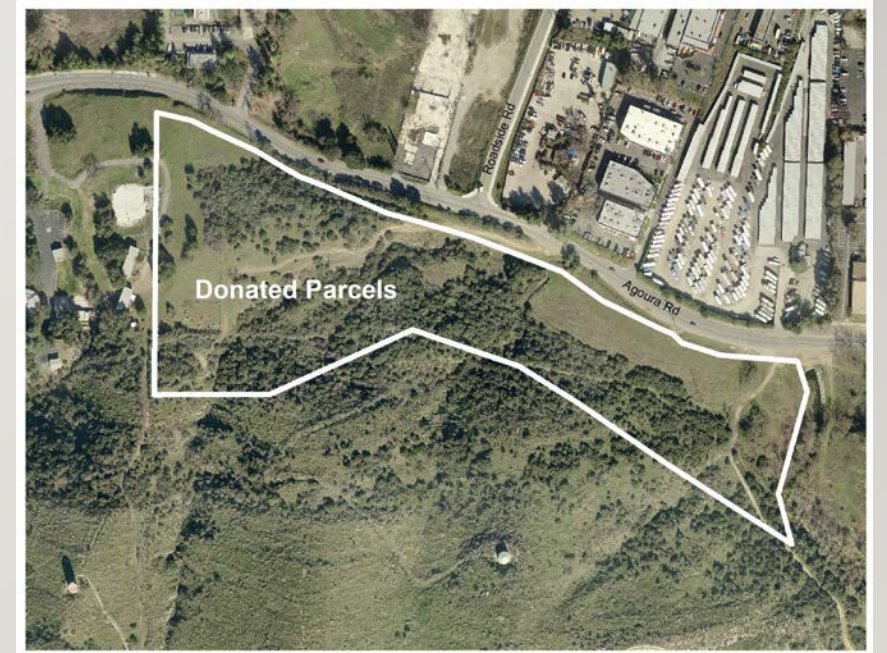
WEST VILLAGE – SYMPHONY DEVELOPMENT (SOUTHWEST CORNER OF AGOURA/KANAN ROAD)

- Application submitted, not complete at this time
- Retail/Restaurant and office combined 44,969 sq. ft.
- 64 multi-family residential units
- Subterranean garage
- Will need to hold one public forum



DONATED LAND (AGOURA ROAD)

- Ongoing discussions continue to finalize agreement for donation of land



ECONOMIC/MARKET UPDATE

Speaker: Ken Hira, Kosmont Companies

MARKET OPPORTUNITIES “THEN & NOW”

- 2008 - Themed-Retail: Focuses on a “lifestyle center” concept that includes retail related to Leisure Time Activities, Visual Arts, Culinary Arts, and Decorative Home Improvements
- 2020 - Themed-Retail: Focuses on a “~~lifestyle center~~ **place-making**” concept that includes retail related to Leisure Time Activities, Visual Arts, Culinary Arts, and ~~Decorative Home Improvements~~ **entertainment.**

MARKET OPPORTUNITIES “THEN & NOW”

- 2008 - Local Office Support: A mix of office-oriented retail and services such as office-supply and stationary stores, personal services, and child care facilities could serve the concentration of office development in the area.
- 2020 - Local Office Support: A ~~mix~~ **blend** of office-oriented retail and services such as ~~office-supply and stationary stores~~, personal services, and child care facilities could serve the concentration of office development in the area.

MARKET OPPORTUNITIES “THEN & NOW”

- 2008 - Hotel Visitor Base: A mix of services, retail, and restaurants could draw on the nearby hotels visitor base, and there may be potential for additional hotel development.
- 2020 - Hotel Visitor Base: A ~~mix~~ **blend** of services, retail, and restaurants could draw on the nearby hotels visitor base, and there may be potential for additional hotel development.

MARKET OPPORTUNITIES “THEN & NOW”

- 2008 - Recreation/Family-Oriented: Focuses on uses that combine recreational activities with retail and provide a unique attraction. This type of activity could draw patrons for the local hotels and serve as a local meeting place with its banquet facilities.
- 2020 - **unchanged** Recreation/Family-Oriented: Focuses on uses that combine recreational activities with retail and provide a unique attraction. This type of activity could draw patrons for the local hotels and serve as a local meeting place with its banquet facilities.

MARKET OPPORTUNITIES “THEN & NOW”

- 2008 - Mixed-Use Housing: Opportunities exist for mixed-use in the project area. Housing market trends indicate that housing demand is strong and supply is dwindling. Therefore, it is likely that housing in the project area would be absorbed rapidly in today’s market.
- 2020 - **Blended** Mixed-Use Housing: Opportunities exist for **blended** ~~mixed~~-use in the project area. Housing market trends indicate that housing demand is strong and supply is dwindling. Therefore, it is likely that housing in the project area would be absorbed rapidly in today’s market.

IN SUMMARY...

- AVSP document approved in 2008 includes flexibilities that allow it to adapt to current market. Land uses are evolving and integrating with higher demand for residential than commercial. Financial proforma / development feasibility is essential for projects to be viable.

INTERMISSION #1

- 10 minutes
- Submit Questions and Comments Cards

QUESTIONS & ANSWERS – PART I

- Topics:
 - Background/History
 - Development Update
 - Economic/Market Update

ENVIRONMENTAL BACKGROUND

Speaker: Allison Cook, Assistant Planning Director

WHAT IS CEQA?

- California Environmental Quality Act (CEQA) – state law
- Purpose: inform decision makers and the public about the potential environmental impacts of proposed projects, and reduce those environmental impacts to the extent feasible
- Applies to most development projects

TYPES OF CEQA DOCUMENTS

Exemption

- No further analysis or document

Negative Declaration

- With mitigation
- Without mitigation

Environmental Impact Report

- Program EIR
- Project EIR

AVSP PROGRAM EIR

Why Program EIR?

EIR certified 2006, again in 2008

Future dev. projects require addt'l CEQA review

AVSP PROGRAM EIR, CONT.

Future changes to the AVSP –addt'l CEQA review

HOUSING & PLANNING LAWS

Speaker: Diana Varat, Richards Watson & Gershon

CONTEXT – HOUSING & PLANNING LAWS

- General Plan – Housing Element Requirements
 - City Must Update the Housing Element Every 8 Years (“Cycles”)
- Regional Housing Needs Assessment (“RHNA”)
 - Establishes City’s Allocation of the Region’s Housing Need – By Income Level
- City Must Identify Adequate Residential Capacity to Meet RHNA Allocation
 - Housing Element “Site Inventory”
 - Identifies AVSP Sites to Demonstrate Adequate Residential Capacity

CONTEXT – HOUSING & PLANNING LAWS

Regional Housing Needs Assessment – Allocation to City of Agoura Hills

	Very Low	Low	Moderate	Above Moderate	Total
5th Cycle RHNA (2014 – 2021)	31	19	20	45	115
Estimated 6th Cycle RHNA (2021 – 2029)	126	72	55	65	318

CONTEXT – HOUSING & PLANNING LAWS

- City Must Maintain Adequate Residential Capacity to Meet RHNA Allocation
 - “No Net Loss” Requirements
 - AVSP Sites in Site Inventory → Potential Obligation to Increase Density Elsewhere if the City Reduces Residential Capacity in the AVSP
- Strategic Decision-Making about Planning for Housing

TRAFFIC & EMERGENCY EVACUATION

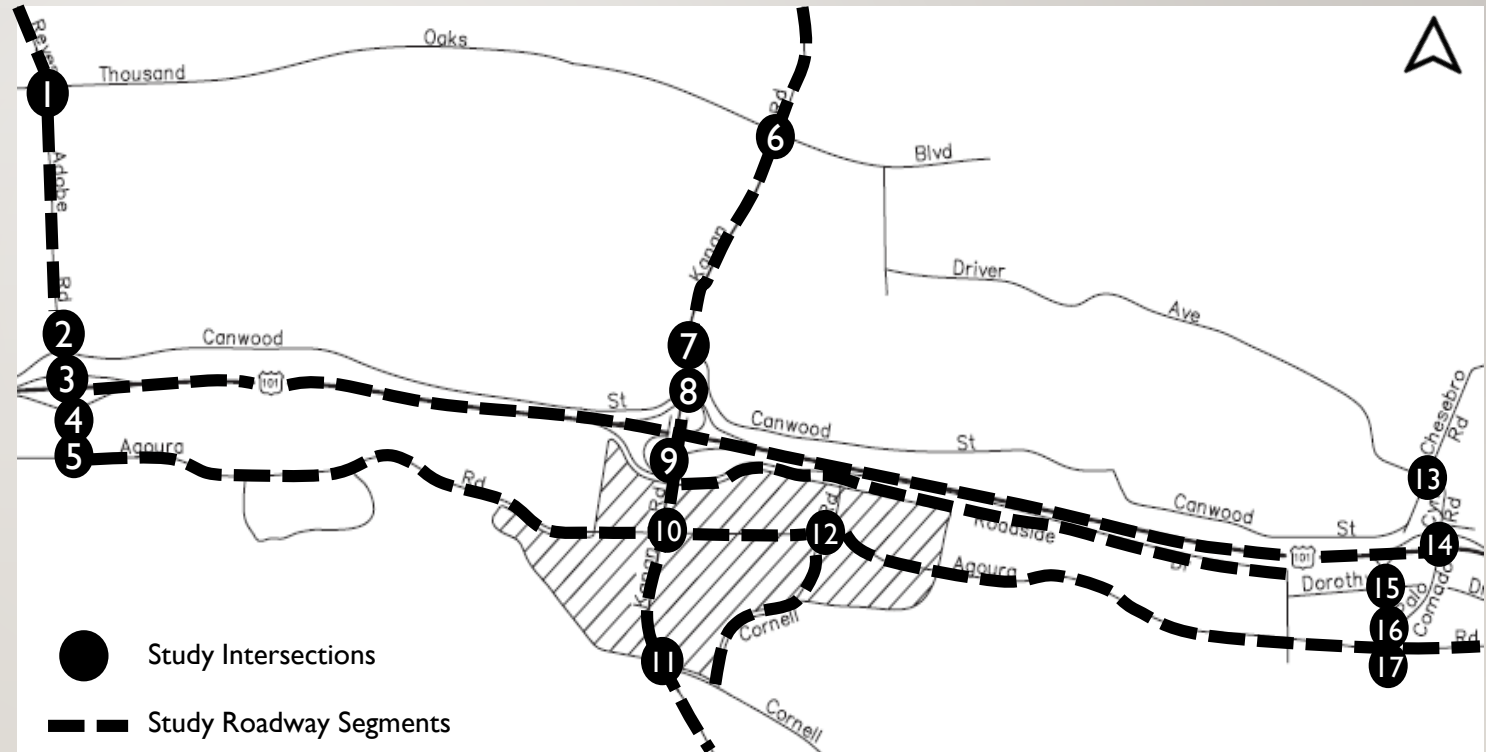
Speaker: Sri Chakravarthy, Kimley Horn & Associates

AVSP TRAFFIC STUDY - INTRODUCTION

- Completed in 2005 by Associated Transportation Engineers
- Measured impact of AVSP full buildout on roadway segments and intersections
- Transportation impact analysis process
 - Trip Generation – calculate trips generated by project zone based on size and land-use
 - Trip Distribution – distribute trips to adjacent roadway segments
 - Trip Assignment- assign trips to specific turning movements at intersections
 - Determine project impacts by comparing level-of-service from “no-build” to “build” scenarios

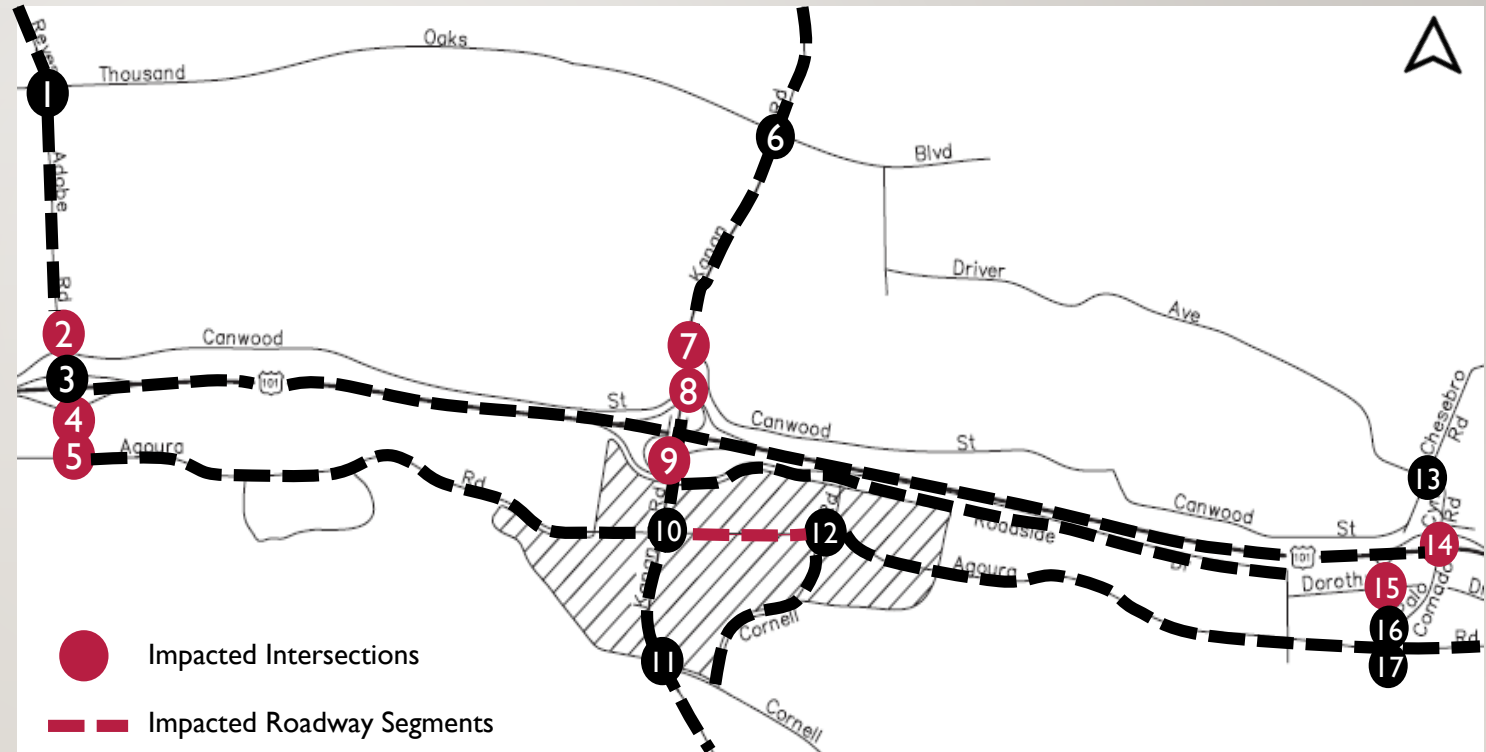
AVSP TRAFFIC STUDY – STUDY AREA

- Analyzed the following scenarios:
 - Existing year (2005)
 - Future year (2035) without AVSP full buildout
 - Future year (2035) with AVSP full buildout
- Evaluated AM and PM weekday peak hours for each scenario



AVSP TRAFFIC STUDY – FINDINGS

- AVSP full buildout would generate
 - 17,593 daily trips
 - 804 AM peak hour trips
 - 1,633 PM peak hour trips
- Class I Impacts (non-mitigatable):
1 roadway segment
- Class II Impacts (mitigatable):
8 intersections
- Class II impacts can be mitigated to LOS C with intersection modifications



PROJECT-SPECIFIC TRAFFIC STUDIES

- Projects located within the AVSP area must submit a **project-specific traffic study**
- Projects are required to pay a traffic impact fee (TIF) if project results in a significant impact
- TIFs reflect the cost associated with the number of project trips and associated intersection improvements identified in the AVSP Final EIR

TYPICAL OPERATIONS VERSUS EMERGENCY EVACUATION

- Roads and intersections are designed for typical peak hours operations, not emergencies
- Emergency evacuation routes supersede all existing traffic control (i.e. police controlled intersections, contraflow)
- LA County Fire Department and Sheriff Department review all AVSP project site-plans and all comments must be incorporated
- Kanan Road not being promoted as primary evacuation route from Malibu
- City and County partnership in addressing evacuation concerns

INTERMISSION #2

- 10 minutes
- Submit Questions and Comments Cards

QUESTIONS & ANSWERS – PART 2

- Topics:
 - Environmental Background
 - Housing and Planning Laws
 - Traffic & Emergency Evacuation

WHAT'S NEXT?

- Staff review all feedback and questions from Workshops #1 and #2, and based on review, prepare a summary of discussion items.
- Land-Use Economic Development Subcommittee
- City Council discussion at open meeting by end of fiscal year

TO STAY INFORMED...

- City website - www.agoura-hills.ca.us
- Twitter – @CityAgouraHills
- Facebook – @CityofAgouraHills
- avspinfo@ci.agoura-hills.ca.us
- AVSP hotline – 818-597-7349

PUBLIC COMMENT

- 3 minutes max per person
- No deferring time to another person
- Must fill out Speaker Cards (White)

ADJOURNMENT



BACK UP SLIDES

TRAFFIC & EMERGENCY EVACUATION

Speaker: Sri Chakravarthy, Kimley Horn & Associates

KANAN ROAD & AGOURA ROAD INTERSECTION

- Intersection requires improvements to accommodate **future, full buildout** of AVSP and achieve Level of Service C
- AVSP proposed a roundabout at intersection
- In 2014, City Council voted in favor of signalized intersection over roundabout
- Currently, City Staff is preparing signalized intersection design plans
- If design plans are approved, the AVSP Final EIR will be amended to include the signalized intersection

SEASONAL TRAFFIC PATTERNS

- Intersection volumes are highest during summer weekends because of heavy Kanan Road volumes
- Intersection signal delay is greatest when there is high demand on all legs of the intersection
- PM weekday is the worst-case scenario for intersection delay

SUMMER WEEKEND



PM WEEKDAY



AVSP INTERSECTION IMPROVEMENTS

- Reyes Adobe Rd/Canwood St*
 - Widen northbound approach
- Reyes Adobe Rd/U.S. 101 SB Ramps*
 - Widen intersection
- Reyes Adobe Rd/Agoura Road*
 - Restripe southbound and westbound approach
- Kanan Road/Canwood (E)
 - Widen northbound approach
- Kanan Road/Canwood St - U.S. 101 NB Ramps
 - Restripe southbound approach
 - Widen eastbound approach
- Kanan Road/Roadside Dr - U.S. 101 SB Ramps
 - Widen northbound, southbound, and westbound approach
- Palo Comado Canyon Rd/U.S. 101 NB
 - Signalize intersection, widen westbound approach
- Dorothy Drive/U.S. 101 SB Ramps
 - Signalize intersection

* Improvements implemented