CITY OF AGOURA HILLS

COMMUNITY DEVELOPMENT DEPARTMENT

DATE:	May 21, 2020
TO:	Planning Commission
APPLICANT:	City of Agoura Hills 30001 Ladyface Court Agoura Hills, CA 91301
LOCATION:	Citywide
REQUEST:	Request for the Planning Commission to receive information on updating the California Environmental Quality Act (CEQA) Transportation Thresholds of Significance pursuant to Senate Bill 743. The State of California statutorily mandates that cities adopt Vehicle Miles Traveled (VMT) in place of Level of Service (LOS) as the metric for determining level of significance for CEQA by July 1, 2020.
ENVIRONMENTAL DETERMINATION:	Exempt from the California Environmental Quality Act (CEQA) per Section 15061(b)(3) of the CEQA Guidelines.
RECOMMENDATION:	Staff recommends that the Planning Commission receive information on updating CEQA Transportation Thresholds of Significance pursuant to Senate Bill 743.

PROJECT-BACKGROUND AND DESCRIPTION

On September 27, 2013, the State of California (State) signed Senate Bill 743 (SB 743) into law and initiated a process to change transportation impact analysis procedures to comply with CEQA and the State′s goals for greenhouse gas reduction. The State′s Office of Planning and Research (OPR) was tasked with developing new guidelines to determine significant transportation impacts of transportation and land use projects under CEQA using methods that no longer rely on automobile delay and congestion, commonly known as Level of Service (LOS). SB 743 revised CEQA guidelines to include evaluation criteria that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a more sustainable diversity of land uses.

In August 2014, OPR proposed to replace the LOS metric with Vehicle Miles Traveled (VMT), as the most appropriate metric to evaluate a project's transportation impacts. VMT is a metric that captures vehicle trips generated by a proposed development and distance people drive by vehicle to reach a destination. In November 2017, OPR released proposed updates to CEQA Guidelines with VMT as the primary transportation impact metric, eliminating the metric of a singular focus on vehicular capacity (LOS), for development projects and with new threshold recommendations that are better aligned with the State's long-term greenhouse gas emissions reduction goals.

In 2018, after four years of stakeholder workshops and VMT case studies, the California Natural Resources Agency certified and adopted the CEQA Guidelines update. The Office of Administrative Law approved the revisions, which mandate that all cities in California update their transportation impact analysis metrics to VMT, and filed the update with the Secretary of State. The updated CEQA Guidelines were finalized in November 2018 and required all cities in California to update their transportation impact analysis metrics to VMT before July 1, 2020.

In response to SB 743, the City Council at the March 27, 2019 Goal Setting Workshop directed staff to work towards updating the City's General Plan, meeting the intent of SB 743, while helping to advance City's long-term environmental goals. The City in collaboration with the City's traffic engineering consultant, Kimley-Horn and Associates (KHA), developed a work plan that provided an outline of steps to implementing SB 743. Staff with KHA has collected local travel data, established VMT baselines, developed the tools needed to estimate VMT, established transportation impact thresholds and screening criteria, developed VMT mitigation measures and methodology of analysis that meet the intent of SB 743.

A technical advisory for SB 743 was published by OPR as guidance to the cities. However, local agencies are still responsible for establishing thresholds and methods of analysis that are in accordance with their local goals and policy. In preparation of this shift, staff has undertaken a localized planning approach that considers variations specific to the City. Travel Demand Models (TDMs) are broadly considered to be amongst the most accurate of available tools to assess regional and sub-area VMT. The latest available Southern California Association of Governments (SCAG) travel demand model developed as part of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was determined to be the best fit for developing the VMT thresholds considering the geographic location of the City and the detailed roadway and transit networks in the model.

Staff, together with KHA, explored variations of VMT using Citywide, Countywide, SCAG region, and Los Virgenes-Malibu Council of Governments (LVCOG) regional VMT data. Also, staff and KHA explored screening criteria to determine if the presumption of a non-significant transportation impact can be made to avoid unnecessary analysis and findings that would be inconsistent with the intent of SB 743. KHA developed a VMT Calculator to estimate project-specific VMT per capita and VMT per employee for new land use development projects. KHA conducted additional research to develop a list of feasible

VMT mitigation measures and quantification of the benefits of these measures. The key elements of the City′s work program to adopt SB 743 are summarized below. Staff is currently working on a SB 743 Implementation Report which will describe the work plan in greater detail. This report will be distributed publically at the City Council's consideration of adopting a resolution to implement SB 743.

1. Travel Demand Model Development

To first establish VMT baselines for the City, KHA utilized the SCAG Regional Transportation Demand Model (RTDM). The six counties included in the model are major contributors of the trips to and from the City during a typical weekday. Trips outside of the SCAG region that were estimated to be less than 1% of the Citywide trip generation and were excluded from the VMT analysis. To determine VMT thresholds, the zonal structure and various components of the SCAG model were thoroughly reviewed.

2. VMT Estimation Tools

KHA developed a VMT Calculator, which is a customized sketch model tool used to estimate VMT and vehicle trips for a land use project based on VMT output data from the SCAG RTDM. The VMT Calculator measures whether a development project exceeds VMT significance thresholds and the potential VMT reductions available from a menu of transportation demand management strategies. The VMT Calculator will be made available to the City, project applicants and the public. Prior to using the output from the VMT Calculator, project applicants must submit the tool with the project′s land-use information and selected TDMs to the City to confirm the validity of the data provided (land use type, number of units/employees and selected TDMs).

3. VMT Thresholds

The State recommended setting the significant impact criteria thresholds for residential projects at 15 percent below the existing VMT per capita for the region or the City. The State recommended setting the significant impact criteria thresholds for office projects at 15 percent below the existing VMT per employee for the region. The State recommended setting the significant impact criteria thresholds for retail projects at a net increase in total VMT. Regionally, the City of Agoura Hills is represented within the SCAG area and Las Virgenes-Malibu Council of Governments (LVMCOG). VMTs were computed at the TAZ level to determine the thresholds as well compare City′s performance against the County, the entire SCAG region and the LVCOG. The LVMCOG region was considered due to nature of travel in this region. This region consists of Agoura Hills, Calabasas, Hidden Hills, Malibu, and Westlake Village. The LVMCOG functions as a large contiguous area where a residential trip's origin could begin in Agoura Hills, but the destination is located in an adjoining LVMCOG City. Utilizing the

LVMCOG region as the basis for the residential VMT threshold more accurately captures the existing travel patterns of the City's residents.

Given the size, location and distinct attributes of the City, staff recommends the City adopt the following VMT thresholds by land use, shown in the following Exhibit 1 – OPR Required Thresholds.

Exhibit 1 – OPR Required Thresholds

Land Use	Threshold	Basis
Residential	18.9 VMT/capita[1]	15% below LVMCOG's VMT/Capita
Office	18.5 Work VMT/Employee[2]	15% below SCAG Region VMT/Employee
Retail	Net regional change	As measured within the SCAG Region

The VMT calculator will estimate a project's VMT and compare the project's VMT to the above VMT thresholds to determine a significant impact. For unique land uses, OPR recommends applying the land use threshold that is most similar. City Staff will advise applicants on the most appropriate VMT threshold during the project scoping process.

Revisions of the local VMT thresholds may need to be considered on an as-needed basis in order to meet the goals of SB 743 state legislation. Despite undertaking case studies of existing projects, it is difficult to anticipate the outcome of the implementation of SB 743, because of changing market trends or how development projects would vary their proposals under a new analysis framework.

4. Screening Criteria for Land Use Projects

As a first step in determining whether a VMT analysis is required, a land use project is reviewed through a screening criteria evaluation. The screening criteria will help determine whether further traffic analysis is required. Where a project meets the screening criteria, the VMT analysis required by CEQA will not be required, and the project's traffic impacts will be considered less than significant.

OPR has provided guidance on screening criteria for VMT analysis to quickly identify when a project should be expected to cause a less than significant impact without conducting a detailed study. Projects are recommended to be screened on the criteria of trips generated per day, whether there is locally serving retail nearby, whether the project is proposed with 0.5 mile from an existing transit stop/corridor, whether it includes affordable housing, and whether the project is

[1] Residential VMT specifically applies to all Home-Based trips residential trips as represented by production in the SCAG Travel Demand Model.
[2] Work VMT specifically applies to commute trips as represented by the attractions in the SCAG Travel Demand Model.

located in an area with low VMT with similar features and therefore exhibit similarly low VMT.

Given the unique characteristics of Agoura Hills relative to other regions in the State, the screening criteria for VMT analysis will be tailored specifically to the City.

Exhibit 2 – Non-Significant Screening Criteria

Screening Criteria	OPR Recommendations
Small Projects[3]	**Expected to cause a less-than-significant impact:** ▪ Project generation is less than 110 trips per day **CEQA transportation analysis required if:** ▪ It is inconsistent with the Sustainable Communities Strategy as determined by the City
Projects Near High Quality Transit[4] **NOTE THAT THERE ARE NO EXISTING CIRCUMSTANCES WHERE THIS SCREENING CRITERIA APPLIES WITHIN THE CITY**	**Expected to cause a less-than-significant impact:** ▪ Within a ½ mile of an existing major transit stop. ▪ Maintains a service interval frequency of 15 minutes or less during the morning and afternoon peak commute periods. **CEQA transportation analysis required if:** ▪ Has a Floor Area Ratio (FAR) of less than 0.75 ▪ Includes more parking for use by residents, customers, or employees of the project than required by the City ▪ It is inconsistent with the Sustainable Communities Strategy as determined by the City ▪ Replaces affordable residential units with a smaller number of moderate- or high-income residential units
Local-Serving Retail[5]	**Expected to cause a less-than-significant impact:** ▪ No single store on-site exceeds 50,000 square feet ▪ Project is local-serving as determined by the City **CEQA transportation analysis required if:** ▪ If nature of the service is regionally focused as determined by the City.
Affordable Housing[6]	**Expected to cause a less-than-significant impact:** ▪ A high percentage of affordable housing is provided as determined by the City. **CEQA transportation analysis required if:** ▪ The percentage of affordable housing is determined by the City to not be significant in relation to the residential element of a project.

[3] *2018 OPR Guidance*, page 12
[4] *2018 OPR Guidance*, page 13
[5] *2018 OPR Guidance*, page 16
[6] *2018 OPR Guidance*, page 14. As described, "Evidence supports a presumption of less than significant impact for a 100 percent affordable residential development (or the residential component of a mixed-use development) in infill locations. Lead agencies may develop their own presumption of less than significant impact for residential projects (or residential portions of mixed-use projects) containing a particular amount of affordable housing, based on local circumstances and evidence."

Local Essential Service[7]	**Screening allowed if:** ▪ Day care center ▪ Public K-12 School ▪ Police or Fire facility ▪ Medical/Dental office building ▪ Government offices (in-person services) • Post Office • Libraries • Utilities ▪ Other uses as identified by the City **CEQA transportation analysis required if:** ▪ If the nature of the service is regionally focused as determined by the City.
Map-Based Screening[8] **THE CITY DOES NOT CURRENTLY PLAN TO USE MAP-BASED SCREENING; HOWEVER, IT MAY ADOPT THIS APPROACH IN THE FUTURE**	**Screening allowed if:** ▪ Area of development is under threshold as shown on screening map as allowed by City **CEQA transportation analysis required if:** ▪ Represent significant growth as to substantially change regional travel patterns as determined by the City
Redevelopment Projects[9]	**Screening allowed if:** ▪ Project replaces an existing VMT-generating land use and results in a net overall decrease in VMT. **CEQA transportation analysis required if:** ▪ Project replaces an existing VMT-generating land use and results in a net overall increase in VMT.

Through this screening process, a portion of discretionary projects will be screened out, some will utilize the City's VMT Calculator, while others will conduct a Transportation Impact Analysis (TIA), contingent on criteria identified in the City's TIA guidelines.

5. VMT Mitigation Measures

Developments can be mitigated for project-level VMT impacts through the implementation of Transportation Demand Management (TDM) measures, which will further reduce total miles driven attributable to the development. A list of feasible project- and location-specific TDM mitigation measures and regional mitigation measures were developed using VMT sketch planning tools and guidance from the California Air Pollution Control Officers Association's (CAPCOA), California Air Resources Board. The TDM measures selected will offset VMT impacts in the City based on their ability to lower the VMT of land use developments.

[7] Based on assumption that, like local-serving retail, the addition of necessary local in-person services will reduce VMT given that trips to these locations will be made irrespective of distance given their non-discretionary nature.
[8] *2018 OPR Guidance*, page 12
[9] *2018 OPR Guidance*, Page 18

The following are the eight categories of TDM measures:

- Parking Strategies
- Transit Strategies
- Communication and Information Strategies
- Commuting Strategies
- Shared Mobility Strategies
- Bicycle Infrastructure Strategies
- Neighborhood Enhancement Strategies
- Miscellaneous Strategies (e.g. On-site affordable housing, delivery services)

Each TDM measure has a corresponding percentage by which it may offset the calculated VMT. The cumulative reduction is capped at 15% and may be made up of a variety of TDM measures. A detailed list of TDMs with description of each measure and VMT offset are provided in attached matrix, Exhibit 3 – Transportation Demand Management Strategies.

The City may require on-going monitoring to verify that developments achieve their established TDM measures.

6. Update City′s Traffic Impact Analysis Guidelines

During the State′s preparation of the new CEQA guidelines, OPR recommended that local agencies can still apply traditional operational analysis requirements to inform land use and transportation-related decisions, provided that such analyses and decisions were outside of the CEQA process.

Development projects will continue to be reviewed for site access, circulation, and operational plan to determine if any safety and access enhancements, intersection improvements, traffic signal upgrades, or other improvements are needed.

To complement the new guidance under CEQA, the City′s Transportation Impact Analysis (TIA) Guidelines are being revised to include the new VMT screening criteria analysis, thresholds of significance, and guidance for evaluating projects under the new VMT thresholds, as well as non-CEQA analysis, such as circulation assessment guidelines.

The process of revising the TIA Guidelines for SB 743, also afforded staff an opportunity to review the methodology used for analysis of signalized intersections. Currently, Intersection Capacity Utilization (ICU) is the tool used for measuring a signalized intersection′s capacity. ICU compares volumes of traffic to the capacity for each movement. Mitigation from this method equates to adding lanes. A more robust tool used by Caltrans is the Highway Capacity Manual (HCM). In addition to the volumes of traffic to the capacity of each lane/movement, HCM calculates

delay experienced by motorists. Mitigation from this method equates to adjusting signal timing and adding lanes.

The revision of the TIA Guidelines to use HCM methodology is more representative of actual operations experienced by motorists.

Next month, a proposed resolution will be presented before City Council for adoption. The adoption of the proposed resolution will implement the new transportation impact thresholds using VMT in place of LOS for CEQA transportation evaluation method and clearances, as mandated by the State pursuant to SB 743. After adoption of the resolution, VMT will be the new metric used to determine whether projects reviewed under CEQA may have a negative transportation related environmental impact.

Land use development projects that involve a discretionary action, including zone changes, variance, and site plan reviews, require environmental review pursuant to CEQA. Additionally, decisions to fund or construct public transportation projects require environmental analysis, unless the public project falls into the categories of exemption from CEQA review (e.g. repair of existing street). Moving forward, these projects must use VMT for purposes of CEQA analysis. While some may be screened out through the City′s screening criteria evaluation, those that require further analysis will utilize the City′s VMT calculator and, if further shown to be required, the City′s TIA guidelines. Lastly, projects currently under review without an approved CEQA document, will require a VMT analysis, if the project meets the screening criteria.

II. STAFF ANALYSIS

Environmental

This item has been determined to be exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3). This exemption refers to projects where there is no possibility that the activity may have a significant effect on the environment. The project establishes VMT thresholds for CEQA review of traffic impacts. As each future development project is proposed, individual CEQA review would be completed for that specific development. The VMT thresholds would assist in conducting that CEQA review. Therefore, the action of adoption of the thresholds would not have a significant impact on the environment, as no change in the environment would occur.

Summary

The request to the Planning Commission for this item is to conduct a public hearing and to receive information on updating CEQA Transportation Thresholds of Significance pursuant to SB 743, implementing VMT in place of LOS. The Planning Commission’s comments will be forwarded to the City Council for consideration at a public hearing, for final action on the proposed resolution amendment.

III. RECOMMENDATION

Based on the foregoing analysis, staff recommends that the Planning Commission receive information on updating California Environmental Quality Act Transportation Thresholds of Significance pursuant to Senate Bill 743.

IV. ATTACHMENTS

- Exhibit 3 – Transportation Demand Management Strategies

Staff: Jessica Forte, Public Works Director / City Engineer
Charmaine Yambao, Associate Civil Engineer
Laura Forinash, City Traffic Engineer

Exhibit 3 – Transportation Demand Management Strategies

	TDM Strategy	CAPCOA & Industry Guidance	City of Agoura Hills
PARKING STRATEGIES	**Unbundle Parking** Unbundles parking costs from property costs, requiring those who wish to purchase parking spaces to do so at an additional cost.	2.6 – 13% VMT reduction[1]	5% maximum VMT reduction Appropriate for Residential projects Complimentary strategy is residential area parking permits
	Parking Cash-Out Provide employees a choice of forgoing current parking for a cash payment to be determined by the employer. The higher the cash payment, the higher the reduction.	0.6 – 7.7% VMT reduction[2]	5% maximum VMT reduction Appropriate for Office projects with paid parking
	Residential Area Parking Permits Implementation of residential permit parking zones for long-term use of on-street parking in residential areas.	Group with unbundle parking strategy[3] 0.09-0.36% VMT reduction[4]	0.24% maximum VMT reduction Appropriate for Residential projects Complimentary strategy is unbundled parking

[1] *2010 CAPCOA Guidance PDT-2,* Page 210
[2] *2010 CAPCOA Guidance TRT-15*, Page 266
[3] *2010 CAPCOA Guidance PDT-4*, Page 217
[4] Cambridge Systematics *Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions* Technical Appendices

Exhibit 3 – Transportation Demand Management Strategies

	TDM Strategy	CAPCOA & Industry Guidance	City of Agoura Hills
TRANSIT STRATEGIES	**Reduce Transit Headways** Makes transit service more appealing by reducing headways, reducing overall transit trip time, and encouraging riders to switch from auto to transit use.	0.02 – 2.5% VMT reduction[5]	2.5% maximum VMT reduction Appropriate for specific or general plans
	Transit Rerouting Coordinate with local transit agency to provide or reroute existing transit services near the site	0.1 – 8.2% VMT reduction[6]	3% maximum VMT reduction Appropriate for specific or general plans
	Transit Stops Coordinate with local transit agency to provide bus stop near the site	0.1 – 8.2% VMT reduction[7]	3% maximum VMT reduction Appropriate for specific or general plans
	Safe and Well-Lit Access to Transit Enhance the route for people walking or bicycling to nearby transit (typically off-site).	Group with reduce transit headways, transit rerouting, transit stops[8]	0.1% maximum VMT reduction Appropriate for residential, retail, office, mixed-use, and industrial projects Complimentary strategies include reduce transit headways, transit rerouting, transit stops

[5] *2010 CAPCOA Guidance TST-4*, Page 280
[6] *2010 CAPCOA Guidance TST-3*, Page 276
[7] *2010 CAPCOA Guidance TST-3*, Page 276
[8] *2010 CAPCOA Guidance TST-2,* Page 275

Exhibit 3 – Transportation Demand Management Strategies

	TDM Strategy	CAPCOA & Industry Guidance	City of Agoura Hills
TRANSIT STRATEGIES	**Implement Neighborhood Shuttle** Implement project-operated or project-sponsored neighborhood shuttle serving residents, employees, and visitors of the project site	0.3 – 13.4% VMT reduction[9]	3% maximum VMT reduction Appropriate for large residential, retail, office, mixed use, and industrial projects Complimentary strategies include reduce transit headways, transit rerouting, transit stops
	Transit Subsidies Involves the subsidization of transit fare for residents and employees of the project site. This strategy assumes transit service is already present in the project area.	0.3 – 20.0% VMT reduction[10]	5% maximum VMT reduction Appropriate for residential, retail, office, mixed use, and industrial projects
COMMUNICATION & INFORMATION STRATEGIES	**Promotions & Marketing** Involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices with passive educational and promotional materials.	0.8 – 4% VMT reduction[11]	4% maximum VMT reduction Appropriate for residential, retail, office, mixed use, and industrial projects

[9] *2010 CAPCOA Guidance TST-6,* Page 286
[10] *2010 CAPCOA Guidance TRT-4,* Page 230
[11] *2010 CAPCOA Guidance TRT-7,* Page 240

Exhibit 3 – Transportation Demand Management Strategies

	TDM Strategy	CAPCOA & Industry Guidance	City of Agoura Hills
COMMUNTING STRATEGIES	**Required Commute Trip Reduction Program** Employee-focused travel behavior change program that targets individuals' attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits.	4.2 – 21% VMT reduction[12]	15% maximum VMT reduction for a combined set of the following strategies: employer vanpool, emergency ride home, alternative work schedule, promotions & marketing, transit subsidies, end of trip bicycle facilities, and parking cash-out Appropriate for office, mixed use, and industrial projects
	Employer Sponsored Vanpool or Shuttle Implementation of employer-sponsored employee vanpool or shuttle providing new opportunities for access to connect employees to the project site.	0.3 – 13.4% VMT reduction[13]	10% maximum VMT reduction Appropriate for office, mixed use, and industrial projects
	Emergency Ride Home Program Provides an occasional subsidized ride to commuters who use alternative modes. Guaranteed ride home for people if they need to go home in the middle of the day due to an emergency or stay late and need a ride at a time when transit service is not available.	1.0-6.2% VMT reduction[14]	2% maximum VMT reduction Appropriate for office, mixed use, and industrial projects

[12] *2010 CAPCOA Guidance TRT-2,* Page 223
[13] *2010 CAPCOA Guidance TRT-11,* Page 253
[14] *2010 CAPCOA Guidance TRT-1,* Page 218

Exhibit 3 – Transportation Demand Management Strategies

	TDM Strategy	CAPCOA & Industry Guidance	City of Agoura Hills
COMMUNTING STRATEGIES	**Alternative Work Schedule** Flextime, Compressed Work Week, and staggered shifts	0.07-5.50% VMT reduction[15]	5% maximum VMT reduction Appropriate for office, retail, mixed use, and industrial projects
	Telework (Telecommuting, Distance-Learning, etc.) Use of telecommunications as a substitute for physical travel.	0.07-5.50% VMT reduction[16]	5% maximum VMT reduction Appropriate for office, retail, mixed use, and industrial projects
	On-site Childcare Provides on-site childcare to remove the need to drive a child to daycare at a separate location.	2% VMT reduction[17]	2% maximum VMT reduction Appropriate for office, mixed use, and industrial projects
SHARED MOBILITY SRATEGIES	**Ride-Share Program** Increases vehicle occupancy by providing ride-share matching services, designating preferred parking for ride-share participants, designing adequate passenger loading/unloading and waiting areas for ride-share vehicles, and providing a website or message board to connect riders and coordinate rides	1 – 15% VMT reduction[18]	15% maximum VMT reduction Appropriate for residential, retail, office, mixed use, and industrial projects

[15] *2010 CAPCOA Guidance TRT-6,* Page 253
[16] *2010 CAPCOA Guidance TRT-6,* Page 253
[17] *APA The Importance of Ensuring Adequate Child Care in Planning Practice, 2011*
[18] *2010 CAPCOA Guidance TRT-3,* Page 227

Exhibit 3 – Transportation Demand Management Strategies

	TDM Strategy	CAPCOA & Industry Guidance	City of Agoura Hills
SHARED MOBILITY SRATEGIES	**Car Share** Implement car sharing to allow people to have on-demand access to a vehicle, as-needed. This may include providing membership to an existing program located within 1/4 mile, contracting with a third-party vendor to extend membership-based service to an area, or implementing a project-specific fleet that supports the residents and employees on -site.	0.4 – 0.7% VMT reduction[19]	0.7% maximum VMT reduction Appropriate for residential, retail, office, mixed use, and industrial projects
	Scooters Share Program Implement scooter share to allow people to have on-demand access to a scooter, as-needed.		0.1% maximum VMT reduction Appropriate for residential, retail, office, mixed use, and industrial projects
	School Carpool Program Implements a school carpool program to encourage ride-sharing for students.	7.2 –15.8% VMT reduction[20]	15% maximum VMT reduction Appropriate for residential projects

[19] *2010 CAPCOA Guidance TRT-9,* Page 245
[20] *2010 CAPCOA Guidance TRT-10,* Page 250

Exhibit 3 – Transportation Demand Management Strategies

	TDM Strategy	CAPCOA & Industry Guidance	City of Agoura Hills
BICYCLE INFRASTRUCTURE STRATEGIES	**Bike Share** Implement bike share to allow people to have on-demand access to a bicycle, as-needed.	Group with implement/ improve on-street bicycle facility and bicycle end of trip facilities[21]	0.25% maximum VMT reduction Appropriate for residential, retail, office, mixed use, and industrial projects Complimentary strategies include implement/ improve on-street bicycle facility and bicycle end of trip facilities
	Implement/Improve On-street Bicycle Facility Implements or provides funding for improvements to corridors and crossings for bike networks identified within a one-half mile buffer area of the project boundary, to support safe and comfortable bicycle travel.	0.625% VMT reduction[22]	0.625% maximum VMT reduction Appropriate for residential, retail, office, mixed use, and industrial projects
	Include Secure Bike Parking, Showers, and Repair Station Implements additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel. On-site bicycle repair tools and space to use them supports on-going use of bicycles for transportation.	0.625% VMT reduction[23]	0.625% maximum VMT reduction Appropriate for residential, retail, office, mixed use, and industrial projects

[21] *2010 CAPCOA Guidance TRT-12,* Page 256
[22] *2010 CAPCOA Guidance LUT-8,* Page 181
[23] *2010 CAPCOA Guidance TRT-5,* Page 234

Exhibit 3 – Transportation Demand Management Strategies

	TDM Strategy	CAPCOA & Industry Guidance	City of Agoura Hills
NEIGHBORHOOD ENHANCEMENT STRATEGIES	**Traffic Calming Improvements** Implements traffic calming measures throughout and around the perimeter of the project site that encourage people to walk, bike, or take transit within the development and to the development from other locations.	0.25 –1.0% VMT reduction[24]	1.0% maximum VMT reduction Appropriate for residential, retail, office, mixed use, and industrial projects

[24] *2010 CAPCOA Guidance SDT-2,* Page 190