

Attachment J

Infrastructure and Community Services Element

Chapter 3 INFRASTRUCTURE AND COMMUNITY SERVICES

The well-being of a community is nurtured by access to a full range of services and infrastructure systems that meet basic human needs for health and safety. Ongoing access to education, recreation, transportation, and utility services are key to maintaining the quality of life in Agoura Hills. Goals and policies in this Chapter address the City’s priority to support high-quality community services and infrastructure systems that are well maintained and operated in a manner consistent with its commitment to sustainability.

A. Mobility (M)

The City of Agoura Hills recognizes the importance of building a highly efficient, multi-modal transportation network to move people and goods throughout the City and beyond, while minimizing impacts to the environment and neighborhoods. The goals and policies in this element are closely correlated with Land Use and Economic Development goals and policies. The policies are intended to create a well-connected network that supports a mix of uses, walking or bicycling for short trips, conserving energy resources, reducing greenhouse gas emissions and air pollution, ~~and reducing vehicle miles traveled and doing so while preserving auto-mobility~~. The element also contains polices related to parking, system enhancements, and goods movement, as well as tools to explore funding for future investment in the City’s transportation infrastructure.



Bicyclists along Agoura Road

Roadway Network/Regional Facilities

The street system is an integral component of an efficient, functional, safe, and well-planned transportation network. The Agoura Hills roadway network provides access to the City’s residential areas, neighborhood-serving commercial uses and businesses, and regional access to the Ventura Freeway (US-101). The planning and maintenance of a comprehensive transportation system in Agoura Hills will conveniently, efficiently, and safely facilitate the existing and future movement of goods and people into and out of the City and minimize travel delays for City residents.

Implementation of the Complete Streets Act 2007 (AB 1358) will promote use by multiple modes of travel, ensure mobility for all residents, and create a balanced and desirable transportation system in Agoura Hills. The characteristics of complete streets include the following: integrated and comprehensive transportation network; multi-model design accommodating walking, cycling, transit, driving, parking, and deliveries; street design correlating to the adjacent land uses; pedestrian and bicycle facilities providing connectivity and promoting

safety; uniform landscaping, including street trees and landscaped medians and sidewalks; and sustainable design minimizing runoff, heat island effects, and responding to climatic demands and conservation of scarce resources.

REGIONAL ROADWAY SYSTEM



Agoura Road provides east/west access through the community

The City of Agoura Hills is bordered by the unincorporated Oak Park community of Ventura County to the north, unincorporated Los Angeles County and the City of Calabasas to the east, the Santa Monica Mountains (unincorporated Los Angeles County) to the south, and the City of Westlake Village to the west. Regional access to the City is primarily provided by US-101, which runs in an east/west direction through the southern portion of the City. Four interchanges along US-101 provide access into the City: the Reyes Adobe Interchange, the Kanan Interchange, the Chesebro/Palo Comado Canyon Interchange, and the Liberty Canyon Interchange.

Secondary regional access is provided by Kanan Road, which runs in a north/south direction providing access to Malibu to the south and Oak Park to the north; Thousand Oaks Boulevard, which runs in an east/west direction providing access to Westlake Village and Thousand Oaks to the west; and Agoura Road, which runs in an east/west direction providing access to Westlake Village to the west and Calabasas to the east.

ROADWAY CLASSIFICATION

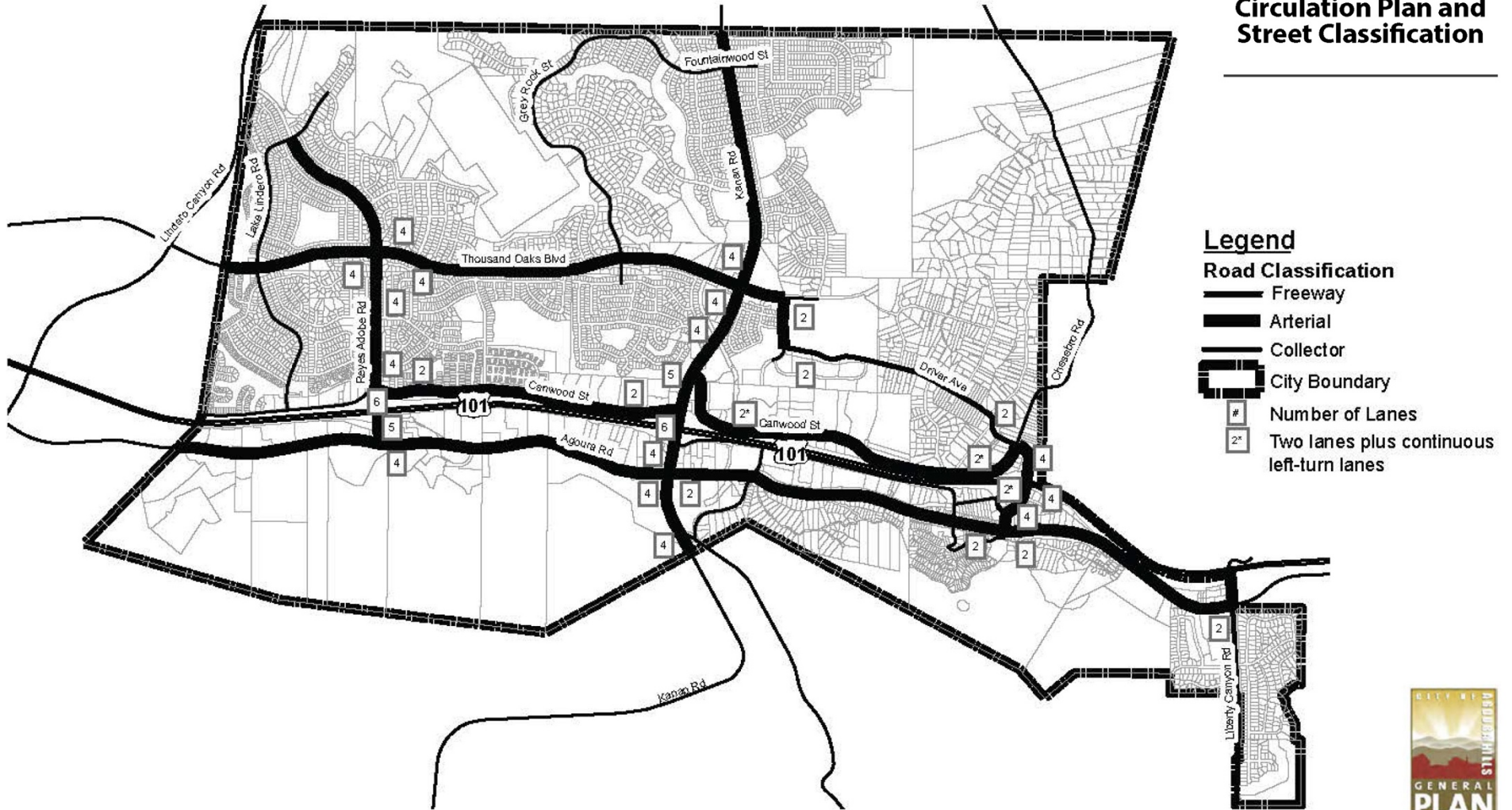
The City’s roadway network is classified as follows:

- **Primary Arterials**—Streets and highways that are designed to move relatively high volumes of traffic between the freeway and local circulation system. Intersections along major arterials are at-grade and typically signalized. Access from private property and collector streets is limited, as is on-street parking.
- **Secondary Arterials**—Streets that are similar to primary arterials, but serving a more localized function. Generally, they have less access and parking restrictions and a narrower right-of-way than primary arterials.
- **Collector Streets**—Streets that are designed to distribute traffic from higher classified arterial streets to local access streets and adjacent properties.
- **Local Streets**—Streets that are designed to be low-volume and low-speed streets that provide access to individual properties. Residential streets are generally not intended to handle through traffic.

Figure M-1 (Circulation Plan and Street Classification) displays the roadway functional classification system in the City of Agoura Hills. Figure M-2 (Typical Roadway Classification Cross Sections) displays typical cross sections for the roadway functional classification system in the City of Agoura Hills.

**CITY of AGOURA HILLS
General Plan Update**

**Circulation Plan and
Street Classification**



Source: Fehr & Peers, 2009.



Figure M-1

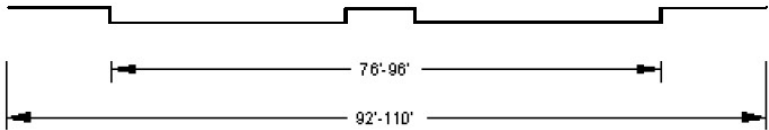


CHAPTER 3: INFRASTRUCTURE AND COMMUNITY SERVICES

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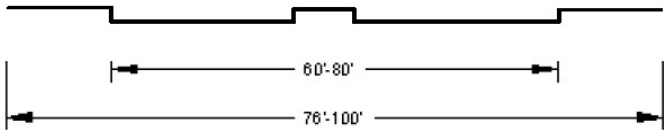
Typical Roadway
Classification
Cross Sections

4-6 Lanes (Divided)



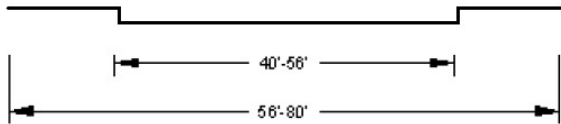
PRIMARY ARTERIAL

2-4 Lanes (Divided OR Undivided)



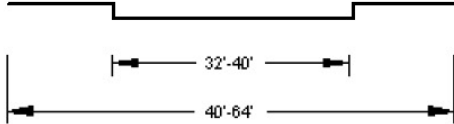
SECONDARY ARTERIAL

2-3 Lanes (Undivided)



COLLECTOR STREET

2 Lanes (Undivided)



LOCAL STREET



Source: Fehr & Peers, 2009.

Figure M-2



CHAPTER 3: INFRASTRUCTURE AND COMMUNITY SERVICES

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LOCAL ROADWAY SYSTEM

The following is a brief description of the main roadways serving the City:

- **Kanan Road**—Kanan Road is a north/south primary arterial. Generally two travel lanes per direction divided by a raised median are provided between the northerly city limit and just south of Thousand Oaks Boulevard; as Kanan Road approaches the US-101, three lanes are provided in the southbound direction beginning at Canwood Street. Between the US-101 overpass and Agoura Road, two through travel lanes are provided in each direction. South of Agoura Road to the southerly city limit, Kanan Road provides one lane per direction. Limited access is provided to developments along this corridor and parking is prohibited along this facility. The posted speed limit is 45 mph south of Agoura Road, 35 mph between Agoura Road and Canwood Street, 40 mph between Canwood Street and Laro Drive, and 45 mph north of Laro Drive. Bicycle lanes are provided on both sides of Kanan Road between the northern city limit and Hillrise Drive.
- **Agoura Road**—Agoura Road is an east/west secondary arterial. Generally, one travel lane in each direction is available between the easterly city limits to just west of Kanan Road; two travel lanes in each direction are provided just west of Kanan Road to the westerly city limits. Most of the segment east of Cornell Road is semi-rural in nature with no curb, gutter, sidewalk, or streetlights. Parking is permitted along this facility from Kanan Road to Cornell Road and in the Old Agoura commercial area. The posted speed limit is 45 mph. Bicycle lanes are provided on both sides of Agoura Road between the western city limit and Liberty Canyon Road.
- **Thousand Oaks Boulevard**—Thousand Oaks Boulevard is an east/west primary arterial. Two travel lanes are provided in each direction between the westerly city limits and just east of Kanan Road. There is limited access to developments along this corridor; parking is prohibited west of Kanan Road. The posted speed limit is 45 mph. Bicycle lanes are provided on both sides of Thousand Oaks Boulevard between the western city limit and Kanan Road. East of Kanan Road, a bike lane is provided on one side of Thousand Oaks Boulevard.
- **Reyes Adobe Road**—Reyes Adobe Road is a north/south secondary arterial. Two travel lanes are provided in each direction between Canwood Street and Lake Lindero Road; south of Canwood Street, one lane in each direction is provided over the US-101 overcrossing; south of US-101, two lanes are provided in each direction. There are no driveways along Reyes Adobe Road north of the US-101, and access is limited to the cross streets. Street parking is prohibited along this corridor. The posted speed limit is 40 mph. Bicycle lanes are provided on both sides of Reyes Adobe Road between Canwood Street and Lake Lindero Road.
- **Canwood Street**—Canwood Street is an east/west secondary arterial. One travel lane per direction is provided between Lake Lindero Road and Chesebro Road. There is access to developments along Canwood Street and on-street parking is provided west of Reyes Adobe Road; street parking



Reyes Adobe Road

is prohibited between Reyes Adobe Road and Chesebro Road. The posted speed limit is 35 mph except between Reyes Adobe Road and Chesebro Road, where it is 40 mph. Bicycle lanes are provided on both sides of Canwood Street between Lake Lindero Road and Forest Cove Lane. Due to the reconfiguration of the Kanan Road freeway interchange in 2005, Canwood Street was reconstructed and relocated 700 feet north on the east side where it intersects with Kanan Road.

- **Driver Avenue**—Driver Avenue is an east/west collector street. One travel lane is provided per direction between Argos Street and Chesebro Road. There is local access to the adjacent neighborhoods and on-street parking is allowed. The posted speed limit is 30 mph.
- **Palo Comado Canyon Road**—Palo Comado Canyon Road is a north/south secondary arterial connecting from the Driver Avenue/Chesebro Road intersection north of the US-101 freeway to Chesebro Road south of the US-101 freeway. One travel lane per direction is provided between Driver Avenue and Chesebro Road. There is limited development along Palo Comado Canyon Road and on-street parking is prohibited. The posted speed limit is 35 mph.
- **Liberty Canyon Road**—Liberty Canyon Road is a north/south secondary arterial between the US-101 and Agoura Road, and a collector street south of Agoura Road to Park Vista Road. One travel lane is provided in each direction between Canwood Street and Park Vista Road. Bike lanes and street parking is permitted along both sides of the facility. The posted speed limit is 40 mph.
- **Chesebro Road**—Chesebro Road is an east/west collector street between Canwood Street and Palo Comado Canyon road north of the US-101 freeway and a north/south collector street between Agoura Road and the US-101 freeway eastbound on-ramp. One travel lane is provided in each direction. Sidewalk and street parking is provided on the north side of the road between Canwood Street and Palo Comado Canyon Road. Sidewalks and street parking are provided along both sides of the road south of Dorothy Drive and along the south side of the facility between Palo Comado Canyon road south of the US-101 freeway and Agoura Road. The speed limit is 35 mph in some places, and 25 miles per hour in others, particularly for the segment that runs through Old Agoura.

General Plan Circulation System

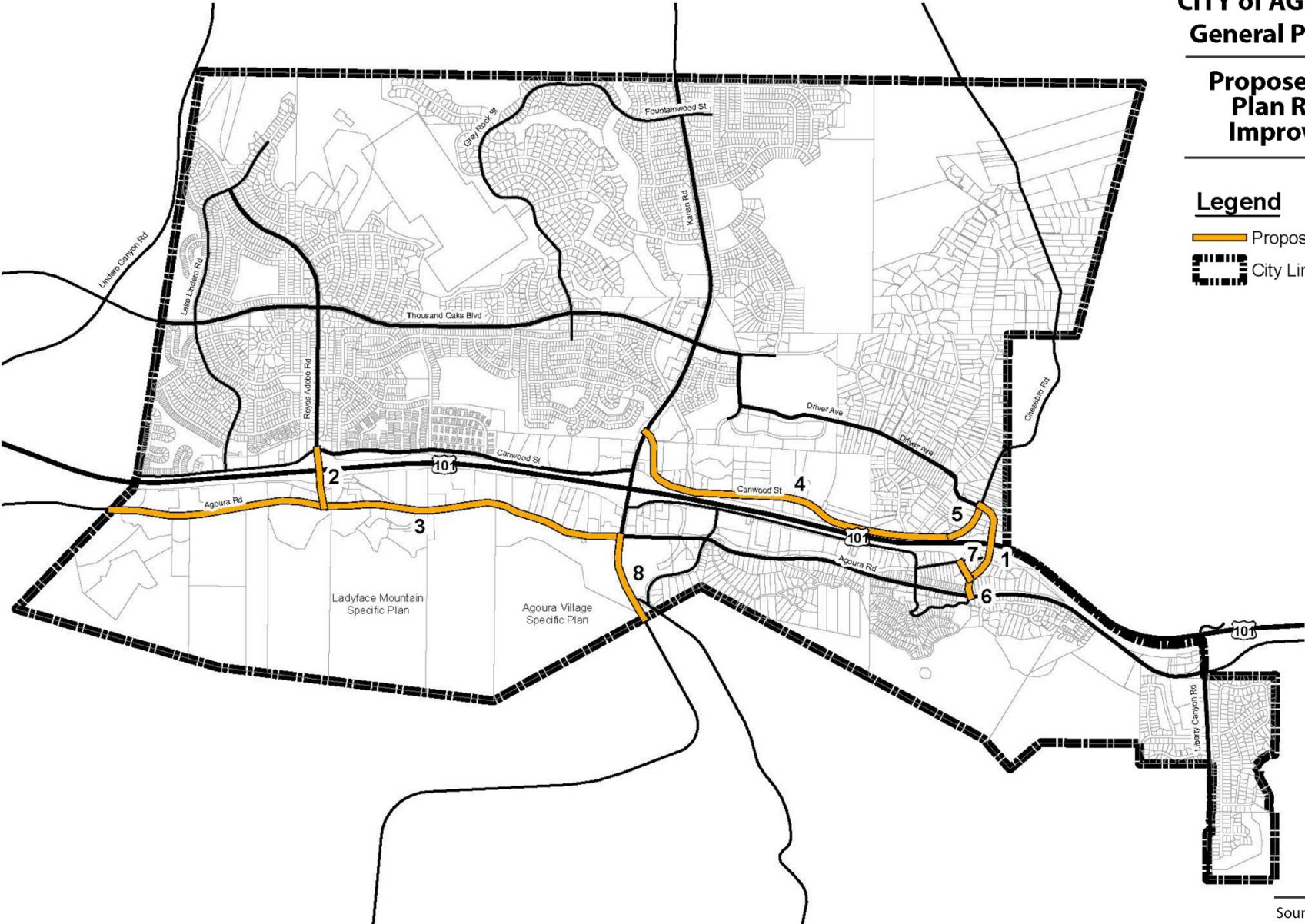
The roadway improvements described below are proposed to help address the deficient locations projected with the Agoura Hills General Plan and are illustrated in Figure M-3 (Proposed General Plan Roadway Improvements) and reflected in the circulation plan shown previously in Figure M-1. Figure M-4 (Year 2035 AM Peak Hour Segment Level of Service) and Figure M-5 (Year 2035 PM Peak Hour Segment Level of Service) illustrate projected Year 2035 road segment levels of service with the following improvements in place:

CITY of AGOURA HILLS General Plan Update

Proposed General Plan Roadway Improvements

Legend

- Proposed Improvement
- City Limits



Source: Fehr & Peers, 2009.



Figure M-3



CHAPTER 3: INFRASTRUCTURE AND COMMUNITY SERVICES

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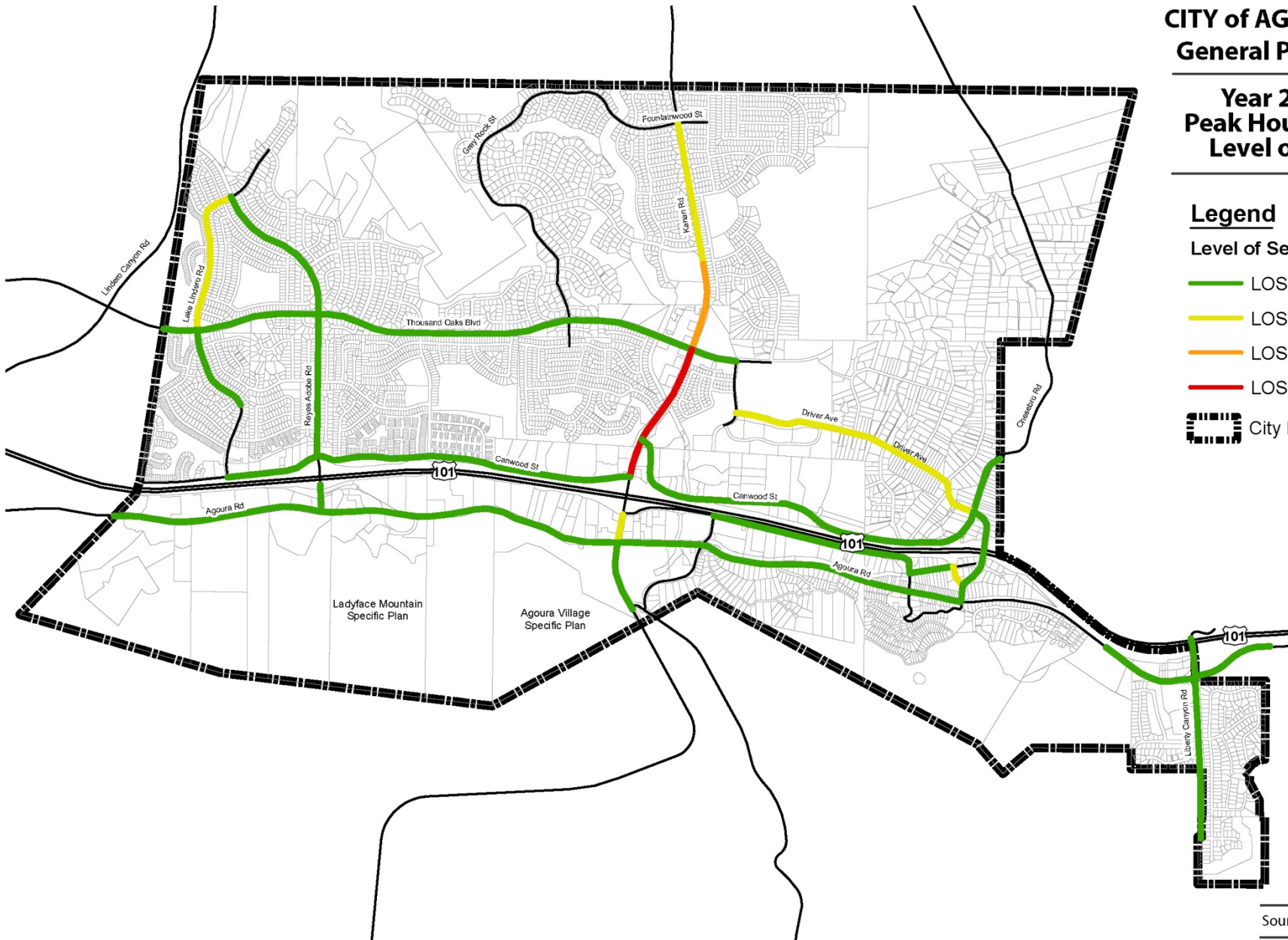
CITY of AGOURA HILLS General Plan Update

Year 2035 AM Peak Hour Segment Level of Service

Legend

Level of Service

-  LOS C or Better
-  LOS D
-  LOS E
-  LOS F
-  City Limits



Source: Fehr & Peers, 2009.

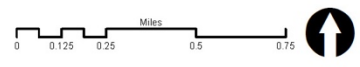


Figure M-4



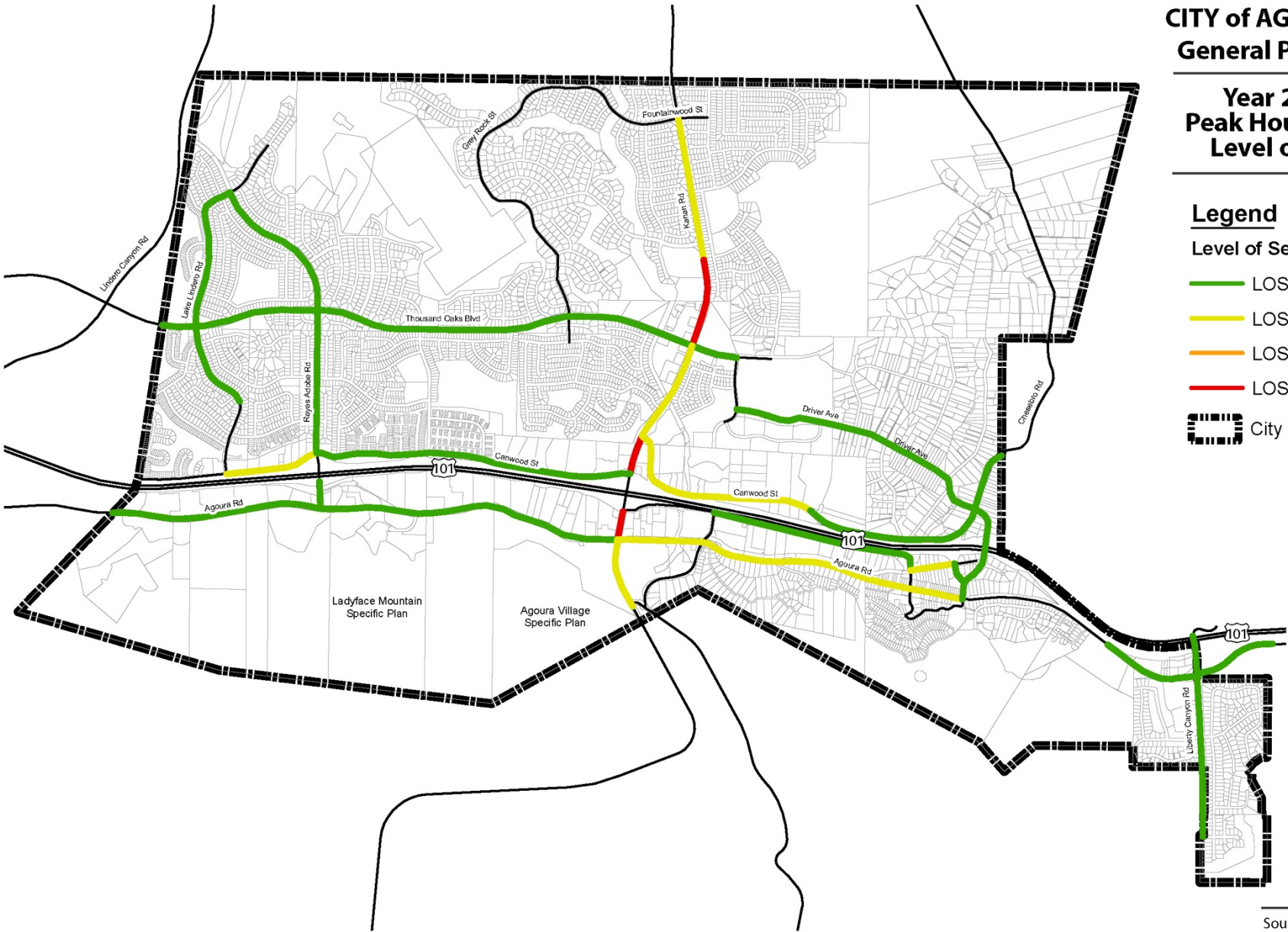
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**CITY of AGOURA HILLS
General Plan Update**

**Year 2035 PM
Peak Hour Segment
Level of Service**

Legend

- Level of Service**
- LOS C or Better
 - LOS D
 - LOS E
 - LOS F
 - City Limits



Source: Fehr & Peers, 2009.



Figure M-5



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Location		Proposed General Plan Improvements
1	Palo Comado Canyon Road/Chesebro Road Interchange	Improve the overpass to four lanes and reconfigure ramp interface; improve Palo Comado Canyon Road to four lanes from Canwood Street to Chesebro Road
2	Reyes Adobe Road Interchange*	Improve the overpass to six lanes and reconfigure the ramp interface; improve Reyes Adobe Road to six lanes from Canwood Street to Agoura Road
3	Agoura Road (western City limits to Kanan Road) Widening	Widen Agoura Road between Kanan Road and the westerly City limits to four lanes
4	Canwood Street (Kanan Road to Chesebro Road) Widening	Widen Canwood Street between Kanan Road and Chesebro Road to three lanes
5	Chesebro Road (Canwood Street to Driver Avenue) Widening	Widen Chesebro Road between Canwood Street and Driver Avenue to three lanes
6	Chesebro Road (Palo Comado Canyon Road to Agoura Road) Widening	Widen Chesebro Road between Palo Comado Canyon Road and Agoura Road to four lanes
7	Chesebro Road Widening (Dorothy Drive to Palo Comado Canyon Road)	Widen Chesebro Road between Dorothy Drive and Palo Comado Canyon Road to three lanes
8	Kanan Road (Agoura Road to southern City limits)	Widen Kanan Road between Agoura Road and the southerly City limits to four lanes

* The proposed improvement at this location is under construction as of October 2009.

Goal M-1

Local Circulation System. A safe and efficient roadway system in Agoura Hills that facilitates the movement of goods and people while utilizing advanced technologies to minimize travel delays.

Policies

M-1.1 Safety. Maintain a safe and efficient system of circulation. (*Imp M-1, M-10, M-16, M-30, M-33*)

M-1.2 Collision Monitoring. Conduct regular traffic collision monitoring and identify improvements for vehicles, bicycles, and pedestrians at the top collision locations to improve safety. (*Imp M-1*)

M-1.3 Level of Service Standards. Establish flexible criteria for the minimum acceptable level of service (LOS) based on the roadway characteristics. Maintain an LOS C standard on most roadways within the City. A reduced LOS standard of D, E, or F is considered acceptable on the following roadways, as shown in Figure M-4 (Year 2035 Peak Hour Segment Level of Service) and described below:



Canwood Street near the 101 Freeway ramp

- Kanan Road, due to heavy existing and projected volumes and desire to maintain the existing 4-lane cross-section with sidewalks, bicycle lanes and landscaped median islands
- Agoura Road east of Kanan Road, due to heavy projected volumes and desire to maintain 2-lane cross-section with bicycle lanes and in order to minimize grading, encourage a semi-rural road appearance and to complement Agoura Village goals
- Canwood Street west of Reyes Adobe Road, due to existing and projected volumes and the functional classification as a local street
- Dorothy Drive between Lewis Road and US-101 ramps, due to projected volumes and direct access to/from the southbound US-101 ramps
- Roadway segments adjacent to schools, due to heavy usage before and after school hours (i.e., Driver Avenue between Argos Street and Chesebro Road and Lake Lindero Road north of Thousand Oaks Boulevard)
- Canwood Street east of Kanan Road Avenue, due to the heavy projected volumes under future conditions with development under the General Plan. Further widening beyond the proposed General Plan improvement (three-lane cross section with a continuous left-turn lane), is not possible within the available right-of-way.

LOS standards will continue to be used for City public works projects and for private development projects that include frontage improvements (bike lanes, turn lanes) leading into an intersection. Intersection and roadway traffic deficiencies adjacent to impacts from development projects shall be mitigated to meet appropriate service-levels, but at least to the extent where the post-development level of service shall not be less than the LOS existing prior to development. (Imp M-2, M-3)

- M-1.4 Roadway Improvements.** Promote effective, innovative, and safe solutions for roadway improvements and consider other solutions that would facilitate reduced reliance on physical roadway improvements, where appropriate. *(Imp M-4, M-5, M-11, M-12)*
- M-1.5 Roadway Character.** Implement street beautification programs to improve roadway character and create City gateways. *(Imp LU-18, LU-24, M-6)*
- M-1.6 Freeway Access.** Enhance freeway access through interchange improvements at Reyes Adobe Road and Palo Comado Canyon Road/Chesebro Roads. *(Imp M-4)*

MOBILITY (M)

- M-1.7 Maintenance.** Explore and establish possible funding mechanisms to provide for the continued and future maintenance and repair of the roadway system. *(Imp M-7)*
- M-1.8 Timing of Improvements.** Ensure that the identified mobility system is provided in a timely manner to meet the needs of the community. *(Imp M-4)*
- M-1.9 Development Required Mobility Improvements.** Ensure any new development implements the mobility improvements required for that development, as necessary, and contributes a fee toward regional mobility improvements per the City approved TIF ordinance. *(Imp LU-5, U-56)*
- M-1.10 Transportation Demand Management.** Development projects must be evaluated following the methodology of the City of Agoura Hills: Transportation Assessment Guidelines, adopted June 24, 2020.

Goal M-2

Complete Streets. A transportation system that serves all modes of travel and meets the needs of all users, as specified in the Complete Streets Act of 2007.

Policies

- M-2.1 Complete Streets.** Ensure that the existing and future transportation system serves multiple modes of travel, such as driving, walking, biking, and transit. *(Imp M-4, M-10, M-19, M-20, M-25, M-26, M-34)*
- M-2.2 Equal Mobility for all City Residents.** Provide a transportation network that meets the needs of a wide range of users, including adults, children, seniors, and the disabled. *(Imp M-8, M-9, M-26, M-34)*
- M-2.3 Transportation Planning.** Encourage desired land use patterns, such as mixed-use walkable developments, through transportation planning and design. *(Imp LU14, LU-19, LU-34)*
- M-2.4 Interconnected System.** Develop an interconnected mobility system that allows travel on alternative routes and modes. *(Imp M-4, M-10, M-25, M-34)*
- M-2.5 Comprehensive Bicycle and Pedestrian System.** Develop and maintain a safe, integrated, and comprehensive bicycle and pedestrian system that serves all ages and abilities in Agoura Hills. *(Imp M-4, M-10, M-34)*

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) is defined as electronics, communications, or information processing that can improve the efficiency and safety of a surface transportation system. ITS covers a wide range of applications,

such as advanced arterial management systems, advanced signal controllers, centralized monitoring and surveillance, advanced traveler information , and traffic management systems. By implementing ITS strategies, Agoura Hills will promote a safe and efficient transportation system while minimizing travel delays and reducing the need for physical roadway improvements.

Goal M-3

Intelligent Transportation Systems. A transportation system that utilizes advanced ITS technologies to maximize the efficiency and safety of the City’s transportation system.

Policies

M-3.1 Intelligent Transportation Systems. Utilize ITS for Agoura Hills to improve the efficiency and safety of the transportation network through advanced technologies. *(Imp M-11)*

M-3.2 Signal Timing Optimization. Optimize traffic signal timing and coordination to reduce travel time and delay and increase safety. *(Imp M-12)*



Optimizing traffic signal timing can help improve traffic flow and reduce delays

Neighborhood Quality of Life

While the movement of goods and people are paramount to an efficient and functional street system, consideration of the quality of life in neighborhoods is equally important. Transportation planning efforts and roadway design guidelines should protect the neighborhood. Future development should be required to fund frontage improvements and ensure a well-connected system with walkways and pathways leading to existing neighborhoods to provide an interconnected transportation network. A well-planned transportation system will meet the needs of existing residents, workers, and visitors, as well as supporting the needs of future development, while minimizing impacts to established residential neighborhoods.



Old Agoura is characterized by its often rustic, small town atmosphere

MOBILITY (M)

Goal M-4

Ensuring Quality of Life. A transportation system that meets existing and future demands by balancing the need to move traffic with the needs of residents.

Policies

- M-4.1 Arterial Traffic.** Maintain the separation of local and regional through traffic by routing traffic along the primary arterials and keeping through traffic out of residential neighborhoods. (*Imp M-4, M-6, M-11, M-12*)
- M-4.2 Integrated Land Use and Transportation Planning.** Encourage the development of sustainable land use patterns that offer compatibility between future development and roadways in consideration of existing neighborhoods. (*Imp LU-1, LU-15, LU-19, LU-35, LU-41, M-4*)
- M-4.3 Traffic Control Devices.** Encourage the use of innovative methods for traffic control (such as roundabouts and traffic circles), which can add character and create opportunity for improved aesthetics while effectively managing entry, speed, and points of conflict, in addition to traditional traffic control methods (such as stop signs and traffic signals), where appropriate. Consider the use of these innovative traffic control devices based upon the physical context and street hierarchy. (*Imp M-13*)
- M-4.4 Truck Routes.** Maintain the designation of truck routes for commercial and industrial use to minimize impacts on residential neighborhoods. The City's designated truck routes are shown in Figure M-6 (Truck Routes). (*Imp M-14*)
- M-4.5 Trucking Impacts.** Minimize noise and other impacts of truck traffic, deliveries, and staging on residential neighborhoods and mixed-use areas of the City. (*Imp LU-1, LU-19, LU-34, N1, N-2, N-6, N-7, N-8*)
- M-4.6 Energy Reduction.** Promote the use of alternative energy sources for transportation related programs and measures to reduce greenhouse gas emissions within the City, including the use of low-emission vehicles in the City's fleet system. (*Imp M-15, U-46, NR-21*)

Goal M-5

Neighborhood Traffic Management. Minimized through traffic in neighborhoods adjacent to major travel routes.

Policies

- M-5.1 Traffic Calming.** Consider the application of traffic calming techniques, where needed, to minimize neighborhood intrusion by through traffic and promote a safe and pleasant neighborhood environment (*Imp M-16*)

- M-5.2 Neighborhood Coordination.** Encourage neighborhood input on decisions related to the installation of traffic calming features. *(Imp M-16)*
- M-5.3 Traffic Calming Funding.** Provide for sufficient funding to undertake traffic calming measures. *(Imp M-1)*
- M-5.4 Private Street Design Standards.** Encourage private streets to be designed consistently with minimum street standards as deemed necessary and appropriate by the City for the particular neighborhood (e.g., roadway width, street lighting, sidewalks, parking, etc.), as well as to include traffic calming measures. *(Imp M-18)*

Alternative Modes of Travel

The future transportation system in Agoura Hills shall promote travel by alternate modes, such as walking, biking, and transit. While many residents of Agoura Hills rely on single-occupancy vehicles for daily tasks, every effort should be made to reduce this reliance. Constructing new facilities, such as walkways connecting neighborhoods to nearby commercial uses, will promote a balanced transportation system. Future developments can provide the necessary amenities, such as bicycle racks to promote travel by alternative modes. Overall benefits of the reduced reliance on auto travel include reducing traffic congestion, improving quality of life, promoting healthy lifestyles, and promoting the City’s environmentally friendly and green efforts.

BICYCLE & PEDESTRIAN FACILITIES



In addition to mountain bike trails, bicycle routes along roads are utilized regularly in the community

People walk and ride bicycles in Agoura Hills on a daily basis, for both commuting and recreational purposes. The local mountain biking trails are popular for residents and attract many visitors to the area. In addition to the trails, designated bikeways are available in the City. The bikeways within the City are comprised of Class II and Class III facilities, which are shared facilities on the roadways, and, respectively, delineated by either signage and striping or signage only. Figure M-7 (Bikeways) displays the existing and proposed bikeways in the City of Agoura Hills. The City’s bikeway facilities are classified as follows:

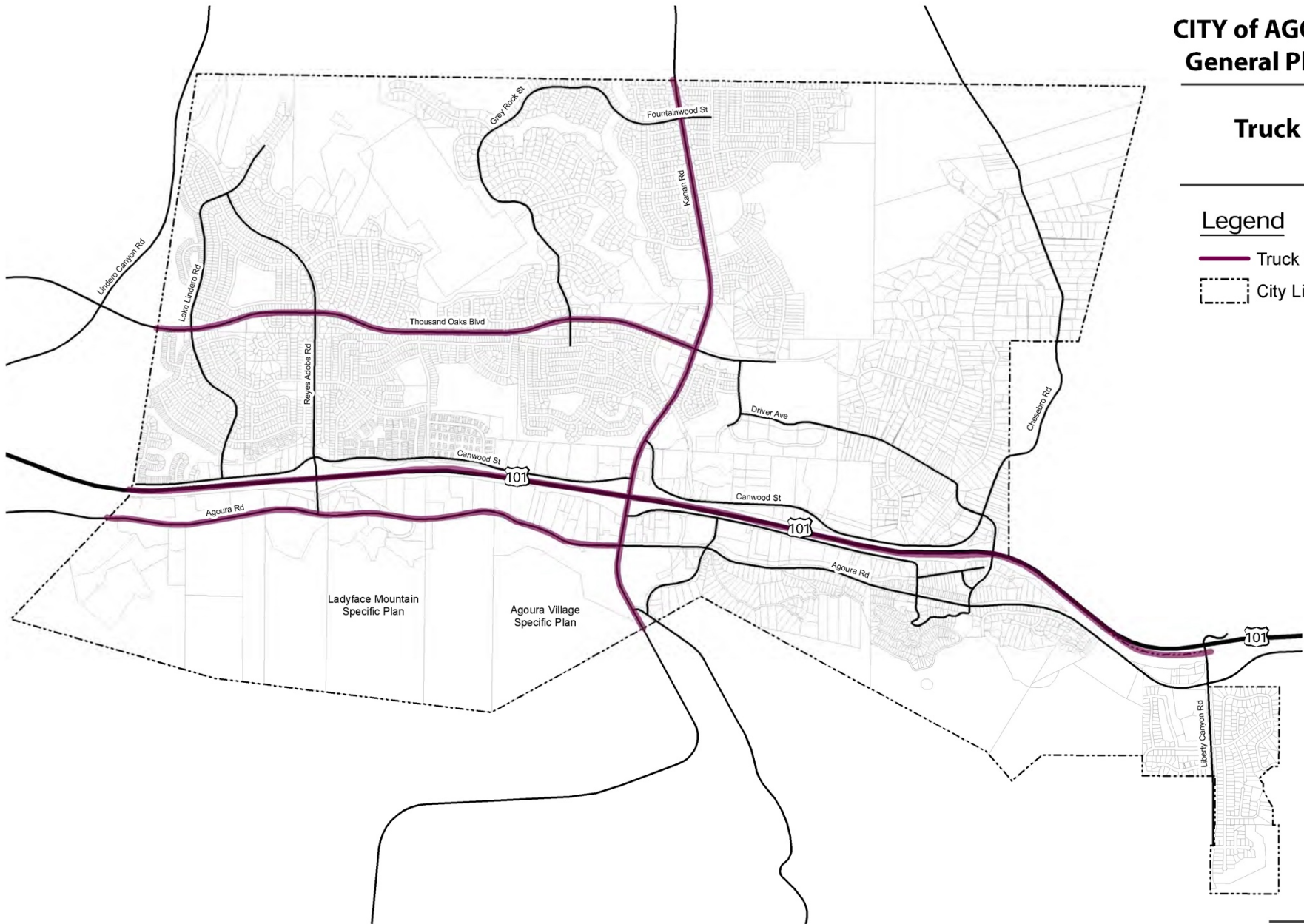
- **Class I Bikeway (Bike Path)** provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized.
- **Class II Bikeway (Bike Lane)** provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally five feet wide. Vehicle parking and vehicle/pedestrian cross-flow are permitted.
- **Class III Bikeway (Bike Route)** provides for a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles.

CITY of AGOURA HILLS General Plan Update

Truck Routes

Legend

-  Truck Routes
-  City Limits



Source: Fehr & Peers, 2009.



Figure M-6

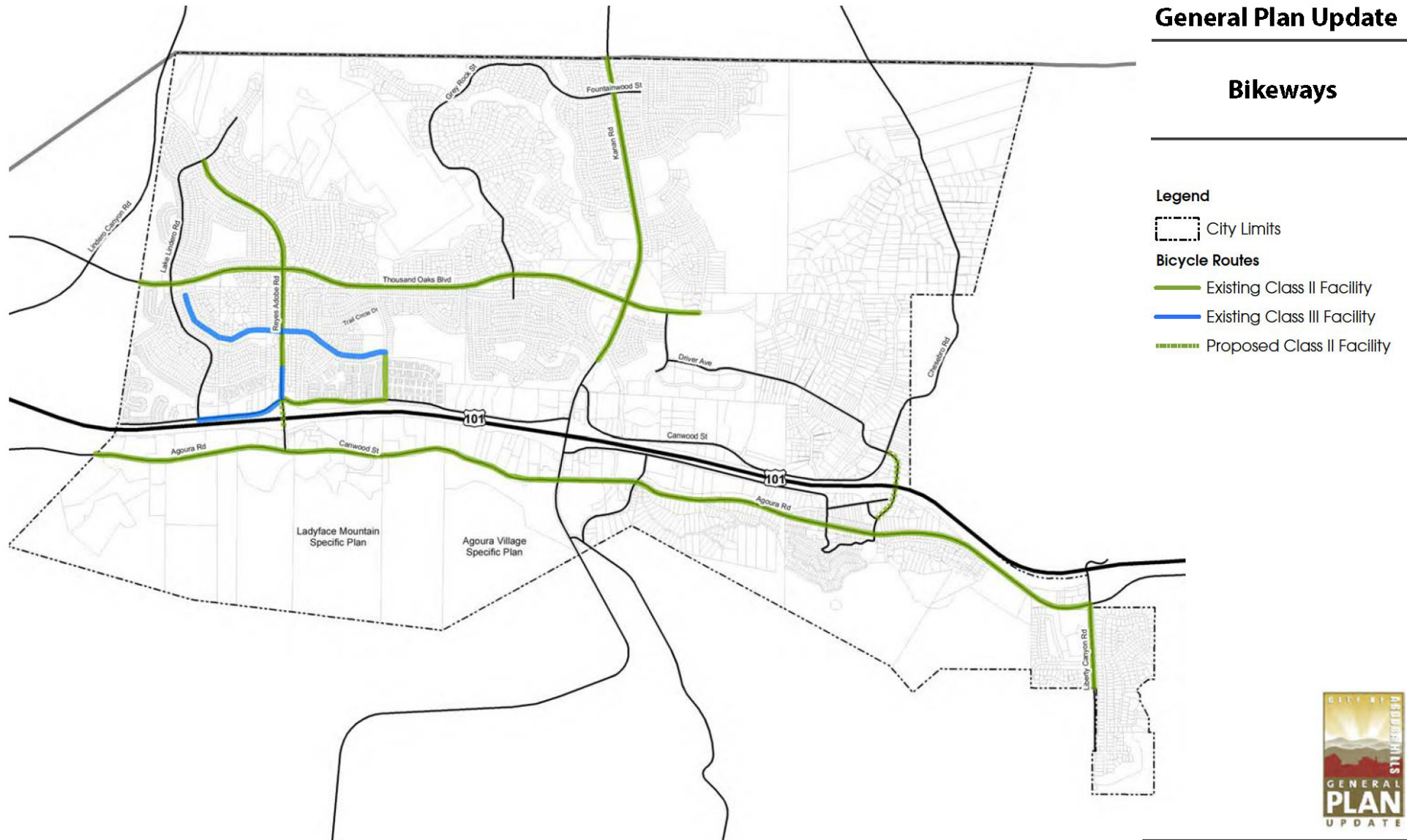


CHAPTER 3: INFRASTRUCTURE AND COMMUNITY SERVICES

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CITY of AGOURA HILLS General Plan Update

Bikeways



Source: City of Agoura Hills, January 2007.
Date revised: September 2009.

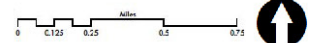


Figure M-7



CHAPTER 3: INFRASTRUCTURE AND COMMUNITY SERVICES

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MOBILITY (M)

The following describes the existing facilities:

- **Kanan Road**—A Class II facility between the northern City limits and Hillrise Drive.
- **Reyes Adobe Road**—A mixed Class II and Class III facility between Lake Lindero Road and Canwood Street. The Class II facility comprises the majority of the bicycle route on Reyes Adobe Road between Lake Lindero Road and Passageway Place; the Class III section lies between Passageway Place and Canwood Street.
- **Forest Cove Lane**—A mixed Class II and Class III facility between Trail Creek Drive and Canwood Street. The Class II facility is available between Rainbow Creek Drive and Canwood Street. The Class III facility is provided between Trail Creek Drive and Rainbow Crest Drive.
- **Thousand Oaks Boulevard**—A Class II facility that spans between the western City limits and Argos Street.
- **Agoura Road**—A Class II facility spanning the entire width of the City between the western and eastern City limits.
- **Rainbow Crest Drive**—A Class III facility that crosses Reyes Adobe Road and provides access between Forest Cove Lane and Mainmast Drive.
- **Canwood Street**—A mixed Class II and Class III facility that crosses Reyes Adobe Road. The Class II facility is provided east of Reyes Adobe Road to Forest Cove Drive; the Class III facility is available west of Reyes Adobe Road to Lake Lindero Road.

Planned additions to the City's system of bikeways include:

- **Reyes Adobe Road**—Extension of the existing Class II facility across the Reyes Adobe bridge; this will coincide with the Reyes Adobe Interchange improvement.
- **Palo Comado Canyon Road**—Addition of a Class II facility across the Palo Comado Canyon bridge; this will coincide with the Palo Comado Canyon Interchange improvement.

The pedestrian facilities available within the City are comprised of sidewalks, crosswalks, and a footbridge over the US-101. Sidewalks are generally available to link the residential communities to the arterial roads. Several sections of roadway do not currently have sidewalks available. These locations include: Driver Avenue between Easterly Road and Chesebro Road; Kanan Road, west side between Laro Drive and the northern City limits; portions of Agoura Road between the western City limits and Kanan Road; and Agoura Road east of Kanan Road to the eastern City limits; and Reyes Adobe Road north of Rainbow Hill Road to Lake Lindero Drive on the west side.

Crosswalks exist at all signalized intersections. Pedestrian linkages between the north and south sides of the US-101 are available through sidewalks on the

bridges of Reyes Adobe Road, Kanan Road, and Palo Comado Canyon Road overpasses. A footbridge also exists over the freeway, joining Canwood Street and Roadside Drive, just west of the Palo Comado Canyon Interchange.

TRANSIT



Metro and LADOT provide public transit service in the community

The Los Angeles County Metropolitan Transportation Authority (Metro or MTA) and the City of Los Angeles Department of Transportation (LADOT) provide existing regional public transit service in the City. The Metro line provides access between Thousand Oaks and the Warner Center in the west San Fernando Valley; the LADOT Commuter Express lines provide service between Downtown Los Angeles and Thousand Oaks/Newbury Park. The following transit lines serve the City of Agoura Hills:

- **Metro Line 161**—Line 161 provides local service between Warner Center and Thousand Oaks. Within Agoura Hills, this line generally runs along Agoura Road to Roadside Drive to Kanan Road to Thousand Oaks Boulevard.
- **LADOT Commuter Express 422**—CE 422 is an express commuter line that travels from Downtown Los Angeles to Thousand Oaks. Within City limits, the line operates on US-101, Kanan Road, and Thousand Oaks Boulevard. Stops are provided locally along these streets off the freeway.
- **LADOT Commuter Express 423**—CE 423 is an express commuter line that travels from Downtown Los Angeles to Newbury Park. Within City limits, the line operates on US-101, Kanan Road, and Thousand Oaks Boulevard. Limited stops are provided at the US-101 park-and-ride lots and along the streets off the freeway.

The park-and-ride lots served by the commuter express lines are located in the northwest and southeast quadrants of the US-101/Kanan Road interchange at the intersections of Kanan Road & Canwood Street and Kanan Road & Roadside Drive.

In addition to the regional transit services described above, the City of Agoura Hills operates two types of dial-a-ride service (on demand and by appointment) on a regular basis. Two seasonal shuttle services are also provided in the City; the Summer Shuttle Express and the Summer Beach Bus. The following describes the local transit service available in the City:



Agoura Hills Dial-A-Ride provides transportation service

- **Agoura Hills Dial-A-Ride (demand-responsive)**—The Dial-A-Ride service provides a demand-responsive door-to-door transportation service to the general public within City limits. Destinations in the adjacent communities of Los Angeles and Ventura counties are allowed when one end of the trip is based within City limits.
- **Agoura Hills Dial-A-Ride (by appointment)**—The Dial-A-Ride service also provides a by-appointment transportation service to City residents only. There are several predetermined destinations available outside of the City limits.

MOBILITY (M)

- **Summer Shuttle Express**—The Summer Shuttle Express provides service in Agoura Hills during the summer season. Destinations generally include local activity centers, but are subject to change each summer season.
- **Summer Beach Bus**—The Summer Beach Bus provides service between Agoura Hills and local beach communities during the summer season, typically to Zuma and Leo Carrillo Beaches.
- **Ladyface Loop**—The Ladyface Loop is a fixed-route service that connects Lindero Canyon Middle School, Agoura High School, the Agoura Hills Recreation Center, the Agoura Hills Library, and the Agoura Hills/Calabasas Community Center during after school hours.

Goal M-6

Alternative Transportation. Reduced reliance on single-occupancy vehicle travel and vehicle miles traveled through the provision of alternative travel modes and enhanced system design.

Policies

- M-6.1 Efficient System.** Promote the most efficient use of the City's existing transportation network and encourage the integration of alternative modes into design standards and future improvements. *(Imp M-10, M-19, M-34)*
- M-6.2 Mode Choice.** Expand the choices of available travel modes to increase the freedom of movement for residents and reduce reliance on the automobile. Ensure that existing and future infrastructure will be adequate for future transportation modes. *(Imp M-10, M-19, M-20, M-34)*
- M-6.3 Design of Alternative Modes.** New roadways and future street-improvement projects shall be bicycle- and pedestrian-friendly in design. *(Imp M-19)*
- M-6.4 Design Enhancements.** Enhance bus stops with amenities such as street trees, benches, bus shelters and waste receptacles, public art or other measures. *(Imp M-21)*
- M-6.5 Education.** Promote non-motorized transportation through encouragement and education. *(Imp M-22)*
- M-6.6 Alternative Mode Funding.** Identify funding sources and allocate funds, including the potential formation of assessment districts, for pedestrian, bicycle, transit, and streetscape improvements in existing neighborhoods. *(Imp M-17)*
- M-6.7 Vehicle Miles Traveled.** Development projects shall minimize vehicle miles travelled (VMT), and shall be required to submit a VMT analysis pursuant to the City's Transportation Assessment Guidelines as part of a development application. *(Imp M-34)*

Goal M-7

Pedestrians. Transportation improvements and development enhancements that promote and support walking within the community.



Tree-lined street along Agoura Road.

- M-7.1 Walkability.** Create a pedestrian environment accessible to all that is safe, attractive, and encourages walking. Maintain and promote the walkability within the City by identifying and completing deficient links within the sidewalk system. *(Imp M-34)*
- M-7.2 Pedestrian Connectivity.** Preserve and enhance pedestrian connectivity in existing neighborhoods and require a well-connected pedestrian network linking new and existing developments to adjacent land uses, including commercial uses, schools, and parks. *(Imp LU-14, LU-19, LU-30, LU-31, LU-32, LU-36, LU-40, LU-41, M-31, M-34, CS-21, CS-24)*
- M-7.3 Pedestrian Experience.** Promote walking and improve the pedestrian experience with streetscape enhancements and by orienting future development toward the street, where appropriate. *(Imp LU-14, LU-24, LU-30, LU-32, M-34)*
- M-7.4 Walkable Developments.** Encourage mixed-use development so that it is possible for a greater number of short trips to be made by walking. *(LU-14, LU-19, LU-36)*
- M-7.5 Safe Routes to School.** Establish and implement appropriate recommendations of the National and State Safe Route to Schools Program, and work with local schools to encourage more children to walk and bicycle to school. *(Imp M-23, M-24)*
- M-7.6 Inventory of Pedestrian Facilities.** Conduct an inventory of pedestrian facilities and routes in the City to identify missing or deficient links, such as pedestrian crossings or intersection treatments. *(Imp M-34)*
- M-7.7 Design Standards.** Prioritize the need, and establish funding, for completing gaps in the sidewalk system, improving street crossings and installing curb ramps where needed to meet ADA requirements. *(Imp M-34)*

Goal M-8

Bikeways. Enhanced bicycle facilities throughout Agoura Hills for short trips and recreational uses.

Policies

- M-8.1 Bikeway Linkages.** Provide bikeway connectivity between residential areas and surrounding natural resource areas, parks, schools, employment centers, and other activity centers in the community. *(Imp M-10, M-31)*

MOBILITY (M)

- M-8.2 Continuous Bikeway Connectivity.** Provide a bicycle network that is continuous, closes gaps in the existing system, and permits easy bicycle travel throughout the community and the region. *(Imp M-10, M-31)*
- M-8.3 Recreational Biking.** Encourage recreational biking and promote the community's mountain biking trail system to residents and visitors. *(Imp M-31, CS-21)*
- M-8.4 Bicycling Safety.** Establish a Bicycle Safety Program that aims to educate the public about the safe use of bicycles on the City's bikeways. *(Imp M-10, M-33)*
- M-8.5 Bikeway Design.** Develop guidelines and standards for the design of bikeways. *(Imp M-10)*
- M-8.6 Bicycle Facility Design.** Develop guidelines and standards for the design of bicycle facilities, including bicycle racks. *(Imp M-10)*
- M-8.7 Bicycle Parking.** Developments shall provide for bicycle parking facilities. *(Imp LU-10, LU-33, M-24, M-32)*



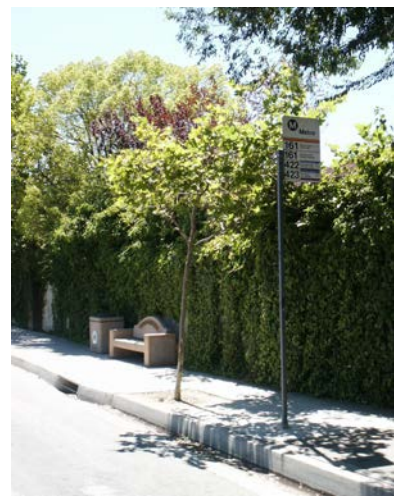
Mountain bike trail head at Cheeseboro and Palo Comado Canyon

Goal M-9

Transit. Transit options that are a viable component of the City's multi-modal transportation system.

Policies

- M-9.1 Transit Commuting.** Encourage the use of public transportation for commuting trips by collaborating with regional transit agencies to provide additional transit options for service to Agoura Hills. *(Imp M-25)*
- M-9.2 Transit Planning.** Encourage transit planning as an integral component of the development review process, and identify recommended transit routes and stations as part of long-range planning efforts. *(Imp M-19, M-20)*
- M-9.3 Citywide Shuttle Service.** Explore an intercity shuttle system to promote transit trips between residential, commercial, and community areas and enhance mobility for non-driving older adults, children, and persons with disabilities. *(Imp M-26)*
- M-9.4 Local Transit.** Explore the feasibility of expanding the services of the existing transit programs and other appropriate transit programs. *(Imp M-26)*
- M-9.5 Funding.** Identify funding sources for local transit operating costs and improvements. *(Imp M-17)*



Bus stop along Metro transit route

Transportation Demand Management

Transportation Demand Management (TDM) is a set of strategies and policies that are intended to reduce automobile travel demand, particularly the number of single-occupant automobiles traveling during the peak hours of the day, by promoting alternative modes of transportation. A series of development standards are required in support of the City's TDM efforts. These standards include the provision of an information kiosk, preferential carpool/vanpool parking, pedestrian circulation features, transit stop improvements, and amenities for bicycle commuters (e.g., bicycle lockers and showers). The increasing importance of climate change and environmental friendliness requires active participation by City residents and business owners to improve the environment through modifications in travel behavior. Increasingly, the relationship between greenhouse gas emissions and transportation is becoming a key issue of focus and is influencing land use and transportation policies.

Goal M-10

Transportation Demand Management. The successful application of TDM measures to reduce reliance on single-occupancy vehicles for everyday travel.

Policies

- M-10.1 Current Techniques.** Actively utilize current TDM techniques to aid in the reduction of single-occupancy vehicle trips. *(Imp M-27)*
- M-10.2 Trip Reduction.** Encourage existing and new developments to participate in trip reducing activities. *(Imp M-27)*
- M-10.3 Ride Share.** Actively promote the use of ride-sharing and ride-matching services, for both residents and non-residents. *(Imp M-27)*
- M-10.4 City Employees.** Establish a TDM program for the City of Agoura Hills' employees. *(Imp M-27)*
- M-10.5 Preferential Parking.** Encourage the availability of preferential parking in selected areas for designated carpools. *(Imp M-27)*

Parking

Parking is a key component of providing a comprehensive transportation system to serve City residents, workers, and visitors. Agoura Hills can optimize parking efficiency and improve aesthetics and site design by exploring shared parking opportunities with existing and future development and revisiting parking standards to ensure the appropriate amount of parking is provided throughout the City.

MOBILITY (M)

Goal M-11

Parking. Parking that is convenient and efficient for the use of residents, workers, and visitors.

Policies

- M-11.1 Parking Standards and Design.** Ensure that off-street parking and on-street parking requirements are adequate and that parking is designed to be sensitive to both context and environment. Include safety considerations (i.e., lighting and landscape design) in the parking standards and design. *(Imp LU-10, M-28)*
- M-11.2 Shared Parking.** Maximize shared parking opportunities for uses with varied peak parking periods and for developments providing a TDM program. *(Imp LU-14, LU-19, LU-36, M-27, M-29)*
- M-11.3 Efficient Parking Design.** Strive to provide an appropriate balance between providing adequate amounts of parking and reducing the amount of land devoted to parking through measures such as parking structures, underground parking, and shared parking. *(Imp LU-10; LU-14, LU-19, LU-36, M-29)*

Regional Transportation

To maximize the efficiency of the transportation system, Agoura Hills shall work with adjacent jurisdictions and regional agencies to coordinate improvement projects and identify funding sources. Regional roadway projects shall preserve the character of the Agoura Hills community and discourage regional through traffic on City roadways.

Goal M-12

Regional Circulation System. A comprehensive transportation system that is coordinated with adjacent jurisdictions and regional planning efforts.

Policies

- M-12.1 Cooperation.** Maintain the collaborative and cooperative relationships with neighboring jurisdictions and the County of Los Angeles to solve regional transportation issues. *(Imp M-30)*
- M-12.2 Regional Coordination.** Support regional efforts by the Los Angeles County Metropolitan Transportation Authority (Metro or MTA) and the Southern California Association of Governments (SCAG) to reduce single-occupancy vehicle travel, such as goals and measures identified in Metro's Long Range Transportation Plan and SCAG's Regional Transportation Improvement Program. *(Imp M-30)*



The 101 Freeway bisects the community and provides important regional access

CHAPTER 3: INFRASTRUCTURE AND COMMUNITY SERVICES

- M-12.3 Efficiency.** Support regional planning efforts that maximize the efficiency of existing transportation facilities. *(Imp M-22, M-30)*
- M-12.4 Regional Transit Planning.** Collaborate with regional transportation and transit agencies for the efficient allocation of transit and transportation resources. *(Imp M-30)*
- M-12.5 Freeway Enhancements.** Work with regional agencies and Caltrans to achieve timely implementation of programmed freeway and interchange improvements. *(Imp M-30)*
- M-12.6 Capital Improvements Program.** Identify and prioritize transportation improvement projects for inclusion in the City’s Capital Improvements Program (CIP) and to guide the City’s applications for regional, state or federal funds. *(Imp LU-4)*

B. Utility Infrastructure (U)

The provision of an adequate utility infrastructure is a vital component of a community that supports the needs of residents and businesses and ensures a high quality of life. Utility infrastructure includes facilities necessary to distribute power (natural gas and electricity), water (both potable and reclaimed), sewage, storm water, communication services, and cable television. Policies in this section provide for high-quality and efficient utility services in Agoura Hills. Utility policies also promote sustainability and seek to limit impacts to environmentally sensitive areas.

Water Service

Potable water is distributed within the City by the Las Virgenes Municipal Water District (LVMWD) through its “Hydraulic Gradient Line” (HGL 1200) System. LVMWD obtains all of its potable water supply from the Metropolitan Water District of Southern California (MWD), which is part of the State Water Project.

Reclaimed water produced by LVMWD at the Tapia Water Reclamation Plant in Malibu Canyon is pumped to a hillside storage tank in the southwestern portion of the City. Reclaimed water lines are located along Agoura Hills Road, Thousand Oaks Boulevard and Kanan Road. Reclaimed water is used to irrigate street medians and landscaping of all public facilities and some private areas along these corridors where possible. Goals and policies ensure existing and future residents a reliable water supply by working and supporting the LVMWD to utilize the City’s water rights and maintaining long-term water supply plans.



Las Virgenes Municipal Water District storage tank

Goal U-1

Water Supply System. High-quality reliable water supply, water treatment, distribution, pumping, and storage systems to meet the current and projected future daily and peak water demands of the community.

Policies

- U-1.1 Future Water Demands.** Work closely with the Las Virgenes Municipal Water District (LVMWD) and other appropriate agencies in determining the future potable and reclaimed water needs of the City. *(Imp U-1, U-2)*
- U-1.2 Water Treatment Capacity and Infrastructure.** Work with the Las Virgenes Municipal Water District (LVMWD) and other applicable agencies to develop sufficient water-treatment capacity and infrastructure to meet projected water demands. *(Imp U-1, U-2)*

- U-1.3 Growth and Level of Service.** Require new development to provide adequate facilities or pay its share of the cost for facilities required to support growth. *(Imp LU-5, LU-8)*
- U-1.4 Water Conservation Programs.** Coordinate the implementation of water conservation programs with the Las Virgenes Municipal Water District (LVMWD). *(Imp U-3, U-4)*
- U-1.5 Water Supply During Emergencies.** Work with the Las Virgenes Municipal Water District (LVMWD) to maintain an adequate water supply during emergencies. *(Imp U-5)*
- U-1.6 Reclaimed Wastewater.** Encourage the use of reclaimed wastewater provided by the Las Virgenes Municipal Water District (LVMWD) for irrigating public and private land. *(Imp U-6, U-7, U-8, U-9)*



Reclaimed water irrigation is used to irrigate private and public land

Wastewater Service

The Las Virgenes Municipal Water District (LVMWD) operates and maintains major sewer trunk lines in Agoura Hills. However, the majority of the City has been sewered by the Los Angeles County Department of Public Works. With some homes on a septic tank system, the Old Agoura area is the only portion of the City not entirely serviced by sewer facilities.

The following goals and policies ensure that sewer service will be adequately provided and maintained in all developed areas of the City.

Goal U-2

Wastewater System. A wastewater collection and treatment system that supports existing and planned development and minimizes adverse effects to water quality.

Policies

- U-2.1 Sufficient Service.** Maintain the adequacy of the City’s sewer system, including working closely with the Las Virgenes Municipal Water District (LVMWD) and the Los Angeles County Department of Public Works. *(Imp U-10, U-11, U-12, U-13, U-14)*
- U-2.2 Old Agoura Area.** Explore the potential for extending sewer lines into the Old Agoura area with the Las Virgenes Municipal Water District (LVMWD), Los Angeles County Department of Public Works, and Old Agoura Homeowners Association. *(Imp U-15)*
- U-2.3 Monitoring of Toxins.** Continue to monitor businesses or uses that may generate toxic or potentially hazardous substances to prevent contamination of water and wastewater. *(Imp U-16)*

UTILITY INFRASTRUCTURE (U)

- U-2.4 National Pollutant Discharge Elimination System (NPDES) and Regional Water Quality Control Board (RWQCB).** Continue to implement the requirements of the NPDES and RWQCB regulations, including the use of Best Management Practices (BMP) by businesses in the City. *(Imp U-17)*
- U-2.5 Service Inadequacies.** Identify service inadequacies within the City's wastewater system, including working with the LVMWD and County Department of Public Works to address this. *(Imp U-10, U-11, U-12)*
- U-2.6 Septic Tanks.** Educate septic tank owners about the proper use and maintenance of septic systems to prevent spills and other hazards. *(Imp U-18)*

Storm Drainage

The Los Angeles County Flood Control District manages major flood control facilities in Agoura Hills. The major drainage channels in the City include Lindero Canyon, Medea, Palo Comado Canyon, Cheeseboro Canyon, and Liberty Canyon. Except for Palo Comado Canyon, all drainages that remain unchannelized or have been improved as seminatural channels are located in open space corridors. Preservation of floodplain areas as open space is considered a desirable alternative to channelization and is intended to convey a sense of the natural environment amid developed areas of the City. In addition to their visual function, these corridors are also important as pedestrian and equestrian linkages and for preservation of riparian habitats.



Stormwater drain on Agoura Road and Laura La Plante Drive

The following goals and policies ensure that existing flood control facilities are maintained and replaced as needed, nonpoint-source pollution is minimized, and that flood control improvements are provided without sacrificing the rural aesthetic quality of natural stream environments.

Goal U-3

Stormdrain System. Stormwater drainage facilities and services that are environmentally sensitive, accommodate growth, and protect residents, businesses, and property.

Policies

- U-3.1 Flood Control Planning.** Coordinate flood control planning with the Los Angeles County Flood Control District. *(Imp U-19)*
- U-3.2 Identify Deficiencies.** Improve the existing storm drainage system by correcting identified deficiencies. *(Imp LU-8, U-21)*
- U-3.3 Drainage Plans and Studies.** Require developers to prepare watershed drainage plans and studies for proposed developments that define needed drainage improvements per City standards. *(Imp U-20, U-22, U-23)*

- U-3.4 Conservation of Open Space Areas.** Conserve undeveloped, designated open space areas and drainage courses to the extent feasible for the purpose of protecting water resources in the City’s watersheds. *(Imp NR-1, NR-5, NR-7, NR-14, NR-16, NR-17)*
- U-3.5 Protection of Water Bodies.** Require new development to protect the quality of water bodies and natural drainage systems through site design, stormwater treatment, and best management practices (BMPs) consistent with the City’s NPDES permit. *(Imp U-24)*
- U-3.6 Bioswales.** Encourage the construction of bioswales in new development to minimize storm water run-off. *(Imp U-23)*

Solid Waste



Recycled waste residential service is provided in the community, including green and equestrian waste recycling

Solid waste collection and hauling services in Agoura Hills are provided by private operators. All nonhazardous residential and commercial solid waste collected within the City is disposed at the Calabasas Landfill, which is owned and operated by the Sanitation District of Los Angeles County. The City has developed numerous programs to reduce waste volumes from residences and business. The following goals and policies direct the City to implement measures that facilitate reduction and management of solid waste.

Goal U-4

Solid Waste Collection and Disposal Operations. Control and reduction of solid waste generation and disposal.

Policies

- U-4.1 Waste Collection Services.** Maintain adequate solid waste collection for commercial, industrial, and residential developments in accordance with state law. *(Imp U-25)*
- U-4.2 Diversion of Waste.** Require recycling, green recycling/composting, and waste separation to reduce the volume and toxicity of solid wastes sent to landfill facilities, with the objective of diverting nonhazardous waste to a certified recycling processor, consistent with state mandates for landfill diversion. *(Imp U-26, U-27, U-28, U-29, U-30, U-31, U-32)*
- U-4.3 Waste Collection Performance.** Periodically review waste collection performance to verify adequacy of service. *(Imp U-25)*
- U-4.4 Community Education.** Continue to publicize and educate the public about waste reduction techniques, programs, and facilities. *(Imp U-34)*
- U-4.5 Recycling for New Development.** Require new development to incorporate recycling locations into the project. *(Imp U-35)*

UTILITY INFRASTRUCTURE (U)

- U-4.6 Hazardous Waste.** Continue the collection programs that provide disposal of household hazardous waste and electronic items to City residents throughout the year. *(Imp U-36)*
- U-4.7 Recycling and Reuse of Construction Wastes.** Continue the commercial solid waste/recycling program, consistent with state requirements for diversion, for waste collection from all commercial program providers, including recycling materials generated by the demolition and remodeling of buildings. *(Imp U-26, U-37)*
- U-4.8 Residential Waste Recycling.** Continue to provide recycling as part of regular residential curbside service, including green and equestrian waste recycling. *(Imp U-27)*
- U-4.9 Non-Residential Waste Recycling.** Continue to require non-residential uses and businesses to participate in the City's commercial recycling program. *(Imp U-26, U-38)*
- U-4.10 Community Clean-Up Events.** Continue to sponsor and help coordinate annual clean-up events, in which volunteers and community organizers help pick up litter at parks and other public areas. *(Imp U-39)*

Energy

Goals and policies in this section address the provision of energy to meet the needs of the City, improve energy efficiency, and encourage residents and businesses to consume less energy.

Electricity and natural gas within Agoura Hills are provided by Southern California Edison (SCE) and Southern California Gas Company (SCGC), respectively. Both companies are regulated by the California Public Utilities Commission and are required to extend service infrastructure to all new development.

Goal U-5

Energy Provision and Conservation. Adequate, efficient, and environmentally sensitive energy service for all residents and businesses.

Policies

- U-5.1 New Development Requirements.** Require that new development be approved contingent upon its ability to be served by adequate natural gas and electric facilities and infrastructure. *(Imp LU-7, U-40, U-41)*
- U-5.2 Adequate Facilities.** Coordinate with Southern California Edison (SCE) and Southern California Gas Company (SCGC) to ensure that adequate electric and natural gas facilities are available to meet the demands of



Volunteers at a community clean-up event



Power lines along Laura La Plante Drive

existing and future development, and to encourage conservation techniques. *(Imp LU-7, U-40, U-43)*

- U-5.3 Solar Access.** Ensure that sites, landscaping, and buildings are configured and designed to maximize and protect solar access. *(Imp U-41)*
- U-5.4 Energy Efficient Incentives.** Coordinate with relevant utilities and agencies to promote energy rebate and incentive programs offered by local energy providers to increase energy efficiency in older neighborhoods and developments. *(Imp U-43, U-44, U-45, U-46)*
- U-5.5 Undergrounding of Utilities.** Require applicants to comply with the City’s undergrounding of utilities ordinances and policies and pursue a variety of funding opportunities to assist in supporting future efforts to underground existing utilities. *(Imp U-47, U-48)*
- U-5.6 Energy Conservation.** Install energy-efficient appliances and alternative-energy infrastructure, such as solar energy panels (photovoltaic panels) within all new City facilities and within existing facilities, as feasible. *(Imp U-49, U-50, U-51)*
- U-5.7 Solar Panels in Projects.** Provide incentives for use of solar energy in new development. *(Imp U-52)*

Telecommunication

Telecommunications services are offered to residents by a diversity of providers. These include Time Warner and Charter Cable for television and digital services; AT&T for standard landline telephone service; Verizon, Sprint, Cingular/AT&T, Nextel, and T-Mobile for cell phone service; and Vonage and Skype for voice-over internet protocol service.

Goal U-6

Telecommunication System. Quality communication systems that meet the demands of new and existing developments in the City.

Policies

- U-6.1 Access and Availability.** Work with service providers to ensure access to and availability of a wide range of state-of-the-art telecommunication systems and services for households, businesses, and institutions throughout the City. *(Imp U-53)*
- U-6.2 Design and Siting of Utilities.** Require that the installation of telecommunications infrastructure, such as cellular sites and towers, be designed in a manner to minimize visual impacts on the surrounding environment and neighborhood, and to be as unobtrusive as possible. *(Imp U-54)*

UTILITY INFRASTRUCTURE (U)

- U-6.3 Evolving Technologies.** Continue to implement, as appropriate, new systems and technologies that may enhance City operations and services to the public. *(Imp U-55)*

C. Community Services (CS)



Forest Cove Park

The provision of community services is necessary for ensuring the health, safety, and welfare of the City’s residents. Community Services includes parks and recreation facilities and programs, fire and police protection, emergency services, education, and libraries. The social well-being of a community is nurtured and sustained by access to a full range of services that educate, enrich the lives, and meet basic human needs for health, safety, and quality of life. To reach these goals, Agoura Hills strives to provide quality recreational, educational, and cultural services through schools, libraries, parks, and community centers, as well as public safety services.

Recreation



A variety of recreation programs for all ages is provided in Agoura Hills

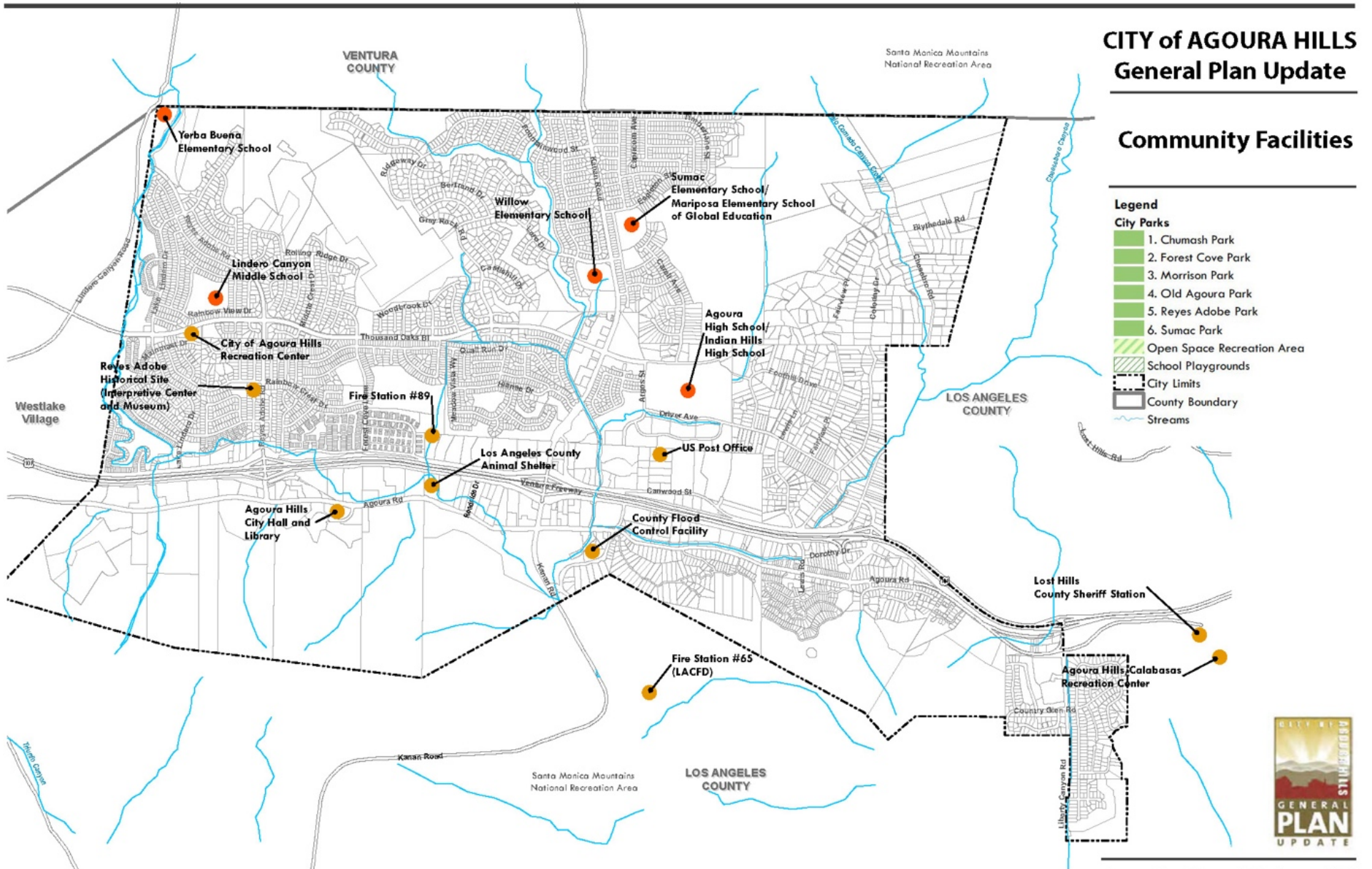
Agoura Hills has a variety of parks and open space areas that provide land for recreation and for preservation of natural features. A number of regional recreational facilities also surround Agoura Hills. The majority of these resources are situated within the Santa Monica National Recreation Area, one of the world’s largest urban national parks, which borders Agoura Hills on the south and east. Other recreational opportunities near the City include the Paramount Ranch, Peter Strauss Ranch, Cheeseboro Canyon owned by the National Park Service; the state-owned Malibu Creek State Park; parks within the Conejo Valley Recreation and Park District; and parks within the Oak Park area, including Chaparral, China Flat Trailhead, Eagle View, Mae Boyer, Oak Canyon Community, and Valley View Neighborhood Park. Within the City, six neighborhood parks and facilities and the Agoura Hills Community Center and Agoura Hills/Calabasas Community Center provide a variety recreational facilities and programs for residents (Figure CS-1 [Community Facilities] and Figure CS-2 [Recreational Facilities]).

Extensive bikeways and trail systems link open space and recreational resources in surrounding communities, including Thousand Oaks and Oak Park. Trails in Agoura Hills connect into the Westlake Village and Oak Park bikeways /trail network, further linking the City with a wider regional open space and trail network. Equestrian trails are located in the community throughout Old Agoura providing equestrian access to the Santa Monica Mountains. (Figure CS-3 [Trail Network]).

In addition to the City-owned parks, local schools serve as joint recreational facilities. The Las Virgenes Unified School District includes five school sites that are available for recreational use after school hours and on weekends. Each offers the use of open playfields, and Agoura High School has specialized facilities, including a pool, tennis courts, and a gymnasium.

CITY of AGOURA HILLS General Plan Update

Community Facilities



Source: City of Agoura Hills, January 2007.

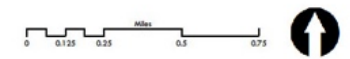


Figure CS-1



CHAPTER 3: INFRASTRUCTURE AND COMMUNITY SERVICES

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CITY of AGOURA HILLS General Plan Update

Recreational Facilities



Legend

City Parks

- 1. Chumash Park
- 2. Forest Cove Park
- 3. Morrison Park
- 4. Old Agoura Park
- 5. Reyes Adobe Park
- 6. Sumac Park
- Open Space Recreation Area
- School Playgrounds
- City Limits
- County Boundary
- Streams



Source: City of Agoura Hills, July 14, 2009.



Figure CS-2

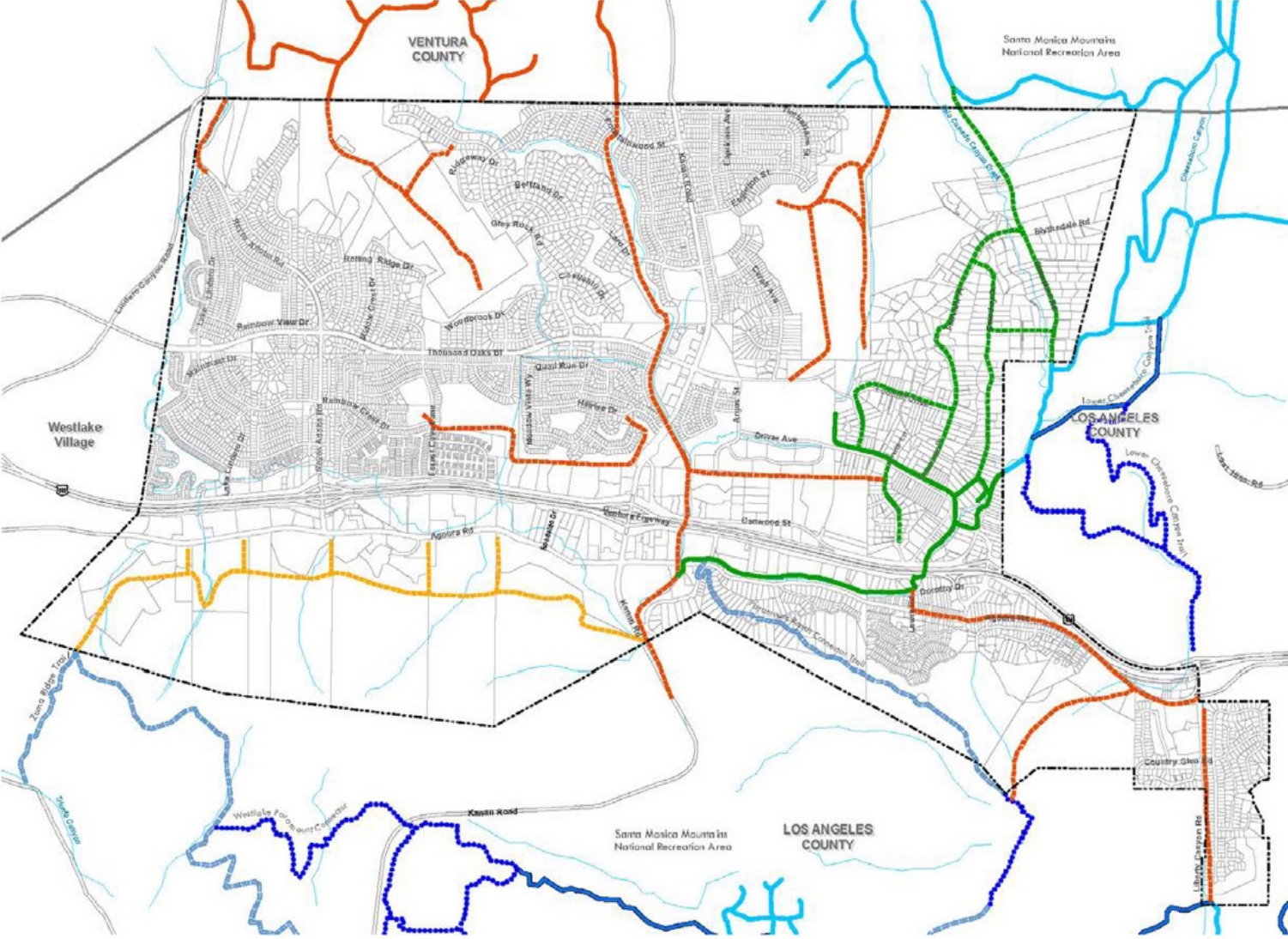


CHAPTER 3: INFRASTRUCTURE AND COMMUNITY SERVICES

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**CITY of AGOURA HILLS
General Plan Update**

Trail Network



- Legend**
- Existing, All Purpose
 - Future, All Purpose
 - Future, All Purpose (Final trail alignment subject to future trail study)
 - Existing, Equestrian
 - Future, Equestrian
 - Santa Monica Mountains NRA
 - Existing, Multiple Use
 - Existing, Hike & Equestrian Only
 - Existing, Unofficial Trail
 - Future, Multiple Use
 - City Limits
 - County Boundary
 - Streams



Source: City of Agoura Hills, July 14, 2009.
 Agoura Hills Citywide Trails and Pathways Master Plan, 2008.
 NPS TMP Conceptual Trail Policy Alternatives, 2009.



Figure CS-3



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PARK FACILITIES

Goals and policies address the development and maintenance of parklands, trails, facilities, and programs throughout the City.

Goal CS-1

Park and Recreation Facilities. Balanced and comprehensive recreation facilities for the Agoura Hills community.

Policies

CS-1.1 Service Level Goals. Develop and maintain parks and recreational areas in accordance with the goals in Table CS-1 (Parks, Community Facility, and Recreation Facility Service Level Goals). *(Imp CS-1, CS-2)*

Table CS-1 Parks, Community Facility, and Recreation Facility Service Level Goals	
Classification	Standard (unit/1,000)
PARK TYPES	
All Park and Open Space	8 acres/1,000 persons
Local Park and Recreational Space	3 acres/1,000 persons
Open Space	5 acres/ 1,000 persons

SOURCE: City of Agoura Hills, May 2009



Recreational facilities at Chumash Park

CS-1.2 Cooperation with External Agencies. Work with agencies outside of the City that control park lands, including the counties of Ventura and Los Angeles, National Park Service, and Santa Monica Mountains Conservancy, to ensure maximum benefits to local residents. *(Imp CS-3)*

CS-1.3 Bicycle and Pedestrian Connections. Connect recreational facilities with walking paths, trails, bikeways, and equestrian trails. *(Imp M-31)*

CS-1.4 Bicycle Racks. Require the installation of bicycle racks at parks and community centers. *(Imp M-32)*

CS-1.5 Complementary Activities. Ensure that the location and design of all parks, recreation, and community centers are compatible with existing adjoining uses. *(Imp CS-2, CS-4)*

CS-1.6 Location of Facilities. Distribute parks and facilities so that they are well dispersed throughout the community, and include recreation opportunities for all residents. *(Imp CS-2, CS-5, CS-6, CS-12)*

CS-1.7 Accessible Facilities. When renovating and creating new recreational facilities, ensure accessible standards as specified in state and federal laws, such as the Americans with Disabilities Act (ADA). *(Imp CS-7)*

- CS-1.8 **Facilities in Residential Development.** Encourage the provision of recreation facilities within new residential developments, as appropriate. *(Imp CS-8)*
- CS-1.9 **Maintenance.** Provide a high-quality maintenance program with regular inspections of facilities. *(Imp CS-9)*

RECREATION PROGRAMS

Goal CS-2

Park and Recreation Programs. Recreational programs and services that promote personal enrichment, healthy lifestyles, wellness, fun, lifelong learning, skill development, and community relationships.

Policies



A variety of youth recreational programs are provided in the community

- CS-2.1 **Variety of Services.** Provide a wide range of recreation opportunities designed to enrich the lives of all residents, including passive, active, individual, and organized recreational services, including reasonable accommodations for special needs individuals and groups. *(Imp CS-10, CS-11, CS-12, CS-13, CS-14, CS-15, CS-18)*
- CS-2.2 **Programs for Residents.** Provide community services and programs that meet social, recreational, and health needs of the population, including seniors and youth. *(Imp CS-10, CS-11, CS-12, CS-13, CS-14)*
- CS-2.3 **Monitor Recreation Programs.** Monitor and update existing recreation programs and services to ensure that programs keep pace with community needs. *(Imp CS-10)*
- CS-2.4 **Quality of Life.** Promote healthy lifestyles and activities for the entire family as important considerations for recreational programs and amenities. *(Imp M-31, CS-13, CS-15)*
- CS-2.5 **Community Special Events.** Encourage community-wide special events that promote the City’s history, family activities, cultural events, and educational outreach. *(Imp CS-16)*

COORDINATION AND COOPERATION

Goals and policies support coordination and cooperation with other agencies and groups to create additional recreation opportunities for Agoura Hills residents.

COMMUNITY SERVICES (CS)

Goal CS-3

Coordination of Park and Recreation Facilities. Park facilities and programs that are coordinated between Agoura Hills and the Las Virgenes Unified School District (LVUSD), surrounding jurisdictions, the private sector, and regional resources.

Policies

- CS-3.1 Use Agreements with Other Agencies.** Continue to develop joint use and cooperative agreements with the Las Virgenes Unified School District and other agencies to provide recreational facilities and programs and services for residents and children. *(Imp CS-17)*
- CS-3.2 Work with Surrounding Communities.** Coordinate with surrounding local businesses and communities, including Westlake Village, Thousand Oaks, Oak Park, Calabasas, and Hidden Hills to provide opportunities for intercommunity participation in city programs and facilities. *(Imp CS-17)*
- CS-3.3 Volunteers.** Continue opportunities for citizen volunteers to participate in enhancing City programs. *(Imp CS-18)*



Tennis facilities at Agoura Hills High School

FINANCIAL RESOURCES

The maintenance and operation of existing structures and the construction of new facilities require substantial financial support. Goals and policies support creative financing mechanisms needed to implement an adequate recreational system.

GOAL CS-4

Funding for Park and Recreation Facilities. A comprehensive park and recreation system that is well funded.

Policies

- CS-4.1 Funding Mechanisms.** Implement financing mechanisms, such as Quimby Fees, user or service fees, or in-lieu fees, to acquire, obtain improvements to, and maintain park facilities. *(Imp CS-19, CS-20)*
- CS-4.2 Service Agreements.** Continue to pursue agreements with local community services, sports organizations, and clubs to provide shared use and maintenance services at City recreational facilities. *(Imp CS-17)*

TRAILS

Trails and pathways positively impact individuals and improve communities by providing not only recreation and transportation opportunities, but also health benefits and an overall improvement in quality of life. In the General Plan survey conducted in August 2006, an overwhelming majority of residents (85%)

indicated they would support developing a network of pedestrian-friendly paths in the City that would allow residents to walk between schools, shopping facilities, libraries, and residences.

If properly planned for and constructed, trails and pathways can connect residential areas with commercial areas, schools, and open space, which will provide residents not only a place to exercise but an alternative route for commuting or running errands, thus reducing air pollution and traffic congestion.

Goals and policies support the development, maintenance, and implementation of a comprehensive trail system throughout the community that provides connections to regional trails that surround the City.

Goal CS-5

Trail and Path Network. A comprehensive trail and pathway system that makes pedestrian and equestrian travel healthy, feasible, safe, and enjoyable modes of transportation and forms of recreation in Agoura Hills.

Policies



Equestrian trail

- CS-5.1 Regional Trail Linkages.** Link the local trail and pathway system to existing and proposed regional trails. *(Imp CS-21)*
- CS-5.2 Local Trail Linkages.** Create a pedestrian pathway system between neighborhoods and to local parks, businesses, schools, and open space, routing users off major roadways wherever possible. *(Imp M-34, CS-21)*
- CS-5.3 Coordinated Trail Planning.** Coordinate the City’s trail system planning, implementation, and management efforts with those of regional jurisdictions and other public agencies. *(Imp CS-21)*
- CS-5.4 Coordination with Agencies.** Partner with neighborhood groups, private individuals, and local businesses to acquire various trail amenities. *(Imp CS-21)*
- CS-5.5 Sustainable Trails.** Locate trails and pathways in a manner that does not cause environmental degradation, and protects environmentally sensitive areas. *(Imp CS-22)*
- CS-5.6 Trail System.** Implement the Citywide Trails and Pathway Master Plan, and complete the City’s Trail System as shown on Figure CS-3 (Trail System). *(Imp CS-21, CS-23)*
- CS-5.7 Funding Trail Development.** Pursue creative methods of trail easement acquisition, such as encouraging the donation of trail easements, working with property owners, and applying for grants and alternative funding sources. *(Imp CS-21)*

COMMUNITY SERVICES (CS)

- CS-5.8 Community Outreach.** Develop a trail promotion program that provides information on trail locations, connections, uses, and rules. Information can include a trail user’s guide and maps posted on the City’s webpage and at trailheads and activity centers, such as the City’s community centers and parks. *(Imp CS-21)*
- CS-5.9 Connecting to Trail System.** Require that new development provide connections to adjacent trail systems, as applicable. *(Imp CS-21, CS-24)*
- CS-5.10 Trail Maintenance.** Pursue an ongoing trail and pathway maintenance program, including volunteer opportunities. *(Imp CS-21)*

Emergency Services

The quality of life in the City of Agoura Hills depends in part on the ability of residents, business owners, and visitors to receive adequate crime protection and emergency service in response to fires, accidents, and natural disasters. The Los Angeles County Sheriff’s Department and the Los Angeles County Fire Department provide police and fire services within Agoura Hills. Paramedic units responding to medical emergencies in Agoura Hills transfer patients primarily to Westlake Medical Center in Westlake Village, or alternatively to emergency care facilities in Thousand Oaks, Simi Valley, or West Hills.



Fire and emergency services in the City are provided by the Los Angeles County Fire Department

Goals and policies in this section provide for coordinated fire and police protection and emergency medical services that serve all areas of the City and support the needs of residents and businesses.

Goal CS-6

Coordination of Fire and Emergency Services. Coordinated fire protection and emergency medical services that support the needs of residents and businesses and maintain a safe and healthy community.

Policies

- CS-6.1 Support the Los Angeles County Fire Department.** Continue to work with and support the Los Angeles County Fire Department to ensure adequate personnel, facilities, and infrastructure needs to maintain a high level of fire protection and emergency services within the City. *(Imp CS-25)*
- CS-6.2 Coordination with Other Agencies.** Coordinate with the Ventura County Fire Department and Los Angeles County Fire Department to provide assistance during emergency situations that require outside help. *(Imp CS-26)*
- CS-6.3 Agoura Hills CERT.** Support the efforts of the Agoura Hills Community Emergency Response Team (CERT). *(Imp CS-27)*

- CS-6.4 Emergency Response.** Continue to monitor emergency response to citywide disasters to determine if service improvements are needed. *(Imp CS-25, CS-28)*
- CS-6.5 Adequate Infrastructure.** Continue to monitor the water pressure for fire suppression and evaluate and implement feasible solutions. *(Imp U-5)*
- CS-6.6 New Development.** Require all new developments to implement measures to reduce the potential for fire hazards, including incorporating fire prevention suppression systems. *(Imp CS-29)*

Goal CS-7

Police and Emergency Services. Quality police protection and emergency services that protect the long-term health, safety, and well-being of residents, businesses, and visitors.

Policies

- CS-7.1 Support Los Angeles County Sheriff’s Department.** Continue to work with and support the Los Angeles County Sheriff’s Department to ensure adequate personnel, facility, and infrastructure to provide police protection and emergency services. *(Imp CS-25, CS-30, CS-31)*
- CS-7.2 Coordination with Other Agencies.** Coordinate with the California Highway Patrol and other nearby law enforcement and emergency agencies to provide assistance during emergency situations requiring outside help. *(Imp CS-26)*
- CS-7.3 Graffiti Removal.** Continue to implement the City’s graffiti removal program. *(Imp CS-33)*
- CS-7.4 Crime Prevention through Environmental Design.** Encourage the use of Crime Prevention through Environmental Design (CPTED), or other comparable concepts, to increase the perception of public safety and decrease the opportunity for crime. *(Imp CS-32)*

Educational Services



The Las Virgenes Unified School District provides public educational services (Willow Elementary pictured)

This section identifies issues relating to the public school and library systems that serve City residents. Agoura Hills is a family-oriented community with a large number of children who are served by the Las Virgenes Unified School District, which also serves the cities of Westlake Village and Calabasas. Educational facilities within the City include one high school, one continuation high school, one middle school, three elementary schools, and one alternative elementary school.

Goal CS-8

Educational System. Quality education to all kindergarten-, elementary school-, middle school-, and high school-aged residents.

Policies

- CS-8.1 Educational Services.** Support the Las Virgenes Unified School District and private schools to provide educational services to all kindergarten-, elementary school-, middle school-, and high school-aged residents. *(Imp CS-35)*
- CS-8.2 Expand and Improve Facilities.** Cooperate with the Las Virgenes Unified School District to expand or upgrade its facilities. *(Imp CS-36)*
- CS-8.3 Joint-Use Facilities.** Continue to coordinate with the Las Virgenes Unified School District in the utilization of joint school/park facilities for recreational purposes. *(Imp CS-17)*



Born Learners School is a private school on Agoura Road

Libraries

Library services in the City are provided by the County of Los Angeles Public Library System. Over the years, library services have been located at various sites including several schools and, in 1970, a 7,500-square-foot storefront facility. In 2001, the former Las Virgenes Library became the “Agoura Hills” Library, moving to a new 17,500-square-foot facility that is part of the recently constructed City Hall Civic Center. The City worked actively with a committee to design the new library to address all segments of the community. Library services include a children’s reading room, conference rooms, multimedia services, special collections, numerous reading and educational programs, and a bookstore. Goals and policies provide for the continuation of library services and the provision of facilities commensurate with population growth.



Agoura Hills Library

Goal CS-9

Library System. Library facilities that enhance Agoura Hills residents’ and employees’ quality of life and create opportunities for self-learning and cultural and academic enrichment.

Policies

- CS-9.1 Support Library Services.** Continue to support Los Angeles County in the provision of library services and programs to meet the needs of residents. *(Imp CS-36)*