

Mitigation Measures (MMs)	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible for Approval/Monitoring	Verification	
					Date	Initials
issues have been mitigated to a level that is suitable for the anticipated site use or reuse.	confirmation from the agency					
<b>HYDROLOGY AND WATER QUALITY</b>						
<p><b>Certified PEIR MM HYD-2: Final Drainage Plans.</b> Individual project applicants shall be required to prepare and submit a final drainage plan, prior to issuance of a grading permit, to the City’s Planning and Community Development Department and Los Angeles County Flood Control for approval. Plans shall include detailed design and hydraulic analysis of the drainage facilities that capture and convey on- and off-site runoff. Each developer shall be required to evaluate the extent of potential flood hazards present utilizing the Modified Rational Method(or the latest model approved by Los Angeles County Flood Control) and to implement mitigation measures required to reduce such impacts to a level of insignificance. The drainage plan for each project shall include post development designs for runoff detention and on site infiltration to reduce 50-year frequency storm peak discharge to the pre development level. These drainage facilities shall meet the design requirements and capacities of the Master Plan of Drainage for the City of Agoura Hills, The Los Angeles County Department of Public Works Hydrology Manual and the Hydrology and Sedimentation Appendix, or other revised hydraulic analyses as determined by the City Engineer, and shall not increase the base flood elevation above or below the project site. Additionally, mitigation shall meet all interim peak flow standards, or the most up to date standards, as established by the LACDPW. The plans shall be subject to review and approval by the City Engineer.</p>	<p>Require submittal of a final drainage plan, consistent with the measure, to the City of Agoura Hills Planning and Community Development Department and Los Angeles County Flood Control prior to issuance of a grading permit</p> <p>Ensure that any mitigation meets all interim peak flow standards, or the most up to date standards as established by the LACDPW and that the plans are reviewed and approved by the City Engineer</p>	<p>Prior to issuance of a grading permit for future projects</p> <p>At site inspection</p>	<p>Once per project application</p> <p>At least once, as required</p>	<p>City of Agoura Hills Planning and Community Development Department</p>		

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<p><b>Certified PEIR MM HYD-3(a): Hydrology Study.</b> If any onsite open channels are altered, a channel bed erosion study shall be conducted as part of a hydrology report submitted to the City as part of the initial application submittal. The erosion study shall determine if additional grade stabilization structures are necessary for any restored areas within Medea Creek or within Lindero Canyon Creek. Recommendations of this study shall be fully implemented subject to review and approval by the City of Agoura Hills and Los Angeles County Public Works Department. Design of modifications to Medea Creek shall meet the standards of the City of Agoura Hills and Los Angeles County Public Works Department, and shall be approved by the City prior to the issuance of grading permits.</p>	<p>Require that a channel bed erosion study, designed as specified in the measure, is part of hydrology reports in initial application submittals of any onsite open channels are altered</p> <p>Ensure that recommendations of the study are fully implemented subject to review and approval by the City and the Los Angeles County Public Works Department</p>	<p>With initial application / prior to issuance of grading permits for future projects</p>	<p>Once per project application</p>	<p>City of Agoura Hills Planning and Community Development Department</p>		
<p><b>Certified PEIR MM HYD-3(b): Public Facilities Flood Protection.</b> Any trunk sewer manholes located adjacent to Lindero Canyon Creek and Medea Creek shall be protected from peak flows laden with debris by further armoring via cement casing, piling, or other appropriate method. A plan to protect the sewerline and exposed manholes from erosion and flooding and from construction activity shall be submitted to the Las Virgenes Municipal Water District for review, comment, and approval prior to the issuance of grading or building permits.</p>	<p>Require a plan to protect the sewerline and exposed manholes as specified in the measure for projects adjacent to the identified creeks</p> <p>Ensure review and approval by the Las Virgenes Municipal Water District, as well as the City, prior to the issuance of grading or building permits</p>	<p>With initial application / prior to issuance of grading permits for future projects</p>	<p>Once per project application</p>	<p>City of Agoura Hills Planning and Community Development Department</p>		



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<b>NOISE</b>						
<b>Certified PEIR MM N-1: Construction Hours.</b> On-site construction activity, including blasting, or involving the use of equipment or machinery that generates noise levels in excess of the 55 dBA standard shall be limited to between the hours of 7 AM and 8 PM, Monday through Saturday pursuant to City Ordinance 9656 and City Municipal Code Section 9666.4. No construction activity shall occur between 8 PM and 7AM that generates noise in excess of the 50 dBA standard. No construction activity shall take place on Sundays or legal holidays.	Require that project construction schedules adhere to the days, hours and limitations expressed in the condition	Prior to approval of future projects  At site inspection	Once per project application  At least once, as required	City of Agoura Hills Planning and Community Development Department		
<b>Certified PEIR MM N-2(a): Rubberized Asphalt.</b> In potentially noise impacted areas within the Specific Plan, the City shall consider and, if feasible, use rubberized asphalt paving material for street re-paving projects. Studies have demonstrated that this type of paving materials can substantially reduce roadway noise. A 1992 noise study in the City of Thousand Oaks by Acoustical Analysis Associates, Inc. indicated that the use of an asphalt rubber overlay can achieve a noise reduction of from 2 to 5 dBA as compared to standard asphalt.	Ensure that, where applicable, rubberized asphalt paving material is used for street re-paving projects	Prior to approval of future projects  At site inspection	Once per project application  At least once, as required	City of Agoura Hills Planning and Community Development Department		
<b>Certified PEIR MM N-2(b): Sound Wall.</b> If traffic-related noise problems from U.S. 101 arise within the Specific Plan area, the City shall investigate and, if feasible, implement appropriate measures to reduce noise impacts at affected receptor locations. Such measures may include, but are not limited to, the use of a sound wall along the northern boundary of the Specific Plan area, between Roadside Drive and U.S. 101. It is estimated that a 10-foot high sound wall located adjacent to the southern edge of U.S. 101 would decrease noise levels at the property boundaries on the southern side of Roadside Drive from	Investigate and, if feasible, implement appropriate measures, which could include a sound wall along Roadside Drive, to reduce noise impacts from Highway 101 at affected receptor locations	If/when traffic-related noise problems from U.S. 101 arise within the Specific Plan	At least once depending on results of initial action	City of Agoura Hills Planning and Community Development Department		

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78.8 dBA to 69.3 dBA (refer to Appendix E for Sound Barrier Loss Estimation Spread Sheet).						
<b>Certified PEIR MM N-3(b): Operating Hours.</b> Loading dock and delivery truck (i.e. refrigerator trucks, trash and recycling pickups) and parking lot sweeping hours shall be restricted to daytime operating hours (7:00 AM to 7:00 PM). Delivery trucks entering and leaving the site shall not block driveways and shall be allowed to idle no more than 15 minutes in any half hour period.	Require that proposed loading, delivery and parking lot sweeping activities for future projects adhere to the hours and standards specified	Prior to approval of future projects  At site inspection	Once per project application  At least once, as required	City of Agoura Hills Planning and Community Development Department		
<b>Certified PEIR MM N-3(c): Loading Dock Location.</b> To the degree feasible, loading docks and delivery areas shall be located out of line of sight and/or oriented away from nearby residences.	Require that proposed loading docks and delivery areas for future projects adhere to the standards specified	Prior to approval of future projects  At site inspection	Once per project application  At least once, as required	City of Agoura Hills Planning and Community Development Department		
<b>Certified PEIR MM N-3(d): Ventilation Noise.</b> Parapets that reduce noise from rooftop ventilation systems shall be installed on all project structures.	Require that projects with rooftop ventilation systems include noise-reducing parapets	Prior to approval of future projects  At site inspection	Once per project application  At least once, as required	City of Agoura Hills Planning and Community Development Department		
<b>Certified PEIR MM N-3(e): Parking Lot Noise.</b> Surface-texturing materials and landscaping shrubs and trees shall be used in the parking areas to reduce parking lot related noise.	Require that proposed parking lots include the specified features	Prior to approval of future projects  At site inspection	Once per project application  At least once, as required	City of Agoura Hills Planning and Community Development Department		



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<p><b>Certified PEIR MM N-3(f): Mechanical Equipment.</b> All exterior mechanical equipment shall be oriented away from adjacent residential uses and shall be fitted with sound-rated parapets.</p>	<p>Require exterior mechanical equipment to be oriented away from adjacent residential uses and fitted with sound-rated parapets</p>	<p>Prior to approval of future projects</p> <p>At site inspection</p>	<p>Once per project application</p> <p>At least once, as required</p>	<p>City of Agoura Hills Planning and Community Development Department</p>		
<p><b>Certified PEIR MM N-3(g): Interior Noise.</b> At a minimum, all on-site structures shall include the following or equivalent to achieve an acceptable interior noise level of 45 CNEL:</p> <ul style="list-style-type: none"> <li>• Air conditioning or a mechanical ventilation system so that windows and doors may remain closed</li> <li>• Double-paned windows and sliding glass doors mounted in low air infiltration rate frames (0.5 cubic feet per minute, per ANSI specifications)</li> <li>• Solid core exterior doors with perimeter weather stripping and threshold seals</li> <li>• Roof and attic vents facing away from Highway 101</li> <li>• Incorporation of these design requirements would be expected to achieve an interior noise level reduction of 25 dB or greater.</li> </ul>	<p>Ensure that proposed structures include the listed items to reduce interior noise below 45 CNEL</p>	<p>Prior to approval of future projects</p> <p>At site inspection</p>	<p>Once per project application</p> <p>At least once, as required</p>	<p>City of Agoura Hills Planning and Community Development Department</p>		

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<b>PUBLIC SERVICES</b>						
<p><b>Certified PEIR MM PS-3(a): Fuel Modification Plan (FMP).</b> Individual project applicants shall develop a Fuel Modification Plan for all development areas within or adjacent to wildland fire hazard areas. These plans shall be subject to review and approval by the Los Angeles County Fire Department Fuel Modification Unit. The FMP shall be submitted to the City Planning and Community Development Department for approval prior to issuance of a grading or building permit.</p> <p>Funding and execution of all measures required in the FMP shall be the responsibility of individual developers or land owners. Prior to approval of the FMP the City shall confirm that appropriate easements have been secured and that long-term funding mechanisms area in place to ensure successful implementation of the FMP.</p>	<p>Require Fuel Modification Plans for proposed development within or adjacent to wildland fire hazard areas</p> <p>Ensure review and approval by the Los Angeles County Fire Department Fuel Modification Unit</p>	<p>Prior to issuance of a grading or building permit</p> <p>At site inspection</p>	<p>Once per project application</p> <p>At least once, as required</p>	<p>City of Agoura Hills Planning and Community Development Department</p>		
<p><b>Certified PEIR MM PS-3(b): Landscape Palette.</b> The landscape palette for the project shall prohibit the use of highly flammable species near areas of open space.</p>	<p>Ensure that landscape plans prohibit the use of highly flammable vegetation near open space areas</p>	<p>Prior to issuance of a grading or building permit</p> <p>At site inspection</p>	<p>Once per project application</p> <p>At least once, as required</p>	<p>City of Agoura Hills Planning and Community Development Department</p>		
<p><b>Certified PEIR MM PS-4(a): Design Approval.</b> Project plans shall be submitted to the Los Angeles County Sheriff's Department Lost Hills Substation for review and comment. All recommendations made by the Department, including, but not limited to, those pertaining to site access, site security, lighting, and requirements for onsite security, shall be incorporated into the design of the project, prior to approval of final building permits.</p>	<p>City to ensure LA County Sheriff's Department review of project plans consistent with the measure, and that the Sheriff's comments be incorporated into the project</p>	<p>Prior to project approvals</p>	<p>Once</p>	<p>City of Agoura Hills Planning and Community Development Department</p>		



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<b>Certified PEIR MM PS-5(a): In Lieu Fees.</b> Individual project applicants shall pay the statutory school fees in effect at the time of issuance of building permits to the appropriate school districts. If permissible, at the time the application is processed, these fees shall include additional District costs associated with impacts to student transportation or other measures to alleviate student transportation overcrowding (e.g. pro-rata contribution to new school transportation systems, student carpooling bulletin boards, etc.)	Ensure statutory school fees are collected by the School District as required	Prior to issuance of building permits	Once per project approval	City of Agoura Hills Planning and Community Development Department		
<b>Certified PEIR MM PS-5(b): School District Noticing.</b> The applicant shall notify the Las Virgenes Unified School District of the expected buildout date of the project as soon as possible to allow the District to plan in advance for new students.	Ensure that applicants notify the Las Virgenes Unified School District of the expected buildout date of their projects	Prior to issuance of building permits	Once per project approval	City of Agoura Hills Planning and Community Development Department		
<b>TRANSPORTATION</b>						
<b>Intersection Component MM TRANS-1:</b> To the greatest extent possible, the City shall coordinate the Traffic Control Plan and construction of the proposed Project with any projects that are scheduled to be constructed concurrently within one mile of the Project's improvements. If related projects are anticipated to be constructed concurrently, the City shall provide the Traffic Control Plan to the related project's proponent or other responsible entity and receive additional input from the proponent or responsible entity on potential construction haul routes and timing. The City would coordinate with the appropriate agencies (e.g., Las Virgenes Unified School District, Los Angeles County Fire Department, and Los Angeles County Sheriff's Department), as needed.	Ensure the Project prepares a Traffic Control Plan as specified in the measure	Prior to construction activities	Once per project application.	City of Agoura Hills Planning and Community Development Department/ Appropriate Agencies (e.g., Las Virgenes Unified School District, Los Angeles County Fire Department, and Los Angeles County Sheriff's Department)		

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<p><b>Certified PEIR MM T-2(a): Kanan Road/Canwood Street – U.S. 101 Northbound Ramps intersection (A.M. and P.M. peak hour).</b> Additional capacity will need to be provided at this intersection to obtain acceptable operations. As part of the Kanan Interchange Projects, the future geometry for the southbound approach of the intersection includes three southbound through lanes and a separate right-turn lane. One southbound through lane is a trap lane onto the Northbound On-Ramp, and two through lanes would continue onto the overpass. Future cumulative peak hour volumes on the southbound through approach would exceed 2,000 vehicles per hour (vhp) during the A.M. peak hour and would exceed 1,700 vph during the P.M. peak hour. These volumes indicate the need for additional southbound capacity.</p> <p>Additional measures that would be necessary include restriping of the southbound approach to three through lanes and a shared through/right –turn lane would improve the intersection operations to LOS D during the A.M. peak hour and LOS C during the P.M. peak hour.</p> <p>This mitigation would require that the Northbound on-ramp approach be moved 16 feet (4.9 m) to the west and the overpass be restriped from two southbound lanes to three southbound lanes. The southbound direction on the overpass contains 43.5 feet (13.3 m), which is sufficient to accommodate three 11.8 feet (3.6 m) wide lanes and a 4 feet (1.2 m) wide bike lane.</p> <p>Additional widening on the eastbound approach (Canwood Street) is required to provide LOS C during the A.M. peak hour. The eastbound approach would need to</p>	<p>Ensure that funding is secured and the specified improvements are implemented</p>	<p>After plan adoption as individual projects are proposed</p>	<p>Ongoing</p>	<p>City of Agoura Hills Planning and Community Development Department</p>		



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<p>be widened from one left-turn lane and one right-turn lane to one left-turn lane, a shared left/right-turn lane, and a right-turn lane. The mitigated geometry is shown below and the mitigated levels of service are shown below in Tables 4.11-9 and 4.11-10.</p>						
<p><b>Certified PEIR MM T-2(b): Palo Camado Canyon Road/U.S. 101 Northbound Ramps intersection (A.M. and P.M. peak hour).</b> City staff have indicated that several improvement options for the intersection are being evaluated as part of the EIR underway for the Heschel West school site proposed east of Palo Camado Canyon Road within County limits. Improvement options that are evaluated include installation of a signal, widening of the overpass and/or intersection approaches, and construction of a roundabout. It is noted that the cumulative traffic forecasts derived from the Agoura Hills Traffic Model did not include any traffic volumes associated with the proposed Heschel West school site.</p> <p>The future evaluation process for the intersection and/or the U.S. 101/Palo Camado Canyon-Dorothy Drive interchange would likely be through the Caltrans process, which would evaluate all future traffic volumes (including the Heschel West school traffic) and mitigation options. It is anticipated that the ultimate intersection and/or interchange improvements would provide for acceptable levels of service at this location during the peak hours. The project would contribute its proportionate share to any improvement that will be elected for this intersection.</p>	<p>Ensure that funding is secured and the specified improvements are implemented</p>	<p>After plan adoption as individual projects are proposed</p>	<p>Ongoing</p>	<p>City of Agoura Hills Planning and Community Development Department</p>		

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<p><b>Certified PEIR MM T-2(c): Reyes Adobe Road/Canwood Street Intersection (A.M. and P.M. peak hour).</b> The City has programmed the widening of the northbound approach as part of the U.S. 101/Reyes Adobe interchange improvement project. After implementation of the proposed improvements, the intersection would operate at LOS A during the P.M. peak hour, thereby reducing the project’s impact to a level of insignificance. It is noted that no implementation schedule has been developed for this project at this time. (The mitigated level of service is shown in the EIR in Table 4.11-10.)</p>	None required	N/A	N/A	N/A		
<p><b>Certified PEIR MM T-2(d): Reyes Adobe Road/U.S. 101 Southbound Ramps Intersection (A.M. and P.M. peak hour).</b> The City has programmed the widening of this intersection as part of the U.S. 101/Reyes Adobe interchange improvement project. After construction, the intersection would operate at LOS C during the P.M. peak hour, thereby reducing the project’s effect to less than significant. It is noted that no implementation schedule has been developed for this project at this time. The mitigated level of service is shown above in Table 4.11-10.</p>	None required	N/A	N/A	N/A		
<p><b>Certified PEIR MM T-2(e): Reyes Adobe Road/U.S. 101 Southbound Ramps Intersection (A.M. and P.M. peak hour).</b> Restriping the southbound approach to provide dual left-turn lanes and a right-turn lane, and providing additional capacity on the westbound approach would result in LOS C during the P.M. peak hour, thereby reducing the project’s impact to less than significant. There are two receiving lanes on all three legs of this intersection. The southbound approach contains one left-turn lane and the right-turn lane which are separated by a wide striped channelization island. There is sufficient</p>	Ensure that funding is secured and the specified improvements are implemented	After plan adoption as individual projects are proposed	Ongoing	City of Agoura Hills Planning and Community Development Department		



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pavement width between the raised median and the western curb (43 ft) to restripe the approach to two left-turn lanes and a right-turn lane. In addition, the westbound approach should be restriped to a shared through/right-turn lane and a dedicated right-turn lane, or be widened to include an additional lane (through, through-right, and right-turn lane) to provide LOS C during the P.M. peak hour. The mitigated level of service is shown in the EIR in Table 4.11-10.						
<b>Certified PEIR MM T-2(f): Kanan Road/Canwood Street (E) Intersection (A.M. and P.M. peak hour).</b> This intersection was recently reconstructed as part of the Kanan Road/U.S. 101 interchange improvement project. Kanan Road contains two northbound through lanes and a right-turn lane; the southbound approach contains a left-turn lane and three through lanes. A third northbound through lane (two through lanes and a through-right-turn lane) is required to provide LOS C during the P.M. peak hour. This mitigation measure would require some widening of the north side of the intersection for 200 ft or more to provide three receiving lanes. The mitigated level of service is shown in the EIR in Table 4.11-10.	Ensure that funding is secured and the specified improvements are implemented	After plan adoption as individual projects are proposed	Ongoing	City of Agoura Hills Planning and Community Development Department		
<b>Certified PEIR MM T-2(g): Kanan Road/Canwood Street (E) Intersection (A.M. and P.M. peak hour).</b> Additional capacity on the northbound and southbound approaches will need to be provided at this intersection to provide LOS C operations. The required improvements are outlined below:  There are three northbound receiving lanes provided on the north side of the intersection. Under the proposed intersection design, two lanes continue onto the overpass	Ensure that funding is secured and the specified improvements are implemented	After plan adoption as individual projects are proposed	Ongoing	City of Agoura Hills Planning and Community Development Department		

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<p>and one lane traps into the U.S. 101 Southbound On-Ramp. The northbound approach would contain one through lane and one shared through/right-turn lane. This approach should be widened to provide two through lanes and one shared through/right-turn lane.</p> <p>Under the proposed intersection design, the southbound approach would contain one left-turn lane, two through lanes and one right-turn lane. To provide LOS C during the P.M. peak hour, a second southbound left-turn lane is needed. There is sufficient roadway width provided on the north leg of the intersection and the overpass to provide dual left-turn lanes, two through lanes and a right-turn lane on the southbound approach, and retain the three northbound receiving lanes provided on the north side of the intersection. The bike lane on the southbound approach shown on the proposed intersection design may need to be eliminated. It is noted that the lane widths on the north leg (11-foot left-turn lanes, 11-foot through lanes and 12 to 13-foot right-turn lanes) would be less than the lane widths specified by Caltrans (12-foot left-turn lanes, 12-foot through lanes and 16-foot right-turn lanes), and would require approval of a design exception.</p> <p>Additionally, the east leg of the intersection (Roadside Drive) would need to be widened to the south to provide two receiving lanes.</p> <p>Implementation of the above improvements would result in LOS C (V/C 0.78). The mitigated geometry is shown below followed by the mitigated level of service as shown in Table 4.11-10.</p>						



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<b>Certified PEIR MM T-2(h): Dorothy Drive/U.S. 101 Southbound Ramps Intersection (P.M. peak hour).</b> This intersection is currently controlled by stop signs on all approaches. Signalizing this intersection would result in LOS C during the P.M. peak hour, therefore mitigating the project’s impact to a level of insignificance. The mitigated levels of service are shown in the EIR in Table 4.11-10.	Ensure that funding is secured and the specified improvements are implemented	After plan adoption as individual projects are proposed	Ongoing	City of Agoura Hills Planning and Community Development Department		
<b>Certified PEIR MM T-3(b): Agoura Road/Zone A Pedestrian Crossing.</b> It is recommended that the final design of any intersection at the mid-block of Agoura Road (between Kanan and Cornell Road), if proposed, be configured as a roundabout or a conventional intersection. It should be designed to accommodate pedestrians, bicyclists, and should contain a traversable island allowing larger vehicles such as trucks, buses and emergency vehicles to pass through the intersection.	Include design features as described in the measure for the specified intersection	Upon plan adoption	Ongoing	City of Agoura Hills Planning and Community Development Department		
<b>Certified PEIR MM T-3(c): Pedestrian Friendly Median.</b> As the use of midblock crosswalks may create safety issues for pedestrians, the median proposed along Agoura Road should also be designed to provide a refuge area for pedestrians using the proposed crossings on Agoura Road. Consideration should be given to making the area more pedestrian friendly.	Include design features as described in the measure for the median proposed along Agoura Road. Ensure that future improvements give consideration to making the area more pedestrian friendly	Upon plan adoption	Ongoing	City of Agoura Hills Planning and Community Development Department		
<b>Certified PEIR MM T-3(d): Pedestrian Cross Walks.</b> Pedestrian crosswalks should utilize textured and colored surface treatments to clearly distinguish these areas for pedestrian movement. Final design must be approved by the City Engineer.	Include design features as described in the measure for public improvements	Upon plan adoption	Ongoing	City of Agoura Hills Planning and Community Development Department		

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<p><b>Certified PEIR MM T-3(e): Individual Access.</b> The design and control of individual access driveways will need to be determined as individual projects are analyzed. Analysis of these individual access driveways should give consideration to traffic volumes to and from each individual site within the Specific Plan and opposing traffic volumes on the adjacent roadway system.</p>	<p>Ensure that design of individual driveways gives consideration to traffic volumes and patterns consistent with the measure</p>	<p>Prior to approval of future projects</p>	<p>Once</p>	<p>City of Agoura Hills Planning and Community Development Department</p>		
<p><b>Certified PEIR MM T-3(f): Construction Impacts.</b> Prior to individual project approval, short-term construction impacts shall be examined. Where necessary, a construction vehicle management plan shall be developed and implemented. This plan shall include measures to avoid conflicts with nearby businesses and other land uses (such as construction activity notification and timing so as to minimize conflicts) and to minimize the effects on the local street network.</p>	<p>City shall require construction vehicle management plans for projects with potential short-term traffic related construction impacts</p>	<p>As part of individual project application prior to approval</p>	<p>Once</p>	<p>City of Agoura Hills Planning and Community Development Department</p>		



# **EXHIBIT 8**

*Memorandum – Public Works Department*



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**PUBLIC WORKS DEPARTMENT**

**MEMORANDUM**

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**DATE:** March 5, 2024

**TO:** Denice Thomas, Community Development Director

**FROM:** Jessica Forte, Public Works Director / City Engineer

**CC:** Charmaine Yambao, Senior Civil Engineer

**SUBJECT:** AVSP – Public Works Department Information

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The Public Works Department is responsible for the development of the Public Right of Way, traffic flow, and roadway safety throughout the City. As the Community Development Department moves toward the goal of adopting the revised AVSP, we appreciate the opportunity to share the information below for your use in the staff report for the Planning Commission, or other purposes you may need. Please do not hesitate to ask for any further or reformatted information.

Intersection Background

The AVSP is a comprehensive document that provides regulations and guidelines for new development and redevelopment, streetscape beautification, and mobility improvements. The Agoura Hills City Council adopted the 2008 AVSP and certified the supporting updated Final Revised and Recirculated Program Environmental Impact on October 22, 2008. At that time, the AVSP included a roundabout at the Kanan Road/Agoura Road intersection, which was evaluated throughout the Certified PEIR as the Preferred Alternative.

In September 2014, the City Council voted to discontinue the Kanan Road/Agoura Road roundabout as the Preferred Alternative because of the large amount of property outside of the existing right-of-way (“ROW”) which the City would need to acquire to construct the roundabout. In order to limit ROW acquisition, the City Council authorized the design of a widened standard four-leg signalized intersection.

The final design plans for the Kanan Agoura Intersection will act as the objective design for any frontage improvement along the adjacent Affordable Housing sites (Sites A and B).

Frontage Improvement Background

Under a typical development review, the City would condition an applicant to construct half-width street frontage improvements pursuant to the street sections depicted in the General Plan as well as any additional information provided in a specific plan area within which that development falls. These conditions would include driveway locations, sidewalks, public landscaping, roadway improvements, lighting, and other typical right of way improvements as interpreted by staff from any associated Specific Plan or the General Plan.



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For Affordable Housing Overlay sites, ministerial approval requires further knowable information be adopted to assure the applicant includes necessary improvements within their application. The City's Objective Standards did not include specific details related to street frontage improvements, therefore the 2023 AVSP also proposes the Street Frontage Objective Design Standards Checklist ("Street Frontage Standards"), which would apply to six of the eight housing sites identified in the 2021-2029 HEU (Sites C,E,G,I,J, and K). The other two sites (sites A and B) are included in the Kanan Agoura Intersection design and are discussed elsewhere in this report.

These proposed standards are intended to provide clarity regarding required street frontage improvements within the AVSP and shorten review and processing times for ministerial projects. As such, any project within the AVSP area, upon adoption of the AVSPU, would be subject to compliance with the Objective Standards, and if applicable, the proposed Street Frontage Standards or Kanan Agoura Intersection Design Plans.

### Associated General Plan Updates

An accompanying GPA is included as part of the Project to ensure consistency between the City's General Plan and the proposed 2023 AVSP. The accompanying GPA is comprised of minor amendments to the General Plan Infrastructure and Community Services Chapter, Mobility Section, which are summarized below and detailed in **Appendix 2-1: General Plan Infrastructure and Community Services Chapter Amendments**.

1. Revise General Plan Section text to add to the City's roadway network the new "Semi-Rural Secondary Arterial" roadway classification as a sub-classification under the Secondary Arterial classification. This new sub-classification is meant to clarify the intent of the General Plan language that directs Agoura Road to be rural in nature. This inclusion can only be applied the AVSP area.
2. Modify General Plan Figure M-2: Typical Roadway Classification Cross Sections to include the new Semi-Rural Secondary Arterial roadway sub-classification's cross-section (see **Figure 2-10: Typical Roadway Classification Cross Streets** below); and
3. Modify General Plan Figure M-2: Typical Roadway Classification Cross Sections to reduce the minimum roadway width range from 40 feet to 36 feet for only specified portions of select Collector Streets within the AVSP (i.e., Roadside Drive and Cornell Road); see **Figure 2-10** below.

## **EXHIBIT 9**

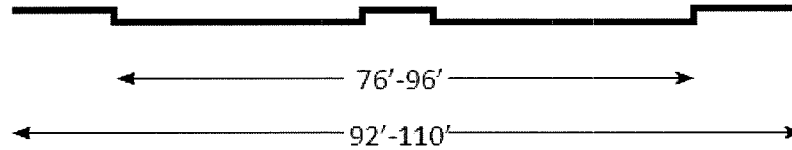
***Draft Amended Figure M-2: General Plan Typical Roadway Classification Cross  
Section***



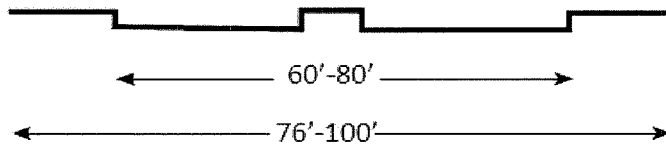
CITY of AGOURA HILLS  
General Plan Update

Typical Roadway  
Classification  
Cross Sections

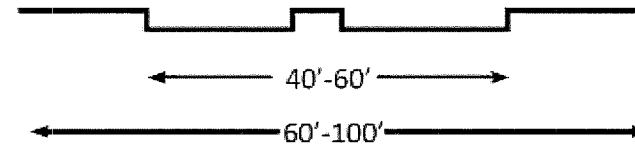
**PRIMARY ARTERIAL**  
4-6 Lanes (Divided)



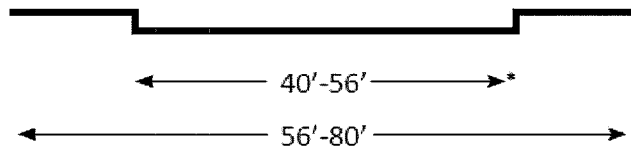
**SECONDARY ARTERIAL**  
2-4 Lanes (Divided or Undivided)



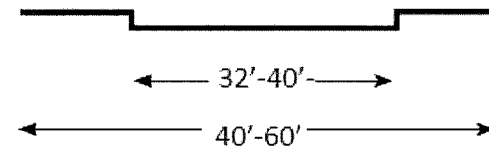
**SEMI-RURAL SECONDARY ARTERIAL**  
2 Lanes (Divided or Undivided)



**COLLECTOR STREET**  
2-3 Lanes (Undivided)



**LOCAL STREET**  
2 Lanes (Undivided)



\*Minimum roadway width for Collector Streets  
(i.e., Cornell Road and Roadside Drive) within  
AVSP is 36'.

Figure M-2