



**DEPARTMENT OF PLANNING AND
COMMUNITY DEVELOPMENT**

ACTION DATE: February 4, 2010

TO: Planning Commission

APPLICANT: City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 91301

CASE NO.: 09-ZOA-006

LOCATION: Citywide

REQUEST: Request for a recommendation of approval to the City Council to amend the Ladyface Specific Plan to incorporate a new hiking trail plan, and to add supplemental land use requirements, including standards for landscaping and fuel modification, oak tree preservation, development regulations, and development application submittals.

**ENVIRONMENTAL
DETERMINATION:** Addendum to the Ladyface Mountain Specific Plan Environmental Impact Report

RECOMMENDATION: Staff recommends the Planning Commission recommend the City Council approve Specific Plan Amendment Case No. 09-ZOA-006.

I. PROJECT BACKGROUND AND DESCRIPTION

At the direction of the City Council, staff has prepared a draft ordinance to amend portions of the Ladyface Mountain Specific Plan, which was adopted in 1991. The Specific Plan includes a comprehensive set of plans, policies, regulations, and conditions for guiding and ensuring the orderly development on property located on the foothills of Ladyface Mountain. The Specific Plan area includes the property located south of Agoura Road and west of Kanan Road, between the Gateway Foursquare Church property, to the westerly City limits. The City Council's direction was intended to keep the Specific Plan current with respect to future development potential. It was also the

City Council's desire to ensure that future development is sensitive to the maintenance and protection of the natural terrain and environment.

The draft amendments purposely do not include changes in permitted land uses, building size or pad areas since all of the remaining vacant parcels in the Specific Plan area are affiliated with pending development projects. Rather, staff approached amending the Ladyface Mountain Specific Plan by establishing a greater level of objectivity and updating outdated sections of the Specific Plan. A copy of the Ladyface Mountain Specific Plan is attached.

II. STAFF ANALYSIS

The Ladyface Mountain Specific Plan provides for two development scenarios. Scenario 1-A is the maximum permitted building area for each parcel. Scenario 2-A establishes a higher maximum permitted building area for each parcel, subject to certain findings. The plan further provides for a property owner to apply for the level of development permitted under Scenario 2-A as part of its application for a conditional use permit. Development in accordance with Scenario 2-A may be permitted, however, only if the property owner can prove that specified findings can be made which are designed to ensure that the increased level of development will not have any adverse impacts. One of the goals of the draft ordinance is to provide updated criteria, greater objectivity, and clarity in assessing applicants' requests to increase the maximum permitted building to what is permitted under Scenario 2-A.

The proposed criteria includes an updated landscape concept for the landscaping of the public right-of-way, entry driveways, cut and fill slopes, and parking lots and courtyards. The plant palettes included in the draft ordinance reflect the City's most current native plant palette list, as well as conformance with the Los Angeles County Fire District's fuel modification requirements.

Staff is also proposing to add new development regulations and requirements to the Specific Plan. These requirements include:

1. All projects shall meet a design construction standard equivalent to the minimum U.S. Green Building Council LEED Certified rating.
2. Pervious or semi-pervious paving materials shall be utilized in parking areas.
3. A gray water system, and connection to the public non-potable water line in Agoura Road, shall be used for landscape irrigation.

4. Retaining walls over 6-feet in height shall be of a soil-nail wall design (similar to the retaining wall design within the Oak Creek Apartments complex located at the intersection of Kanan Road and Canwood Street).
5. The following Transportation Demand Management (TDM) program components shall be implemented:
 - A. At least one electrical charging station shall be provided in each parking lot.
 - B. Van-pool, hybrid, and electric vehicle parking spaces shall be reserved near the front entrance of the building.
 - C. Transit ridesharing information shall be made available for all employees.
 - D. Bicycle storage areas, showers, a dressing area, and lockers shall be provided for buildings larger than 20,000 square feet in size.
6. In order to reduce the amount of paving, up to 10% of the required parking spaces may be of compact size.
7. Non-essential light fixtures shall be placed on timers and turned off when the building is not occupied.
8. Outdoor amenities shall be provided for employees.
9. Contributing toward implementation of hiking trails, consistent with a new trails plan established for the Ladyface Mountain Specific Plan area. The City has adopted a city-wide trails map that includes the Ladyface Mountain Specific Plan area. Staff has since hired a consultant who prepared a more specific trails map for purposes of this ordinance, which includes an east-west directional trail with feasible connections to Kanan Road and Agoura Road. A copy of the proposed trails map is attached. If the trail map is approved by the City Council, property owners would be responsible as part of their development for dedicating an easement to the City or other public agency designated by the City for the trail connections and public parking. Property owners, whose property does not include a trail easement connection, would be required to contribute to a trail fund to provide for the construction of the access ways and any planned trail amenities. Staff wishes to emphasize that construction of the trail is not included with this ordinance. Rather, such construction would be reviewed by the City as a separate project that is also subject to the requirements of the California Environmental Quality Act (CEQA).

In order to assist the Planning Commission with their review and understanding of proposed development projects in the Specific Plan area, staff is proposing to require additional items to be submitted with each development application. These items include:

1. An Opportunities and Constraints Map that identifies the physical and topographic constraints of the property. The map would also identify the best location for the building(s) and driveways; show how grading can be reduced; show the best use of retaining walls; and how natural site features can be retained.
2. Photosimulations of proposed buildings as viewed from the freeway and all other on-site and off-site locations requested by staff. The photosimulations would include views of all manufactured/graded slopes, and proposed landscaping depicted at the time of building occupancy; at one year; at five years; and at maturity.
3. Cross-section plans through all proposed grading, including grading necessary to widen the public right-of-way.
4. Detailed lighting plans.
5. Detailed street improvement plans, including pedestrian paths and walkways.

Staff has reviewed the request and determined that the proposed Specific Plan amendments required the preparation of an addendum to the Ladyface Mountain Specific Plan Environmental Impact Report and would not result in significant environmental impacts. The Addendum is attached for review.

Staff has met with all but one of the owners of vacant property within the Specific Plan area regarding the proposed amendments. Staff also mailed a public hearing notice of the Planning Commission's consideration of the Specific Plan Amendments to all property owners within the Specific Plan area.

The Planning Commission's recommendation regarding the proposed Specific Plan amendments will be forwarded to the City Council for final action to be taken is a public hearing.

III. RECOMMENDATION

Staff recommends the Planning Commission recommend the City Council approve Specific Plan Amendment Case No. 09-ZOA-006.

IV. ATTACHMENTS

- Draft Resolution
- Draft Ordinance
- Proposed Trails Map
- Addendum to the Ladyface Mountain Specific Plan EIR
- Ladyface Mountain Specific Plan

Case Planner: Doug Hooper, Assistant Director of Community Development

DRAFT RESOLUTION NO. ____

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF AGOURA HILLS
RECOMMENDING THE CITY COUNCIL
AMEND THE LADYFACE MOUNTAIN SPECIFIC PLAN
(CASE NO. 09-ZOA-006)

THE PLANNING COMMISSION OF THE CITY OF AGOURA HILLS DOES HEREBY RESOLVE, FIND, DETERMINE, AND ORDER AS FOLLOWS:

Section 1. The City of Agoura Hills initiated and prepared an Amendment to the Ladyface Mountain Specific Plan to make minor technical changes to the submittal requirements and regulations (Case No. 09-ZOA-006). A Public Hearing was duly held on February 4, 2010, at 6:30 p.m. in the Council Chambers of City Hall, 30001 Ladyface Court, Agoura Hills, California. Notice of the time, date, place and purpose of the aforesaid meeting was duly given.

Section 2. Evidence, both written and oral, was presented to and considered by the Planning Commission at the aforesaid public meeting.

Section 3. Pursuant to Section V.D. of the Ladyface Mountain Specific Plan, the Planning Commission hereby finds as follows:

1. The proposed Specific Plan amendment is consistent with the General Plan in that the proposed amendment consists of minor changes to the submittal requirements and land use regulations and does not change the land use designations or allow for increased land use density.
2. The Specific Plan amendment will allow for the intent of the Specific Plan to be met in that the amendment will add supplemental requirements that will keep the Plan current with respect to changing planning practices and future development potential.
3. The Specific Plan amendment will ensure that future development is sensitive to the maintenance and protection of the natural terrain and environment by requiring more detailed studies as part of the application process thereby preserving Ladyface Mountain as a natural landmark, as well as the open space resources and the sensitivity to the natural features of the area.
4. The Specific Plan amendment consists of minor changes to the submittal requirements and land use regulations and will not change the amount of traffic generated from permitted land uses or impact the circulation to and from the Specific Plan area.
5. Public services and utilities currently serve the Specific Plan area and the proposed Specific Plan amendment will not impact their availability as the amendment consists of minor technical changes and does not change the allowed land use intensity.

Section 4. The Ladyface Mountain Specific Plan Final Program Environmental Impact Report (EIR), certified in 1991, adequately addressed the physical impacts on the environment resulting from the adoption of the Specific Plan. The proposed minor technical amendment to the Specific Plan is determined to be consistent with the overall land use planning policies initially established in the Specific Plan. Although the proposed revision to the Ladyface Mountain Specific Plan is considered a project under State California Environmental Quality Act (CEQA) Guidelines, the proposal is to make minor changes to the submittal requirements and land use regulations, not construct a facility, and the change in administrative and governance language in the Specific Plan will not result in any environmental impacts. The attached Addendum to the Ladyface Mountain Specific Plan EIR adequately addresses the environmental impacts of the proposed Specific Plan amendment.

Section 5. Based upon the aforementioned findings, the Planning Commission hereby recommends that the City Council adopt the attached Ordinance to approve Specific Plan Amendment Case No. 09-ZOA-006, making technical changes to the Ladyface Mountain Specific Plan and that the attached Addendum to the Ladyface Mountain Specific Plan be certified for this project.

PASSED, APPROVED, and ADOPTED this 4th day of February, 2010, by the following vote to wit:

AYES: (0)
NOES: (0)
ABSENT: (0)
ABSTAIN:(0)

Steve Rishoff, Chairperson

ATTEST:

Mike Kamino, Secretary

DRAFT ORDINANCE NO. 10-__

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
AGOURA HILLS, CALIFORNIA, AMENDING THE AGOURA
HILLS LADYFACE MOUNTAIN SPECIFIC PLAN (CASE NO.
09-ZOA-006)

THE CITY COUNCIL OF THE CITY OF AGOURA HILLS ORDAINS AS FOLLOWS:

SECTION 1. The Agoura Hills Ladyface Mountain Specific Plan is amended to add the following supplemental information and requirements:

Supplemental Land Use Requirements

Introduction

The Ladyface Mountain Specific Plan provides for two development scenarios. Scenario 1-A which is the maximum permitted building area for each parcel and Scenario 2-A which establishes a higher maximum permitted building area for each parcel subject to certain findings. The Plan further provides that a property owner may apply for the level of development permitted under Scenario 2-A as part of its application for a conditional use permit. Development in accordance with Scenario 2-A may be permitted, however, only if the property owner can prove that specified findings can be made which are designed to ensure that the increased level of development will not have any adverse impacts.

One of the goals of this supplemental document is to provide for greater objectivity and clarity in assessing applicants' request to increase the maximum permitted building area to what is permitted under Scenario 2-A.

General Provisions

Projects shall be required to comply with the most current version of the City's Zoning Ordinance and Architectural Design Standards & Guidelines.

Landscape Concept

Major Streetscape Standards

a. Agoura Road

Main Street Trees. *Pistacia chinensis* (Chinese Pistache) and *Koelreuteria bipinnata* (Golden Rain Tree) in informal groups of twos, threes and fours may also be utilized as secondary trees provided that they not exceed more than 40 feet on-center.

Project Entries and Intersections. *Platanus racemosa* (California Sycamore) and *Arbutus* 'Marina' (NCN) may also be used as primary theme trees utilized at project entries along Agoura Road.

b. Development Standards.

Project Cut or Fill Slopes, Buffer Zones. *Quercus berberidifolia* (Scrub Oak), *Aesculus californica* (California Buckeye), *Arctostaphylos* species (Manzanita), *Ceanothus* species (California Lilac), *Cercis occidentalis* (Western Redbud), *Cercocarpus betuloides* (Mountain Mahogany), *Heteromeles arbutifolia* (Toyon), *Malacothamnus fasciculatis* (Santa Cruz Island Bush Mallow), *Rhamnus* species, *Rhus* species, *Ribes* species, and other deep-rooted native shrubs and trees may be included in the project landscaping at manufactured cut or fill slopes, and buffer zones.

Parking Lot, Courtyard. Supplementary parking lot and outer courtyard mix shall be *Cercis occidentalis* (Western Redbud), *X Chitalpa Tashkentensis* (Chitalpa), *Laurus nobilis* 'Saratoga' (Sweet Bay), *Pistacia chinensis* (Chinese Pistache), *Platanus acerifolia* (London Plane Tree), and *Quercus ilex* (Holly Oak).

**TABLE III-1
SUPPLEMENTAL PLANT PALETTES**

A. Trees – Evergreen

<u>Botanical name</u>	<u>Common Name</u>
<i>Arbutus</i> 'Marina'	NCN
<i>Geijera parviflora</i>	Australian Willow
<i>Laurus nobilis</i> 'Saratoga'	Sweet Bay
<i>Lithocarpus densiflorus</i>	Tanbark Oak
<i>Lyonothamnus floribundus ssp. aspleniifolius</i>	Santa Cruz Island Ironwood
<i>Quercus berberidifolia</i>	Scrub Oak
<i>Rhus lancea</i>	African Sumac
<i>Umbellularia californica</i>	California Bay Laurel

B. Trees – Deciduous

<u>Botanical Name</u>	<u>Common Name</u>
<i>Acer macrophyllum</i>	Big-leaf Maple
<i>Aesculus californica</i>	California Buckeye
<i>Alnus rhombifolia</i>	White Alder
<i>Juglans californica</i>	Southern California Black Walnut

Pistacia chinensis

Chinese Pistache

Quercus lobata

Valley Oak

Salix lasiolepis

Arroyo Willow

Sambucus mexicana

Blue Elderberry

X Chitalpa tashkentensis

NCN

C. Shrubs

Botanical Name

Common Name

Berberis 'Golden Abundance'

NCN

B. lomarifolia

Venetian Blind Mahonia

B. nevinii

Nevin Mahonia

B. pinnata

California Holly Grape

Calycanthus occidentalis

Spice Bush

Carpenteria californica

Bush Anemone

Cercocarpus betuloides

Mountain Mahogany

Comarostaphylis diversifolia

Summer Holly

Fremontedendron species & cvs

Flannel Bush

Garrya elliptica

Coast Silktassel

Keckiella cordifolia (Penstemon cordifolia)

Heart-leaved Penstemon

Lavatera assurgentiflora

Tree Mallow

L. maritima (L. bicolor)

Tree Mallow

L. 'Purissima'

Hybrid Tree Mallow

Myrica californica

Pacific Wax Myrtle

Prunus ilicifolia ssp. lyonii

Catalina Cherry

Rhamnus californica & cvs

California Coffeyberry

R. crocea

Redberry

R. ilicifolia

Hollyleaf Redberry

Ribes aureum

Golden Currant

R. malvaceum

Chaparral Currant

R. viburnifolium

Catalina Perfume

Symphoricarpos albus

Common Snowberry

S. mollis

Teucrium fruticans

T. f. 'Compactum'

Creeping Snowberry

Bush Germander

Compact Bush Germander

D. Sub-Shrubs

Botanical Name

Artemisia 'Powis Castle'

Galvezia speciosa

G. s. 'Firecracker'

Heuchera hybrids

H. maxima

Kniphofia uvaria

Lavandula angustifolia

L. dentata

L. x intermedia

L. stoechas

Philadelphus lewisii californicus

Rosmarinus officinalis 'Huntington Blue'

R. o. 'Severn Sea'

Salvia greggii

S. leucantha

Westringia fruticosa & cvs

Zauschneria californica & cvs

Common Name

NCN

Island Bush Snapdragon

NCN

Coral Bells

Island Alum Root

Red hot poker

English Lavender

French Lavender

Lavandin

Spanish Lavender

California Mock Orange

Huntington Blue Rosemary

Severn Sea Rosemary

Autumn Sage

Mexican Bush Sage

Coast Rosemary

California Fuchsia

E. Ground Covers

Botanical Name

Arctostaphylos edmundsii 'Bert Johnson'

A. e. 'Carmel Sur'

A 'Pacific Mist'

A. uva-ursi "Radiant"

A. 'Wood's Compact'

Berberis aquifolium var. repens

Ceanothus 'Centennial'

Common Name

Bert Johnson Manzanita

Carmel Sur Manzanita

Pacific Mist Manzanita

Radiant Kinnikinnick

Wood's Compact Manzanita

Creeping Mahonia

Centennial Ceanothus

<i>C. maritimus</i> 'Frosty Dawn'	Ceanothus Frosty Dawn
<i>C. m.</i> 'Point Sierra'	Ceanothus Point Sierra
<i>C. m.</i> 'Popcorn'	Ceanothus Popcorn
<i>Cotoneaster dammerii</i>	Bearberry Cotoneaster
<i>Fragaria chiloensis</i>	Wild Strawberry
<i>Zauschneria</i> 'Everett's Choice'	Everett's Choice California fuchsia
Z. 'Summer Snow'	Summer Snow California fuchsia

Oak Tree Protection/Replacement Guidelines

1. In addition to the detailed Oak Tree Report required as a part of the Conditional Use Permit, all provisions of ***Division 7. Oak Tree Preservation Guidelines*** and ***Appendix A – Oak Tree Preservation Guidelines*** of the ***City of Agoura Hills Municipal Zoning Code*** apply to all development within the Ladyface Mountain Specific Plan area.
2. No work of any kind is allowed in the City of Agoura Hills within the protected zone of any oak tree without first obtaining an Oak Tree Permit. The protected zone of an oak is the area within the canopy of the tree and extends 5 feet outside the canopy. It is never less than 15 feet from the trunk and includes canopy and root zone. If there is an oak tree on the property or any adjacent property within 250 feet of the planned construction, the City Landscape and Oak Tree Consultant must be contacted to determine whether an Oak Tree Permit is required.
 - a. No pruning of live wood (branches or twigs *of any size*) is permitted unless specifically authorized by the City Oak Tree Consultant.
 - b. No soil disturbance is permitted within the protected zone of any oak tree without approval of the City Oak Tree Consultant.
 - c. No storage, temporary or permanent, is allowed within the protected zone of any oak tree. This includes any type of vehicle, equipment, materials, rubble or any other item.
 - d. No herbicides shall be used within 100 feet of the dripline of any oak without approval of the City Oak Tree Consultant.
 - e. No fertilizer shall be used on any oak unless a soil test shows it is necessary. Oaks generally do not need fertilization unless serious deficiencies are evident in the leaves.

- f. No irrigation or planting shall be installed within the dripline of any existing oak tree unless specifically approved by the City Oak Tree Consultant. Under certain conditions supplemental irrigation may be required such as when natural water sources have been disrupted.

Fuel Modification

The City of Agoura Hills has been designated as Very High Fire Hazard Severity Zone. Fuel modification is required in the City for any project that will include an enclosed structure that exceeds two hundred (200) square feet.

“*Fuel Modification Plan Guidelines*” can be found at <http://www.lacofd.org/forestry.htm>. Additional information can be obtained by contacting the County of Los Angeles Fire Department Fuel Modification Unit at 605 N. Angeleno Avenue, Azusa, CA 91702-2904, telephone (626) 969-5205.

The Los Angeles County Fire Department’s “*Fuel Modification Plan Guidelines*” includes a plant list to be used as a guideline. In addition, the City of Agoura Hills has prepared a Supplemental Fuel Modification Plant List to be used in conjunction with the Fire Department’s List Revised 8/16/07. This list is available at the City of Agoura Hills City Hall Planning Counter. The City’s list has been approved by the Fire Department’s Fuel Modification Unit; however the plants must be used in accordance with the Fire Department’s spacing guidelines.

Since it is possible that Fire Department requirements could influence aspects of project landscape and site design it is suggested that any proposed development consider possible fuel modification requirements as early as possible and that preliminary fuel modification approval be obtained prior to review by the Planning Commission. Significant modifications required by the Fire Department to an approved plan might necessitate an additional review by the Planning Commission.

Development Regulations and Requirements

The following development regulations and requirements shall apply to all new development in the Ladyface Mountain Specific Plan:

1. All projects shall meet a design construction standard equivalent to the minimum U.S. Green Building Council LEED Certified rating.
2. Pervious or semi-pervious paving material for parking areas shall be utilized to facilitate rainwater percolation and retention/detention basins that limit runoff to pre-development levels.
3. A gray water system or other water efficient features shall be utilized for landscaped areas. In addition, all projects shall connect to the non-potable water line in Agoura Road.

4. A rock faced soil nail wall or other decorative block wall that blends into the hillside shall be utilized for all retaining walls over six (6) feet in height.
5. Each project shall implement a Transportation Demand Management (TDM) program that includes the following components:
 - A minimum of one electrical charging station shall be provided in each parking lot.
 - Parking lots shall provide reserved parking spaces near the front entrance for vanpool vehicles and hybrid/alternative fuel and electrical vehicles.
 - Transit and ridesharing information shall be distributed in all employees.
 - For buildings larger than 20,000 square feet, a bicycle facility shall be provided and include secured bike storage, showers, a dressing area, and lockers.
6. In order to reduce the amount of paving on site, up to ten (10) percent of the required parking spaces may be compact spaces.
7. All non-essential lighting shall be placed on timers and be turned off when the building is not occupied.
8. Outdoor amenities for employees including but not limited to shaded areas with benches and table for eating and relaxing shall be provided.
9. Trails shall be provided consistent with the Specific Plan Trails Map. Each property owner shall be responsible for dedicating an easement to the City or other public agency designated by the City that will provide a direct pedestrian access way from Agoura Road to the Ladyface Mountain Trails, consistent with the trails map.
10. All property owners shall contribute to a trail fund to provide for the construction of the access ways and any planned trail amenities such as benches.
11. If feasible as determined by the City, property owners, whose property does contain a trail access easement, shall enter into an agreement with the City to allow trail users to utilize their parking lot to park their vehicles when utilizing the Ladyface Mountain Trail.

Application submittal items

The following supplemental submittal items shall be provided:

1. An Opportunities and Constraints Map shall be prepared prior to siting any proposed improvements (structures, roads, driveways, utilities, fencing, etc.). An opportunity and constraints map includes, but is not limited to, areas with a slope of more than 30%, the location of drainage patterns, oak trees, sensitive habitat, major rock outcropping, natural

canyons, existing roads and/or trails, structures, and property lines. The purpose of the Map is to assist in the following:

- a. Determining the best location for the building(s);
 - b. Determining the location for the road and/or driveway;
 - c. Determining how best to site improvements to work with the natural topography and reduce grading;
 - d. Determining the best use of retaining walls to reduce the amount of grading; and
 - e. Identifying the site features that should be preserved and retained.
2. Photo simulation: A visual representation of the proposed project that includes any modifications and improvements to the site that would result from the project. The purpose of the visual analysis is to simulate the impact of the proposed project within the context of its surroundings. Show views from offsite for all four directions, including views from U.S. Highway 101. Specific view locations shall be approved by Planning and Community Development staff.

The simulation shall provide a view of not only the building but of all manufactured slopes on the site. The simulation shall provide perspectives to show the growth of the proposed landscaping from issuance of a certificate of occupancy at: 1) one month, 2) one year and 3) five years or at full maturity.

3. For hillside lots, cross sections of the site and proposed project shall be provided through all proposed grading including any grading necessary to construct right-of-way improvements. The cross sections shall identify existing and proposed grades. Cross sections through major axis and extending from property line to property line, and extending to nearby street centerlines for sites over 10% slope.
4. Lighting Plans, dimensioned and scaled including:
- a. Detailed, comprehensive exterior lighting plan prepared by a licensed lighting professional to include all exterior lighting including but not limited to parking and pedestrian lighting
 - b. Photometric plan with a maximum of one foot candle at property lines
 - c. Lighting fixture specifications and locations (use of energy efficient fixtures and technology is required)
 - d. Proposed lighting intensity of each light fixture
5. Dimensions of existing and proposed rights-of-way, curb, gutter, sidewalks, edge of pavement, centerline, trails, paths; and typical cross section of streets and pedestrian paths and sidewalks.

SECTION 2. If any provision of this ordinance or the application thereof to any person or circumstances is held invalid or unconstitutional by any court of competent jurisdiction, such invalidity or unconstitutionality shall not affect any other provision or applications, and to this end the provisions of this ordinance are declared to be severable. The City Council declares that it would have adopted this ordinance and each section, subsection,

sentence, clause, phrase, part or portion thereof even if one or more sections, subsections, sentences, clauses, phrases, parts or portions thereof is declared invalid or unconstitutional.

SECTION 3. The Addendum to the Ladyface Mountain Specific Plan Environmental Impact Report adequately addresses the environmental impacts of the proposed Specific Plan amendment, in accordance with the provisions of the California Environmental Quality Act.

SECTION 4. The City Clerk shall publish and cause notice of this ordinance to be given according to law.

PASSED, APPROVED, AND ADOPTED this _____ day of _____, 2010, by the following vote:

AYES: (0)
NOES: (0)
ABSENT: (0)
ABSTAIN: (0)

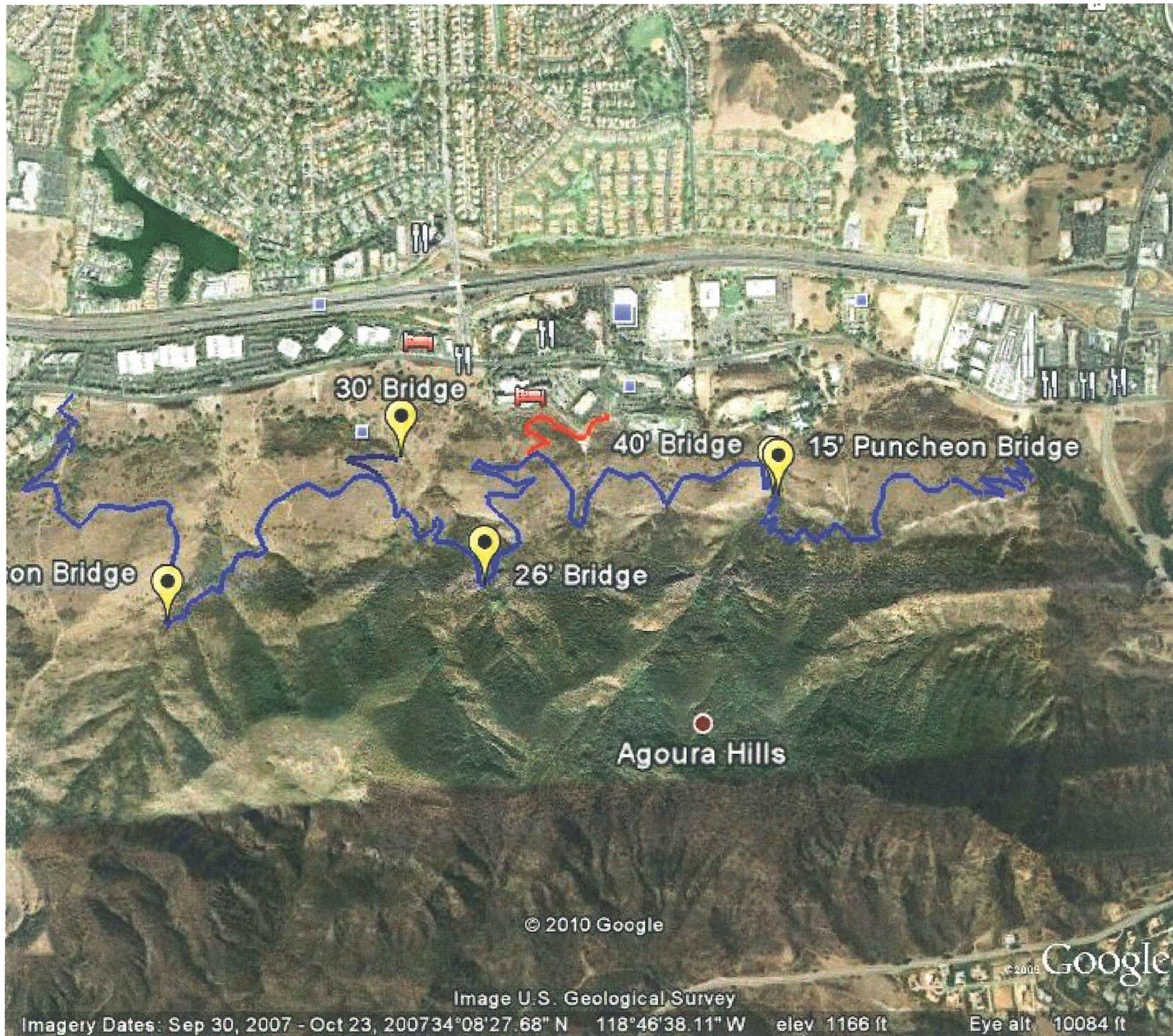
William D. Koehler, Mayor

ATTEST:

Kimberly Rodrigues, City Clerk

APPROVED AS TO FORM:

Craig A. Steele, City Attorney

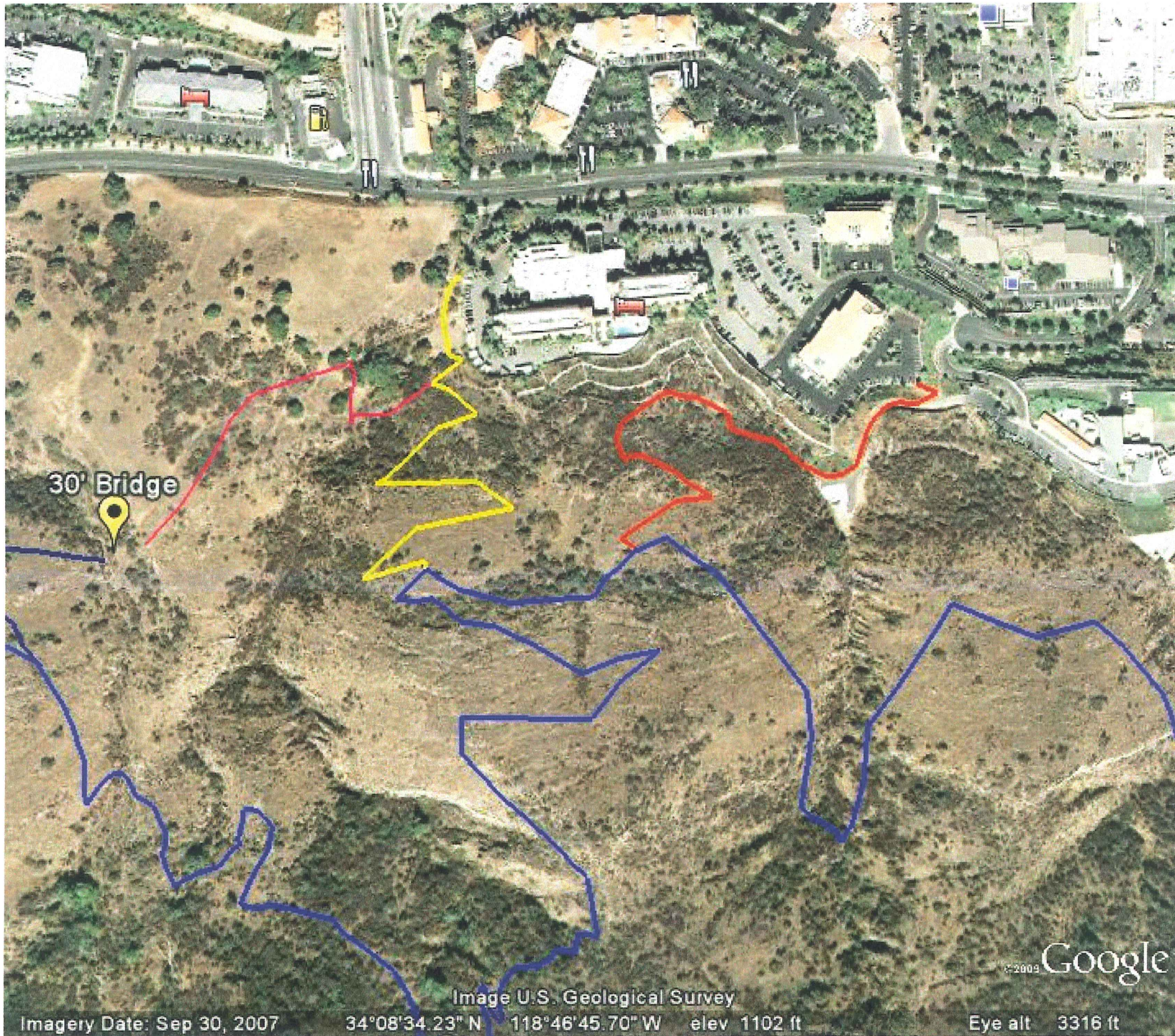


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Image U.S. Geological Survey

Imagery Dates: Sep 30, 2007 - Oct 23, 2007 34°08'27.68" N 118°46'38.11" W elev 1166 ft Eye alt 10084 ft

Google



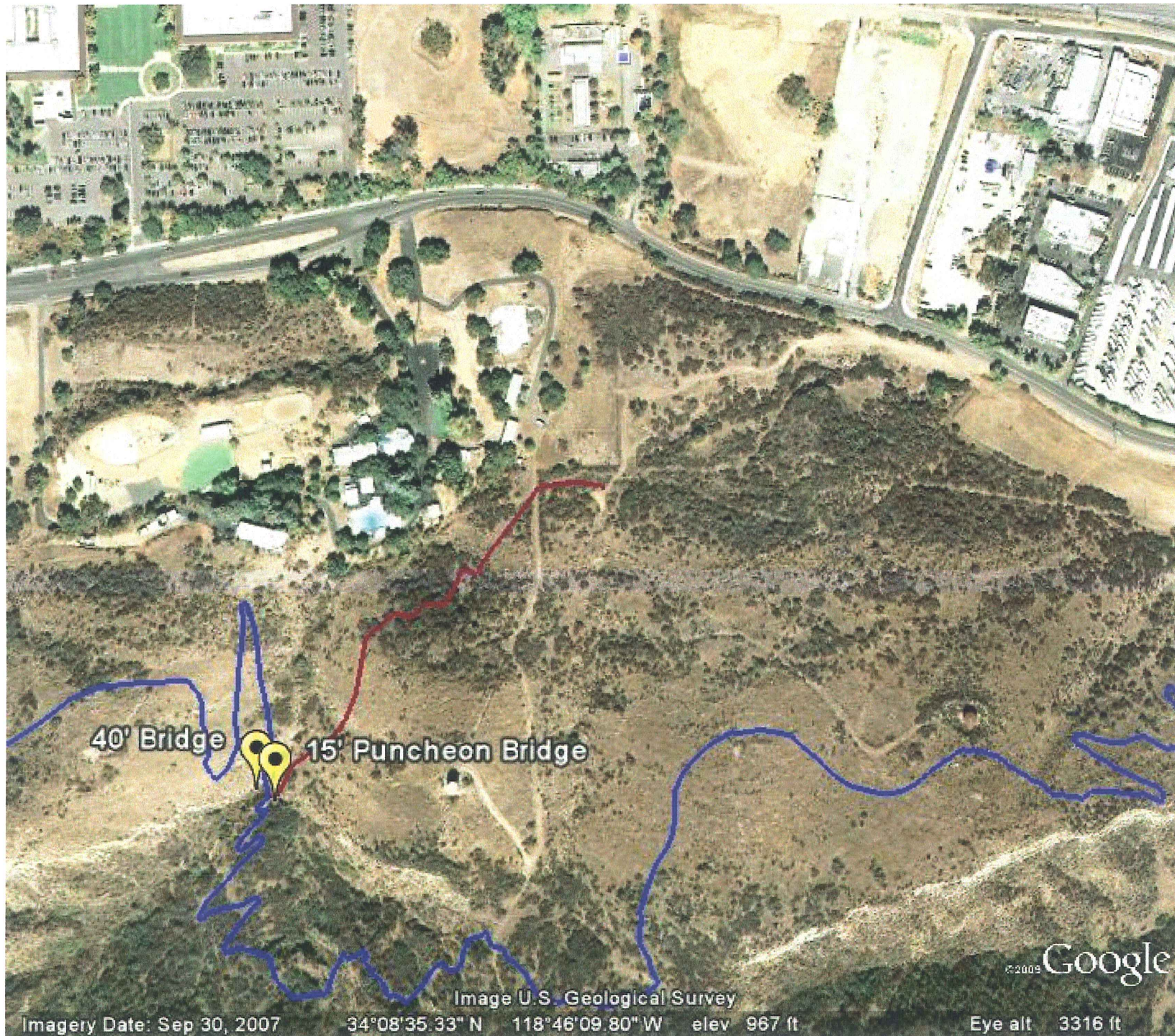
30' Bridge

©2009 Google

Imagery Date: Sep 30, 2007

Image U.S. Geological Survey
34°08'34.23" N 118°46'45.70" W elev 1102 ft

Eye alt 3316 ft



40' Bridge

15' Puncheon Bridge

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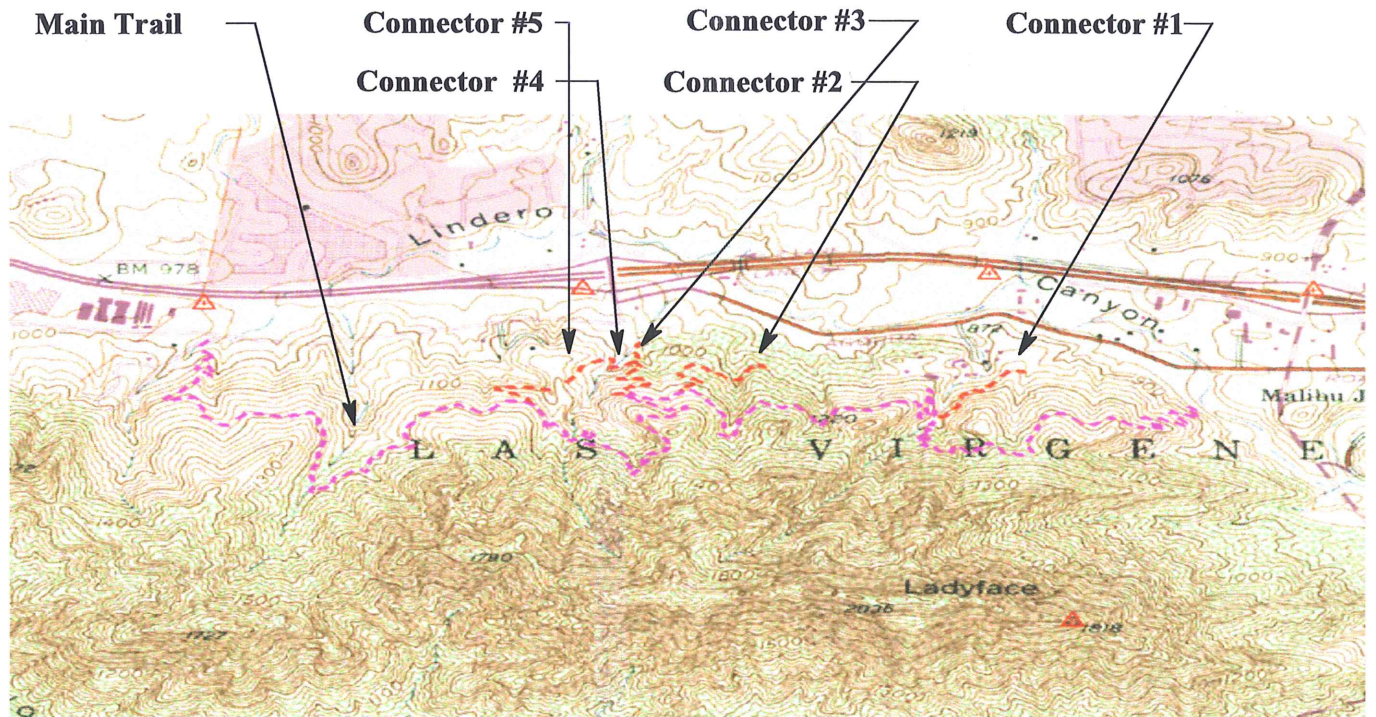
Image U.S. Geological Survey

Imagery Date: Sep 30, 2007

34°08'35.33" N 118°46'09.80" W elev 967 ft

Eye alt 3316 ft

Ladyface Mountain Trail Layout



**ADDENDUM TO THE 1991 CERTIFIED
FINAL ENVIRONMENTAL IMPACT REPORT**

Prepared for the

**CITY OF AGOURA HILLS
LADYFACE MOUNTAIN SPECIFIC PLAN
State Clearinghouse No. 88062917**

**Amendment to Ladyface Mountain Specific Plan
Applicant: City of Agoura Hills**

Prepared by:

**The City of Agoura Hills
Planning and Community Development Department
30001 Ladyface Court
Agoura Hills, CA 9130
(818) 597-7310**

January 5, 2010

INTRODUCTION

The City of Agoura Hills has prepared this Addendum to the Final Environmental Impact Report (EIR) for the City of Agoura Hills Ladyface Mountain Specific Plan (SCH No. 88062917) for proposed changes to the Ladyface Mountain Specific Plan. The proposed Amendment consists of minor technical changes to update the submittal requirements, land use regulations, and landscaping, oak tree and fuel modification requirements and is therefore covered under the Ladyface Mountain Specific Plan EIR.

The proposed Amendment is consistent with the General Plan in that the proposed Amendment consists of minor technical changes to the submittal requirements and land use regulations and does not change the land use designations or allow for increased land use density.

PROJECT DESCRIPTION

The Ladyface Mountain Specific Plan provides for two development scenarios. Scenario 1-A which is the maximum permitted building area for each parcel and Scenario 2-A which establishes a higher maximum permitted building area for each parcel subject to certain findings. The Plan further provides that a property owner may apply for the level of development permitted under Scenario 2-A as part of its application for a conditional use permit. Development in accordance with Scenario 2-A may be permitted, however, only if the property owner can prove that specified findings can be made which are designed to ensure that the increased level of development will not have any adverse impacts.

One of the goals of the proposed Amendment is to provide for greater objectivity and clarity in assessing an applicants' request to increase the maximum permitted building area to what is permitted under Scenario 2-A. This can be accomplished by updating both the submittal requirements and land use regulations.

In addition, the Amendment will ensure that future development is sensitive to the maintenance and protection of the natural terrain and environment by requiring more detailed studies as part of the application process thereby preserving Ladyface Mountain as a natural landmark, as well as the open space resources and the sensitivity to the natural features of the area.

There are three separate parts to the proposed Amendment which will be utilized as a supplement to the existing Ladyface Mountain Specific Plan. These include 1) new or revised submittal requirements, 2) revised land use regulations and 3) the addition of new information.

Submittal Requirements

Changes to the submittal requirements are proposed to clarify or build upon the existing submittal requirements. Items that will need to be submitted as part of an application for a proposed development project include:

1) An Opportunities and Constraints Map showing any proposed improvements (structures, roads, driveways, utilities, fencing, etc.), areas with a slope of more than 30%, the location of drainage patterns, oak trees, sensitive habitat, major rock outcropping, natural canyons, existing roads and/or trails, structures, and property lines.

The purpose of the Map is to assist the City in (a) determining the best location for the building(s) and for the road(s) and/or driveway(s); (b) determining whether the site improvements can work with the natural topography and reduce grading; (c) determining the best use of retaining walls to reduce the amount of grading; and (d) identifying the site features that should be preserved and retained.

2) A photo simulation of the proposed project that includes the modifications and improvements to the site that would result from the project.

The purpose of the visual analysis is to simulate the impact of the proposed project within the context of its surroundings. This would include views from offsite for all four directions, including views from U.S. Highway 101. A visual analysis is typically conducted as part of the CEQA review for the project so this proposed change will just codified the requirement.

3) Cross sections of the site and proposed project. Cross sections are currently listed as a submittal requirement. The proposed Amendment would clarify the type of information and level of detail that must be provided.

4) A lighting plan, dimensioned and scaled, including a comprehensive exterior lighting plan to include all exterior lighting and a photometric plan with a maximum of one foot candle at property lines. A lighting plan is already required for projects in the City. The proposed Amendment would clarify the type of information and level of detail that must be provided and set maximum foot candles at property lines.

Land Use Requirements

In addition to new submittal requirements, the proposed Amendment would add supplemental land use requirements to make the building(s) and site more environmentally sensitive. The proposed Amendment would also help ensure compatibility with the existing natural hillside and surrounding open space.

These land use requirements include requiring that each project meet a minimum U.S. Green Building Council LEED Certified rating as well as utilizing pervious or semi-

pervious paving and water efficient features for landscape purposes. In addition, each project would need to implement a Transportation Demand Management (TDM) program that includes the following components:

- Electrical charging stations in each parking lot.
- Reserved parking spaces near the front entrance for vanpool vehicles, and hybrid, alternative fuel and electrical vehicles in each parking lot.
- Distribution of transit and ridesharing information to all employees.
- A bicycle facility which includes secured bike storage, showers, a dressing area, and lockers would need to be provided for buildings larger than 20,000 square feet.

In order to reduce the amount of paving on site and thus reduce runoff, the proposed Amendment would allow up to ten (10) percent of the required parking spaces to be compact spaces. Currently compact spaces are not allowed.

To reduce visual impacts from retaining walls, all retaining walls over six (6) feet in height would need to be a rock faced soil nail wall or other decorative block wall that blends into the surrounding hillside. To reduce night time lighting impacts, the proposed Amendment would require that all non-essential lighting be placed on timers and be turned off when the building is not occupied. The Amendment would also require each project to provide outdoor amenities for employees including but not limited to shaded areas with benches and table for eating and relaxing.

The proposed Amendment would also update the City's Trails and Pathways Master Plan adopted in 2008 with a Specific Plan Trails Map. The Trails and Pathways Master Plan is a citywide trail plan that includes an east/west trail (Ladyface Mountain Trail) that traverses Ladyface Mountain from Kanan Road to the western city boundary at or about the 1100 foot elevation. The proposed Specific Plan Trails Map includes a more defined main east/west trail would have north/south connections which would link the trail to Agoura Road and private property.

The proposed Amendment would require property owners to dedicate an easement to the City or other public agency designated by the City that will provide a direct pedestrian connection from Agoura Road to the Ladyface Mountain Trail consistent with the final trail map. If feasible, property owners would also enter into an agreement with the City to allow trail users to utilize portions of the parking lot to park their vehicles when utilizing the Ladyface Mountain Trail. All property owners would contribute to a trail fund to provide for the construction of the access ways and any planned trail amenities such as benches.

Updated and Supplemental Information

The final group of changes proposed to the Ladyface Mountain Specific Plan consists of adding supplemental landscape options for trees, shrubs, and ground covers for the following locations: 1) Agoura Road, 2) Project Entries and Intersections, 3) Project Cut or Fill Slopes, 4) Buffer Zones, and 5) Parking Lots--Courtyards. The proposed

Amendment would also update the *Oak Tree Protection/Replacement Guidelines* and fuel modification requirements consistent with current laws and practice.

RATIONALE FOR USE OF AN ADDENDUM

This document has been prepared as an Addendum to the Ladyface Mountain Specific Plan EIR (1991), in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15164. Section 15164 provides that a Lead Agency "shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." These include the following:

1. Substantial changes are proposed in the project that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Pursuant to Section 15164, an analysis and explanation is provided herein documenting the City's decision that preparation of a subsequent EIR is not required. Section 15164 was created in response to Public Resources Code (PRC) Section 21166, which provides that no subsequent or supplemental EIR shall be required unless "substantial changes" in the project or the circumstances under which the project is being undertaken will necessitate "major revisions" of the EIR or "new information" which was not known and could not have been known at the time the EIR was certified, becomes available.

The Ladyface Mountain Specific Plan was adopted in September 1991. Since that date, City Planning and Community Development staff has identified sections in the Specific Plan that need to be revised relative to application submittal requirements and land use regulations. Therefore, an Amendment to the Ladyface Mountain Specific Plan is proposed. The circumstances, impacts, and mitigation requirements identified in the Ladyface Mountain Specific Plan EIR remain applicable to the proposed Amendment, and the Amendment does not cause the level of impacts identified in the Ladyface Mountain Specific Plan EIR to be exceeded. No changes are needed to the discussion of impacts or mitigation measures in the EIR. The Ladyface Mountain Specific Plan Amendment consists of minor technical changes to the submittal requirements and the land use regulations. The Amendment strengthens the existing provisions in the Specific Plan. The Amendment will not change the amount of traffic generated from permitted land uses or impact the circulation to and from the Specific Plan area. The proposed Amendment will not impact the availability of public services and utilities which currently serve the Specific Plan area.

This Addendum is consistent with the CEQA Guidelines and PRC Sections 15164 and 21166 in that none of the conditions outlined above that necessitate the preparation of a Subsequent EIR (CEQA Guidelines Section 15162) have been met.

This CEQA analysis focuses on the potential impacts of the proposed Amendment to the Ladyface Mountain Specific Plan, and not on the impacts of subsequent development applications that are regulated by the Plan. The City's Ladyface Mountain Specific Plan EIR undertook a comprehensive analysis of the environmental impacts from the construction and operation of urban uses within the City. Further development applications will undergo a consistency analysis with the General Plan and its policies, and will be subject to permitting and project specific use, development and design conditions, and applicable project specific environmental review as governed by CEQA. Individual analysis of specific projects that will be built under the Ladyface Mountain Specific Plan will occur in the future when such projects are proposed for construction and when CEQA review is conducted on projects defined to be within the scope of CEQA review. The proposed Ladyface Mountain Specific Plan Amendment consists of minor technical changes to update the submittal requirements, land use regulations and landscaping, oak tree and fuel modification requirements and will not have any adverse impact on the environment.



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

September 1991

FINAL LADYFACE MOUNTAIN SPECIFIC PLAN



CITY OF AGOURA HILLS
30101 AGOURA COURT, SUITE 102
AGOURA HILLS, CA 91301

September 1991

TABLE OF CONTENTS

<u>No.</u>	<u>Title</u>	<u>Page</u>
I.	INTRODUCTION	I-1
	A. Purpose and Intent	I-1
	B. Conformance with City of Agoura Hills General Plan	I-2
	C. Specific Plan Objectives	I-3
	D. Role of Citizen's Advisory Committee	I-4
II.	PROJECT DESCRIPTION	II-1
	A. Location	II-1
	B. Surrounding Land Uses	II-1
	C. Site Description	II-2
	D. Existing Conditions	II-2
	1. Topography	II-2
	2. Geology	II-2
	3. Oak Trees	II-4
	4. Viewsheds	II-4
	E. Development Concept	II-5
	1. Land Use Plan	II-6
	2. Circulation Plan	II-7
	3. Utilities Plan	II-17
	4. Public Transportation	II-19
	5. Conceptual Grading Plan	II-19
	F. Open Space	II-20
III.	DESIGN GUIDELINES	III-1
	A. Introduction	III-1
	B. Landscape Sign Concept	III-1
	1. Major Landscape Theme Areas	III-2
	2. Master Landscape Elements	III-3
	3. Major Streetscape Standards	III-4
	4. Landscape Concepts: Other Elements	III-10
	C. Architectural Concept	III-19
	1. Building Form	III-19
	2. Exterior Building Materials	III-22
	D. Oak Tree Protection/Replacement Guidelines	III-23
	1. Design	III-23
	2. Construction	III-24
	3. Maintenance	III-24
	4. Irrigation	III-25
	5. Fertilization	III-25
	6. Insect and Disease Control	III-25
	E. Fuel Modification	III-25
	F. Art in Public Places.....	III-28

TABLE OF CONTENTS
(Continued)

<u>No.</u>	<u>Title</u>	<u>Page</u>
IV.	DEVELOPMENT REGULATIONS AND REQUIREMENTS	IV-1
	A. General Regulations	IV-1
	1. Development and Density.....	IV-1
	2. Methodology Used for Determining Development and Density for Scenario 1-A.....	IV-3
	3. Development Considerations.....	IV-5
	4. Building Height.....	IV-7
	5. Building Coverage.....	IV-7
	6. Building Yards.....	IV-7
	7. Off-Street Parking and Loading Requirements.....	IV-8
	8. Utilities.....	IV-8
	9. Landscaping.....	IV-8
	10. Grading.....	IV-9
	11. Refuse Containment.....	IV-10
	12. Fire Protection.....	IV-10
	B. Permitted Land Uses.....	IV-10
	1. BusinessPark.....	IV-11
	2. Shopping Center.....	IV-12
	C. Open Space	IV-13
	D. Existing Nonconforming Lots, Buildings, Uses and Land ..	IV-14
V.	IMPLEMENTATION	V-1
	A. Conditional Use Permit Procedures	V-1
	B. Architectural Review Procedures	V-3
	C. Environmental Review Process	V-4
	D. Specific Plan Amendments	V-4
	<u>EXHIBIT NO.</u>	
VI.	EXHIBITS	IV-1
	REGIONAL LOCATION MAP	II-1
	VICINITY MAP	II-2
	SLOPE ANALYSIS	II-3
	GEOLOGY	II-4
	SOILS	II-5
	EXISTING CONDITIONS - LINE OF SIGHT LOCATIONS	II-6
	LINE OF SIGHT 1	II-7
	LINE OF SIGHT 2	II-8
	LINE OF SIGHT 3	II-9
	LINE OF SIGHT 4	II-10
	LINE OF SIGHT 5	II-11
	LINE OF SIGHT 6	II-12
	LINE OF SIGHT 7	II-13
	LINE OF SIGHT 8	II-14
	LINE OF SIGHT 10	II-15

LINE OF SIGHT 11	II-16
LINE OF SIGHT 12	II-17

TABLE OF CONTENTS
(Continued)

<u>Title</u>	<u>EXHIBIT NO.</u>
LINE OF SIGHT 13	II-18
LINE OF SIGHT 14	II-19
LINE OF SIGHT 16	II-20
DEVELOPMENT FACTORS	II-21
LAND USE PLAN	II-22
CIRCULATION - EXISTING CONDITIONS	II-23
GENERAL PLAN TRAFFIC IMPROVEMENTS	II-24
FUTURE PEAK HOUR V/C AND LOS	II-25
CIRCULATION ACCESS PLAN	II-26
INFRASTRUCTURE	II-27
DRAINAGE/HYDROLOGY	II-28
GRADING DESIGN GUIDELINES - NATURAL SLOPE BANK.....	II-29
GRADING DESIGN GUIDELINES - SLOPE TOP & TOE	II-30
GRADING DESIGN GUIDELINES - CONTOUR TRANSITIONING	II-31
STREETSCAPE CONCEPT	III-1
LANDSCAPE CONCEPT AGOURA ROAD	III-2
LANDSCAPE CONCEPT INTERSECTION AND ENTRY	III-3
MONUMENT SIGNS	III-3a
WAY SIGNS	III-3b
HILLSIDE SITING CRITERIA	III-4
HILLSIDE SITING CRITERIA	III-5
BUILDING MASSING CRITERIA	III-6
BUILDING MASSING CRITERIA	III-7
OAK TREE GUIDELINES	III-8
OAK TREE GUIDELINES	III-9

CHAPTER I.
INTRODUCTION

I.

INTRODUCTION

A. PURPOSE AND INTENT

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

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

1. To ensure that all development at the base of Ladyface Mountain is compatible with the unique nature of this natural asset of the community.
2. To encourage the coordinated development of a mixture of business park, commercial and limited residential uses within the study area.
3. To encourage developers to address compatibility of proposed projects with infrastructure capacity.

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

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

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

B. CONFORMANCE WITH CITY OF AGOURA HILLS GENERAL PLAN

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

C. SPECIFIC PLAN OBJECTIVES

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

- Preparation of an array of analyses which will provide the base information necessary to coordinate the development potential of Ladyface Mountain.
- Preservation of Ladyface Mountain as a natural landmark and open space resource.
- Sensitivity to natural features, archaeological deposits, geologic hazards, oak trees, and natural drainage courses.
- Limitation on development to the area below the 1,100 foot elevation (i.e., top of building shall not exceed 1,100 ft. elevation).
- An appropriate character and design of potential development to assure compatibility with the natural hillside open space and existing surrounding land uses.
- A traffic budget assigned to each parcel such that an acceptable level of service is maintained. Traffic generated by future development should be analyzed to determine its effects on the level of service of surrounding streets and intersections, and any needed mitigation measures.
- Restrict land uses and densities such that development is sensitive to the unique character of the area.

- Manufactured slopes not to exceed 2:1 ratio
- Minimum use of exposed retaining walls.

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

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

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

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

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

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

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

TABLE A
LADYFACE MOUNTAIN SPECIFIC PLAN
SUMMARY OF SCENARIOS

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

* 33,000 s.f. may be Sr. Citizen Housing.

** Property was dedicated Open Space as part of apartment development on adjacent parcel.

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

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

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

Ladyface Mountain Specific Plan Citizen Advisory Committee members:

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

City of Agoura Hills Planning Commission members:

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

City of Agoura Hills City Council members:

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

CHAPTER II.
PROJECT DESCRIPTION

II.

PROJECT DESCRIPTION

A. LOCATION

The City of Agoura Hills is a new community situated in the northwest corner of Los Angeles County. It is part of the area known as the Conejo Valley and is adjacent to the cities of Westlake Village and Thousand Oaks. The Ventura Freeway travels through the city from east to west (see Exhibit II-1. The general vicinity of the project site is depicted in Exhibit II-2. It is bounded by Agoura Road on the north, Kanan Road on the east, the Agoura Hills city limit on the south (along the Ladyface ridgeline), and the Agoura Hills - Westlake Village city limits on the west.

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

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

B. SURROUNDING LAND USES

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

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

C. SITE DESCRIPTION

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

D. EXISTING CONDITIONS

1. Topography

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

2. Geology

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

a. Bedrock and Geologic Structure

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

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

b. Seismic Activity

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

c. Landslides

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

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

d. Rockfalls

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

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

e. Soils

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

3. Oak Trees

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

4. Viewsheds

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

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

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

E. DEVELOPMENT CONCEPT

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

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

1. Land Use Plan

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

- Business Park
- Shopping Center
- Open Space

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

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

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

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

2. Circulation Plan

a. Setting

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

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

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

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

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

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

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

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

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

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

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

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

LOS and Related V/C are as follows:

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

b. Trip Generation and Distribution

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

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

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

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

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

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

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

Source: Willdan Associates

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

TABLE II-3
TRIP GENERATION RATES

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

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

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

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

Source: Willdan

c. Future Base Conditions

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

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

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

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

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

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

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

d. Traffic Impacts

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

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

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

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

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

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

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

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

e. Findings

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

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

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

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

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

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

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

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

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

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

3. Utilities Plan

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

a. Wastewater System

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

b. Water Supply and Distribution

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

c. Storm Drain System

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

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

d. Utilities

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

4. PUBLIC TRANSPORTATION

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

5. CONCEPTUAL GRADING PLAN

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

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

- Grading shall not create angular forms but shall create contoured forms compatible with the natural topography. Rounding of the top and toe of slopes blends naturally with the existing landform.
- Contoured edge of cut slope shall conform to the natural grade.
- Concrete lined terrace drains and down drains shall be avoided. Natural materials such as rip rap is preferred.
- Manufactured slopes shall not exceed a ratio of 2:1.
- Retaining walls are allowed only if they are necessary to preserve oaks or enhance building appearance. Maximum exposed retaining wall height is 6 feet.
- Blasting is strictly prohibited.

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

F. OPEN SPACE

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

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

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

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

**CHAPTER III.
DESIGN GUIDELINES**

III.

DESIGN GUIDELINES

A. INTRODUCTION

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

B. LANDSCAPE/SIGN CONCEPT

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

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

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

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

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

- a. Streetscape Themes - Agoura Road will incorporate continuous elements such as: vehicular circulation, bike lanes, pedestrian walkways, median and parkway plantings (see Exhibit III-2). Streets noted on the Landscape Concept Plan emphasize native/naturalized landscape or xeriscape themes. Roadway cross-sections depict general characteristics of the theme streets. Consistency will be achieved through the use of informal groups of plant materials selected from a suggested plant palette.
- b. Community Trail Parkway - Actually a streetscape element, the parkway provides an opportunity to combine parkway planting and incorporate unique walkway and grading design to the major street system. The extra-wide landscaped parkway should not only enhance pedestrian circulation but provide a unifying visual theme for the community.
- c. Edge Treatment Area - This area is the conceptual treatment of the blufftop/open space edge and is primarily landscape plantings which facilitate transition from development to the natural open

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

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

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

2. Master Landscape Elements

- a. Special Intersection Treatment - Special treatment will be given to intersections which are planned entries to Agoura Road, specifically Reyes-Adobe Road and Kanan Road intersections. Major plantings and paving will comprise this treatment as appropriate (see Exhibit III-3).
- b. Major and Secondary Entries - Minor adjustments in paving material and streetscape planting are appropriate where pedestrian and vehicular circulation provide entries to individual enclaves/developments. Signing will also be a part of the identifying treatment. Entries are appropriate points of information, entry and identify for each development.
- c. Development Areas - The general landscape concept here will be characterized by an informal, spacious theme with more formal - urban treatments occurring at entries, special roadway intersections and between major building clusters. The development

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

3. Major Streetscape Standards

a. Agoura Road

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

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

b. Development Standards.

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

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

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

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

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

TABLE III-1
PLANT PALETTES

A. Trees - Evergreen

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

B. Trees Deciduous

Botanical Name

Common Name

Albizia julibrissin

Silk Tree

Bauhinia variegata

Purple Orchid Tree

Chorisia speciosa

Floss Silk Tree

Cercos occidentalis

Redbud

Fraxinus velluntina

Arizona Ash

Fraxinus uhdei 'Tomlinson'

Tomlinson Ash

Gingko biloba

Maidenhair Tree

Jacaranda mimosifolia

Jacaranda

Koelreuteria bipinnata

Chinese Flame Tree

Koelreuteria paniculata

Golden Rain Tree

Lagerstroemia indica

Crape Myrtle

Liquidamber styraciflua

Flame Tree

Liriodendron tulipifera

Tulip Tree

Platanus acerifolia

London Plane Tree

Platanus racemosa

California Sycamore

Salix babylonica

Weeping Willow

Tipuana tipu

Tipu Tree

C. Shrubs

Botanical Name

Common Name

Abelia 'Edward Goucher'

Edward Goucher Abelia

Acacia redolens*

Ongerup Acacia

Callistemon species

Bottlebrush

Ceanothus species

California Lilac

Cistus species

Rockrose

Cotoneaster species

Cotoneaster

Dendromecon harfordii

Island Bush Poppy

Dendromecon rigida

Bush Poppy

Elaeagnus pungens

Silverberry

Euonymus fortunei

No Common Name

Euonymus japonica

Evergreen Euonymus

Botanical Name

Common Name

Hebe 'Coed'

No Common Name

Lantana species

Lantana

Mahonia aquifolium and 'compacta'

Heavenly Bamboo

Nerium oleander

Oleander

Phormium tenax

Flax

Pittosporum tobira and
'Whealers Dwarf'

Pittosporum

Heteromeles arbutifolia

Toyon

Plumbago capensis

Cape Plumbago

Podocarpus macrophyllus

Yew Pine

Prunus caroliniana

Calorina Laurel Cherry

Prunus ilicifolia

Hollyleaf Cherry

Pyracantha species

Firethorn

Raphiolepis indica 'Springtime'

Pink Indian Hawthorn

Rhus ovata

Sugar Bush

Ribes sanguinum

Pink Winter Currant

Ribes speciosum

Fuchsia-Flowering Gooseberry

Romneya coulteri

Matillija Poppy

Xylosma Congestum

Xylosma

D. Sub Shrubs

Botanical Name

Common Name

Acanthus mollis

Bear's Breech

Agapanthus africanus

Lily of the Nile

Arctostaphylos species

Manzanita

Ceanothus species

California Lilac

Clivia Miniata

Clivia

Diets bicolor

Fortnight Lily

Hemerocallis species

Day Lily

Iris douglasiana

Beardless Lily

Lonicera japonica 'Halliana'

Hall's Honeysuckle

Mimulus cardinalis

Monkey Flower

Penstemon species

Beard Tongue

F. Vines

Botanical Name

Common Name

Macfadyena unguis-cacti

Cats Claw Vine

Gelsemium sempervirens

Carolina Jessamine

Jasminum polyanthum

Pink Jasmine

Lonicera japonica

Japanese Honeysuckle

G. Ground Covers

Botanical Name

Common Name

Arctostaphylos edmundsii

Little Sur Manzanita

Baccharis pilularis 'Twin Peaks'

Dwarf Coyote Brush

Gazania splendens 'Mitsuwa Yellow'**

Gazania

Lonicera Japonica

Honeysuckle

Nandina domestica 'Harbour Dwarf'

Dwarf Heavenly Bamboo

Potentilla tabernae montanii

Spring Cinquefoil

Vinca Minor

Dwarf Periwinkle

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

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

4. Landscape Concept: Other Elements

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

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

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

a. Walls and Fences

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