4.13 TRANSPORTATION/TRAFFIC

This section of the EIR analyzes the potential environmental effects on traffic, circulation, access, and other transportation modes for the proposed implementation of the General Plan Update. This includes an analysis of the potential for the proposed General Plan Update to increase local and regional traffic volumes, exceed a level of service (LOS) standard, increase hazards due to a design feature, interfere with emergency access, result in an inadequate parking supply, or conflict with applicable alternative transportation programs. Data used to prepare this section were taken from the General Plan Update traffic study prepared by Fehr & Peers Associates (referred to as the City of Agoura Hills General Plan Update Mobility Element, found at Appendix B).

The Notice of Preparation (NOP) of the General Plan Update was published on April 30, 2009. Three comment letters regarding transportation/traffic were received in response to the NOP. The commenting agencies included Southern California Association of Governments (SCAG), the State Department of Transportation (Caltrans), and the Ventura County Transportation Department.

4.13.1 Environmental Setting

This section provides an assessment of existing conditions in the City of Agoura Hills, including a description of the street and highway system, traffic volumes on these facilities, and operating conditions on selected roadways.

The City of Agoura Hills is located in western Los Angeles County near the southeastern edge of Ventura County. Generally, Agoura Hills is bordered by Westlake Village to the west, Thousand Oaks to the northwest, Oak Park (Ventura County) to the north, Calabasas and unincorporated areas of Los Angeles County to the east, and unincorporated areas of Los Angeles County to the south.

Regional access to the City is provided by U.S. Highway 101 (US-101), which runs east/west through the City of Agoura Hills. Local access within the City is provided primarily by Kanan Road and Reyes Adobe Road in the north/south direction, and Agoura Road and Thousand Oaks Boulevard in the east/west direction.

Figure 3-4 (Transportation Analysis Zone [TAZ] Map) illustrates the traffic analysis zones (TAZ) that correspond to the proposed development of the General Plan. Table 3-6 (Existing and Proposed General Plan Buildout by TAZ) quantifies the amount of development per TAZ, as laid out in the proposed General Plan.

Study Scope

The traffic study for the General Plan Update (Appendix B) evaluated the potential impacts to the City's circulation system associated with ultimate buildout of the General Plan Update, and then aided in the identification of specific physical improvements and strategies to maintain acceptable levels of traffic operation in the City, to the extent feasible. The study included collecting data on existing traffic

conditions to form the baseline current (2009) conditions; forecasting the future 2035 traffic scenario without the development assumed in the General Plan Update and also without any future development assumed in the City to provide a future (2035) baseline condition; and then forecasting a future 2035 scenario with the addition of the traffic expected to result from the General Plan Update buildout. These three scenarios, below, are described further:

- Existing (2009) Conditions: The analysis of existing traffic conditions was intended to provide a basis for the remainder of the study. The existing conditions analysis included a description of the citywide street system, current traffic volumes, and an assessment of the operating conditions at the analyzed locations.
- Future (2035) Base Conditions: Future traffic conditions without traffic growth associated with the proposed General Plan and with no future development in the City. The objective of this analysis was to project future traffic growth and operating conditions from specific known projects outside the City, and from traffic passing through the City from general growth in the region, by the year 2035.
- Future (2035) Conditions with proposed General Plan: Future base traffic conditions (as discussed above) plus traffic associated with growth from the proposed General Plan. The objective of this analysis was to forecast future traffic growth associated with development anticipated to occur under the proposed General Plan.

As shown in Figure 4.13-1 (Study Locations), forty-three street segments were identified for analysis. These segments include the following:

1. Lake Lindero Road north of Thousand Oaks Boulevard
2. Thousand Oaks Boulevard west of Lake Lindero Road
3. Lake Lindero Road south of Thousand Oaks Boulevard
4. Reyes Adobe Road north of Thousand Oaks Boulevard
5. Thousand Oaks Boulevard west of Reyes Adobe Road
6. Thousand Oaks Boulevard east of Reyes Adobe Road
7. Reyes Adobe Road south of Thousand Oaks Boulevard
8. Kanan Road south of Fountainwood Avenue
9. Kanan Road north of Thousand Oaks Boulevard
10. Thousand Oaks Boulevard west of Kanan Road
11. Thousand Oaks Boulevard east of Kanan Road
12. Kanan Road south of Thousand Oaks Boulevard
13. Driver Avenue east of Argos Street
14. Agoura Road east of Flintlock Lane
15. Reyes Adobe Road north of Canwood Street
16. Canwood Street west of Reyes Adobe Road
17. Canwood Street east of Reyes Adobe Road
18. Reyes Adobe Road north of Agoura Road
19. Agoura Road west of Reyes Adobe Road
20. Agoura Road east of Reyes Adobe Road

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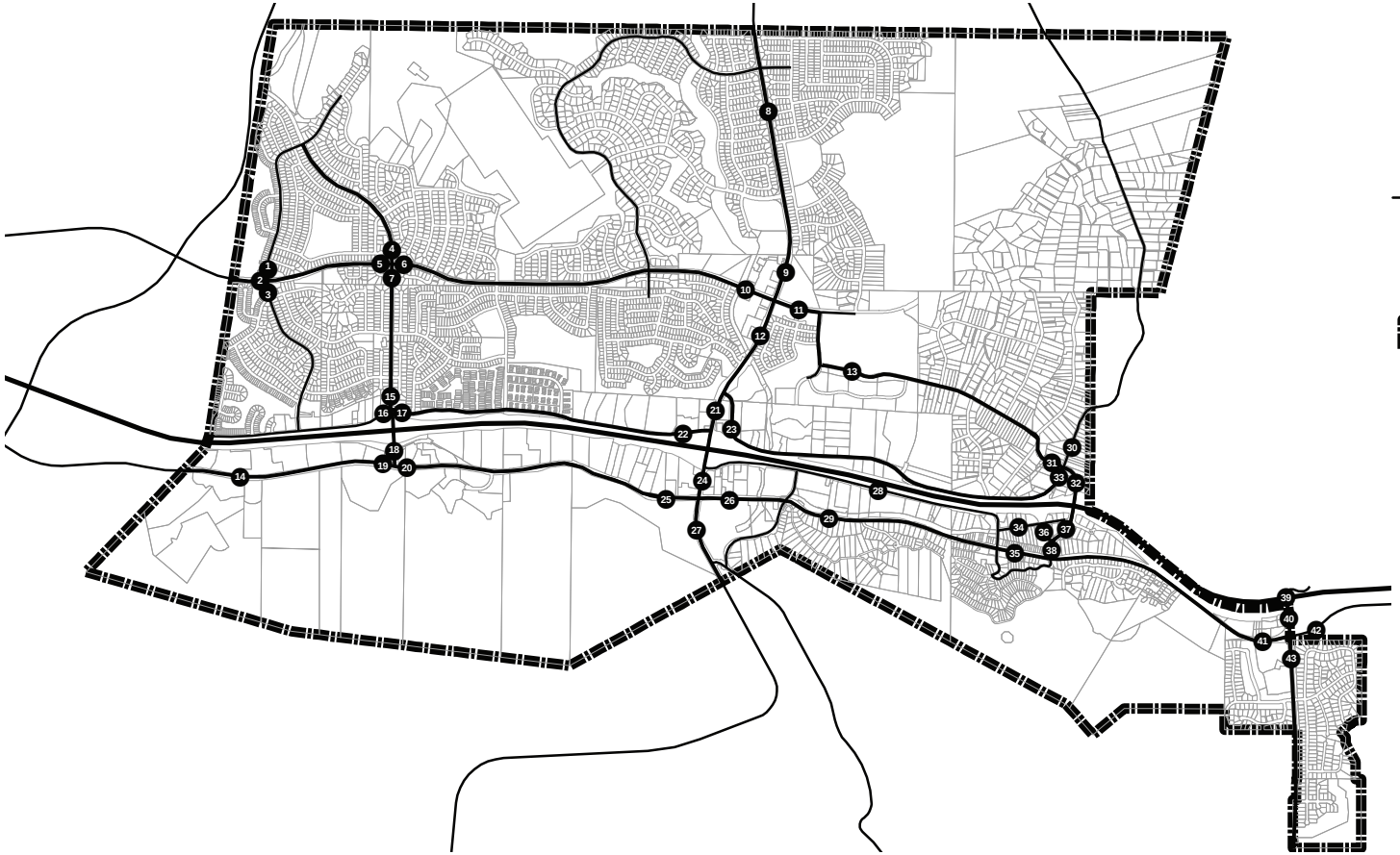
STUDY LOCATIONS



Legend

- # Study Locations
- City Boundary

Source: Fehr & Peers, 2009.

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Figure 4.13-1

21. Kanan Road south of Canwood Street East
22. Canwood Street west of Kanan Road
23. Canwood Street east of Kanan Road
24. Kanan Road north of Agoura Road
25. Agoura Road west of Kanan Road
26. Agoura Road east of Kanan Road
27. Kanan Road south of Agoura Road
28. Roadside Drive west of Lewis Road
29. Agoura Road east of Cornell Road
30. Chesebro Road north of Driver Avenue/Palo Comado Canyon Road
31. Driver Avenue west of Chesebro Road
32. Palo Comado Canyon Road east of Chesebro Road
33. Chesebro Road south of Driver Avenue/Palo Comado Canyon Road
34. Dorothy Drive between Lewis Road & US-101 SB ramps/Chesebro Road
35. Chesebro Road south of Dorothy Drive
36. Agoura Road west of Chesebro Road
37. Palo Comado Canyon Road south of US-101
38. Chesebro Road north of Agoura Road
39. Liberty Canyon Road between US-101 NB ramps & US-101 SB ramps
40. Liberty Canyon Road north of Agoura Road
41. Agoura Road west of Liberty Canyon Road
42. Agoura Road east of Liberty Canyon Road
43. Liberty Canyon Road south of Agoura Road

In addition to the street segments analyzed, five sections along the Ventura Freeway (US-101) were selected for analysis:

1. US-101 north of Reyes Adobe Road (Los Angeles County CMP facility)
2. US-101 north of Kanan Road
3. US-101 north of Chesebro Road
4. US-101 south of Liberty Canyon Road
5. US-101 south of Liberty Canyon Road

Existing Conditions

Existing Street System

Primary regional access to the City is provided by US Highway 101 (US-101), which runs in an east/west direction generally through the southern portion of the City. US-101 provides access to Agoura Hills from Thousand Oaks and points north and west, as well as the San Fernando Valley and points south and east. Four primary interchanges provide access to the City: Reyes Adobe Road Interchange, Kanan Road Interchange, Liberty Canyon Road Interchange, and Chesebro/Palo Comado Canyon Interchange.

Four through lanes are provided in each direction on the freeway, plus one auxiliary lane in each direction between the freeway interchanges.

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

Roadway Classification

The proposed General Plan defines the four roadway types available in the City:

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

Street System

Based on these classifications, below is a description of the existing, primary streets that serve the City of Agoura Hills:

- **Kanan Road**—Kanan Road is a north/south primary arterial. Generally, Kanan Road has two travel lanes in each direction divided by a raised median between the northerly city limit and just south of Thousand Oaks Boulevard. As Kanan Road approaches US-101, there are three lanes in the southbound direction beginning at Canwood Street. Between the US-101 overpass and Agoura Road, Kanan Road has two through travel lanes in each direction. South of Agoura Road to the southerly city limit, Kanan Road is one lane in each direction. Limited access is provided to developments along this corridor and parking is prohibited. The posted speed limit is 45 miles per hour (mph) south of Agoura Road, 35 mph between Agoura Road and Canwood Street, 40 mph between Canwood Street and Laro Drive, and 45 mph north of Laro Drive. Bicycle lanes are provided on both sides of Kanan Road between the northern city limit and Hillrise Drive.
- **Agoura Road**—Agoura Road is an east/west secondary arterial. Generally, Agoura Road has one travel lane in each direction between the easterly city limits to just west of Kanan Road. From just west of Kanan Road to the westerly City limit, Agoura Road has two travel lanes in each direction. Most of the segment east of Cornell Road is semi-rural in nature with no curb, gutter, sidewalk, or streetlights. Parking is permitted along Agoura Road from Kanan Road to Cornell Road and in the

Old Agoura commercial area. The posted speed limit is 45 mph. Bicycle lanes are provided on both sides of Agoura Road between the western city limit and Liberty Canyon Road.

- **Thousand Oaks Boulevard**—Thousand Oaks Boulevard is an east/west primary arterial. Two travel lanes are provided in each direction between the westerly City limits and just east of Kanan Road. There is limited access to development along this corridor and parking is prohibited west of Kanan Road. The posted speed is 45 mph. Bicycle lanes are provided on both sides of Thousand Oaks Boulevard between the western City limit and Kanan Road. East of Kanan Road, a bike lane is provided on one side of Thousand Oaks Boulevard.
- **Reyes Adobe Road**—Reyes Adobe Road is a north/south secondary arterial. Two travel lanes are provided in each direction between Canwood Street and Lake Lindero Road. South of Canwood Street, there is one lane in each direction over the US-101 overcrossing and two lanes in each direction south of US-101. There are no driveways along Reyes Adobe Road north of US-101 and access is limited to cross streets. Street parking is prohibited along Reyes Adobe Road. The posted speed limit is 40 mph. Bicycle lanes are provided on both sides of Reyes Adobe Road between Canwood Street and Lake Lindero Road.
- **Canwood Street**—Canwood Street is an east/west secondary arterial east of Reyes Adobe Road. Between Lake Lindero Road and Chesebro Road there is one travel lane in each direction. Access to development along Canwood Street is provided. On-street parking is allowed west of Reyes Adobe Road but is prohibited between Reyes Adobe Road and Chesebro Road. The posted speed limit is 35 mph except between Reyes Adobe Road and Chesebro Road where it is 40 mph. Bicycle lanes are provided on both sides of Canwood Street between Lake Lindero Road and Forest Cove Lane. Due to the reconfiguration of the Kanan Road freeway interchange in 2005, Canwood Street was reconstructed and relocated 700 feet north on the east side where it intersects with Kanan Road.
- **Driver Avenue**—Driver Avenue is an east/west collector street with one travel lane in each direction between Argos Street and Chesebro Road. There is local access to the adjacent neighborhoods and on-street parking is allowed. The posted speed limit is 30 mph.
- **Palo Comado Canyon Road**—Palo Comado Canyon Road is a north/south secondary arterial connecting the Driver Avenue/Chesebro Road intersection north of the US-101 Freeway to Chesebro Road south of the US-101 Freeway. One travel lane is provided in each direction between Driver Avenue and Chesebro Road. There is limited development along Palo Comado Canyon Road and on-street parking is prohibited. The posted speed limit is 35 mph.
- **Liberty Canyon Road**—Liberty Canyon Road is a north/south secondary arterial between the US-101 and Agoura Road, and a collector street south of Agoura Road to Park Vista Road. One travel lane is provided in each direction between Canwood Street and Park Vista Road. Bike lanes and street parking is permitted along both sides of the facility. The posted speed limit is 40 mph.
- **Chesebro Road**—Chesebro Road is an east/west collector street between Canwood Street and Palo Comado Canyon Road north of the US-101 freeway and a north/south collector street between Agoura Road and the US-101 freeway eastbound on-ramp. One travel lane is provided in each direction. Sidewalk and street parking is provided on the north side of the road between Canwood Street and Palo Comado Canyon Road. Sidewalks and street parking are provided along both sides of the road south of Dorothy Drive and along the south side of the facility between Palo Comado Canyon Road south of the US-101 freeway and Agoura Road. The posted speed

limit is 35 miles per hour in some places, and 25 miles per hour in others, particularly for the segment that runs through Old Agoura.

Existing Bikeways

The City of Agoura Hills has a bikeways network. Figure 4.12-3 (Bikeways) illustrates the existing network, including the type of facility. In addition to connecting resources throughout the City of Agoura Hills, the bikeways link with similar facilities in surrounding communities, including Westlake Village and Oak Park.

The following describes the existing facilities:

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

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

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

Existing Pedestrian Facilities

In addition to the bicycle routes, the City has various pedestrian facilities available, consisting of sidewalks, crosswalks, and a footbridge over the US-101. Sidewalks are generally available linking residential communities to the arterial roadways. However, several sections of roadway do not currently have sidewalks available, including the following:

- Driver Avenue between Easterly Road and Chesebro Road

- Kanan Road, west side between Laro Drive and the northern City limits
- Portions of Agoura Road between the western City limits and Kanan Road
- Agoura Road east of Kanan Road to the eastern City limits
- Reyes Adobe Road north of Rainbow Hill Road to Lake Lindero on the west side

Crosswalks exist at all signalized intersections. Pedestrian linkages between the north and south sides of the US-101 are available via sidewalks on the overpass bridges of Reyes Adobe Road, Kanan Road, and Palo Comado Canyon Road. A footbridge is also available joining Canwood Street and Roadside Drive just west of the Palo Comado Canyon/US-101 Interchange.

Existing Transit Service

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

- **Metro Line 161**—Line 161 provides local service between Warner Center and Thousand Oaks. Within the City, this line generally runs along Agoura Road to Roadside Drive to Kanan Road to Thousand Oaks Boulevard. In the AM peak hour, the line operates with 15- to 50-minute headways depending on upon the direction of travel and 25- to 60-minute headways during the PM peak hour, depending on the direction of travel.
- **LADOT Commuter Express 422**—CE 422 is an express commuter line that travels from Downtown Los Angeles to Thousand Oaks. Within the City limits, the line operates on US-101, Kanan Road, and Thousand Oaks Boulevard. Stops are provided locally along Kanan Road and Thousand Oaks Boulevard. During the AM and PM peak periods, this line operates on a 20-minute headway.
- **LADOT Commuter Express 423**—CE 423 is an express commuter line that travels from Downtown Los Angeles to Newbury Park. Within the City limits, the line operates on US-101, Kanan Road, and Thousand Oaks Boulevard. Limited stops are provided at the US-101 park-and-ride lots and along Kanan Road and Thousand Oaks Boulevard. During the AM and PM peak periods, this line operates on a 20-minute headway.

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

In addition to regional transit services (described above), the City of Agoura Hills operates two types of dial-a-ride service and two seasonal shuttle services:

- **Agoura Hills Dial-A-Ride (demand-responsive)**—The Dial-A-Ride service provides a demand-responsive door-to-door transportation service to the general public within the city limits. Destinations in the adjacent communities of Los Angeles and Ventura counties are allowed when one end of the trip is based within City limits. This service operates on weekdays between 7:00 A.M. and 7:00 P.M.; Saturday service is provided between 9:00 A.M. and 5:30 P.M.

- **Agoura Hills Dial-A-Ride (by appointment)**—The Dial-A-Ride service also provides a by-appointment transportation service to City residents only. There are several predetermined destinations available outside of the City limits. This service operates by appointment only Monday through Saturday.
- **Summer Shuttle Express**—The Summer Shuttle Express provides service in Agoura Hills during the summer season. Destinations generally include local activity centers, but are subject to change each summer season.
- **Summer Beach Bus**—The Summer Shuttle Express provides service between Agoura Hills and local beach communities during the summer season, typically Zuma and Leo Carrillo Beaches. This service operates Monday through Friday during the summer season. The bus makes four roundtrips each day.
- **Ladyface Loop**—The Ladyface Loop is a fixed-route service that connects Lindero Canyon Middle School, Agoura High School, the Agoura Hills Recreation Center, the Agoura Hills Library, and the Agoura Hills/Calabasas Community Center during the 3:00 P.M. to 4:00 P.M. hour.

Existing Traffic Volumes and Level of Service

Existing Traffic Volumes

Weekday 24-hour traffic counts on the analyzed street segments were collected in January and February 2009. Figure 4.13-2A (Existing Peak Hour Traffic Volumes) through Figure 4.13-2C (Existing Peak Hour Traffic Volumes) illustrate the existing AM and PM peak hour volumes for each study segment.

Level of Service Methodology

Traffic operations within the City of Agoura Hills are described in terms of weekday peak hour roadway segment capacities and level of service (LOS) for this study. Level of Service (LOS) is a qualitative measure used to describe the operating and traffic flow conditions, ranging from excellent (LOS A) to overloaded (LOS F) conditions. A LOS C is considered a stable flow. Table 4.13-1 (Street Segment Level of Service Definitions and Descriptions) and Table 4.13-2 (Description of Level of Service) provide definitions of the varying levels of service.

Table 4.13-1 Street Segment Level of Service Definitions and Descriptions

Roadway Class	*Number of Lanes*	*Median Type*	*Service Volume Thresholds for Level of Service (vehicles per hour)*[b]			
			C or better	*D*	*E*	*F*
Collector	2	Undivided	≤ 450	≤ 950	≤ 1,200	> 1,200
Arterial	2	Undivided	≤ 870	≤ 1,390	≤ 1,480	> 1,480
	2.5[a]	Undivided	≤ 1,087	≤ 1,737	≤ 1,942	≤ 1,942
	4	Undivided	≤ 1,929	≤ 2,803	≤ 2,964	> 2,964
	4	Divided	≤ 2,030	≤2,950	≤ 3,120	> 3,120
	5	Divided	≤ 2,600	≤3,700	≤ 3,905	> 3,905
	6	Divided	≤ 3,170	≤4,450	≤ 4,690	> 4,690

a. Denotes three lane cross section with one through lane in each direction and a continuous two-way left-turn lane.
b. Service volume thresholds for each level of service were derived and adapted from the Highway Capacity Manual (Transportation Research Board, 2000, and Florida Department of Transportation Research, 2002.)

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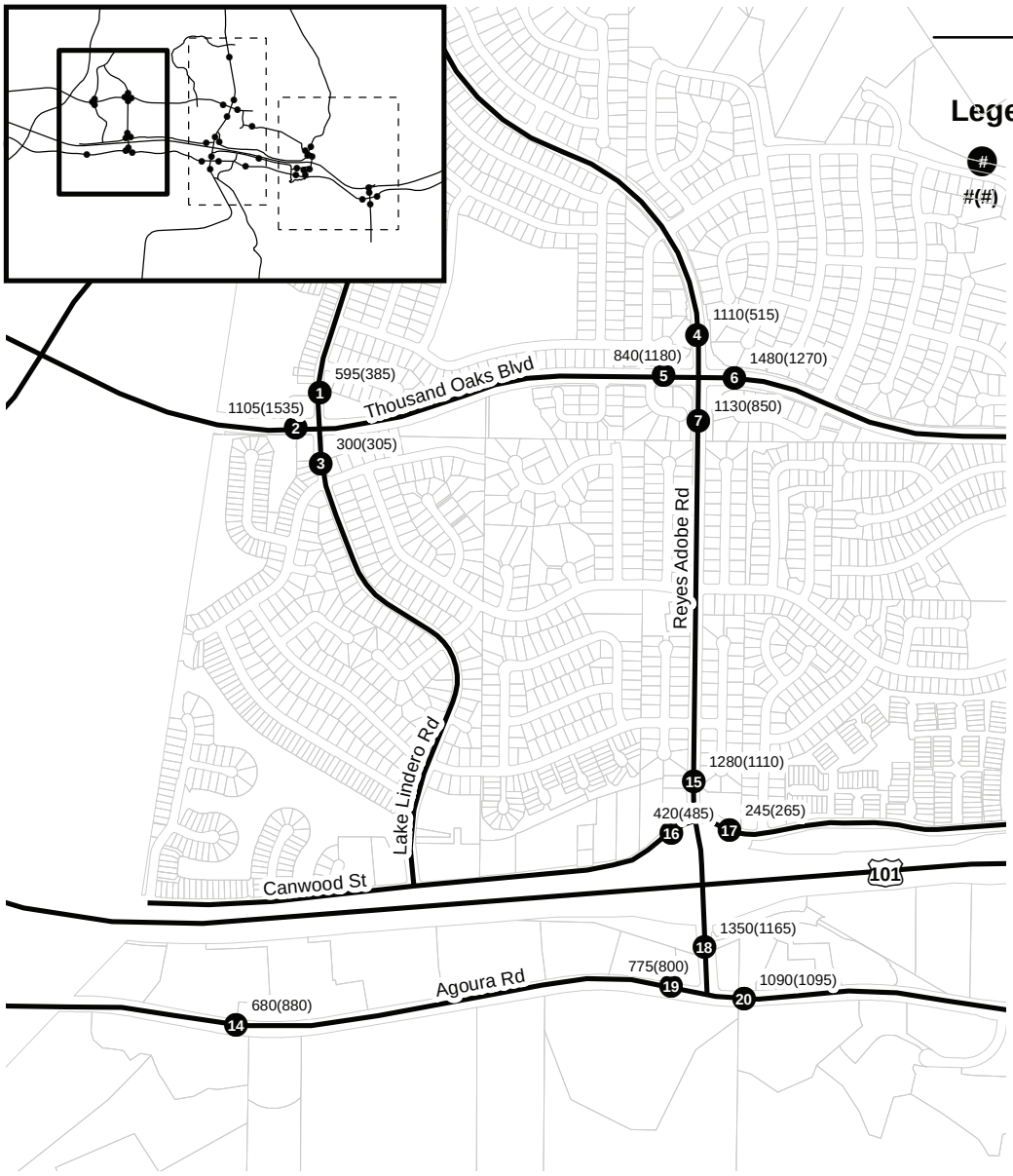
EXISTING PEAK HOUR TRAFFIC VOLUMES



Legend

- # Analyzed Street Segment
- #(#) AM(PM) Peak Hour Traffic Volumes

Source: Fehr & Peers, 2009.

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Not to Scale

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Figure 4.13-2A

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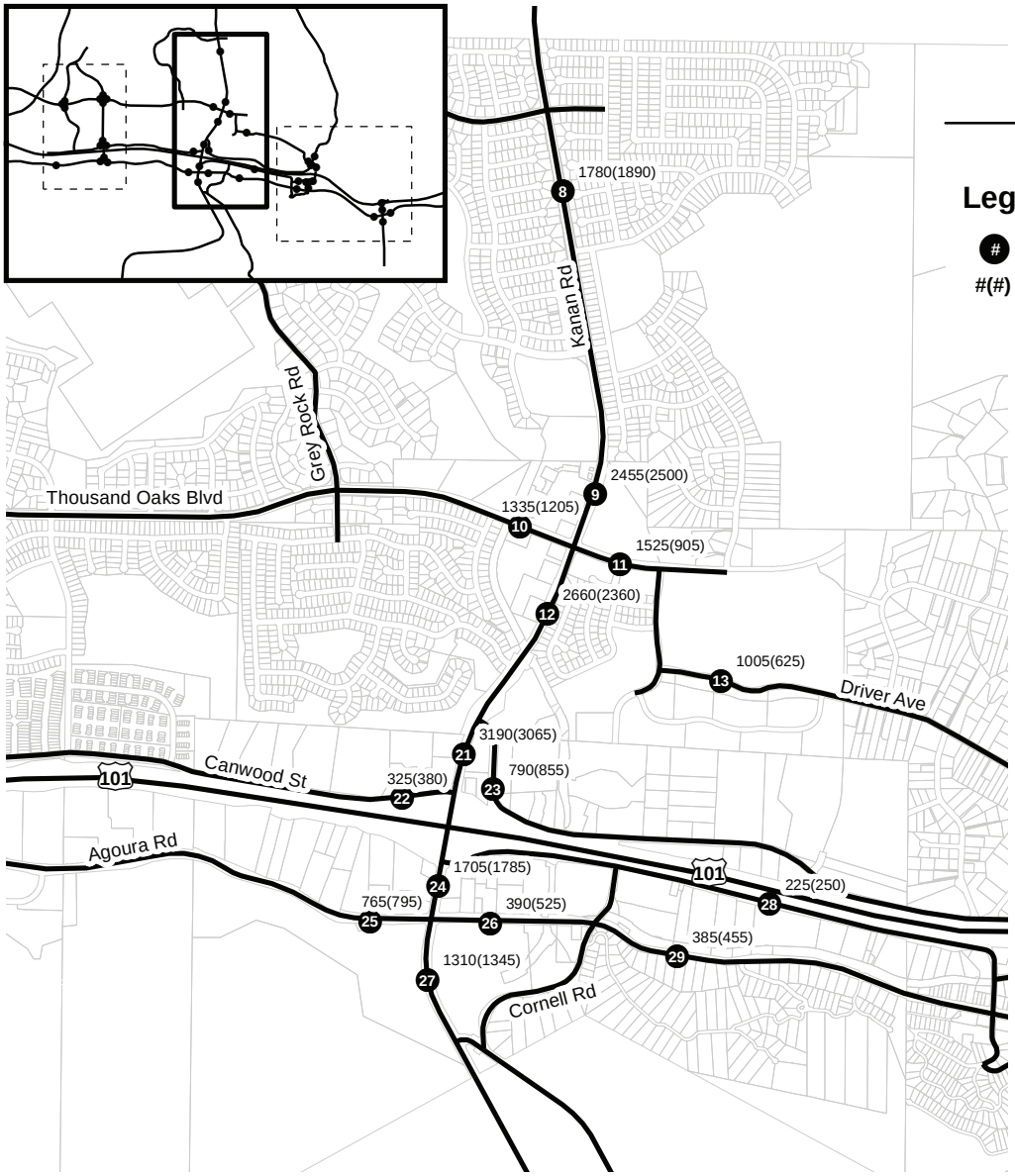
EXISTING PEAK HOUR TRAFFIC VOLUMES



Legend

- # Analyzed Street Segment
- #(#) AM(PM) Peak Hour Traffic Volumes

Source: Fehr & Peers, 2009.

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Not to Scale

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Figure 4.13-2B

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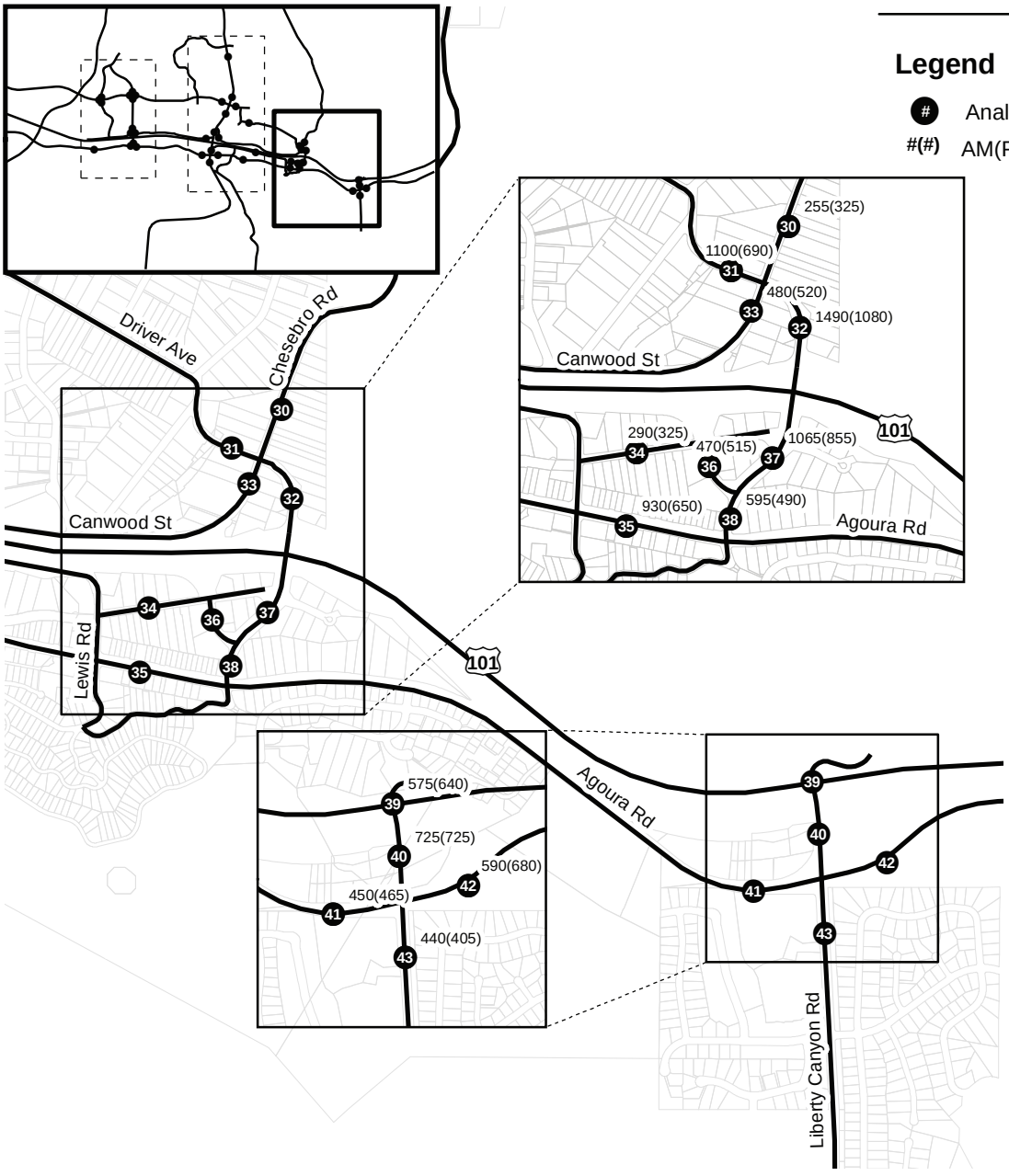
EXISTING PEAK HOUR TRAFFIC VOLUMES



Legend

- # Analyzed Street Segment
- #(#) AM(PM) Peak Hour Traffic Volumes

Source: Fehr & Peers, 2009.

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Figure 4.13-2C

Table 4.13-2 Description of Level of Service	
Level of Service	***Description***
A	Level of Service A represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to maneuver within the traffic stream is extremely high. The general level of comfort and convenience is good.
B	Level of Service B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver within the traffic stream. The general level of comfort and convenience is still relatively good.
C	Level of Service C is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
D	Level of Service D represents high-density, but stable, flow. Speed and freedom to maneuver are severely restricted and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
E	Level of Service E represents operating conditions at or near the capacity level. All speeds are reduced to a low but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to give way to accommodate such maneuvers. Comfort and convenience levels are extremely poor and driver or pedestrian frustration is generally high.
F	Level of Service F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point. Queues form behind such locations.

While the existing General Plan (1993) reflects analysis of traffic impacts by roadway intersections, the traffic study for the proposed General Plan Update assesses impacts to roadway segments, often referred to as a roadway link analysis. Roadway link analysis is now typically the level of detail used in long-term programmatic analyses, such as a General Plan. This level of detail is consistent with identification of street system capacity from a functional class perspective. Long-term land use projections evaluated as part of a General Plan are traditionally not developed to the level of detail required to produce project specific intersection turning movement forecasts, which would then allow for intersection capacity forecasts. This is the case in this particular General Plan Update, which is a long-range planning document that does not identify specific development projects.

Roadway capacities can be based on daily volume thresholds that reflect travel conditions for various facility types (e.g., two lane collectors, six-lane arterials, etc.). However, since peak hour traffic volumes are a better indication of roadway congestion during commute hours when traffic volumes are typically highest, peak hour roadway capacities were developed to reflect the roadway system within the City of Agoura Hills and roadway operations were analyzed during AM and PM peak hours. Roadway capacities were developed based on the concepts and procedures outlined in the Highway Capacity Manual (Transportation Research Board, 2000) and the Florida Department of Transportation Research, 2002. Table 4.13-1 (Street Segment Level of Service Definitions and Descriptions) provides the peak hour service volumes for each level of service that was applied to the General Plan traffic analysis for the various roadway facility types.

Existing and future (Year 2035) peak hour traffic volumes on the study roadway segments were compared to the roadway service volumes and LOS thresholds presented in Table 4.13-1 (Street Segment Level of Service Definitions and Descriptions) and Table 4.13-2 (Description of Level of Service) to determine the operating conditions of the roadways during the AM and PM peak hours.

The Infrastructure and Community Services Chapter of the proposed General Plan identifies LOS C as the typical standard for roadways within the City. However, a reduced LOS standard of D, E, or F is considered acceptable on the following roadways:

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

Table 4.13-2 (Description of Level of Service) shows the adapted descriptions of LOS from the *Highway Capacity Manual* (Transportation Research Board 2000).

Existing Levels of Service (LOS)

Traffic volumes presented in Figure 4.13-2A (Existing Peak Hour Traffic Volumes) through Figure 4.13-2C (Existing Peak Hour Traffic Volumes) were analyzed using the street segment analysis methodology described above to determine current operating conditions at the study segments. Table 4.13-3 (Existing Peak Hour & Daily Levels of Service) summarizes the existing weekday AM and PM peak hour LOS at each of the study locations. Figure 4.13-3A (Existing Level of Service—AM Peak Hour) and Figure 4.13-3B (Existing Level of Service—PM Peak Hour) illustrate the LOS at each study location during the AM and PM peak hours, respectively.

Table 4.13-3 Existing Peak Hour & Daily Levels of Service						
	Street Segment	*Classification*	*# of Lanes*	*Peak Hour*	*Volume*	*LOS*
1	Lake Lindero Rd (n/o Thousand Oaks Blvd)	Collector	2U	AM	595	D
			2U	PM	385	C or better
			—	Daily	3,700	—
2	Thousand Oaks Blvd (w/o Lake Lindero Rd)	Arterial	4D	AM	1,105	C or better
			4D	PM	1,535	C or better
			—	Daily	15,500	—
3	Lake Lindero Rd (s/o Thousand Oaks Blvd)	Collector	2U	AM	300	C or better
			2U	PM	305	C or better
			—	Daily	3,300	—
4	Reyes Adobe Rd (n/o Thousand Oaks Blvd)	Arterial	4U	AM	1,110	C or better
			4U	PM	515	C or better
			—	Daily	6,700	—
5	Thousand Oaks Blvd (w/o Reyes Adobe Rd)	Arterial	4D	AM	840	C or better
			4D	PM	1,180	C or better
			—	Daily	12,550	—
6	Thousand Oaks Blvd (e/o Reyes Adobe Rd)	Arterial	4D	AM	1,480	C or better
			4D	PM	1,270	C or better
			—	Daily	14,950	—
7	Reyes Adobe Rd (s/o Thousand Oaks Blvd)	Arterial	4U	AM	1,130	C or better
			4U	PM	850	C or better
			—	Daily	10,750	—
8	Kanan Rd (s/o Fountainwood St)	Arterial	4D	AM	1,780	C or better
			4D	PM	1,890	C or better
			—	Daily	21,650	—
9	Kanan Rd (n/o Thousand Oaks Blvd)	Arterial	4D	AM	2,455	D
			4D	PM	2,500	D
			—	Daily	29,150	—
10	Thousand Oaks Blvd (w/o Kanan Rd)	Arterial	4D	AM	1,335	C or better
			4D	PM	1,205	C or better
			—	Daily	13,550	—
11	Thousand Oaks Blvd (e/o Kanan Rd)	Arterial	4D	AM	1,525	C or better
			4D	PM	905	C or better
			—	Daily	10,600	—
12	Kanan Rd (s/o Thousand Oaks Blvd)	Arterial	4D	AM	2,660	D
			4D	PM	2,360	D
			—	Daily	31,200	—

Table 4.13-3 Existing Peak Hour & Daily Levels of Service

	Street Segment	Classification	# of Lanes	Peak Hour	Volume	LOS
13	Driver Ave (e/o Argos St)	Collector	2U	AM	1,005	D
			2U	PM	625	C or better
			—	Daily	6,800	—
14	Agoura Rd (e/o Flintlock Ln)	Arterial	4D	AM	680	C or better
			4D	PM	880	C or better
			—	Daily	8,600	—
15	Reyes Adobe Rd (n/o Canwood St)	Arterial	4U	AM	1,280	C or better
			4U	PM	1,110	C or better
			—	Daily	13,400	—
16	Canwood St (w/o Reyes Adobe Rd)	Collector	2U	AM	420	C or better
			2U	PM	485	D
			—	Daily	5,500	—
17	Canwood St (e/o Reyes Adobe Rd)	Arterial	2U	AM	245	C or better
			2U	PM	265	C or better
			—	Daily	3,100	—
18	Reyes Adobe Rd (n/o Agoura Rd)	Arterial	4D	AM	1,350	C or better
			4D	PM	1,165	C or better
			—	Daily	13,300	—
19	Agoura Rd (w/o Reyes Adobe Rd)	Arterial	4D	AM	775	C or better
			4D	PM	800	C or better
			—	Daily	9,150	—
20	Agoura Rd (e/o Reyes Adobe Rd)	Arterial	4D	AM	1,090	C or better
			4D	PM	1,095	C or better
			—	Daily	11,700	—
21	Kanan Rd (s/o Canwood St E)	Arterial	5D	AM	3,190	D
			5D	PM	3,065	D
			—	Daily	39,700	—
22	Canwood St (w/o Kanan Rd)	Arterial	2U	AM	325	C or better
			2U	PM	380	C or better
			—	Daily	4,150	—
23	Canwood St (e/o Kanan Rd)	Arterial	2U	AM	790	C or better
			2U	PM	855	C or better
			—	Daily	9,750	—
24	Kanan Rd (n/o Agoura Rd)	Arterial	4D	AM	1,705	C or better
			4D	PM	1,785	C or better
			—	Daily	21,800	—

Table 4.13-3 Existing Peak Hour & Daily Levels of Service						
	Street Segment	*Classification*	*# of Lanes*	*Peak Hour*	*Volume*	*LOS*
25	Agoura Rd (w/o Kanan Rd)	Arterial	2U	AM	765	C or better
			2U	PM	795	C or better
			—	Daily	9,050	—
26	Agoura Rd (e/o Kanan Rd)	Arterial	2U	AM	390	C or better
			2U	PM	525	C or better
			—	Daily	6,250	—
27	Kanan Rd (s/o Agoura Rd)	Arterial	2U	AM	1,310	D
			2U	PM	1,345	D
			—	Daily	15,500	—
28	Roadside Dr (w/o Lewis Rd)	Collector	2U	AM	225	C or better
			2U	PM	250	C or better
			—	Daily	2,800	—
29	Agoura Rd (e/o Cornell Rd)	Arterial	2U	AM	385	C or better
			2U	PM	455	C or better
			—	Daily	5,300	—
30	Chesebro Rd (n/o Driver Ave)	Collector	2U	AM	255	C or better
			2U	PM	325	C or better
			—	Daily	3,450	—
31	Driver Ave (w/o Chesebro Rd)	Collector	2U	AM	1,100	D
			2U	PM	690	C or better
			—	Daily	8,200	—
32	Palo Comado Canyon (e/o Chesebro Rd)	Arterial	2U	AM	1,490	F
			2U	PM	1,080	D
			—	Daily	12,550	—
33	Chesebro Rd (s/o Driver Ave)	Arterial	2U	AM	480	C or better
			2U	PM	520	C or better
			—	Daily	5,500	—
34	Dorothy Dr (b/t Lewis Rd & US-101 SB)	Collector	2U	AM	290	C or better
			2U	PM	325	C or better
			—	Daily	3,300	—
35	Chesebro Rd (s/o Dorothy Dr)	Arterial	2U	AM	930	D
			2U	PM	650	C or better
			—	Daily	8,400	—
36	Agoura Rd (w/o Chesebro Rd)	Arterial	2U	AM	470	C or better
			2U	PM	515	C or better
			—	Daily	5,650	—

Table 4.13-3 Existing Peak Hour & Daily Levels of Service

	Street Segment	Classification	# of Lanes	Peak Hour	Volume	LOS
37	Palo Comado Canyon (s/o Dorothy Dr)	Arterial	2U	AM	1,065	D
			2U	PM	855	C or better
			—	Daily	9,950	—
38	Chesebro Rd (n/o Agoura Rd)	Arterial	2U	AM	595	C or better
			2U	PM	490	C or better
			—	Daily	5,350	—
39	Liberty Canyon Rd (b/t US-101 NB & SB ramps)	Arterial	2U	AM	575	C or better
			2U	PM	640	C or better
			—	Daily	5,450	—
40	Liberty Canyon Rd (n/o Agoura Rd)	Arterial	2U	AM	725	C or better
			2U	PM	725	C or better
			—	Daily	7,050	—
41	Agoura Rd (w/o Liberty Canyon Rd)	Arterial	2U	AM	450	C or better
			2U	PM	465	C or better
			—	Daily	4,700	—
42	Agoura Rd (e/o Liberty Canyon Rd)	Arterial	2U	AM	590	C or better
			2U	PM	680	C or better
			—	Daily	6,050	—
43	Liberty Canyon Rd (s/o Agoura Rd)	Arterial	2U	AM	440	C or better
			2U	PM	405	C or better
			—	Daily	4,750	—

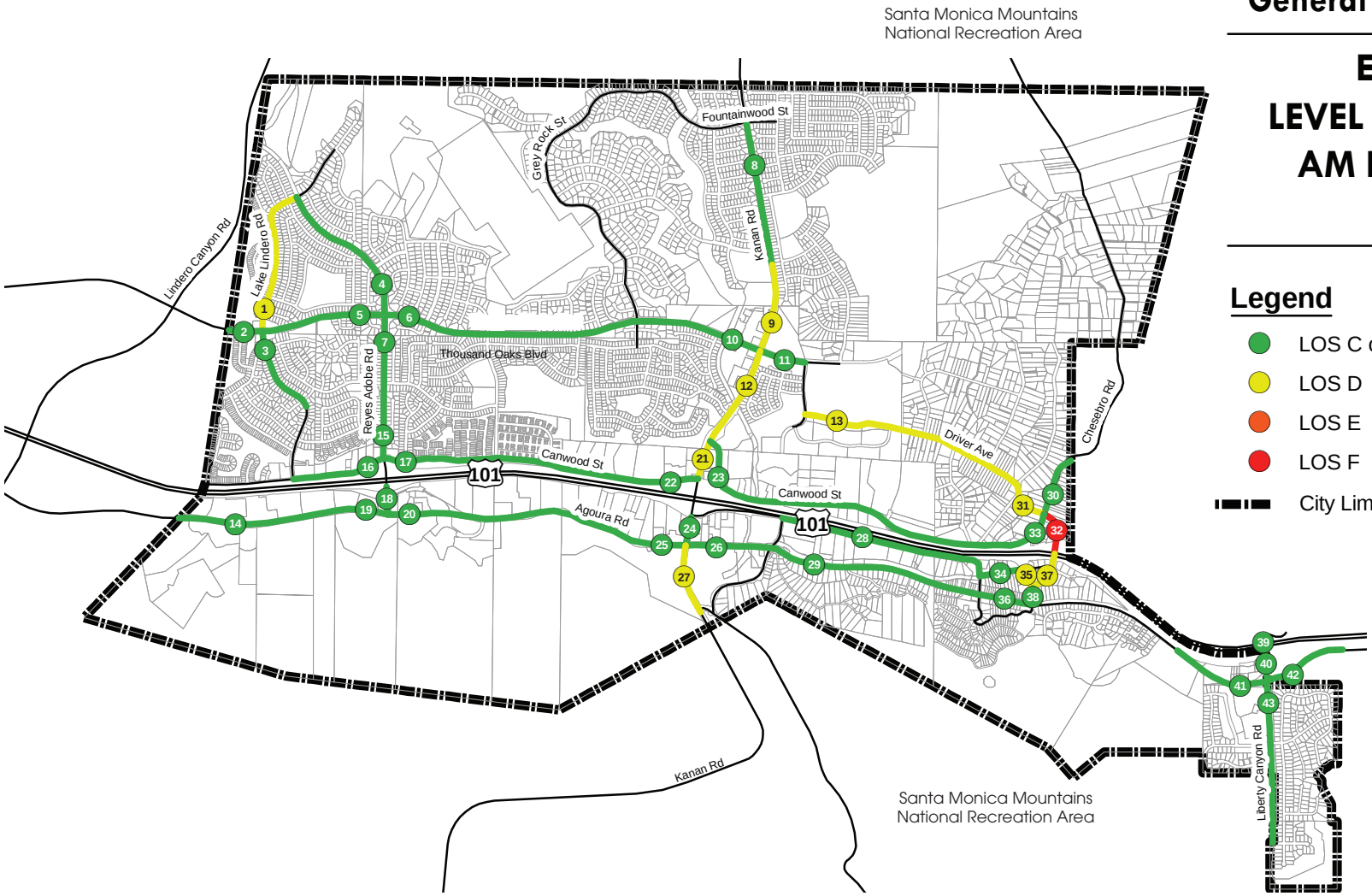
Analysis of existing conditions determined that thirty-two of the forty-three street segments studied currently operate at LOS C or better during both AM and PM peak hours. Ten of the street segments studied currently operate at LOS D during at least one of the peak hours and one location currently operates at LOS F.[17] Thus, in comparing these locations to the minimum acceptable level of service criteria established in the General Plan (LOS C), the following eleven locations currently operate below LOS C and are considered deficient in the existing conditions during at least one peak period:

1. Lake Lindero Drive north of Thousand Oaks Boulevard (AM peak hour)
9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of Thousand Oaks Boulevard (AM and PM peak hours)
13. Driver Avenue east of Argos Street (AM peak hour)
16. Canwood Street west of Reyes Adobe Road (PM peak hour)
21. Kanan Road south of Canwood Street East (AM and PM peak hour)

[17] For the purposes of counting the number of deficient locations, only the worst performing peak period is counted (i.e., if a segment operates at LOS C or better in the AM peak and LOS E in the PM peak, it is counted as operating at LOS E).

CITY of AGOURA HILLS
General Plan Update EIR

EXISTING LEVEL OF SERVICE – AM PEAK HOUR



Legend

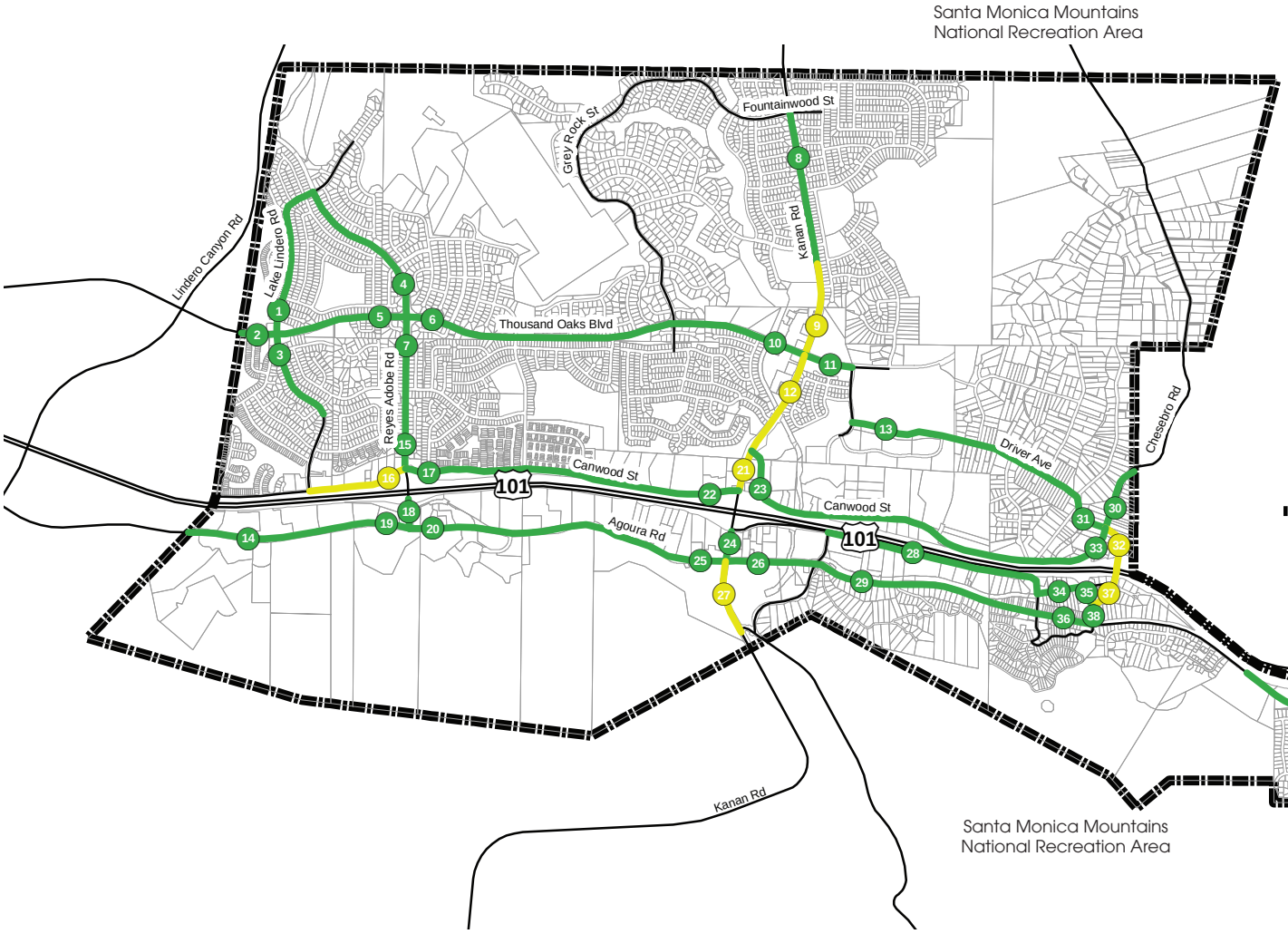
- LOS C or Better
- LOS D
- LOS E
- LOS F
- City Limits

Source: Fehr & Peers, 2009.

01207|JCS|10

CITY of AGOURA HILLS
General Plan Update EIR

EXISTING LEVEL OF SERVICE – PM PEAK HOUR



Legend

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

Source: Fehr & Peers, 2009.

01207|JCS|10

27. Kanan Road south of Agoura Road (AM and PM peak hours)
31. Driver Avenue west of Chesebro Road (AM peak hour)
32. Palo Comado Canyon Road east of Chesebro Road (AM and PM peak hours)
35. Chesebro Road south of Dorothy Drive (AM peak hour)
37. Palo Comado Canyon Road south of US-101 (AM peak hour)

Of these eleven locations, one location (Segment 32, Palo Comado Canyon Road east of Chesebro Road) currently operates at LOS F during the AM peak hour. The remaining ten locations currently operate at LOS D.

4.13.2 Regulatory Framework

Federal

Americans with Disabilities Act (ADA) of 1990

Titles I, II, III, and V of the ADA have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination on the basis of disability in "places of public accommodation" (businesses and nonprofit agencies that serve the public) and "commercial facilities" (other businesses). The regulation includes Appendix A to Part 36 (Standards for Accessible Design) establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility.

Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travelway, a vibration-free zone for pedestrians, etc.

State

Statewide Transportation Improvement Program (STIP)

The California Transportation Commission (CTC) administers transportation programming. Transportation programming is the public decision-making process, which sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multi-year period to transportation projects. The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The California Department of Transportation (Caltrans) manages the operation of State Highways, including the freeways passing through Agoura Hills.

Regional

Southern California Association of Governments (SCAG)

Every three years, the Southern California Association of Governments (SCAG) updates the Regional Transportation Plan (RTP) for the six-county region that includes Los Angeles, San Bernardino, Riverside, Orange, Ventura, and Imperial counties. The region is expected to grow from 17 million people to nearly 23 million by 2030. Despite heavy investments in transit over the past thirty years, transit ridership has not increased proportionally. Meanwhile, the region is facing a crisis in transporting goods, as severe congestion to truck traffic is expected to worsen.

Los Angeles County

The Long Range Transportation Plan for Los Angeles County notes that there is very limited ability to add capacity to the region's highways and freeways over the next twenty-five years. Key efforts would focus on increasing the efficiency of the existing network and encouraging greater reliance on carpooling and transit use. Additionally, efforts would be undertaken to increase the efficiency of major city streets (arterials) through technical enhancements (such as optimizing signal timing), providing bus priorities, and improving interchanges between freeways and arterial streets.

The Congestion Management Plan (CMP) for Los Angeles County designates certain arterial roadways and freeway segments as CMP facilities. The primary reasons for defining and monitoring a CMP highway and roadway system include the following:[18]

- To assess the overall performance of the highway system in Los Angeles County and track changes over time
- To allow local jurisdictions to measure their success at minimizing traffic congestion and provide "before and after" data for evaluating congestion mitigation measures
- To provide quantitative input into MTA programming (funding) decisions with consistent countywide data on current levels of traffic congestion
- To provide data for validating and updating MTA's countywide model
- To provide the baseline system levels of service used in the Deficiency Plan. This data is used to determine deficiencies countywide (not jurisdiction-specific)

The CMP freeway segments within the vicinity of Agoura Hills include the following:

- US-101 north of Reyes Adobe

The CMP specifies a standard of LOS E for CMP arterial streets.

[18] Metropolitan Transportation Authority. Congestion Management Program for Los Angeles County, 2004.

Local

City of Agoura Hills

The Mobility section of the Infrastructure and Community Services chapter of the proposed General Plan Update identifies flexible LOS objectives, addresses traffic growth in Agoura Hills, and promotes alternative modes of transportation and quality of life, as highlighted below.

- **Minimum Level of Service Standards**—Establish flexible criteria for the minimum acceptable level of service (LOS) based on the roadway characteristics. Maintain an LOS C standard on most roadways within the City. A reduced LOS standard of D, E, or F is considered acceptable on the following roadways: Kanan Road, Agoura Road east of Kanan Road, Canwood Street west of Reyes Adobe Road, Dorothy Drive between Lewis Road and US-101; roadway segments adjacent to schools on Driver Avenue and Lake Lindero Road; and Canwood Street east of Kanan Road
  - > Kanan Road, due to heavy existing and projected volumes and desire to maintain the existing four-lane cross-section with sidewalks, bicycle lanes and landscaped median islands
  - > Agoura Road east of Kanan Road, due to heavy projected volumes and desire to maintain two-lane cross-section with bicycle lanes and in order to minimize grading, encourage a semi-rural road appearance and to complement Agoura Village goals
  - > Canwood Street west of Reyes Adobe Road, due to existing and projected volumes and the functional classification as a local street
  - > Dorothy Drive between Lewis Road and US-101 ramps, due to projected volumes and direct access to/from the southbound US-101 ramps
  - > Roadway segments adjacent to schools, due to heavy usage before and after school hours (i.e., Driver Avenue between Argos Street and Chesebro Road and Lake Lindero Road north of Thousand Oaks Boulevard)
  - > Canwood Street east of Kanan Road Avenue, due to the heavy projected volumes under future conditions with development under the General Plan. Further widening beyond the proposed General Plan improvement (three-lane cross section with a continuous left-turn lane), is not possible within the available right-of-way.

  Intersection impacts from development projects shall be mitigated to appropriate levels, but at least to the extent where the post development level of service shall not be less than the LOS existing prior to development.
- **Roadway Improvements**—Promote effective, innovative, and safe solutions that would facilitate reduced reliance on physical roadway improvements, where appropriate. Enhance freeway access through interchange improvements, such as the Reyes Adobe Road (currently underway) and Palo Comado Canyon Road/Chesebro Road interchanges; Explore Intelligent Transportation Systems technology; and explore Transportation Demand Management approaches.
- **Strive to provide a transportation system** that serves all modes of travel and meets the needs of all users, ensuring that the existing and future transportation system serves multiple modes of travel, such as driving, walking, biking, and transit. Encourage desired land use patterns, such as mixed-use walkable developments, through transportation planning and design.

4.13.3 Project Impacts and Mitigation

Analytic Method

The Southern California Association of Governments (SCAG) travel demand forecasting model was used to estimate the increase in traffic volumes between existing (Year 2009) and cumulative (Year 2035) conditions due to regional growth and development. Based on a review of the growth projections from the SCAG regional transportation demand forecasting model (TDFM), the average annual growth rate in the Agoura Hills subarea over the duration of this analysis is estimate to be approximately 0.75 percent per year. The SCAG TDFM takes into account the regional growth and development projected within the entire Southern California region. While the TDFM encompasses the projected growth of the entire region, the traffic analysis focused on the growth affecting the Agoura Hills subarea of the TDFM. The area-wide growth rate utilized in this analysis represents the growth that is projected outside of the immediate Agoura Hills city limits, but includes neighboring communities.

Development Assumptions

The proposed General Plan provides for the development of approximately 116 single-family residential dwelling units, 413 multifamily residential, 625,794 square feet of retail/service, 1,098,291 square feet of office/business park, and 273,445 square feet of business park/manufacturing uses by 2035.

The actual development patterns may occur differently than anticipated in this document due to market forces. For example, the pace of development may be faster or slower than anticipated by the analysis, or it could not occur at all. The General Plan Update does not include any site-specific development projects, so specific land use types or intensities are currently unknown. The analysis contained in this document should be considered as a guide to traffic impacts and recommended improvements and impacts, but is subject to subsequent analysis as specific development projects or improvements are proposed.

Peak Hour Performance

Roadway capacities are often based on daily volume thresholds that reflect travel conditions for various facility types (e.g., two-lane collectors, six-lane arterials, etc.). However, since peak hour traffic volumes are a better indication of roadway congestion during commute hours when traffic volumes are typically highest, peak hour roadway capacities were developed to reflect the roadway system within Agoura Hills, and roadway operations were analyzed during the AM and PM peak hours. Roadway capacities were based on the procedures outlined in Highway Capacity Manual (Transportation Research Board 2000) and Florida Department of Transportation Research (2002).

Existing and future (Year 2035) peak hour traffic volumes on the study roadway segments were compared to the roadway capacities and LOS thresholds to determine the operating conditions of roadways during the A.M. and P.M. peak hour with and without buildout of the General Plan.

Thresholds of Significance

For purposes of this EIR, implementation of the proposed project would have a significant impact if it would do any of the following:

- Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips or congestion on roadways)
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in locations that results in substantial safety risks
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses
- Result in inadequate emergency access
- Result in inadequate parking capacity
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)

Effects Not Found to Be Significant

Threshold	Would the proposed project result in a change in air traffic patterns, including either an increase in traffic levels or a change in locations that results in substantial safety risks?

The City of Agoura Hills is not located within the sphere of influence of any major public airport. Furthermore, the proposed General Plan Update would not interfere with or alter air traffic patterns in or near the City of Agoura Hills. There would be ***no impact*** (Class III) to air traffic patterns.

Threshold	Would the proposed project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

The City of Agoura Hills currently supports a variety of alternative transportation opportunities, including public transit (bus), Class II and Class III bikeways, and pedestrian facilities. The General Plan Update includes goals and policies that encourage, promote, and to some extent, require the use and provision of alternative modes of transportation (Goal M-6 [Alternative Transportation], Goal M-9 [Transit], Policy M-6.1 [Efficient System] through Policy M-6.6 [Alternative Mode Funding], Policy M-9.1 [Transit Commuting] through Policy M-9.5 [Funding]). In addition to promoting a balanced transportation system, the proposed General Plan Update calls for future provision of amenities, such as bicycle racks (Policy M-8.6 [Bicycle Facility Design] and Policy M-8.7 [Bicycle Parking]), additional bicycle lanes (Goal M-8 [Bikeways], Policy M-8.1 [Bikeway Linkages] through Policy M-8.5 [Bikeway design]), and pedestrian connections (Goal M-7 [Pedestrians]. Policy M-7.1 [Walkability] through

Policy M-7.7 [Design Standards]) will help to improve the quality of life of City residents. The General Plan Update goals and policies strive to support and expand upon the existing TDM Program outlined in the Municipal Code (Goal M-10 [Transportation Demand Management], Policy M-10.1 [Current Techniques] through Policy M-10.5 [Preferential Parking]). These goals and policies promote the incorporation of Transportation Demand Management (TDM) techniques that seek to reduce reliance on single-occupant vehicle trips and promote travel by alternative modes of transportation into future development. TDM is a set of strategies that are intended to reduce the number of single-occupant automobiles traveling during the peak hours of the day, which may include preferential carpool/vanpool parking, pedestrian circulation features, transit stop improvements, and amenities for bicycle commuters (e.g., bicycle lockers and showers). As such, the General Plan Update intends to promote and enhance the alternative modes of transportation within the City of Agoura Hills and would not conflict with adopted policies or plans, and would result in ***no impact*** (Class III). No mitigation measures are required.

Less-Than-Significant Impacts

Threshold	Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?

Impact 4.13-1 **Implementation of the proposed General Plan Update could result in the potential intensification of existing uses that could result in increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. However, implementation of the General Plan Update policies and compliance with existing regulations would ensure that this impact remains *less than significant* (Class II).**

The proposed General Plan Update does not identify any site-specific development plans. As such, details regarding future development, such as project layouts, emergency access, driveway locations, specific land uses, or actual intensities are unknown. Without such detail, it is not possible, using available traffic analysis procedures, to estimate certain types of impacts, including potential design features. Therefore, ongoing development proposals must be reviewed on a case-by-case basis as they arise, and as site specific details become known. The City cannot address these project impacts in this EIR, as it would be too speculative to try to determine the particular details of potential development projects. Such analysis would occur as specific development projects are proposed and project specific CEQA review is conducted.

The proposed General Plan Update and associated traffic analysis assumed a variety of already identified circulation improvements as well as newly identified circulation improvements necessary to reduce potential impacts resulting from the General Plan Update buildout. These improvements fall into the following four categories and are described below:

- Improvements proposed as part of the existing General Plan (1993) and are currently either under construction, in design, or planned
  - **Palo Comado Canyon Road/Chesebro Road Interchange**—Improve the overpass to four lanes, improve Palo Comado Canyon Road to four lanes from Canwood Street to Chesebro Road, and reconfigure the ramp interface.
  - **Reyes Adobe Road Interchange**—Improve the overpass to six lanes, improve Reyes Adobe Road from Canwood Street to Agoura Road to six lanes, and reconfigure the ramp interface. This improvement is currently underway.
  - **Agoura Road (western City limits to Kanan Road)**—Widen Agoura Road between Kanan Road and the westerly city limits to a continuous four lanes.
  - **Chesebro Road (Palo Comado Canyon Road to Agoura Road)**—Widen Chesebro Road between Palo Comado Canyon Road and Agoura Road to four lanes.
  - **Kanan Road (Agoura Road to southerly City limits)**—Widen Kana Road between the southerly city limits and Agoura Road to four lanes.
- Improvements currently proposed as part of the General Plan Update
  - **Chesebro Road (Dorothy Drive to Palo Comado Canyon Road)**—Widen Chesebro Road between Dorothy Drive and Palo Comado Canyon Road to a three-lane cross-section.
  - **Canwood Street (Kanan Road to Chesebro Road)**—Widen Canwood Street between Kanan Road and Chesebro Road to a three-lane cross section including a continuous left-turn lane.
  - **Chesebro Road (Canwood Street to Driver Avenue)**—Widen Chesebro Road between Canwood Street and Driver Avenue to a three-lane cross section including a continuous left-turn lane.
- Improvements identified under the existing General Plan (1993) that are no longer proposed
  - **Liberty Canyon Road Interchange**—Improve underpass to four lanes, improve Liberty Canyon Road from US-101 to Agoura Road to four lanes. The improvement is not required to accommodate the projected traffic volumes.
  - **Agoura Road (Kanan Road to eastern City limits)**—Improve to four lanes. Improvement deleted due to desire to maintain rural character. In approving the Agoura Village Specific Plan project, the City of Agoura Hills City Council determined that the widening of Agoura Road in the Specific Plan area would not be acceptable.
  - **Kanan Road (Canwood Street to northern City limits)**—Improve to six lanes. Implementing the widening would likely require the narrowing and/or removal of bike lanes, sidewalks, medians, and/or median landscaping and the possible narrowing of existing travel lanes. City staff and GPAC have indicated that such widening would likely adversely affect the character of the Kanan Road corridor and its ability to serve bicycle and pedestrian modes, and as a result, the widening is no longer under consideration.
- Improvements identified under the existing General Plan (1993) that have been constructed
  - **Kanan Road Interchange**—Reconfigure ramps in northeast and southwest quadrants.

However, none of these improvements would introduce new safety hazards at intersections or along roadway segments, as most would increase capacity, flow, and safety, and they would need to be designed

pursuant to state and/or County standards. In addition, several General Plan Update goals and policies provide for maintaining and enhancing existing roadways (Goal M-1 [Local Circulation System], Goal M-3 [Intelligent Transportation Systems], Policy M-1.3 [Level of Service Standard], Policy M-1.4 [Roadway Improvements], Policy M-1.7 [Maintenance], Policy M-1.9 [Development of Required Mobility Improvements], Policy M-3.1 [Intelligent Transportation Systems], Policy M-3.2 [Signal Timing Optimization]), increasing the safety of roadways (Policy M-1.1 [Safety], Policy M-1.2 [Collision Monitoring]), and balancing safety, quality of life (Goal M-4 [Ensuring Quality of Life], Goal M-5 [Neighborhood Traffic Management], Policy M-1.5 [Roadway Character], Policy M-4.1 [Arterial Traffic], Policy M-4.4 [Truck Routes], Policy M-4.5 [Trucking Impacts], Policy M-5.1 [Traffic Calming], Policy M-5.2 [Neighborhood Coordination]), and efficiency of design of circulation and access (Policy M-1.6 [Freeway Access], Policy M-1.8 [Timing of Improvements], Policy M-4.2 [Integrated Land Use and Transportation Planning], Policy M-4.3 [Traffic Control Devices], Policy M-4.6 [Energy Reduction]). Additionally, the goals and policies are intended to promote alternative modes of transportation, including the enhancement of community walkability, bicycle lanes and circulation, and transit (Policy M-2.1 [Complete Streets]). Therefore, the proposed General Plan Update goals and policies would help to reduce any potential hazards due to design features and would result in a ***less-than-significant*** impact (Class II). No mitigation measures are required.

Threshold	Would the proposed project result in inadequate emergency access?

Impact 4.13-2 **Implementation of the General Plan Update has the potential to result in an impact that would cause inadequate emergency access. However, compliance with the General Plan Update goals and policies, and local and state regulations, would result in a *less-than-significant* (Class II) impact.**

The Proposed General Plan Update does not identify any site-specific development plans. As such, details regarding future development, such as project layouts, emergency access, driveway locations, specific land uses, or actual intensities are unknown. Without such detail, it is not possible, using available traffic analysis procedures, to estimate certain types of impacts, including potential design features. Therefore, ongoing development proposals must be reviewed on a case-by-case basis as they arise, and as site specific details become known. The City cannot address these project impacts in this EIR, as it would be too speculative to try to determine the particular details of potential development projects. Such analysis would occur as specific development projects are proposed and project specific CEQA review is conducted.

The General Plan Update, and any subsequent development, would be required to meet all applicable local and state regulatory standards for adequate emergency access. Goal M-1.1 (Local Circulation System) and Policy M-1.1 (Safety) and Policy M-1.2 (Collision Monitoring) of the General Plan Update aim to improve and provide adequate access for uses within the City, including for emergencies. The General Plan Update and all subsequent development projects would be required to comply with applicable Municipal Code and Fire Code requirements regarding emergency access. Compliance with all applicable laws would ensure that all potential impacts would be ***less than significant*** (Class II), and no mitigation measures are required.

Threshold	Would the proposed project result in inadequate parking capacity?

Impact 4.13-3 **Implementation of the General Plan Update has the potential to result in an impact that would cause inadequate parking capacity. However, compliance with General Plan Update goals and policies, and state and local regulations, would result in a *less-than-significant* (Class II) impact.**

The proposed General Plan Update does not outline any site-specific development plans. As such, details regarding future development, such as specific land uses, actual intensities, and associated parking requirements and provisions are unknown. Therefore, ongoing development proposals must be reviewed on a case-by-case basis as they arise and undergo separate CEQA review. All future development projects would be subject to parking standards or requirements in the Municipal Code. Furthermore, implementation of the proposed General Plan Update would require implementation of parking standards and/or requirements in the Municipal Code. While goals and policies throughout the General Plan Update seek to encourage reductions in parking requirements via shared parking studies and facilities and adherence to parking standards and design (Goal M-11 [Parking], Policy M-11.1 [Parking Standards and Design], Policy M-11.2 [Shared Parking]), other policies are intended to facilitate multi-modal travel such as walking, bicycling, and transit use (Policy M-11.3 [Efficient Parking Design]) that could further reduce the demand for parking. These proposed policies combined with future project-level parking analyses for proposed development within the City, in addition to compliance with all Municipal Code requirements at the time of permitting, would ensure that parking impacts are ***less than significant*** (Class II). No mitigation measures are required.

Threshold	Would the proposed project exceed, either individually or cumulatively, a level of service standard established by the county Congestion Management Agency for designated roads or highways?

Impact 4.13-4 **Implementation of the General Plan Update would increase the amount of traffic on CMP highways. However, it would not exceed, either individually or cumulatively, a level of service standard established by the County CMP Agency for designated roadways and/or highways, and therefore would result in a *less-than-significant* (Class II) impact.**

The following discussion relates to the County Congestion Management Plan (CMP). In addition to the surface street analysis of the General Plan Update, an analysis of operating conditions along the US-101 (Ventura Freeway) was also included in the traffic study. The freeway segment analysis included the following scenarios: existing conditions, future base conditions (without the General Plan Update), and future conditions with the proposed General Plan. Five freeway segments were selected, as shown below. However, only one segment (US-101 north of Reyes Adobe Road) is a CMP freeway facility. Furthermore, there are no CMP-designated roadways within the City of Agoura Hills.

- US-101 north of Reyes Adobe Road (Los Angeles County CMP Freeway Monitoring Station)
- US-101 north of Kanan Road
- US-101 north of Chesebro Road

- US-101 north of Liberty Canyon Road
- US-101 south of Liberty Canyon Road

Within Agoura Hills, ten total travel lanes are provided on the US-101: four mainline and one auxiliary lane per direction. Freeway volume data was utilized from *2007 Traffic Volumes on California State Highways* (Caltrans 2007) and the specific peak hour data in *2007 Peak Hour Volume Data Report* (Caltrans 2007) was applied. Table 4.13-4 (Freeway Peak Hour Levels of Service) summarizes the results of the freeway analysis and the traffic volumes at each freeway segment during the AM and PM peak hour, respectively.

Under the existing conditions, two segments operate at LOS C and LOS D during the AM and PM peak hours, respectively: north of Reyes Adobe Road and north of Kanan Road. The three remaining segments operate at LOS D during both peak hours.

The future freeway traffic projections were determined in a manner similar to the forecast of future street segment volumes. The annual growth rate was only applied to the portion of through traffic along the US-101 and the traffic from cumulative projects outside of the City was assigned to the freeway.

Analysis of future base conditions, without assuming buildout of the General Plan Update nor any future development in the City, indicates that the following segments are projected to operate at LOS E during either peak period:

- US-101 north of Liberty Canyon Road (PM peak hour)
- US-101 south of Liberty Canyon Road (AM peak hour)

The three remaining segments are projected to operate at LOS D during both peak hours.

With the addition of the proposed General Plan traffic to the freeway segments, three locations are projected to operate at LOS D and LOS E during the AM and PM peak hours, respectively, including the following:

- US-101 north of Reyes Adobe Road
- US-101 north of Kanan Road
- US-101 north of Chesebro Road

The two remaining segments are projected to operate at LOS E during both peak periods.

The CMP establishes LOS E as the minimum acceptable LOS for operations on the regional freeway system. Under the future base conditions, all segments are projected to operate at LOS D or E during all analyzed periods and meet the minimum operating standard. With the addition of the proposed General Plan traffic, each segment of US-101 within the Agoura Hills vicinity is projected to operate at LOS E in at least one analyzed period. Traffic associated with the proposed General Plan would not cause the five locations (including the one identified CMP facility) to exceed the LOS E operating standard established by the CMP. So, while trips would still be generated at these locations with the General Plan Update, the General Plan Update would not add substantial trips to CMP facilities such that the established threshold is exceeded. As such, the proposed General Plan Update would result in a ***less-than-significant*** (Class II) impact on CMP highway and roadway facilities, and no mitigation measures are required.

Table 4.13-4 Freeway Peak Hour Levels of Service

	Freeway Segment	Peak Hour	Existing Conditions			Year 2035 Base			Year 2035 with Proposed General Plan Land Use			
			Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	Volume	Increase	# of Lanes	LOS
1	US-101 north of Reyes Adobe Road	AM	13,000	10	C	15,700	10	D	16,600	900	10	D
		PM	13,550	10	D	16,250	10	D	17,650	1,400	10	E
2	US-101 north of Kanan Road	AM	13,000	10	C	15,700	10	D	16,500	800	10	D
		PM	13,550	10	D	16,250	10	D	17,500	1,250	10	E
3	US-101 north of Chesebro Road	AM	13,200	10	D	16,000	10	D	16,700	700	10	D
		PM	13,800	10	D	16,550	10	D	17,550	1,000	10	E
4	US-101 north of Liberty Canyon Road	AM	13,600	10	D	16,500	10	D	17,500	1,000	10	E
		PM	14,200	10	D	17,050	10	E	18,550	1,500	10	E
5	US-101 south of Liberty Canyon Road	AM	14,150	10	D	17,100	10	E	18,150	1,050	10	E
		PM	14,150	10	D	16,900	10	D	18,500	1,600	10	E

The US-101 provides four mainline lanes and one auxiliary lane in each direction through Agoura Hills.
Volumes are rounded to nearest 50 vehicles.
The following Level of Service criteria were derived and adapted from the *Highway Capacity Manual* (Transportation Research Board, 2000) and the Florida DOT Research 2002:

	Volume Thresholds for Each Level of Service					
Lanes	A	B	C	D	E	F
10	≤ 5,600	≤ 9,070	≤ 13,130	≤ 16,980	≤ 19,310	> 19,310

Significant and Unavoidable Impacts

Threshold	Would the proposed project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips or congestion on roadways)?

Impact 4.13-5 **Implementation of the General Plan Update would result in an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system with respect to the number of vehicle trips or congestion along roadways. This is a potentially significant impact. As there is no feasible mitigation available to reduce this impact to a less-than-significant level, this impact is considered a *significant and unavoidable* (Class I) impact.**

Estimates of future traffic conditions both without and with the proposed General Plan were necessary to evaluate potential impacts to the existing street system from development anticipated under the proposed General Plan. The future base conditions scenario represents future traffic conditions without the proposed General Plan growth, and assuming no other future development in the City by 2035 but including two other traffic sources: background regional traffic growth and specific cumulative projects outside the City. The future conditions with proposed General Plan scenario represents future base traffic conditions plus the proposed General Plan growth (Refer to Section 4.13.1 [Environmental Setting, Study Scope]). Year 2035 was used as the horizon year for future condition traffic analysis.

Background Regional Traffic Growth

Existing traffic is expected to increase between year 2009 and year 2035 as a result of general, area-wide, and regional growth and development. Based on a review of the growth projections from the Southern California Association of Governments (SCAG) regional transportation demand forecasting model (TDFM), the average annual growth rate in the Agoura Hills subarea over the duration of this analysis is approximately 0.75 percent per year.

The SCAG TDFM takes into account the regional growth and development projected within the entire Southern California region. While the TDFM encompasses the projected growth of the entire region, the traffic analysis focused on the growth affecting the Agoura Hills subarea of the TDFM. The area-wide growth rate utilized in this analysis represents the growth that is projected outside of the immediate Agoura Hills city limits, but includes neighboring communities such as Calabasas, Westlake Village, and Oak Park.

For the purposes of this analysis, the area-wide growth rate was applied only to regional through trips in the Agoura Hills area. The regional through trips are a component of the total traffic that is regionally generated without an origin or destination inside the City limits. Trips with either an origin or destination within Agoura Hills are local in nature and are not considered as a regional through trip.

The SCAG TDFM was utilized to estimate the portion of traffic on the freeway and street network that is regional versus the portion that is local. Due to the nature of the Agoura Hills roadway system, regional through trips are generally confined to the major travel routes, including the US-101 freeway, Kanan Road and Thousand Oaks Boulevard. Based on the model, the following regional through-trip factors were estimated:

- Thousand Oaks Boulevard: 10 percent
- Kanan Road (north of Thousand Oaks Boulevard): 70 percent
- Kanan Road (US-101 interchange to Thousand Oaks Boulevard): 40 percent
- Kanan Road (south of US-101): 75 percent
- US-101 freeway: 85 percent

In developing the future traffic projections, the area-wide growth rate was only applied to the portion of traffic on the arterials that are regional through trips.

Related Projects

Future base conditions traffic forecasts include the effects of specific projects, called cumulative or related projects, expected to be implemented in the vicinity of the City. The list of related projects was developed with assistance from City staff. Related projects represent the anticipated development outside of City limits.

Table 4.13-5 (Related Projects) summarizes the trip generation estimates for the related projects. Where available, trip estimates were taken from previous environmental studies; otherwise, estimates were calculated using trip generation rates contained in *Trip Generation, 8th Edition* (Institute of Transportation Engineers 2008). Table 4.13-5 (Related Projects) shows that the four related projects would generate a combined projected total of approximately 10,900 daily trips. Approximately 1,407 vehicles per hour (vph) are estimated during the weekday AM peak hour and 974 vph are anticipated during the weekday PM peak hour. The location of the four identified related projects is shown in Figure 4.13-4 (Related Projects).

Using the trip generation estimates and trip distribution patterns of the proposed related-project land uses, the geographic distribution of population from which the employees and patrons of proposed commercial projects could be drawn, the geographic distribution of employment and activity centers to which residents could be attracted, and the location of the related projects in relation to the surrounding street system, related-project traffic was assigned to the street network. This related-project only traffic was then added to the existing traffic volumes after adjustment for background regional traffic growth (described above) to create future base conditions (i.e., future conditions without the proposed General Plan) and assuming no other future development in the City. Table 4.13-6 (Year 2035 Base Peak Hour & Traffic Volumes) provides the projected future base traffic conditions for the weekday AM and PM peak hours, as well as the future base daily traffic volumes, in 2035. Figure 4.13-5A (Year 2035 Base Level of Service—AM Peak Hour) and Figure 4.13-5B (Year 2035 Base Level of Service—PM Peak Hour) provide the weekday AM and PM peak hour trip generation.

Table 4.13-5 Related Projects

Related Project & Land Uses	Size	ITE Code	Trip Generation						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
1. OPUS West—Russell Ranch[a]									
Office	361,000 sf	710	3,975	495	65	560	90	445	535
Adjustment			(100)	(15)	0	(15)	0	(50)	(50)
Retail	8,000 sf	820	345	5	5	10	15	15	30
Adjustment			(25)	0	0	0	(5)	0	(5)
Restaurant	21,000 sf	931	1,890	10	10	20	105	50	155
Adjustment			(50)	0	0	0	(20)	0	(20)
Fitness Center	45,000 sf	492	1,480	25	35	60	95	90	185
Adjustment			(100)	0	(15)	(15)	(25)	0	(25)
Russell Ranch Subtotal			*7,415*	*520*	*100*	*620*	*255*	*550*	*805*
2. Heschel West School[b]									
K–8 Students	660 students	n/a	2,231	382	265	647	0	40	40
Pre-school Students	90 students	n/a	407	39	34	73	18	21	39
Heschel West School Subtotal			*2,638*	*421*	*299*	*720*	*18*	*61*	*79*
3. Minder-Saratoga[c]									
Single-Family Residential	23 units	210	220	4	13	17	14	9	23
Minder-Saratoga Subtotal			*220*	*4*	*13*	*17*	*14*	*9*	*23*
4. Triangle Ranch									
Single-Family Residential	66 units	210	632	12	38	50	42	25	67
Triangle Ranch Subtotal			*632*	*12*	*38*	*50*	*42*	*25*	*67*
Total			***10,905***	***957***	***450***	***1,407***	***329***	***645***	***974***

SOURCES: a. Land use and trip generation data from the *OPUS West Russell Ranch Project FEIR* (City of Westlake Village, 2007).
b. Land use and trip generation data from *Revised Draft Environmental Impact Report—Heschel West School* (Los Angeles County Department of Regional Planning, 2005).
c. Land use data provided by the City of Agoura Hills. Trip generation prepared with ITE 8th Edition rates.

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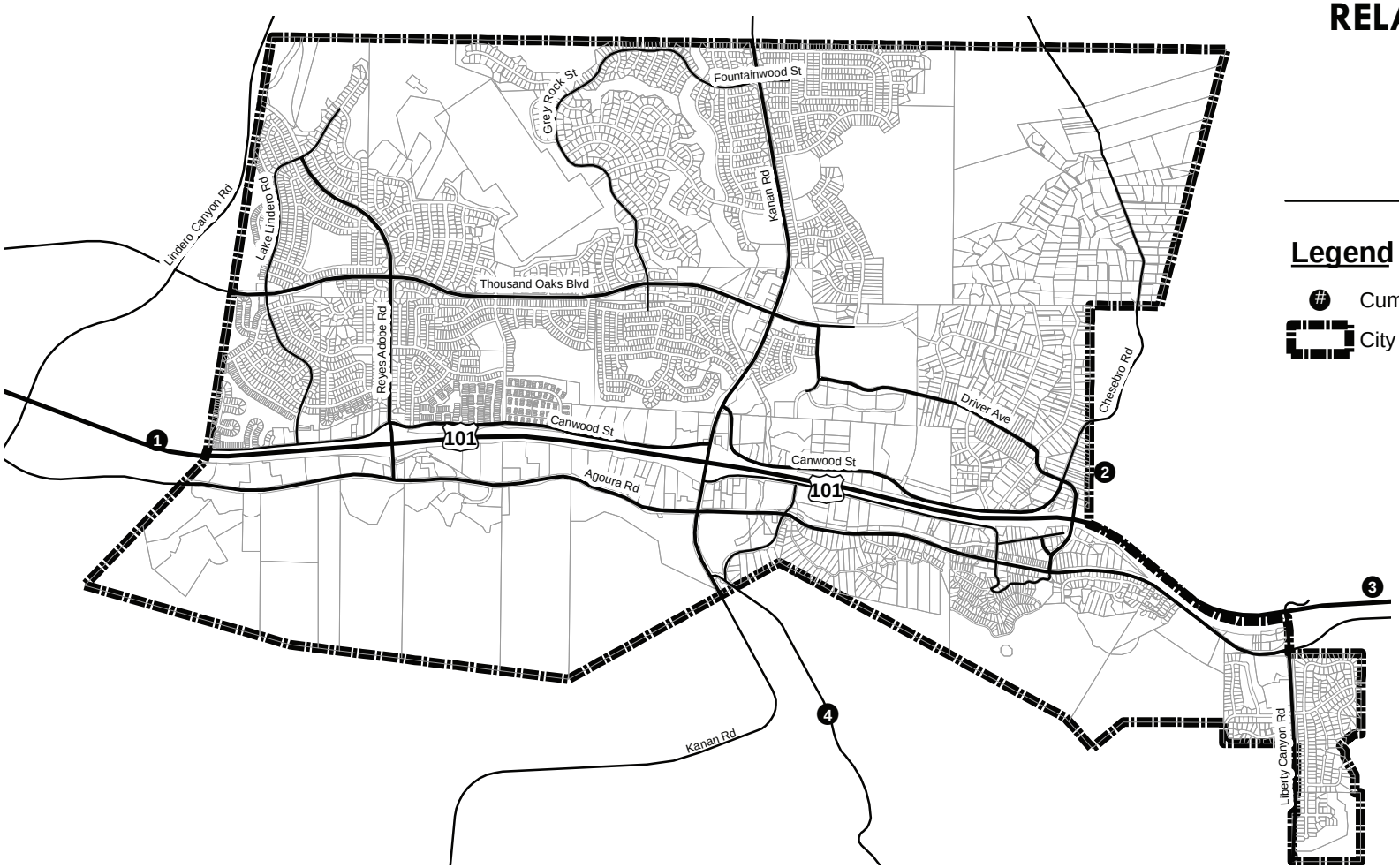
RELATED PROJECTS



Legend

- # Cumulative Projects
- City Boundary

Source: Fehr & Peers, 2009.

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Figure 4.13-4

Table 4.13-6 Year 2035 Base Peak Hour & Traffic Volumes

	Street Segment	*Peak Hour*	*Volume*
1	Lake Lindero Rd (n/o Thousand Oaks Blvd)	AM	610
		PM	400
		Daily	3,850
2	Thousand Oaks Blvd (w/o Lake Lindero Rd)	AM	1,170
		PM	1,625
		Daily	16,400
3	Lake Lindero Rd (s/o Thousand Oaks Blvd)	AM	300
		PM	305
		Daily	3,300
4	Reyes Adobe Rd (n/o Thousand Oaks Blvd)	AM	1,155
		PM	535
		Daily	6,950
5	Thousand Oaks Blvd (w/o Reyes Adobe Rd)	AM	890
		PM	1,245
		Daily	13,150
6	Thousand Oaks Blvd (e/o Reyes Adobe Rd)	AM	1,555
		PM	1,320
		Daily	15,550
7	Reyes Adobe Rd (s/o Thousand Oaks Blvd)	AM	1,130
		PM	850
		Daily	10,750
8	Kanan Rd (s/o Fountainwood St)	AM	2,080
		PM	2,175
		Daily	24,950
9	Kanan Rd (n/o Thousand Oaks Blvd)	AM	2,845
		PM	2,870
		Daily	33,500
10	Thousand Oaks Blvd (w/o Kanan Rd)	AM	1,405
		PM	1,255
		Daily	14,150
11	Thousand Oaks Blvd (e/o Kanan Rd)	AM	1,615
		PM	925
		Daily	11,000
12	Kanan Rd (s/o Thousand Oaks Blvd)	AM	2,895
		PM	2,555
		Daily	33,800
13	Driver Ave (e/o Argos St)	AM	1,090
		PM	635
		Daily	7,150
14	Agoura Rd (e/o Flintock Ln)	AM	710
		PM	885
		Daily	8,700
15	Reyes Adobe Rd (n/o Canwood St)	AM	1,280
		PM	1,110
		Daily	13,400

Table 4.13-6 Year 2035 Base Peak Hour & Traffic Volumes

	Street Segment	Peak Hour	Volume
16	Canwood St (w/o Reyes Adobe Rd)	AM	445
		PM	490
		Daily	5,600
17	Canwood St (e/o Reyes Adobe Rd)	AM	245
		PM	265
		Daily	3,100
18	Reyes Adobe Rd (n/o Agoura Rd)	AM	1,355
		PM	1,165
		Daily	13,350
19	Agoura Rd (w/o Reyes Adobe Rd)	AM	810
		PM	805
		Daily	9,300
20	Agoura Rd (e/o Reyes Adobe Rd)	AM	1,120
		PM	1,100
		Daily	11,800
21	Kanan Rd (s/o Canwood St E)	AM	3,470
		PM	3,315
		Daily	42,950
22	Canwood St (w/o Kanan Rd)	AM	345
		PM	385
		Daily	4,250
23	Canwood St (e/o Kanan Rd)	AM	790
		PM	855
		Daily	9,750
24	Kanan Rd (n/o Agoura Rd)	AM	1,990
		PM	2,095
		Daily	25,450
25	Agoura Rd (w/o Kanan Rd)	AM	795
		PM	805
		Daily	9,200
26	Agoura Rd (e/o Kanan Rd)	AM	425
		PM	530
		Daily	6,350
27	Kanan Rd (s/o Agoura Rd)	AM	1,545
		PM	1,595
		Daily	18,300
28	Roadside Dr (w/o Lewis Rd)	AM	225
		PM	250
		Daily	2,800
29	Agoura Rd (e/o Cornell Rd)	AM	430
		PM	470
		Daily	5,550
30	Chesebro Rd (n/o Driver Ave)	AM	360
		PM	335
		Daily	3,850

Table 4.13-6 Year 2035 Base Peak Hour & Traffic Volumes

Street Segment		Peak Hour	Volume
31	Driver Ave (w/o Chesebro Rd)	AM	1,185
		PM	700
		Daily	8,550
32	Palo Comado Canyon (e/o Chesebro Rd)	AM	1,495
		PM	1,080
		Daily	12,600
33	Chesebro Rd (s/o Driver Ave)	AM	500
		PM	520
		Daily	5,600
34	Dorothy Dr (b/t Lewis Rd & US-101 SB)	AM	295
		PM	330
		Daily	3,350
35	Chesebro Rd (s/o Dorothy Dr)	AM	1,185
		PM	680
		Daily	9,350
36	Agoura Rd (w/o Chesebro Rd)	AM	510
		PM	525
		Daily	5,800
37	Palo Comado Canyon (s/o Dorothy Dr)	AM	1,410
		PM	900
		Daily	11,300
38	Chesebro Rd (n/o Agoura Rd)	AM	680
		PM	510
		Daily	5,750
39	Liberty Canyon Rd (b/t US-101 NB & SB ramps)	AM	600
		PM	660
		Daily	5,650
40	Liberty Canyon Rd (n/o Agoura Rd)	AM	745
		PM	750
		Daily	7,300
41	Agoura Rd (w/o Liberty Canyon Rd)	AM	500
		PM	470
		Daily	4,850
42	Agoura Rd (e/o Liberty Canyon Rd)	AM	640
		PM	685
		Daily	6,250
43	Liberty Canyon Rd (s/o Agoura Rd)	AM	455
		PM	430
		Daily	4,950

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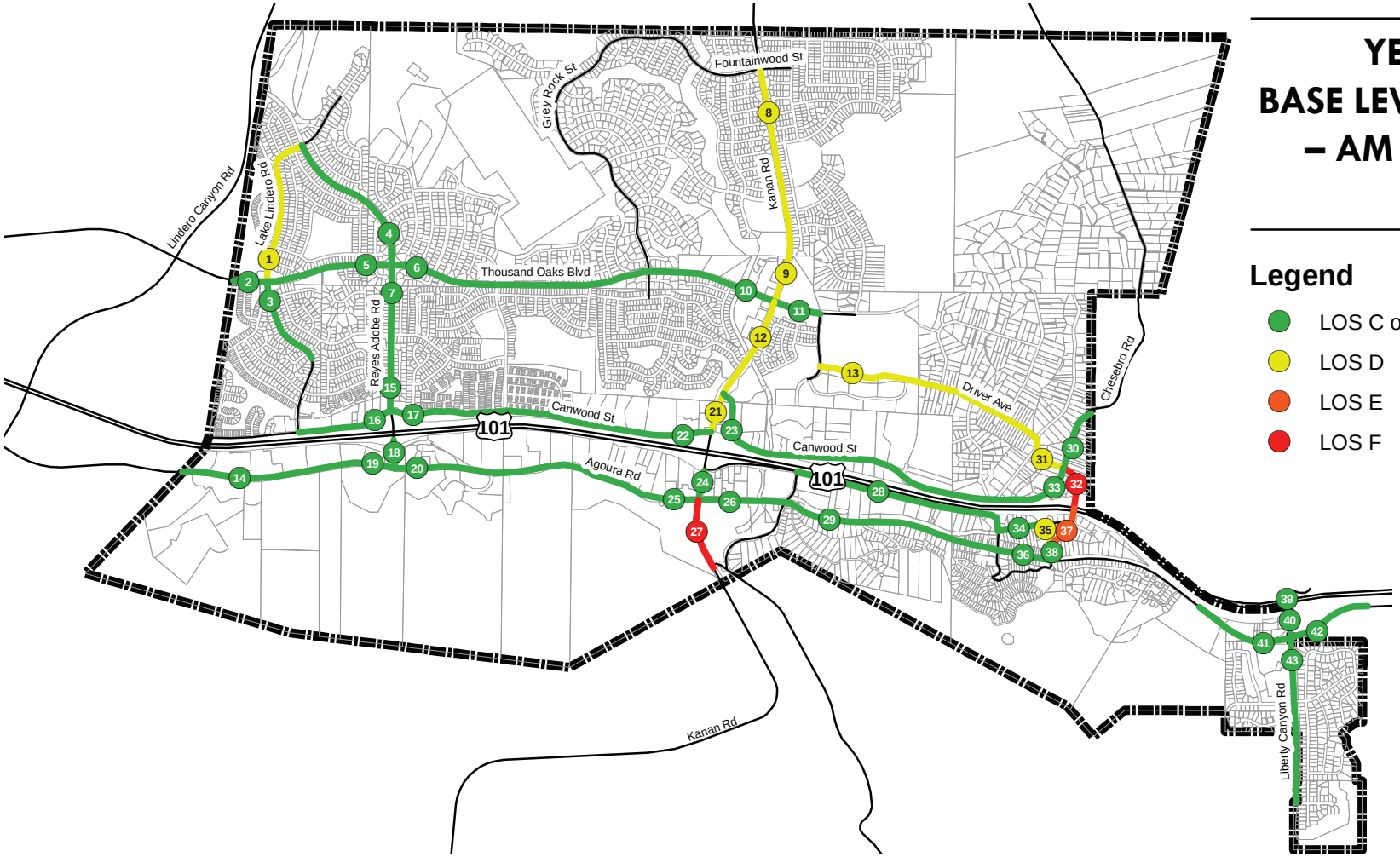
YEAR 2035
BASE LEVEL OF SERVICE – AM PEAK HOUR



Legend

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

Source: Fehr & Peers, 2009.

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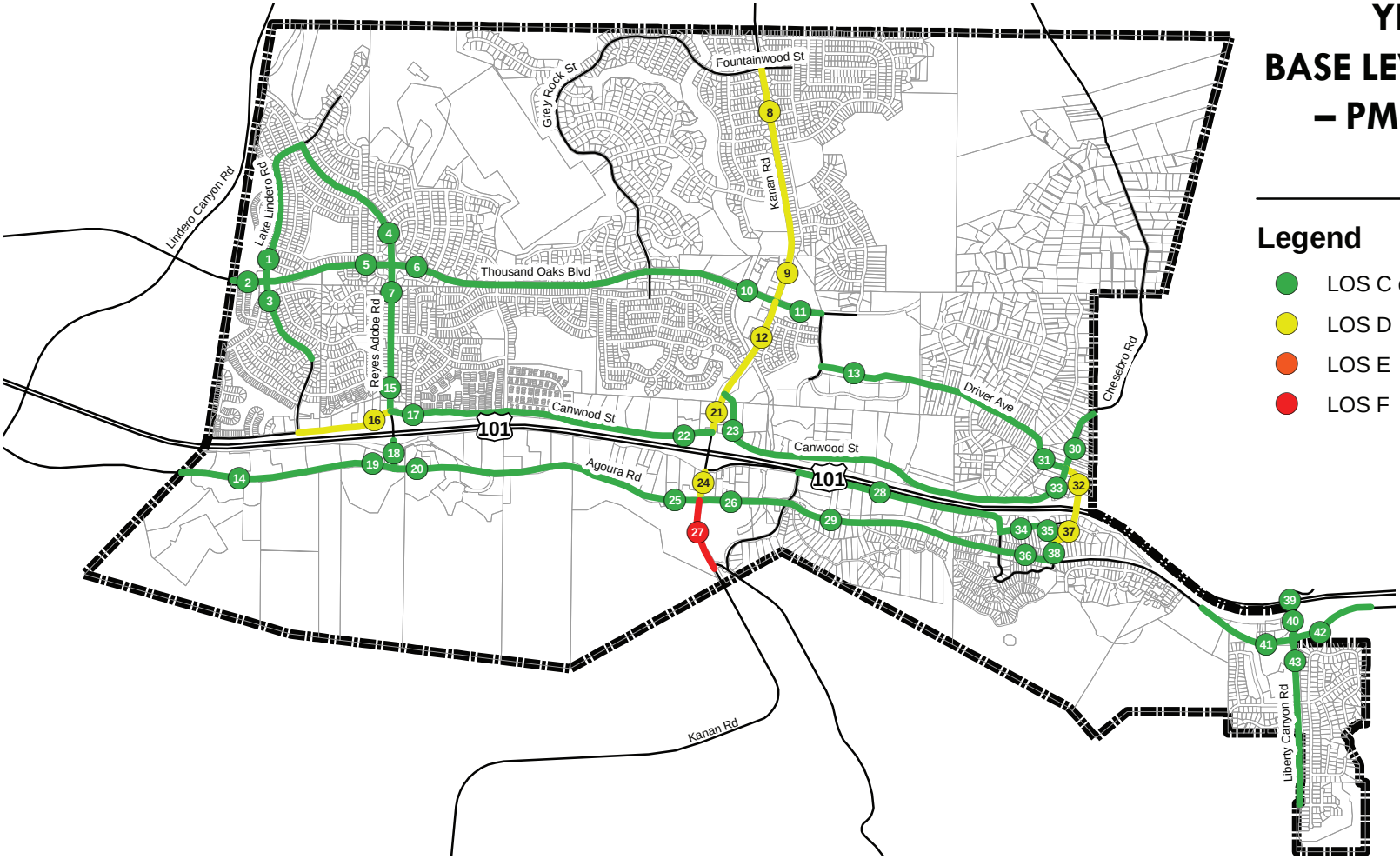
Figure 4.13-5A

CITY of AGOURA HILLS
General Plan Update EIR

YEAR 2035 BASE LEVEL OF SERVICE – PM PEAK HOUR



Legend

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

Source: Fehr & Peers, 2009.

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Figure 4.13-5B

Proposed General Plan Traffic Volumes

Estimating traffic conditions with the proposed General Plan involves a three-step process consisting of traffic generation, trip distribution, and traffic assignment.

Trip Generation

Trip generation estimates were developed by applying the factors in Table 4.13-7 (Proposed General Plan—Trip Generation Rates) to the various land uses identified by the proposed General Plan. The analysis was conducted by Traffic Analysis Zone (TAZ), with the City divided into 14 TAZs. The trip generation factors were applied to each category of land use in each TAZ to arrive at a total number of anticipated vehicle trips by TAZ. For TAZs that included portions of the AVSP area, the trip generation rates for these AVSP portions were obtained from the AVSP and associated EIR (2008).

Table 4.13-7 Proposed General Plan—Trip Generation Rates

			Trip Generation						
				AM Peak Hour			PM Peak Hour		
TAZ & Land Uses	Units	ITE Code	Daily	In	Out	Total	In	Out	Total
Single Family Residential	du	210	9.57	25%	75%	0.75	63%	37%	1.01
Multi Family Residential	du	230	5.81	17%	83%	0.44	67%	33%	0.52
Office/Business Park	ksf	750	[b]	89%	11%	[b]	14%	86%	[b]
Business Park/Manufacturing	ksf	770	[c]	84%	16%	[c]	23%	77%	[c]
Retail/Service	ksf	814[a]	44.32	61%	39%	0.72	44%	56%	2.71
Retail/Service	ksf	820	[d]	61%	39%	[d]	48%	52%	[d]

Pass-by reductions for retail land uses were applied on a varying scale: <100 ksf—10%, 100 ksf to 300 ksf—30%. The varying pass-by reduction is related to the rate difference between the specialty retail and shopping center rates. The specialty retail rates are lower than the shopping center rate and some pass-by reduction is already inherent in the rate.

a. AM trip generation for ITE land use 814 is derived from the proportional relationship between the PM rates for specialty retail (ITE 814) and shopping center (ITE 820). The specialty retail rate was applied to the retail lane uses that are <100 ksf in size. Land uses 750, 770, and 820 use logarithmic rather than linear equations in trip generation calculations as described below.

b. Office Park
ITE 750
Daily: Ln(T) = 10.42 Ln(X) + 409.04
AM: Ln(T) = 0.84 Ln(X) + 1.51
PM: T = 1.21(X) + 106.22

c. Business Park
ITE 770
Daily: Ln(T) = 10.75 Ln(X) + 747.41
AM: Ln(T) = 0.98 Ln(X) + 0.45
PM: Ln(T) = 0.92 Ln(X) + 0.78

d. Retail/Service
ITE 820
Daily: Ln(T) + 0.65 Ln(X) + 5.83
AM: Ln(T) = 0.6 Ln(X) + 2.29
PM: Ln(T) + 0.66 Ln(X) + 3.4

Trip Reduction Credits

Several trip reduction credits were applied in the traffic analysis prepared for the proposed General Plan: internal capture, pass-by, and Transportation Demand Management (TDM). The trip credits were applied to the appropriate land use in each TAZ, where applicable.

Internal Capture

Typically in development with mixed land uses, an internal capture credit can be applied to the trip generation estimates. This internal capture credit reflects the tendency of users of one land use to also visit other land uses within the development; this credit accounts for the interaction among the multiple

land uses. In the context of the Agoura Hills General Plan Update, each TAZ represents development with a varying mix of land use densities and types throughout the TAZ; therefore, an element of interaction among the land use types within the TAZ that would not leave the TAZ is assumed.

The internal capture rate refers to the tendency of users of one land use to also visit other land uses within the same development. Each TAZ represents development with a varying mix of land use densities and types throughout the TAZ; therefore, an element of interaction among the land use types within the TAZ that would not leave the TAZ is assumed. The calculation of internal capture credit was developed for each individual TAZ using the assumptions and methodology outlined in the *2nd Edition ITE Trip Generation Handbook* (Institute of Transportation Engineers, 2004). The credits were developed based on the amount of planned business park, office, residential, and retail land use growth within each TAZ; the methodology provides an overall internal capture rate as well as individual internal capture rates specific to the proposed land uses. In order to achieve the overall internal reductions for each TAZ, the individual internal capture rates were applied to the appropriate land uses during the analyzed time periods. These internal capture credits ranged from one percent to 48 percent per land use; this ultimately achieved the overall reductions indicated by the ITE methodology.

Pass-by

Pass-by reductions represent those trips already on the roadway system expected to be attracted to the site once the proposed land uses are built. While these trips would be new to the site itself, they would not be new to the roadway system and are not considered new trips generated by the land use. Because these trips are already captured in the existing traffic counts, they are removed from the calculations to ensure that double counting these trips does not occur. Pass-by credits ranging from 10 percent to 30 percent were applied to the proposed retail land uses only.

In the analysis of the proposed General Plan trips, the pass-by credits were not taken into account on streets directly serving the future retail use; rather, the pass-by trips at these locations were assigned to the local street network to simulate diversion from their usual path of travel. This methodology results in a more conservative analysis.

Transportation Demand Management (TDM)

TDM is a set of strategies that are intended to reduce the number of single-occupant automobiles traveling during the peak hours of the day. Section 9654.4 of the *Agoura Hills Municipal Code* details the TDM measures currently required of new developments. Effectively, a series of development standards are required in support of the City's TDM efforts. These standards may include preferential carpool/vanpool parking, pedestrian circulation features, transit stop improvements, and amenities for bicycle commuters. The General Plan Update goals and policies strive to support and expand upon the existing TDM Program, including Goal M-10 (Transportation Demand Management) and Policy M-10.1 (Current Techniques) through Policy M-10.5 (Preferential Parking).The TDM credit is meant to acknowledge the ongoing and future TDM efforts in Agoura Hills per the General Plan Update; a TDM credit of five percent was applied to the office and business park uses proposed in the General Plan Update.

Table 4.13-8 (Proposed General Plan Trip Generation) provides a summary of the proposed General Plan trip generation estimates and rates, including TDM measures and credits. The development anticipated under the proposed General Plan in total is estimated to generate an increase of approximately 45,302 weekday trips, including approximately 3,026 weekday AM peak hour trips and approximately 4,775 weekday PM peak hour trips.

Table 4.13-8 Proposed General Plan Trip Generation

TAZ & Land Uses	Size	Units	ITE Code	Trip Credit[d, e, f]	Trip Generation						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
TAZ 1											
Retail/Service	141	sf	814		6	0	0	0	0	0	0
Pass-by Reduction				10%	(1)	0	0	0	0	0	0
				TAZ 1 Subtotal	*5*	*0*	*0*	*0*	*0*	*0*	*0*
TAZ 2											
Multi-family Residential	22	du	230		128	2	8	10	7	4	11
Internal Capture within TAZ				36%, 31%, 39%	(46)	(1)	(2)	(3)	(3)	(2)	(4)
Retail/Service	28,575	sf	814		1,266	13	8	21	34	43	77
Internal Capture within TAZ				4%, 16%, 6%	(51)	(2)	(1)	(3)	(2)	(3)	(5)
Pass-by Reduction				10%	(122)	(1)	(1)	(2)	(3)	(4)	(7)
				TAZ 2 Subtotal	*1,175*	*11*	*12*	*23*	*33*	*38*	*72*
TAZ 3											
Single Family Residential	23	du	210		220	4	13	17	14	9	23
				TAZ 3 Subtotal	*220*	*4*	*13*	*17*	*14*	*9*	*23*
TAZ 4											
Retail/Service	9,467	sf	814		420	4	3	7	11	15	26
Pass-by Reduction				10%	(42)	(1)	0	(1)	(1)	(2)	(3)
				TAZ 4 Subtotal	*378*	*3*	*3*	*6*	*10*	*13*	*23*
TAZ 5											
Multi-Family Residential	22	du	220		128	2	8	10	7	4	11
Internal Capture within TAZ				37%, 49%, 40%	(47)	(1)	(4)	(5)	(3)	(2)	(4)
Retail/Service	53,919	sf	814		2,390	24	15	39	64	82	146
Internal Capture within TAZ				6%, 25%, 6%	(143)	(6)	(4)	(10)	(4)	(5)	(9)
Pass-by Reduction				10%	(225)	(2)	(1)	(3)	(6)	(8)	(14)
Office/Business Park	159,584	sf	750		2,072	286	35	321	42	257	299
Internal Capture within TAZ				4%, 2%, 1%	(83)	(6)	(1)	(6)	0	(3)	(3)
TDM Reduction				5%	(99)	(14)	(2)	(16)	(2)	(13)	(15)
				TAZ 5 Subtotal	*3,993*	*283*	*46*	*330*	*98*	*312*	*411*

Table 4.13-8 Proposed General Plan Trip Generation

TAZ & Land Uses	Size	Units	ITE Code	Trip Credit[d, e, f]	Trip Generation						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
TAZ 6											
Single-Family Residential	14	du	210		134	3	8	11	9	5	14
Internal Capture within TAZ				37%, 45%, 40%	(50)	(1)	(4)	(5)	(4)	(2)	(6)
Retail/Service	268,013	sf	820		12,890	173	110	283	576	624	1,200
Internal Capture within TAZ				4%, 15%, 3%	(516)	(26)	(17)	(42)	(17)	(19)	(36)
Pass-by Reduction[a]				30%	(3,712)	(44)	(28)	(72)	(168)	(182)	(349)
Office/Business Park	12,036	sf	750		534	33	4	37	17	104	121
Internal Capture within TAZ				10%, 8%, 5%	(53)	(3)	0	(3)	(1)	(5)	(6)
TDM Reduction				5%	(24)	(2)	0	(2)	(1)	(5)	(6)
Business Park/Manufacturing	205,465	sf	770		2,956	244	46	290	67	226	293
Internal Capture within TAZ				10%, 8%, 5%	(296)	(20)	(4)	(23)	(3)	(11)	(15)
TDM Reduction				5%	(133)	(11)	(2)	(13)	(3)	(11)	(14)
				TAZ 6 Subtotal	*11,730*	*346*	*113*	*461*	*472*	*724*	*1,196*
TAZ 7											
Retail/Service	20,440	sf	814		906	9	6	15	24	31	55
Internal Capture within TAZ				4%, 13%, 3%	(36)	(1)	(1)	(2)	(1)	(1)	(2)
Pass-by Reduction				10%	(87)	(1)	(1)	(1)	(2)	(3)	(5)
Office/Business Park	32,992	sf	750		753	76	9	85	20	126	146
Internal Capture within TAZ				4%, 2%, 1%	(30)	(2)	(0)	(2)	(0)	(1)	(1)
TDM Reduction				5%	(36)	(4)	(0)	(4)	(1)	(6)	(7)
				TAZ 7 Subtotal	*1,470*	*77*	*13*	*91*	*40*	*146*	*186*
TAZ 8											
Multi-Family Residential	76	du	230		442	6	27	33	27	13	40
Internal Capture within TAZ				37%, 30%, 37%	(164)	(2)	(8)	(10)	(10)	(5)	(15)
Specialty Retail (AVSP)	36,600	sf	—[b]		1,443	26	17	43	48	50	98
Internal Capture within TAZ				11%, 29%, 13%	(159)	(8)	(5)	(12)	(6)	(7)	(13)
Retail/Service	15,297	sf	814		678	7	4	11	18	23	41
Internal Capture within TAZ				11%, 29%, 13%	(75)	(2)	(1)	(3)	(2)	(3)	(5)
Pass-by Reduction				10%	(60)	(1)	(0)	(1)	(2)	(2)	(4)
Office/Business Park	153,028	sf	750		2,004	276	34	310	41	250	291
Internal Capture within TAZ				4%, 3%, 1%	(80)	(8)	(1)	(9)	(0)	(3)	(3)
TDM Reduction				5%	(96)	(13)	(2)	(15)	(2)	(12)	(14)
Business Park/Manufacturing	21,862	sf	770		982	27	5	32	9	28	37
Internal Capture within TAZ				4%, 3%, 1%	(39)	(1)	(0)	(1)	(0)	(0)	(0)
TDM Reduction				5%	(47)	(1)	(0)	(2)	(0)	(1)	(2)
				TAZ 8 Subtotal	*4,829*	*306*	*70*	*376*	*121*	*331*	*451*

Table 4.13-8 Proposed General Plan Trip Generation

TAZ & Land Uses	Size	Units	ITE Code	Trip Credit[d, e, f]	Trip Generation						
						AM Peak Hour			PM Peak Hour		
					Daily	In	Out	Total	In	Out	Total
TAZ 9											
Multi-Family Residential	19	du	—[b]		115	2	7	9	7	4	11
Internal Capture within TAZ				37%, 48%, 40%	(43)	(1)	(3)	(4)	(3)	(2)	(4)
Retail/Service	16,592	sf	820		2,113	32	21	53	92	99	191
Internal Capture within TAZ				6%, 21%, 5%	(127)	(7)	(4)	(11)	(5)	(5)	(10)
Pass-by Reduction				10%	(119)	(3)	(2)	(4)	(9)	(9)	(18)
Office/Business Park	71,539	sf	750		1,154	146	18	164	27	166	193
Internal Capture within TAZ				3%, 3%, 2%	(36)	(4)	(1)	(5)	(1)	(3)	(4)
TDM Reduction				5%	(56)	(7)	(1)	(8)	(1)	(8)	(9)
Business Park/Manufacturing	46,118	sf	770		1,243	56	11	67	17	57	74
Internal Capture within TAZ				3%, 3%, 2%	(37)	(2)	(0)	(2)	(0)	(1)	(1)
TDM Reduction				5%	(60)	(3)	(1)	(3)	(1)	(3)	(4)
				TAZ 9 Subtotal	*4,068*	*209*	*45*	*256*	*123*	*295*	*419*
TAZ 10											
Office/Business Park	170,842	sf	750		2,189	303	37	340	44	269	313
TDM Reduction				5%	(109)	(15)	(2)	(17)	(2)	(14)	(16)
				TAZ 10 Subtotal	*2,080*	*288*	*35*	*323*	*42*	*255*	*297*
TAZ 11											
Multi-Family Residential	112	du	—[b]		606	8	38	46	36	18	54
Internal Capture within TAZ				37%, 40%, 40%	(225)	(3)	(15)	(19)	(15)	(8)	(21)
Office (AVSP)	75,250	sf	—[b]		965	119	15	134	21	126	147
Internal Capture within TAZ				4%, 3%, 2%	(39)	(4)	(0)	(4)	(0)	(3)	(3)
Retail/Service	61,250	sf	820		4,938	71	46	117	217	236	453
Internal Capture within TAZ				8%, 28%, 8%	(395)	(20)	(13)	(33)	(17)	(19)	(36)
Pass-by Reduction				10%	(454)	(5)	(3)	(8)	(20)	(22)	(42)
Office/Business Park[c]	267,681	sf	750		3,198	441	54	495	60	370	430
Internal Capture within TAZ				4%, 3%, 2%	(128)	(13)	(2)	(15)	(1)	(7)	(9)
TDM Reduction				5%	(154)	(21)	(3)	(24)	(3)	(18)	(21)
				TAZ 11 Subtotal	*8,312*	*573*	*117*	*689*	*278*	*673*	*952*

Table 4.13-8 Proposed General Plan Trip Generation

TAZ & Land Uses	Size	Units	ITE Code	Trip Credit[d, e, f]	Trip Generation						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
TAZ 12											
Single-Family Residential	53	du	210		507	10	30	40	34	20	54
Internal Capture within TAZ				33%, 25%, 31%	(167)	(3)	(8)	(10)	(11)	(6)	(17)
Multi-Family Residential	131	du	—[b]		725	10	46	56	45	22	67
Internal Capture within TAZ				33%, 25%, 31%	(239)	(3)	(11)	(14)	(14)	(6)	(21)
Senior Housing (AVSP)	31	du	—[b]		97	0	2	2	2	1	3
Internal Capture within TAZ				33%, 25%, 31%	(32)	(0)	(1)	(1)	(1)	(0)	(1)
Specialty Retail (AVSP)	61,000	sf	—[b]		2,417	45	28	73	83	87	170
Internal Capture within TAZ				13%, 29%, 13%	(314)	(13)	(8)	(21)	(11)	(11)	(22)
Retail/Service[c]	54,500	sf	814		2,340	34	21	55	99	104	203
Internal Capture within TAZ				13%, 29%, 13%	(304)	(10)	(6)	(16)	(13)	(14)	(26)
Pass-by Reduction				10%	(204)	(2)	(2)	(4)	(9)	(9)	(18)
Office (AVSP)	100,000	sf	—[b]		1,201	150	19	169	24	148	172
Internal Capture within TAZ				8%, 7%, 3%	(96)	(11)	(1)	(12)	(1)	(4)	(5)
Office/Business Park[c]	55,339	sf	750		986	117	15	132	24	149	173
Internal Capture within TAZ				8%, 7%, 3%	(79)	(8)	(1)	(9)	(1)	(4)	(5)
TDM Reduction				5%	(45)	(5)	(1)	(6)	(1)	(7)	(8)
				TAZ 12 Subtotal	*6,793*	*311*	*122*	*434*	*249*	*470*	*719*
TAZ 13											
Single-Family Residential	26	du	210		249	5	15	20	16	10	26
				TAZ 13 Subtotal	*249*	*5*	*15*	*20*	*16*	*10*	*26*
TAZ 14											
No Change in Land Use Plan	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a
				TAZ 14 Subtotal	*0*	*0*	*0*	*0*	*0*	*0*	*0*
				Total	***45,302***	***2,416***	***604***	***3,026***	***1,496***	***3,276***	***4,775***

SOURCE: Fehr & Peers 2009, October

Land use source: City of Agoura Hills, table entitled "Agoura Hills, Existing and Proposed General Plan Buildout by TAZ, 5-15-19." Trip generation equations and rates from Table 5 (Agoura Hills General Plan Update [Proposed General Plan Scenario] – Trip Generation Rates) from Fehr & Peers October 2009 report.

a. Pass-by trips in TAZ 6 were assigned to the local street network to simulate diversion from their usual path of travel.

b. Description, size, and trip generation taken from the Agoura Village Specific Plan (AVSP) Specific Plan EIR.

c. Land use density reflects reduction of the Agoura Hills General Plan with the densities specified in the Agoura Village Specific Plan.

d. Pass-by trips for retail land uses were applied on a varying scale: <100 ksf = 10%; 100 ksf to 300 ksf = 30%; and > 300 ksf = 20%.

e. Internal capture credits represent trips between land uses within the TAZ and remaining internal to the TAZ. The credits were calculated based on the ITE internalization methodology and vary by time period. Credits were calculated by time period and the percentages are presented in the following order: Daily, AM peak hour, PM peak hour.

f. TDM reduction credit of 5% applied to estimate the effects of the current TDM requirements in the Municipal Code.

Trip Distribution

The direction distribution of traffic generated in the City was estimated based on a review of the approved Agoura Village Specific Plan, the current Agoura Hills General Plan, and the SCAG regional transportation demand forecasting model. In applying the information from these sources, the geographic distribution of trips generated is dependent on several factors:

- The locations of employment and commercial centers to which residents would be drawn
- The locations of population centers from which employees and patrons would be drawn
- Characteristics of the street system
- The level of accessibility of the routes to and from the proposed land uses

The distribution applied in the analysis for Agoura Hills was adapted from those sources and is generally comprised of the following distribution:

- 20 percent internal to Agoura Hills
- 5 percent to/from the north
- 5 percent to/from the south
- 35 percent to/from the east
- 35 percent to/from the west

Trip Assignment

The project trip generation estimates summarized in Table 4.13-8 (Proposed General Plan Trip Generation) and the distribution patterns discussed above were used to assign the proposed General Plan traffic to the local and regional street system and through the forty-three study segments.

Year 2035 (Future) Base Traffic Conditions

The future base peak hour traffic volumes demonstrated in Table 4.13-6 (Year 2035 Base Peak Hour & Traffic Volumes) were analyzed to determine the LOS for each of the analyzed segments under year 2035 future base conditions. The Year 2035 conditions take into account regional growth and cumulative projects but do not include the traffic attributable to growth under the proposed General Plan. Table 4.13-9 (Future Peak Hour Levels of Service) summarizes these results. Under the future base conditions (without the proposed General Plan Update), the following thirteen analyzed locations are projected to be deficient with operations at LOS D or worse during either or both peak hour:

1. Lake Lindero Road north of Thousand Oaks Boulevard (AM peak hour)
8. Kanan Road south of Fountainwood Street (AM and PM peak hours)
9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of Thousand Oaks Boulevard (AM and PM peak hours)
13. Driver Avenue east of Argos Street (AM peak hour)
16. Canwood Street west of Reyes Adobe Road (PM peak hour)
21. Kanan Road south of Canwood Street East (AM and PM peak hours)
24. Kanan Road north of Agoura Road (PM peak hour)
27. Kanan Road south of Agoura Road (AM and PM peak hours)

Table 4.13-9 Future Peak Hour Levels of Service

	Street Segment	Classification	Peak Hour	Year 2035 Base			Year 2035 with Proposed General Plan Land use					Less than LOS
							Without Improvements			With Proposed Circulation Element		
				Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	# of Lanes	LOS	
1	Lake Lindero Rd (n/o Thousand Oaks Blvd)	Collector	AM	610	2U	D	610	2U	D	2U	D	**
			PM	400	2U	C or better	405	2U	C or better	2U	C or better	
2	Thousand Oaks Blvd (w/o Lake Lindero Rd)	Arterial	AM	1,170	4D	C or better	1,275	4D	C or better	4D	C or better	
			PM	1,625	4D	C or better	1,765	4D	C or better	4D	C or better	
3	Lake Lindero Rd (s/o Thousand Oaks Blvd)	Collector	AM	300	2U	C or better	305	2U	C or better	2U	C or better	
			PM	305	2U	C or better	310	2U	C or better	2U	C or better	
4	Reyes Adobe Rd (n/o Thousand Oaks Blvd)	Arterial	AM	1,155	4U	C or better	1,155	4U	C or better	4U	C or better	
			PM	535	4U	C or better	540	4U	C or better	4U	C or better	
5	Thousand Oaks Blvd (w/o Reyes Adobe Rd)	Arterial	AM	890	4D	C or better	995	4D	C or better	4D	C or better	
			PM	1,245	4D	C or better	1,390	4D	C or better	4D	C or better	
6	Thousand Oaks Blvd (e/o Reyes Adobe Rd)	Arterial	AM	1,555	4D	C or better	1,585	4D	C or better	4D	C or better	
			PM	1,320	4D	C or better	1,370	4D	C or better	4D	C or better	
7	Reyes Adobe Rd (s/o Thousand Oaks Blvd)	Arterial	AM	1,130	4U	C or better	1,225	4U	C or better	4U	C or better	
			PM	850	4U	C or better	995	4U	C or better	4U	C or better	
8	Kanan Rd (s/o Fountainwood St)	Arterial	AM	2,080	4D	D	2,245	4D	D	4D	D	**
			PM	2,175	4D	D	2,435	4D	D	4D	D	**
9	Kanan Rd (n/o Thousand Oaks Blvd)	Arterial	AM	2,845	4D	D	3,050	4D	E	4D	E	**
			PM	2,870	4D	D	3,195	4D	F	4D	F	**
10	Thousand Oaks Blvd (w/o Kanan Rd)	Arterial	AM	1,405	4D	C or better	1,435	4D	C or better	4D	C or better	
			PM	1,255	4D	C or better	1,310	4D	C or better	4D	C or better	
11	Thousand Oaks Blvd (e/o Kanan Rd)	Arterial	AM	1,615	4D	C or better	1,665	4D	C or better	4D	C or better	
			PM	925	4D	C or better	1,000	4D	C or better	4D	C or better	
12	Kanan Rd (s/o Thousand Oaks Blvd)	Arterial	AM	2,895	4D	D	3,130	4D	F	4D	F	**
			PM	2,555	4D	D	2,895	4D	D	4D	D	**

Table 4.13-9 Future Peak Hour Levels of Service

	Street Segment	Classification	Peak Hour	Year 2035 Base			Year 2035 with Proposed General Plan Land use					Less than LOS
							Without Improvements			With Proposed Circulation Element		
				Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	# of Lanes	LOS	
13	Driver Ave (e/o Argos St)	Collector	AM	1,090	2U	D	1,130	2U	D	2U	D	**
			PM	635	2U	C or better	700	2U	C or better	2U	C or better	
14	Agoura Rd (e/o Flintock Ln)	Arterial	AM	710	4D	C or better	830	4D	C or better	4D	C or better	
			PM	885	4D	C or better	1,045	4D	C or better	4D	C or better	
15	Reyes Adobe Rd (n/o Canwood St)	Arterial	AM	1,280	4U	C or better	1,470	4U	C or better	4U	C or better	
			PM	1,110	4U	C or better	1,380	4U	C or better	4U	C or better	
16	Canwood St (w/o Reyes Adobe Rd)	Collector	AM	445	2U	C or better	445	2U	C or better	2U	C or better	
			PM	490	2U	D	490	2U	D	2U	D	**
17	Canwood St (e/o Reyes Adobe Rd)	Arterial	AM	245	2U	C or better	285	2U	C or better	2U	C or better	
			PM	265	2U	C or better	315	2U	C or better	2U	C or better	
18	Reyes Adobe Rd (n/o Agoura Rd)	Arterial	AM	1,355	4D	C or better	1,935	4D	C or better	5D	C or better	
			PM	1,165	4D	C or better	1,965	4D	C or better	5D	C or better	
19	Agoura Rd (w/o Reyes Adobe Rd)	Arterial	AM	810	4D	C or better	1,110	4D	C or better	4D	C or better	
			PM	805	4D	C or better	1,230	4D	C or better	4D	C or better	
20	Agoura Rd (e/o Reyes Adobe Rd)	Arterial	AM	1,120	4D	C or better	1,505	4D	C or better	4D	C or better	
			PM	1,100	4D	C or better	1,630	4D	C or better	4D	C or better	
21	Kanan Rd (s/o Canwood St E)	Arterial	AM	3,470	5D	D	3,970	5D	F	5D	F	**
			PM	3,315	5D	D	4,180	5D	F	5D	F	**
22	Canwood St (w/o Kanan Rd)	Arterial	AM	345	2U	C or better	630	2U	C or better	2U	C or better	
			PM	385	2U	C or better	730	2U	C or better	2U	C or better	
23	Canwood St (e/o Kanan Rd)	Arterial	AM	790	2U	C or better	1,110	2U	D	2.5U*	C or better	
			PM	855	2U	C or better	1,560	2U	F	2.5U*	D	**
24	Kanan Rd (n/o Agoura Rd)	Arterial	AM	1,990	4D	C or better	2,800	4D	D	4D	D	**
			PM	2,095	4D	D	3,300	4D	F	4D	F	**

Table 4.13-9 Future Peak Hour Levels of Service

	Street Segment	Classification	Peak Hour	Year 2035 Base			Year 2035 with Proposed General Plan Land use					Less than LOS
							Without Improvements			With Proposed Circulation Element		
				Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	# of Lanes	LOS	
25	Agoura Rd (w/o Kanan Rd)	Arterial	AM	795	2U	C or better	1,325	2U	D	4D	C or better	
			PM	805	2U	C or better	1,535	2U	F	4D	C or better	
26	Agoura Rd (e/o Kanan Rd)	Arterial	AM	425	2U	C or better	695	2U	C or better	2U	C or better	
			PM	530	2U	C or better	930	2U	D	2U	D	**
27	Kanan Rd (s/o Agoura Rd)	Arterial	AM	1,545	2U	F	1,880	2U	F	4U	C or better	
			PM	1,595	2U	F	2,115	2U	F	4U	D	**
28	Roadside Dr (w/o Lewis Rd)	Collector	AM	225	2U	C or better	300	2U	C or better	2U	C or better	
			PM	250	2U	C or better	350	2U	C or better	2U	C or better	
29	Agoura Rd (e/o Cornell Rd)	Arterial	AM	430	2U	C or better	700	2U	C or better	2U	C or better	
			PM	470	2U	C or better	875	2U	D	2U	D	**
30	Chesebro Rd (n/o Driver Ave)	Collector	AM	360	2U	C or better	360	2U	C or better	2U	C or better	
			PM	335	2U	C or better	335	2U	C or better	2U	C or better	
31	Driver Ave (w/o Chesebro Rd)	Collector	AM	1,185	2U	D	1,225	2U	D	2U	D	**
			PM	700	2U	C or better	755	2U	C or better	2U	C or better	
32	Palo Comado Canyon (e/o Chesebro Rd)	Arterial	AM	1,495	2U	F	1,725	2U	F	4U	C or better	
			PM	1,080	2U	D	1,520	2U	F	4U	C or better	
33	Chesebro Rd (s/o Driver Ave)	Arterial	AM	500	2U	C or better	710	2U	C or better	2.5U*	C or better	
			PM	520	2U	C or better	975	2U	D	2.5U*	C or better	
34	Dorothy Dr (b/t Lewis Rd & US-101 SB)	Collector	AM	295	2U	C or better	390	2U	C or better	2U	C or better	
			PM	330	2U	C or better	485	2U	D	2U	D	**
35	Chesebro Rd (s/o Dorothy Dr)	Arterial	AM	1,185	2U	D	1,360	2U	D	2.5U*	D	**
			PM	680	2U	C or better	1,005	2U	D	2.5U*	C or better	
36	Agoura Rd (w/o Chesebro Rd)	Arterial	AM	510	2U	C or better	760	2U	C or better	2U	C or better	
			PM	525	2U	C or better	875	2U	D	2U	D	**

Table 4.13-9 Future Peak Hour Levels of Service

	Street Segment	Classification	Peak Hour	Year 2035 Base			Year 2035 with Proposed General Plan Land use					Less than LOS
							Without Improvements			With Proposed Circulation Element		
				Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	# of Lanes	LOS	
37	Palo Comado Canyon (s/o Dorothy Dr)	Arterial	AM	1,410	2U	E	1,785	2U	F	4U	C or better	
			PM	900	2U	D	1,510	2U	F	4U	C or better	
38	Chesebro Rd (n/o Agoura Rd)	Arterial	AM	680	2U	C or better	890	2U	D	4U	C or better	
			PM	510	2U	C or better	815	2U	C or better	4U	C or better	
39	Liberty Canyon Rd (b/t US-101 NB & SB ramps)	Arterial	AM	600	2U	C or better	635	2U	C or better	2U	C or better	
			PM	660	2U	C or better	705	2U	C or better	2U	C or better	
40	Liberty Canyon Rd (n/o Agoura Rd)	Arterial	AM	745	2U	C or better	785	2U	C or better	2U	C or better	
			PM	750	2U	C or better	800	2U	C or better	2U	C or better	
41	Agoura Rd (w/o Liberty Canyon Rd)	Arterial	AM	500	2U	C or better	615	2U	C or better	2U	C or better	
			PM	470	2U	C or better	645	2U	C or better	2U	C or better	
42	Agoura Rd (e/o Liberty Canyon Rd)	Arterial	AM	640	2U	C or better	640	2U	C or better	2U	C or better	
			PM	685	2U	C or better	690	2U	C or better	2U	C or better	
43	Liberty Canyon Rd (s/o Agoura Rd)	Arterial	AM	455	2U	C or better	530	2U	C or better	2U	C or better	
			PM	430	2U	C or better	550	2U	C or better	2U	C or better	

#U Denotes number of lanes on an undivided facility.

#D Denotes number of lanes on a divided facility.

* Denotes an undivided facility with a dual left turn cross section.

** Denotes facility that is less than LOS C.

31. Driver Avenue west of Chesebro Road (AM peak hour)
32. Palo Comado Canyon Road east of Chesebro Road (AM and PM peak hours)
35. Chesebro Road south of Dorothy Drive (AM peak hour)
37. Palo Comado Canyon Road south of US-101 (AM and PM peak hours)

Of these thirteen locations, three are projected to operate at LOS E or LOS F during either peak period:

27. Kanan Road south of Agoura Road (AM and PM peak hours)
32. Palo Comado Canyon Road east of Chesebro Road (AM and PM peak hours)
37. Palo Comado Canyon Road south of Dorothy Drive (AM and PM peak hours)

The remaining ten locations are projected to operate at LOS D. In total, this represents an increase of two locations operating below LOS C compared to the existing conditions and an increase of two locations projected to operate at LOS E.

Future Base Plus Proposed General Plan Conditions

The future plus proposed General Plan peak hour traffic volumes were analyzed under two future analysis scenarios relating to the implementation of potential future improvements on the Agoura Hills street system, including the following:

- Without roadway improvements: This is the analysis of the future traffic volumes on the existing street system without any roadway improvements.
- With proposed General Plan roadway improvements: This analyzes the effect of the roadway improvements for the proposed General Plan.

Future Conditions Without Improvements

This scenario assumes future traffic projections on the existing (unimproved) road system, that is, without the improvements listed in the first two categories in the discussion of Impact 4.13-1, which are identified in the Mobility Section of the Infrastructure and Community Services Chapter of the General Plan Update. Table 4.13-9 (Future Peak Hour Levels of Service) summarizes the results of this analysis. Twenty-one locations are projected to operate at LOS D or worse during either peak hour, representing an increase of eight deficient locations when compared against the future base conditions. The locations include:

1. Lake Lindero Road north of Thousand Oaks Boulevard (AM peak hour)
8. Kanan Road south of Fountainwood Street (AM and PM peak hours)
9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of Thousand Oaks Boulevard (AM and PM peak hours)
13. Driver Avenue east of Argos Street (AM peak hour)
16. Canwood Street west of Reyes Adobe Road (PM peak hour)
21. Kanan Road south of Canwood Street East (AM and PM peak hours)
23. Canwood Street east of Kanan Road (AM and PM peak hours)
24. Kanan Road north of Agoura Road (AM and PM peak hours)

25. Agoura Road west of Kanan Road (AM and PM peak hours)
26. Agoura Road east of Kanan Road (PM peak hour)
27. Kanan Road south of Agoura Road (AM and PM peak hours)
29. Agoura Road east of Cornell Road (PM peak hour)
31. Driver Avenue west of Chesebro Road (AM peak hour)
32. Palo Comado Canyon Road east of Chesebro Road (AM and PM peak hours)
33. Chesebro Road south of Driver Avenue (PM peak hour)
34. Dorothy Drive between Lewis Road & US-101 SB ramps (PM peak hour)
35. Chesebro Road south of Dorothy Drive (AM and PM peak hours)
36. Agoura Road west of Chesebro Road (PM peak hour)
37. Palo Comado Canyon Road south of US-101 (AM and PM peak hours)
38. Chesebro Road north of Agoura Road (AM peak hour)

The following nine locations are projected to operate at LOS E or F during either peak period:

9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of Thousand Oaks Boulevard (AM and PM peak hours)
21. Kanan Road south of Canwood Street East (AM and PM peak hours)
23. Canwood Street east of Kanan Road (AM and PM peak hours)
24. Kanan Road north of Agoura Road (PM peak hour)
25. Agoura Road west of Kanan Road (AM and PM peak hours)
27. Kanan Road south of Agoura Road (AM and PM peak hours)
32. Palo Comado Canyon Road east of Chesebro Road (AM and PM peak hours)
37. Palo Comado Canyon Road south of Dorothy Drive (AM and PM peak hours)

The remaining twelve locations are projected to operate at LOS D. This represents an increase of eight deficient locations in comparison to the future base conditions and an increase of seven locations projected to operate at LOS E/F.

Future Conditions with Proposed General Plan Improvements

This scenario assumes the addition of future traffic projections onto a road system with improvements identified in the proposed Mobility section of the Infrastructure and Community Services Chapter, and listed below.

Proposed Roadway Improvements

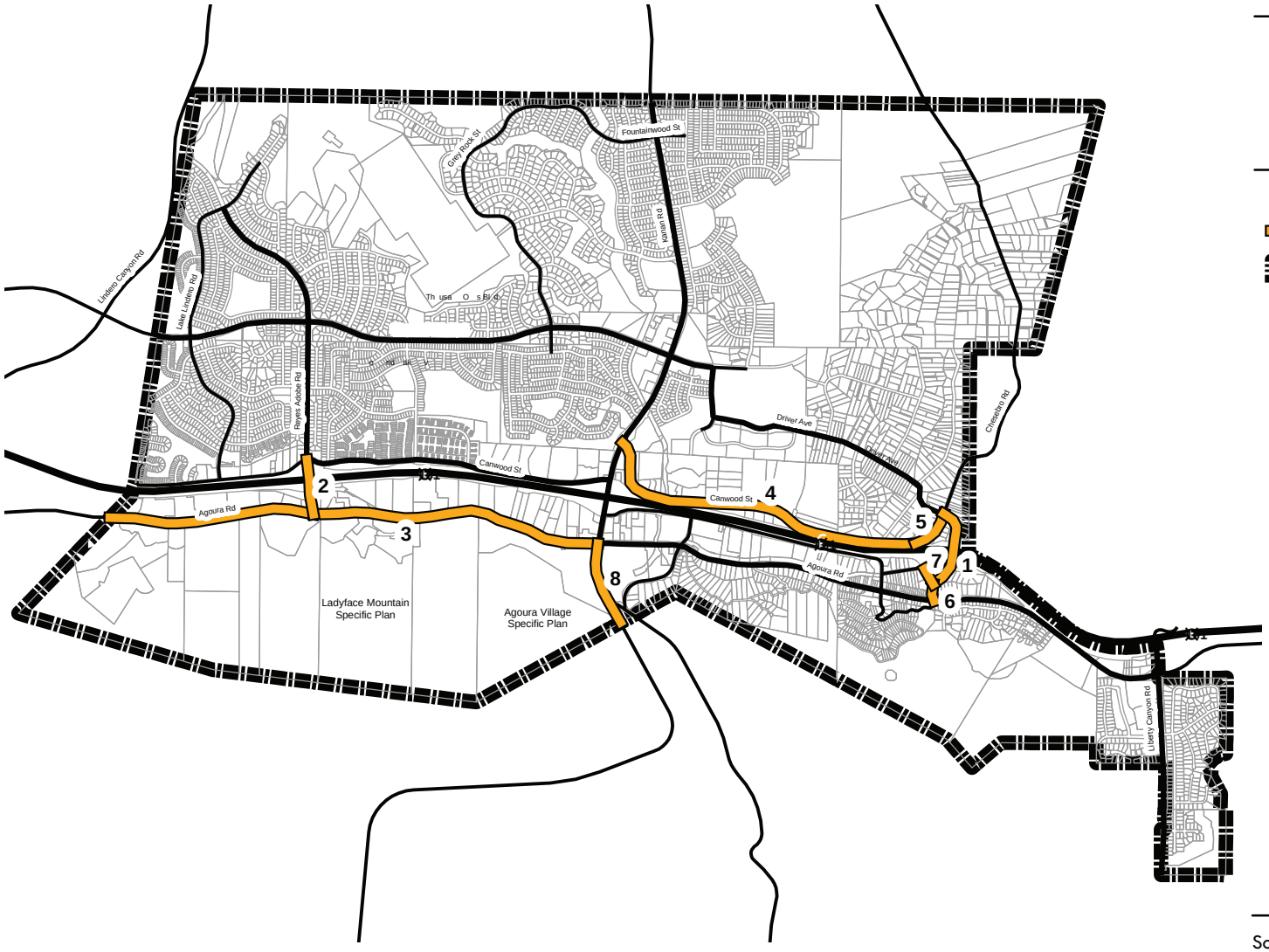
As part of the General Plan Update, certain roadway improvements have been proposed to improve circulation to those locations showing a LOS less than C, as identified in the "Future Conditions Without Improvements" condition. These improvements fall into the following four categories and are described below, as well as shown on Figure 4.13-6 (Proposed General Plan Roadway Improvements) according to the number that follows each impact listed below.

- Improvements proposed as part of the existing General Plan (1993) and are currently either under construction, in design, or planned
  - > Palo Comado Canyon Road/Chesebro Road Interchange—Improve the overpass to four lanes, improve Palo Comado Canyon Road to four lanes from Canwood Street to Chesebro Road, and reconfigure the ramp interface (1).
  - > Reyes Adobe Road Interchange—Improve the overpass to six lanes, improve Reyes Adobe Road from Canwood Street to Agoura Road to six lanes, and reconfigure the ramp interface. This improvement is currently underway (2).
  - > Agoura Road (western City limits to Kanan Road)—Widen Agoura Road between Kanan Road and the westerly city limits to a continuous four lanes (3).
  - > Chesebro Road (Palo Comado Canyon Road to Agoura Road)—Widen Chesebro Road between Palo Comado Canyon Road and Agoura Road to four lanes (6).
  - > Kanan Road (Agoura Road to southerly City limits)—Widen Kanan Road between the southerly city limits and Agoura Road to four lanes (8).
- Improvements currently proposed as part of the General Plan Update
  - > Chesebro Road (Dorothy Drive to Palo Comado Canyon Road)—Widen Chesebro Road between Dorothy Drive and Palo Comado Canyon Road to a three-lane cross-section. (7) Canwood Street (Kanan Road to Chesebro Road)—Widen Canwood Street between Kanan Road and Chesebro Road to a three-lane cross section including a continuous left-turn lane (4).
  - > Chesebro Road (Canwood Street to Driver Avenue)—Widen Chesebro Road between Canwood Street and Driver Avenue to a three-lane cross section including a continuous left-turn lane (5).
- Improvements identified under the existing General Plan (1993) that are no longer proposed
  - > Liberty Canyon Road Interchange—Improve underpass to four lanes, improve Liberty Canyon Road from US-101 to Agoura Road to four lanes. The improvement is not required to accommodate the projected traffic volumes. Agoura Road (Kanan Road to eastern City limits)—Improve to four lanes. Improvement deleted due to desire to maintain rural character. In approving the Agoura Village Specific Plan project, the City of Agoura Hills City Council determined that the widening of Agoura Road in the Specific Plan area would not be acceptable.
  - > Kanan Road (Canwood to northern City limits)—Improve to six lanes. Implementing the widening would likely require the narrowing and/or removal of bike lanes, sidewalks, medians, and/or median landscaping and the possible narrowing of existing travel lanes. City staff and the GPAC have indicated that such widening would likely adversely affect the character of the Kanan Road corridor and its ability to serve bicycle and pedestrian modes, and as a result, the widening is no longer under consideration.
- Improvements identified under the existing General Plan (1993) that have been constructed
  - > Kanan Road Interchange—Reconfigure ramps in northeast and southwest quadrants.

Figure 4.13-7 (Proposed Circulation Plan) illustrates the proposed circulation plan, including all improvements.

CITY of AGOURA HILLS
General Plan Update EIR

PROPOSED GENERAL PLAN ROADWAY IMPROVEMENTS



Legend

- Proposed Improvement
- City Limits

Source: Fehr & Peers, 2009.

10225|JCS|09

Miles
0 0.125 0.25 0.5 0.75

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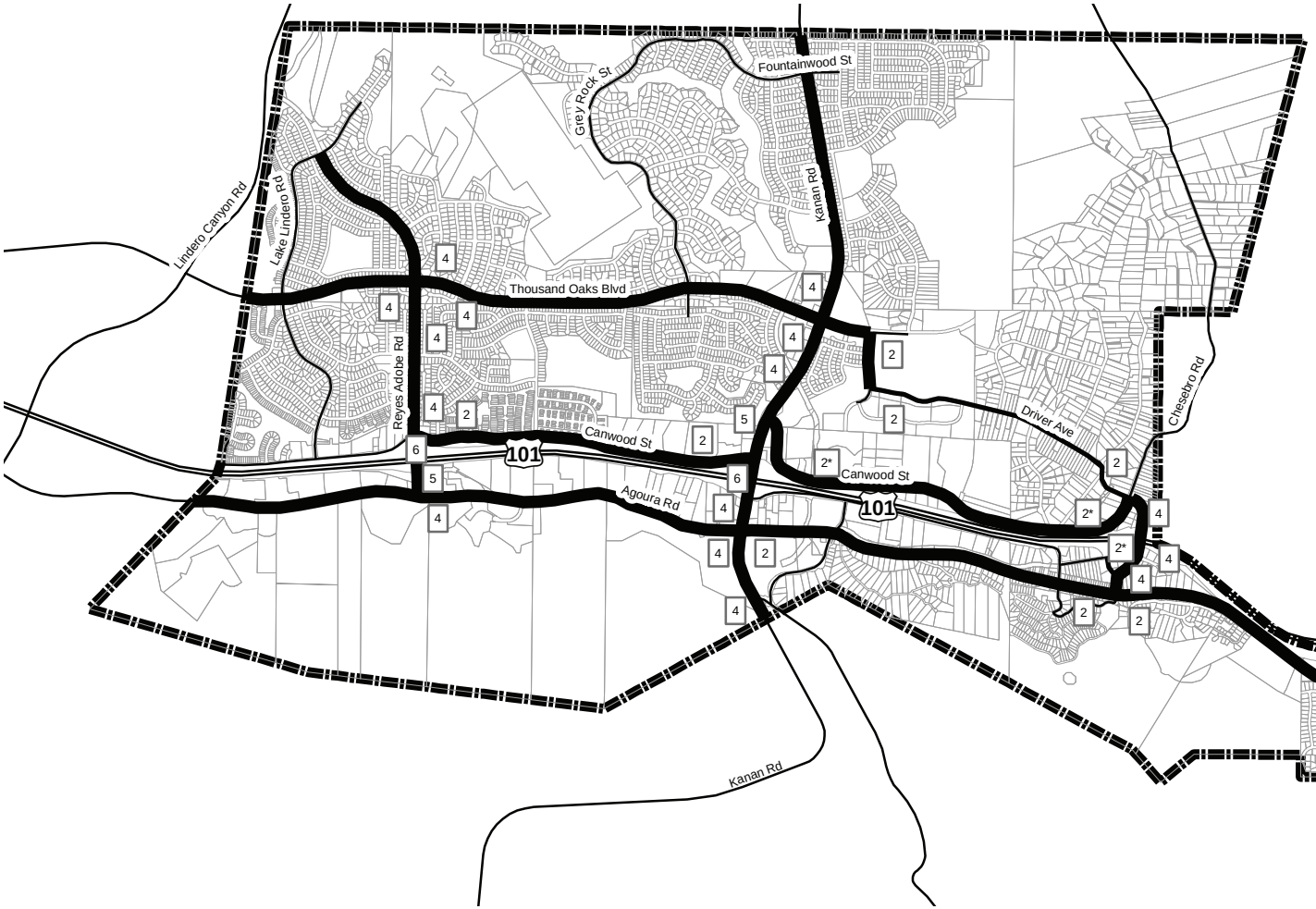
Figure 4.13-6

CITY of AGOURA HILLS
General Plan Update EIR

PROPOSED CIRCULATION PLAN



Legend

Road Classification

- Freeway
- Arterial
- Collector
- City Boundary
- # Number of Lanes
- 2* Two lanes plus continuous left-turn lanes

Source: Fehr & Peers, 2009.

01207|JCS|10

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Figure 4.13-7

The effectiveness of the proposed roadway improvements was tested against the future traffic volume projections. As shown in Table 4.13-9 (Future Peak Hour Levels of Service), the proposed roadway improvements would result in the improvement of five of the twenty-one locations that are below LOS C identified in the "Future Conditions Without Improvements" to a condition of LOS C or better. The five locations at which conditions would improve are:

25. Agoura Road west of Kanan Road (AM and PM peak hours)
32. Palo Comado Canyon Road east of Chesebro Road (AM and PM peak hours)
33. Chesebro Road south of Driver Avenue (PM peak hour)
37. Palo Comado Canyon Road south of US-101 (AM and PM peak hours)
38. Chesebro Road north of Agoura Road (AM peak hour)

Although implementation of the proposed improvements may improve the LOS in some cases, the following sixteen locations still remain below LOS C:

1. Lake Lindero Road north of Thousand Oaks Boulevard (AM peak hour)
8. Kanan Road south of Fountainwood Street (AM and PM peak hours)
9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of Thousand Oaks Boulevard (AM and PM peak hours)
13. Driver Avenue east of Argos Street (AM peak hour)
16. Canwood Street west of Reyes Adobe Road (PM peak hour)
21. Kanan Road south of Canwood Street East (AM and PM peak hours)
23. Canwood Street east of Kanan Road (PM peak hour)
24. Kanan Road north of Agoura Road (AM and PM peak hours)
26. Agoura Road east of Kanan Road (PM peak hour)
27. Kanan Road south of Agoura Road (AM peak hours)
29. Agoura Road east of Cornell Road (PM peak hour)
31. Driver Avenue west of Chesebro Road (AM peak hour)
34. Dorothy Drive between Lewis Road & US-101 SB ramps (PM peak hour)
35. Chesebro Road south of Dorothy Drive (AM peak hour)
36. Agoura Road west of Chesebro Road (PM peak hour)

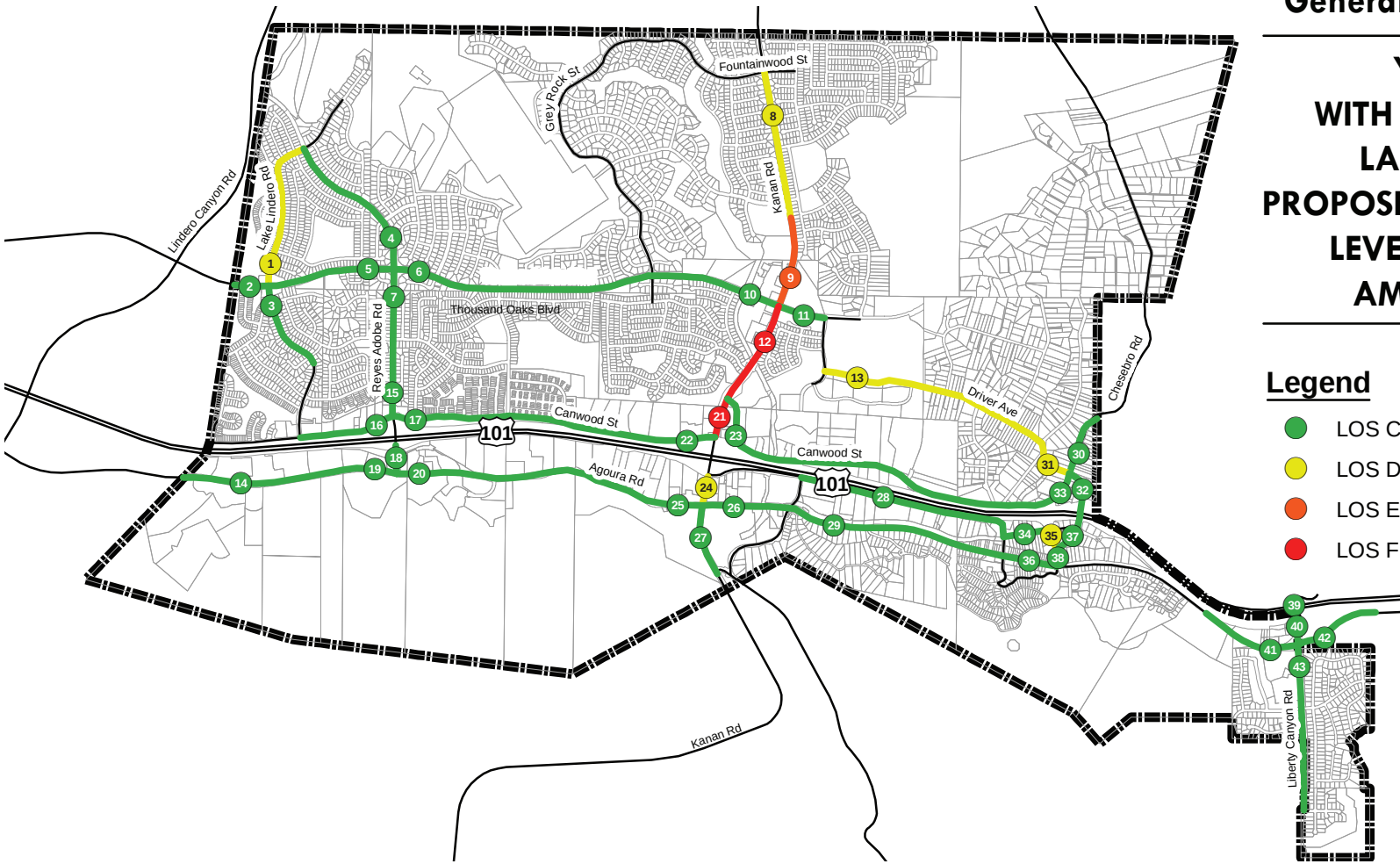
Figure 4.13-8A (Year 2035 with General Plan Land Use and Proposed Improvements Level of Service—AM Peak Hour) and Figure 4.13-8B (Year 2035 with General Plan Land Use and Proposed Improvements Level of Service—PM Peak Hour) illustrate the future operating conditions.

Year 2035 (Future) with Project Locations Below LOS C

At the locations that remain below LOS C after roadway improvements, several factors prevent the implementation of physical improvements, including physical constraints, adverse impacts to neighborhood character/quality of life, and general policy. The following is a discussion of the factors affecting these locations:

CITY of AGOURA HILLS
General Plan Update EIR

YEAR 2035 WITH GENERAL PLAN LAND USE AND PROPOSED IMPROVEMENTS LEVEL OF SERVICE - AM PEAK HOUR



Legend

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

Source: Fehr & Peers, 2009.

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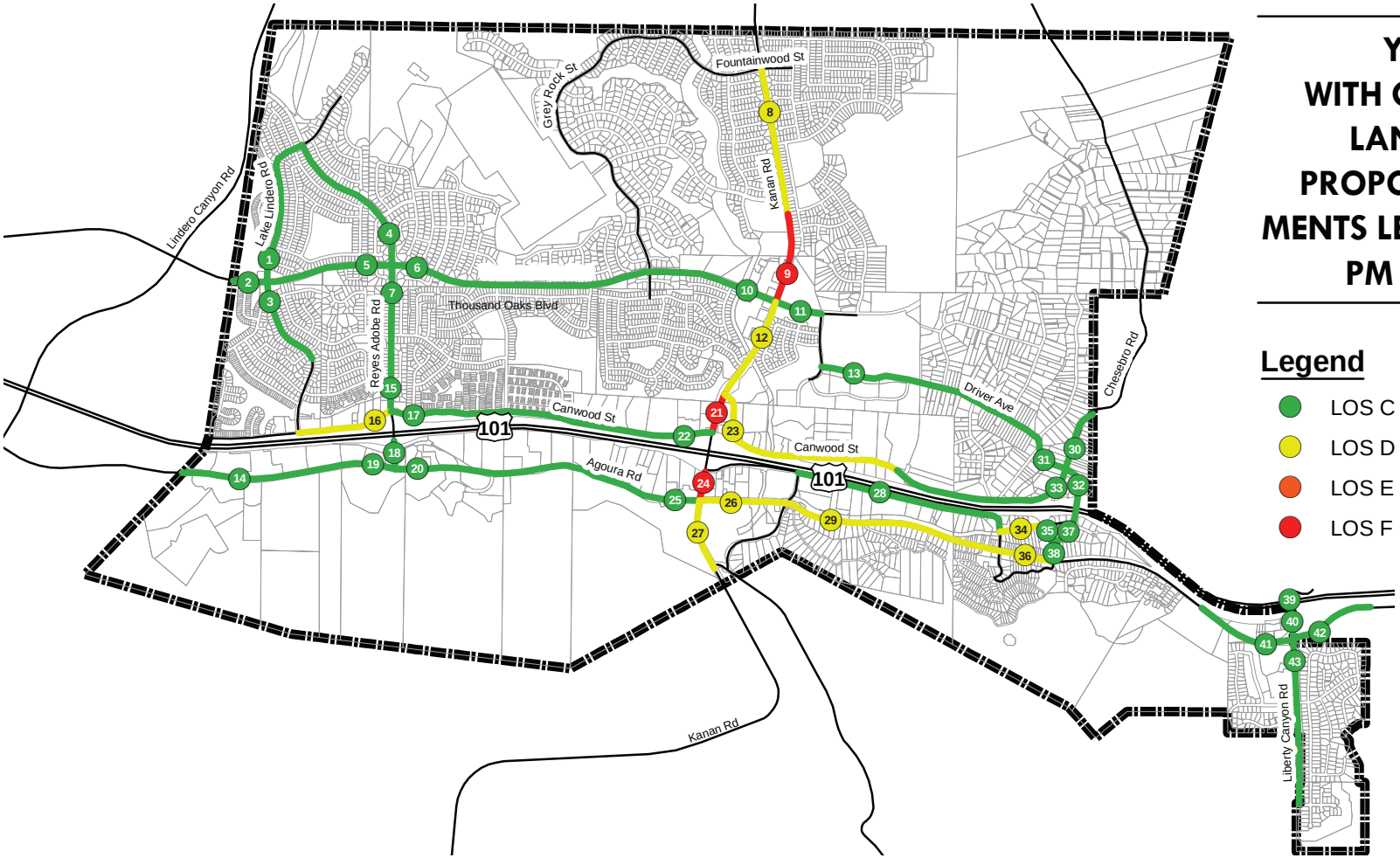
Figure 4.13-8A

CITY of AGOURA HILLS
General Plan Update EIR

YEAR 2035 WITH GENERAL PLAN LAND USE AND PROPOSED IMPROVE-MENTS LEVEL OF SERVICE - PM PEAK HOUR



Legend

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

Source: Fehr & Peers, 2009.

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Figure 4.13-8B

- **Lake Lindero Road north of Thousand Oaks Boulevard**—This portion of Lake Lindero Road is located within a residential area with the Lindero Canyon Middle School nearby. The segment operates at LOS D during the AM peak hour under existing conditions, potentially due to traffic patterns currently generated by the middle school. Traffic volumes are not expected to increase significantly under future conditions. Due to the location within a residential neighborhood and the potential for adverse effects to neighborhood characteristics, such as the removal of on-street parking and narrowing of sidewalks, physical improvements are not preferred.
- **Kanan Road south of Fountainwood Street to City Limits**—Kanan Road is the major north/south connection within and through Agoura Hills. A large portion of the roadway is located in a primarily residential area south of Fountainwood Street and transitions into a mixed residential and commercial area between Thousand Oaks Boulevard and Agoura Road. The portion south of Agoura Road runs through an area that is currently vacant, but is proposed for mixed use development under the AVSP. Portions of Kanan Road operate at LOS D under existing conditions and operating conditions are projected to worsen to LOS E and F under future conditions. The existing General Plan (1993)—Circulation Element identifies a widening of Kanan Road to a six-lane facility between Fountainwood Street and Canwood Street. Implementing this widening would likely require the narrowing and/or removal of bike lanes, sidewalk, median, and/or median landscaping and the possible narrowing of existing travel lanes. City staff has indicated that such widening would adversely affect the character of the Kanan Road corridor and its ability to serve bicycle and pedestrian modes and, as a result, the widening is no longer under consideration. Note that the widening to four lanes of the segment south of Agoura Road, as originally proposed in the existing General Plan (1993) and in the General Plan Update would still leave the segment operating at LOS D in the PM peak hour. Widening to six lanes is not proposed due to conflicts with the Agoura Village Specific Plan (AVSP), as well as a desire to minimize roadway width in this transition area from urbanized portions of the City to the semi-rural areas south of the City
- **Driver Avenue between Argos Street and Chesebro Road**—Driver Avenue is located in the residential Old Agoura neighborhood and is adjacent to Agoura Hills High School. This segment operates at LOS D during the AM peak hour under existing conditions, primarily due to the traffic patterns currently created by the high school. Traffic volumes are not expected to increase significantly under future conditions. The surrounding neighborhood is low-density and the introduction of additional traffic lanes would detract from the overall character of the neighborhood.
- **Canwood Street west of Reyes Adobe Road**—This segment of Canwood Street is located in a residential area adjacent to the Lake Lindero neighborhood. The segment operates at LOS D during the PM peak hour under existing conditions, and traffic volumes are not expected to increase significantly under future conditions. To accommodate physical improvements, such actions as a reduction in sidewalk widths, the removal of street parking, or the removal of bike lanes would be necessary. Therefore, the opportunity for physical improvements is limited due to the potential adverse impacts to the residential neighborhood quality of life and the potential for accommodating alternative modes of travel.
- **Canwood Street east of Kanan Road**—This section is projected to operate below LOS C during the PM peak hour under future conditions with development under the proposed General Plan, even with improvement to a three-lane cross section including a continuous left-turn lane. Further widening to provide four lanes is not possible within the existing right-of-way.

- **Agoura Road between Kanan Road and Chesebro Road**—This section of Agoura Road is projected to operate at LOS D during the PM peak hour under future conditions with the proposed General Plan. This section is located within the Agoura Village Specific Plan east of Kanan Road and transitions to a mixed commercial and residential area between Cornell Road and Chesebro Road. The existing General Plan (1993)—Circulation Element identifies a widening of Agoura Road within these extents to a four-lane facility. However, the City Council has since given direction that Agoura Road should remain two lanes from Kanan Road to the eastern City limits. Implementation of the widening would adversely impact the existing bike lane along Agoura Road and alter the semi-rural character of the adjacent neighborhoods and would conflict with the Agoura Village Specific Plan. In certifying the Agoura Village Specific Plan EIR, the City of Agoura Hills City Council determined that widening of the road in the Specific Plan area was not acceptable and effectively agreed to accept the future operating conditions along this corridor worse than LOS C.
- **Dorothy Drive between Lewis Road and US-101 SB Ramps**—This area of Dorothy Drive is a primarily commercial/industrial area. This segment is projected to operate at LOS D during the PM peak hour under future conditions with the proposed General Plan. Any physical improvements such as the addition of travel lanes would be feasible but would likely require the removal of on-street parking.

Due to the limitations described above, the projected operating conditions for these segments would remain below LOS C. As an alternative to physical improvements at these locations, the General Plan Update proposes several goals and policies to minimize impacts to traffic load and street system capacity. Such goals and policies include the following:

- Utilizing advanced intelligent transportation system (ITS) and signal control technologies to maximize traffic flow (Goal M-3 [Intelligent Transportation Systems]; Policy M-3.1 [Intelligent Transportation Systems]; Policy M-3.2 [Signal Timing Optimization])
- Improving and promoting transit and non-motorized modes (Goal M-2 [Complete Streets], Goal-6 [Alternative Transportation], Goal M-7 [Pedestrians], Goal M-8 [Bikeways], Goal M-9 [Transit]; Policy M-2.1 [Complete Streets], Policy M-2.2 [Equal Mobility for all City Residents], Policy M-2.3 [Transportation Planning], Policy M-2.4 [Interconnected System], Policy M-2.5 [Comprehensive Bicycle and Pedestrian System], Policy M-6.1 [Efficient System] through Policy M-6.6 [Alternative Mode Funding], Policy M-7.1 [Walkability] through Policy M-7.4 [Walkable Developments])
- Working with the local schools to encourage more children to walk and bicycle to school (Goal M-7 [Pedestrians], Policy M-7.5 [Safe Routes to School])
- Actively utilize TDM techniques to aid in the reduction of single-occupancy vehicle trips. (Goal M-10 [Transportation Demand Management], Policy M-10.1 [Current Techniques] through Policy M-10.5 [Preferential Parking]). Additionally, Policy M-1.3 (Level of Service Standard) reflects the anticipated traffic volumes on the City's roadway segments upon buildout of the General Plan update, and establishes flexible criteria for the minimum acceptable LOS, which varies with a given roadway. The policy is to maintain a LOS C on most roadways within the City, but allow a reduced LOS of D, E, or F on the seven segments described above under the "Year 2035 (Future) with Project Locations Below LOS C".

Additionally, Policy M-1.3 (Level of Service Standards) reflects the anticipated traffic volumes on the City's roadway segments upon buildout of the General Plan Update, and establishes flexible criteria for

the minimum acceptable LOS, which varies with a given roadway. The policy intends to maintain a LOS C on most roadways within the City, but allow for a reduced LOS of D, E, or F on the seven segments described above under the "Year 2035 (Future) with Project Locations Below LOS C". In many cases, these segments currently operate below LOS C.

Year 2035 (Future) Conditions

As discussed above, the proposed General Plan Update would result in future operating conditions at LOS D and below at sixteen locations, even after incorporation of the proposed roadway improvements. It is important to note that the LOS analysis did not assume implementation of the General Plan Update policies related to ITS, signal control, and alternative modes (e.g., transit, walking, bicycling). There is no clear methodology for quantifying to what extent alternative modes of travel, ITS, and signal control programs could improve the LOS on a roadway. Therefore, the actual effect of traffic on the roads may be eased somewhat by these policies, but the benefits of such use have not been assumed in the LOS analysis.

While the goals and policies in the proposed General Plan aim to reduce the potential traffic impacts on the City roadways, and while Policy M-1.3 (Level of Service Standards) would provide flexible LOS standards on certain segments, General Plan Update impacts would still be ***significant and unavoidable*** (Class I), as the proposed General Plan would add trips to already congested segments or create substantial new congestion on segments that currently operate at LOS C or better. There are no further feasible measures to reduce congestion, as discussed under "Year 2035 (Future) with Project Locations Below LOS C."

Cumulative Impacts

Cumulative impacts are only addressed for those thresholds that have a project-related impact, whether it is less than significant, significant, or significant and unavoidable. If "no impact" occurs, no cumulative analysis is provided for that threshold.

The analysis of Future (Year 2035) with the General Plan Update is based on growth in traffic over a 25-year period, including regional background growth on regional CMP freeway and arterial segments. Therefore, the traffic analysis provided has already accounted for cumulative traffic impacts. While the majority of impacts discussed above would be less than significant, cumulative impacts associated with volumes on local roadways would be ***significant and unavoidable*** (Class I).

Mitigation Measures

No additional feasible mitigation measures are available to further reduce impacts when the issues of physical constraints and adverse impacts to neighborhood character and quality of life are considered.

Final Level of Significance

With the implementation of the General Plan Update goals and policies and application of all local, state, and federal regulations pertaining to traffic, impacts of the proposed project would be still be ***significant and unavoidable*** (Class I). Cumulative impacts would also be considered ***significant and unavoidable*** (Class I).

4.13.4 Draft General Plan Goals and Policies

Implementation of policies within the Infrastructure and Community Services Chapter of the General Plan Update would reduce impacts associated with transportation and circulation.

General Plan Circulation System

Goal M-1 **Local Circulation System.** A safe and efficient roadway system in Agoura Hills that facilitates the movement of goods and people while utilizing advanced technologies to minimize travel delays.

Policy M-1.1 **Safety.** Maintain a safe and efficient system of circulation.

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

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

- Kanan Road, due to heavy existing and projected volumes and desire to maintain the existing 4-lane cross-section with sidewalks, bicycle lanes and landscaped median islands
- Agoura Road east of Kanan Road, east of Kanan Road, due to heavy projected volumes and desire to maintain 2-lane cross-section with bicycle lanes and in order to minimize grading, encourage a semi-rural road appearance and to complement Agoura Village goals
- Canwood Street west of Reyes Adobe Road, due to existing and projected volumes and the functional classification as a local street
- Dorothy Drive between Lewis Road and US-101 ramps, due to projected volumes and direct access to/from the southbound US-101 ramps
- Roadway segments adjacent to schools, due to heavy usage before and after school hours (i.e., Driver Avenue between

Argos Street and Chesebro Road and Lake Lindero Road north of Thousand Oaks Boulevard)

- Canwood Street east of Kanan Road Avenue, due to the heavy projected volumes under future conditions with development under the General Plan. Further widening beyond the proposed General Plan improvement (three-lane cross section with a continuous left-turn lane), is not possible within the available right-of-way.

Intersection impacts from development projects shall be mitigated to appropriate levels, but at least to the extent where the post development level of service shall not be less than the LOS existing prior to development.

Policy M-1.4 **Roadway Improvements.** Promote effective, innovative, and safe solutions for roadway improvements and consider other solutions that would facilitate reduced reliance on physical roadway improvements, where appropriate.

Policy M-1.5 **Roadway Character.** Implement street beautification programs to improve roadway character and create City gateways.

Policy M-1.6 **Freeway Access.** Enhance freeway access through interchange improvements at Reyes Adobe Road and Palo Comado Canyon Road/Chesebro Roads.

Policy M-1.7 **Maintenance.** Explore and establish possible funding mechanisms to provide for the continued and future maintenance and repair of the roadway system.

Policy M-1.8 **Timing of Improvements.** Ensure that the identified mobility system is provided in a timely manner to meet the needs of the community.

Policy M-1.9 **Development Required Mobility Improvements.** Ensure any new development implements the mobility improvements required for that development, as necessary, and contributes a fee toward regional mobility improvements per the City approved TIF ordinance.

Goal M-2 **Complete Streets.** A transportation system that serves all modes of travel and meets the needs of all users, as specified in the Complete Streets Act of 2007.

Policy M-2.1 **Complete Streets.** Ensure that the existing and future transportation system serves multiple modes of travel, such as driving, walking, biking, and transit.

Policy M-2.2 **Equal Mobility for all City Residents.** Provide a transportation network that meets the needs of a wide range of users, including adults, children, seniors, and the disabled.

Policy M-2.3 **Transportation Planning.** Encourage desired land use patterns, such as mixed-use walkable developments, through transportation planning and design.

Policy M-2.4 **Interconnected System.** Develop an interconnected mobility system that allows travel on alternative routes and multiple modes.

Policy M-2.5 **Comprehensive Bicycle and Pedestrian System.** Develop and maintain a safe, integrated, and comprehensive bicycle and pedestrian system that serves all ages and abilities in Agoura Hills.

Intelligent Transportation Systems

Goal M-3 **Intelligent Transportation Systems.** A transportation system that utilizes advanced ITS technologies to maximize the efficiency and safety of the City's transportation system.

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

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

Neighborhood Quality of Life

Goal M-4 **Ensuring Quality of Life.** A transportation system that meets existing and future demands by balancing the need to move traffic with the needs of residents.

Policy M-4.1 **Arterial Traffic.** Maintain the separation of local and regional through traffic by routing traffic along the primary arterials and keeping through traffic out of residential neighborhoods.

Policy M-4.2 **Integrated Land Use and Transportation Planning.** Encourage the development of sustainable land use patterns that offer compatibility between future development and roadways in consideration of existing neighborhoods.

Policy M-4.3 **Traffic Control Devices.** Encourage the use of innovative methods for traffic control (such as roundabouts and traffic circles), which can add character and create opportunity for improved aesthetics while effectively managing entry, speed, and points of conflict, in addition to traditional traffic control methods (such as stop signs and traffic signals), where appropriate. Consider the use of these innovative traffic control devices based upon the physical context and street hierarchy.

Policy M-4.4 **Truck Routes.** Maintain the designation of truck routes for commercial and industrial use to minimize impacts on residential neighborhoods. The City's designated truck routes are shown in Figure M-6 (Truck Routes).

Policy M-4.5 **Trucking Impacts.** Minimize noise and other impacts of truck traffic, deliveries, and staging on residential neighborhoods and mixed-use areas of the City.

Policy M-4.6 **Energy Reduction.** Promote the use of alternative energy sources for transportation related programs and measures to reduce greenhouse gas emissions within the City, including the use of low-emission vehicles in the City's fleet system.

Goal M-5 **Neighborhood Traffic Management.** Minimized through traffic in neighborhoods adjacent to major travel routes.

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

Policy M-5.2 **Neighborhood Coordination.** Encourage neighborhood input on decisions related to the installation of traffic calming features.

Policy M-5.3 **Traffic Calming Funding.** Provide for sufficient funding to undertake traffic calming measures.

Policy M-5.4 **Private Street Design Standards.** Encourage private streets to be designed consistently with minimum street standards as deemed necessary and appropriate by the City for the particular neighborhood (e.g., roadway width, street lighting, sidewalks, parking, etc.), as well as to include traffic calming measures.

Alternative Modes of Transportation

Goal M-6 **Alternative Transportation.** Reduced reliance on single-occupancy vehicle travel through the provision of alternative travel modes and enhanced system design.

Policy M-6.1 **Efficient System.** Promote the most efficient use of the City's existing transportation network and encourage retention of alternative modes into design standards and future improvements.

Policy M-6.2 **Mode Choice.** Expand the choices of available travel modes to increase the freedom of movement for residents and reduce reliance on the automobile. Ensure that existing and future infrastructure will be adequate for future transportation modes.

Policy M-6.3 **Design of Alternative Modes.** New roadways and future street-improvement projects shall be bicycle- and pedestrian-friendly in design.

Policy M-6.4 **Design Enhancements.** Enhance bus stops with amenities such as street trees, benches, bus shelters and waste receptacles, public art or other measures.

Policy M-6.5 **Education.** Promote non-motorized transportation through encouragement and education.

Policy M-6.6 **Alternative Mode Funding.** Identify funding sources and allocate funds, including the potential formation of assessment districts, for pedestrian, bicycle, transit, and streetscape improvements in existing neighborhoods.

Goal M-7 **Pedestrians.** Transportation improvements and development enhancements that promote and support walking within the community.

Policy M-7.1 **Walkability.** Create a pedestrian environment accessible to all that is safe, attractive, and encourages walking. Maintain and promote the walkability within the City by identifying and completing deficient links within the sidewalk system.

Policy M-7.2 **Pedestrian Connectivity.** Preserve and enhance pedestrian connectivity in existing neighborhoods and require a well-connected pedestrian network linking new and existing developments to adjacent land uses, including commercial uses, schools, and parks.

Policy M-7.3 **Pedestrian Experience.** Promote walking and improve the pedestrian experience with streetscape enhancements and by orienting future development toward the street, where appropriate.

Policy M-7.4 **Walkable Developments.** Encourage mixed-use development so that it is possible for a greater number of short trips to be made by walking.

Policy M-7.5 **Safe Routes to School.** Establish and implement appropriate recommendations of the National and State Safe Route to Schools Program, and work with local schools to encourage more children to walk and bicycle to school.

Policy M-7.6 **Inventory of Pedestrian Facilities.** Conduct an inventory of pedestrian facilities and routes in the City to identify missing or deficient links, such as pedestrian crossings or intersection treatments.

Policy M-7.7 **Design Standards.** Prioritize the need, and establish funding, for completing gaps in the sidewalk system, improving street crossings and installing curb ramps where needed to meet ADA requirements.

Goal M-8 **Bikeways.** Enhanced bicycle facilities throughout Agoura Hills for short trips and recreational uses.

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

Policy M-8.2 **Continuous Bikeway Connectivity.** Provide a bicycle network that is continuous, closes gaps in the existing system, and permits easy bicycle travel throughout the community and the region.

Policy M-8.3 **Recreational Biking.** Encourage recreational biking and promote the community's mountain biking trail system to residents and visitors.

Policy M-8.4 **Bicycling Safety.** Establish a Bicycle Safety Program that aims to educate the public about the safe use of bicycles on the City's bikeways.

Policy M-8.5 **Bikeway Design.** Develop guidelines and standards for the design of bikeways.

Policy M-8.6 **Bicycle Facility Design.** Develop guidelines and standards for the design of bicycle facilities, including bicycle racks.

Policy M-8.7 **Bicycle Parking.** Developments shall provide for bicycle parking facilities.

Goal M-9 **Transit.** Transit options that are a viable component of the City's multi-modal transportation system.

Policy M-9.1 **Transit Commuting.** Encourage the use of public transportation for commuting trips by collaborating with regional transit agencies to provide additional transit options for service to Agoura Hills.

Policy M-9.2 **Transit Planning.** Encourage transit planning as an integral component of the development review process, and identify recommended transit routes and stations as part of long-range planning efforts.

Policy M-9.3 **Citywide Shuttle Service.** Explore an intercity shuttle system to promote transit trips between residential, commercial, and community areas and enhance mobility for non-driving older adults, children, and persons with disabilities.

Policy M-9.4 **Local Transit.** Explore the feasibility of expanding the services of the existing transit programs and other appropriate transit programs.

Policy M-9.5 **Funding.** Identify funding sources for local transit operating costs and improvements.

Transportation Demand Management

Goal M-10 **Transportation Demand Management.** The successful application of TDM measures to reduce reliance on single-occupancy vehicles for everyday travel.

Policy M-10.1 **Current Techniques.** Actively utilize current TDM techniques to aid in the reduction of single-occupancy vehicle trips.

Policy M-10.2 **Trip Reduction.** Encourage existing and new developments to participate in trip reducing activities.

Policy M-10.3 **Ride Share.** Actively promote the use of ride-sharing and ride-matching services, for both residents and non-residents.

Policy M-10.4 **City Employees.** Establish a TDM program for the City of Agoura Hills' employees.

Policy M-10.5 **Preferential Parking.** Encourage the availability of preferential parking in selected areas for designated carpools.

Parking

Goal M-11 **Parking.** Parking that is convenient and efficient for the use of residents, workers, and visitors.

Policy M-11.1 **Parking Standards and Design.** Ensure that off-street parking and on-street parking requirements are adequate and that parking is designed to be sensitive to both context and environment. Include safety considerations (i.e., lighting and landscape design) in the parking standards and design.

Policy M-11.2 **Shared Parking.** Maximize shared parking opportunities for uses with varied peak parking periods and for developments providing a TDM program.

Policy M-11.3 **Efficient Parking Design.** Strive to provide an appropriate balance between providing adequate amounts of parking and reducing the amount of land devoted to parking through measures such as parking structures, underground parking, and shared parking.

Regional Transportation

Goal M-12 **Regional Circulation System.** A comprehensive transportation system that is coordinated with adjacent jurisdictions and regional planning efforts.

Policy M-12.1 **Cooperation.** Maintain the collaborative and cooperative relationships with neighboring jurisdictions and the County of Los Angeles to solve regional transportation issues.

Policy M-12.2 **Regional Coordination.** Support regional efforts by the Los Angeles County Metropolitan Transportation Authority (Metro or MTA) and the Southern California Association of Governments (SCAG) to reduce single-occupancy vehicle travel, such as goals and measures identified in Metro's Long Range Transportation Plan and SCAG's Regional Transportation Improvement Program.

Policy M-12.3 **Efficiency.** Support regional planning efforts that maximize the efficiency of existing transportation facilities.

Policy M-12.4 **Regional Transit Planning.** Collaborate with regional transportation and transit agencies for the efficient allocation of transit and transportation resources.

Policy M-12.5 **Freeway Enhancements.** Work with regional agencies and Caltrans to achieve timely implementation of programmed freeway and interchange improvements.

Policy M-12.6 **Capital Improvements Program.** Identify and prioritize transportation improvement projects for inclusion in the City's

Capital Improvements Program (CIP) and to guide the City's applications for regional, state or federal funds.

Community Districts and Subareas

Planned Development District/Ladyface Mountain Specific Plan (West End)

Goal LU-23 **Business Park and Natural Open Spaces.** An economically viable business park that is scaled and designed to reflect its natural setting at the base of Ladyface Mountain, while providing high-quality jobs and incorporating a diversity of uses that minimize the need for employees to travel off site.

Policy LU-23.1 **Supporting Uses.** Allow and encourage the development of limited ancillary uses that support existing businesses and their employees, such as restaurants, personal services, and financial institutions, to lessen the need to travel off-site for these during the workday.

Policy LU-23.2 **Site Development.** Require that buildings be located and designed to reflect the area's hillside topography and natural landscapes, with building footprints conforming to topographic contours, setbacks of upper stories to conform to slope, and orientation to preserve view corridors.

Policy LU-23.3 **Development Clustering and Location.** Require that buildings be clustered to minimize grading and modifications of the natural topography, with development located below the 1,100-foot elevation

Policy LU-23.4 **Landscapes.** Require that landscapes incorporated into development projects respect and transition with those of surrounding natural open spaces.

Policy LU-23.5 **Trail Connectivity.** Require that developers provide pedestrian linkages to trails in the Ladyface Mountain Specific Plan area, as prescribed by the Citywide Trails and Parkways Master Plan.

Policy LU-23.6 **Specific Plan.** Require that development be managed in accordance with the design guidelines, development regulations and requirements, and implementation processes specified by the Ladyface Mountain Specific Plan.

Planned Development District/West of Kanan Road & North of Agoura Road

Goal LU-24 **Mixed-Use Center.** Cohesive and integrated redevelopment of the properties as a center of community commerce and living with a distinct community identity that transitions from and complements the uses and development character of Agoura Village.

Policy LU-24.1 **Development Transformation.** Allow for a mix of uses and development densities that provide economic value, inducing the re-use and transformation of the existing fragmented uses and buildings into a well-planned and designed center.

Policy LU-24.2 **Land Use Mix.** Allow for the development of a diversity of uses including retail, office, commercial recreation, entertainment, and residential. Housing units shall be permitted on inclusion in and adoption of a special planning document, as stipulated by Policy LU-24.6.

Policy LU-24.3 **Internal Street Network.** Consider the development of an internal street and sidewalk network that breaks up the block into a smaller street grid, promoting pedestrian activity.

Policy LU-24.4 **Site Development.** Promote the development of shared parking facilities and a network of attractively landscaped internal walkways with public amenities, to the extent feasible, in consideration of parcel configuration and the street network.

Policy LU-24.5 **Connectivity.** Require that new buildings, pedestrian walkways, and open spaces be located and designed to promote connectivity internally and with adjoining land uses, including Agoura Village.

Policy LU-24.6 **Plan for Cohesive Development.** Require the preparation of a specific plan, master plan, design guidelines, or other regulatory document that provides for the cohesive development of the properties, addressing land uses to be permitted, density, street and sidewalk network, building heights and setbacks, architectural design principles, parking facilities, streetscape and landscape guidelines and standards, implementation actions and responsibilities, and other pertinent elements. In the interim, allow the development of uses consistent with the *Business Park—Manufacturing* designation.

Kanan Road–Freeway Interchange Gateway

Goal LU-25 **Gateway to Agoura Hills.** A distinctively identifiable gateway to the City and Santa Monica Mountains from the Ventura Freeway as defined by its buildings, landscapes, and amenities.

Policy LU-25.1 **Property Improvements.** Require that, where substantial improvements are proposed for buildings that do not meet current City standards, the improvements shall comply with contemporary City standards for building materials and colors, signage, lighting, and landscape.

Policy LU-25.2 **Creating Identity.** Consider the installation of signage, monuments, street trees, plantings, lighting, paving materials, art, and other improvements in the public right of way to establish a distinct identity for the area.

Planned Development District/Agoura Village

Goal LU-26 **Pedestrian-Oriented Mixed-Use Village.** Transformation into a pedestrian-oriented village containing a mix of retail shops, restaurants, theaters,

entertainment, and housing that serves as a destination for residents and visitors to Agoura Hills.

Policy LU-26.1 **Diversity of Uses.** Accommodate a range of uses, including community-serving retail, entertainment, office, public and quasi-public, visitor-serving hotel, housing, and complementary uses

Policy LU-26.2 **Site Development and Design.** Create a walkable, vibrant pedestrian-oriented district through such techniques as:

- Breaking of the superblocks into a smaller grid of streets and sidewalks.
- Location of buildings along street frontages, with parking located to the rear or in structures, with building heights transitioning to adjoining districts and open spaces.
- Targeting the development of vertical mixed-use buildings along primary street frontages.
- Development of a unified streetscape and pedestrian-oriented sidewalk improvements along Agoura Road and intersecting streets.
- Development of shared parking facilities.
- Reduction of the width of the Agoura Road right-of-way to two lanes with a landscaped median.
- Minimization of grading and preservation of oak trees and other native landscapes.

Policy LU-26.3 **Connectivity.** Require that new buildings, pedestrian walkways, and open spaces be located and designed to promote connectivity internally and with adjoining land uses and the nearby trail networks.

Policy LU-26.4 **Specific Plan.** Require that development be managed in accordance with the land use and development standards, design guidelines, public improvements and public infrastructure and services plans, and implementation processes specified by the Agoura Village Specific Plan.

4.13.5 References

Agoura Hills, City of. 2009. *Agoura Hills Draft General Plan*.

Fehr & Peers. October 2009. *Mobility Element (Traffic Study)*, *City of Agoura Hills General Plan Update*.

4.14 UTILITIES AND SERVICE SYSTEMS

This section of the EIR analyzes impacts to utility and service systems that may result from the implementation of the General Plan Update. The section identifies existing and planned service availability and anticipated demands. The utilities addressed in this section include water supply, storage, and distribution; wastewater collection, transmission, and treatment; solid waste collection and disposal; and energy and natural gas use. Cumulative impacts associated with water supply, wastewater, solid waste, and gas and electricity are addressed at the end of each respective analysis. Data used to prepare this section was taken from various sources, including the Las Virgenes Municipal Water District (LVMWD), the City of Agoura Hills' Solid Waste Management Program, Southern California Edison (SCE), Southern California Gas Company (SCGC), online resources and other project data sources as identified in each subsection.

No comment letters regarding utilities and service systems were received in response to the April 30, 2009, Notice of Preparation circulated for the General Plan Update. Full bibliographic entries for all reference materials are provided in Section 4.14.17 (References) of this section.

Water Supply

This section describes the City of Agoura Hills's existing water system and provides information on local water conservation initiatives. The section also identifies and describes applicable local, regional, and state policies. Data for this section were taken from the City's Public Works Department, the LVMWD, *2005 Urban Water Management Plan* (UWMP), *2007 Integrated Water System Master Plan Update* (IWSMPU), *2007 Recycled Water System Master Plan Update* (RWSMPU), *Agoura Village Specific Plan EIR*, *City of Agoura Hills General Plan Implementation Report* (AH GP Implementation Report), and the *California Water Code*.

4.14.1 Environmental Setting

Water Sources

The LVMWD owns and operates a potable water system that serves the cities of Agoura Hills, Calabasas, Hidden Hills, and Westlake Village, as well as unincorporated areas in the western portions of Los Angeles County near Ventura County. The total service area of the District covers approximately 125 square miles, with topography varying from a few feet above sea level to elevations exceeding 2,500 feet. The topography and geography of the District have resulted in a complex delivery system, including a 15-million-gallons-per-day (mgd) potable water filtration plant (Westlake Filtration Plant), a 9,600 acre-feet[19] open storage reservoir (Las Virgenes Reservoir), 25 storage tanks, 24 pump stations, and about 339 miles of water mains.[20]

[19] One acre-foot is defined as the volume of water covering one acre of surface area to a depth of one foot. This equates to approximately 43,560 cubic feet or 325,851 gallons.

[20] Las Virgenes Municipal Water District (LVMWD). 2007b. *Recycled Water System Master Plan Update 2007*. Las Virgenes Municipal Water District Report No. 2389.01, October.

LVMWD has four sources of water supply:

1. Imported treated, potable water from the Metropolitan Water District of Southern California (MWD)
2. Recycled water from the Tapia Water Recycling Facility (TWRF)
3. Groundwater from Russell Valley Basin (currently used only to supplement the recycled water system)
4. Surface water runoff to Las Virgenes Reservoir

Due to its location in the Santa Monica Mountains and its coverage of nearly 80,000 acres, LVMWD has very limited natural water resources. However, LVMWD provides aggressive recycled water infrastructure to increase water reliability, as well as promote and implement water conservation methods. Recent and projected water supplies from imported water, recycled water, and groundwater are shown in Table 4.14-1 (Recent and Projected Water Supply [AFY]).

Table 4.14-1 Recent and Projected Water Supply (AFY)

Source	Year					
	2005	2010	2015	2020	2025	2030
Imported—MWD[a]	21,837	31,090	31,400	34,250	33,820	32,920
Recycled	4,587	5,260	5,490	5,730	5,970	6,180
Groundwater	240	240	240	240	240	240
Total Water Supply	***26,664***	***36,590***	***37,130***	***40,490***	***40,030***	***39,340***

SOURCE: Urban Water Management Plan 2005.

a. Includes water purchases from the City of Simi Valley and Ventura County Waterworks District. Also includes imported water that meets recycled water demands during peak irrigation times when quantities of recycled water are insufficient.

Imported Water

The MWD was formed in 1928 by thirteen Southern California cites to acquire and manage a water supply to promote economic development. MWD imports water from northern California through the State Water Project (SWP), which is stored at Castaic Lake. Currently, LVMWD receives SWP water from the northern California supply system originating from the Sacramento-San Joaquin Bay-Delta that is delivered to the service area by MWD.

The overwhelming majority of the LVMWD's water comes directly from the MWD. However, LVMWD also receives approximately 150 AFY of treated water from the City of Simi Valley and the Ventura County Waterworks District, and has contract agreements to purchase surplus water when available.[21] The inter-tie connections with these agencies provide potable water to small communities in the hills west of the San Fernando Valley. Although the water comes from a different network, its ultimate source is the MWD.

[21] Las Virgenes Municipal Water District (LVMWD). 2007b. *Recycled Water System Master Plan Update 2007*. Las Virgenes Municipal Water District Report No. 2389.01, October.

The LVMWD does not have a set water allocation from the MWD. Instead, the amount of water allotted to the LVMWD from the MWD is based on long-term (usually 3 to 5 year) demand projections from the LVMWD. These projections are based on buildout projections in the LVMWD's Water Master Plan, which in turn are based on cumulative buildout of the jurisdictions served by the LVMWD.[22]

Recycled Water

Recycled, or reclaimed, water is produced at the TWRF. Recycled water comprised about 20 percent of LVMWD's total water use on an annual basis in 2005. Most of this recycled water is consumed in the summer when irrigation demands are high. Therefore, recycled water is a major source of water for LVMWD and will continue to be a vital source into the future. Within the City of Agoura Hills, reclaimed water lines are located along Agoura Road, Thousand Oaks Boulevard, and Kanan Road. This water is used to irrigate street medians and landscape planters of all public facilities and private facilities where possible.[23] The LVMWD is currently planning an expansion of its recycled water pipeline system, including within the City of Agoura Hills. Expansion would include installing pipes along Agoura Road, east and west of Kanan Road.[24]

Groundwater

Groundwater within the City of Agoura Hills and surrounding areas occurs primarily within the alluvium and the permeable, weathered, or fractured portions of the underlying bedrock formations. The groundwater is primarily unconfined, although multiple or localized, shallow perched water zones may be present. Depths to the water table, primarily in the major canyons, have ranged from about 20 feet to more than 240 feet during the early 1960s and 1970s, based on available well records.

Groundwater underlying LVMWD's service area is of poor quality and is not currently used for the potable water system. However, it is used to augment supplies for the recycled water system. As of 2005, LVMWD operated two wells in the Russell Valley groundwater basin: Westlake Well 1 and Westlake Well 2. Both wells pump water from the Russell Valley groundwater basin with a maximum projected yield of 400 AFY.

Surface Water

There are no significant surface water sources in the service area. The Las Virgenes Reservoir (9,600 AF) serves as a balancing and emergency storage reservoir with imported water withdrawn and replenished as needed. While the reservoir's watershed area does not supply a significant source of water in most years, it provides runoff sufficient to offset evaporative losses. In wet years, significant inventories can be realized.

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[22] Agoura Hills, City of. 2008. *Agoura Village Specific Plan Final Environmental Impact Report*.
[23] Agoura Hills, City of. 2004. *General Plan Implementation Report*. Department of Planning and Community Development, September.
[24] Las Virgenes Municipal Water District (LVMWD). 2007a. *Integrated Water System Master Plan Update 2007*. Las Virgenes Municipal Water District Report No. 2389.02, October.

Water Distribution System

The Agoura Hills water distribution system is operated by the LVMWD. The system consists of a complex system of pumps, pressure zones, supply connections, and reservoirs/tanks. There are 22 main pressure zones created by numerous facilities.[25] The topography plays a large role in the complexity of the water delivery system of the District. Proposed improvements include enhancing the east-to-west transmission of water and raising the gradients at Cornell Pump Station. Upgrades to transmission pipelines will enable additional utilization of the recycled water system though supplement from potable sources.[26]

Water Storage Capacity

The District's water distribution system includes 21 water storage facilities. These include 20 tanks with a combined capacity of approximately 34 million gallons and the Las Virgenes Reservoir, with an approximately 3,094-million-gallon storage capacity. The LVMWD has a combined total storage capacity of approximately 3,129 million gallons.[27]

Water Demand and Supply

As noted in the 2005 UWMP, water use within the LVMWD depends on land use, population, types of water fixtures, water loss, irrigation, and availability. Changes in demand would be affected by changes in the type and intensity of land uses, household size, population growth, landscape areas, rainfall, and conservation efforts. In making its projections regarding future water demand in the 2005 UWMP, the LVMWD relied on statistics compiled from a review of over 102,000 billing records in the LVMWD service area from the years 2000 through 2005.

The LVMWD water system provides water to a variety of different end users. In 2005, Single Family Residential accounted for the most water use by sector in the LVMWD, utilizing 59.8 percent of the total water use. The next largest water user by sector was Recycled and Non-Domestic, which consumed 16.5 percent of the total water use. The remaining 23.7 percent showed Multi Family Residential, Landscape, and Commercial and Industrial all taking approximately 5 percent each with Agriculture and Other Uses consuming the balance.[28]

Table 4.14-2 (LVMWD Water Supply and Demand Comparison [AFY]) identifies the projected supply and demand through year 2030, as well as the difference between the two scenarios. Table 4.14-2 (LVMWD Water Supply and Demand Comparison [AFY]) demonstrates that in average precipitation years the LVMWD has sufficient water to meet its customer's needs through 2030.

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[25] Las Virgenes Municipal Water District (LVMWD). 2007a. *Integrated Water System Master Plan Update 2007*. Las Virgenes Municipal Water District Report No. 2389.02, October.
[26] Ibid.
[27] Ibid.
[28] Las Virgenes Municipal Water District (LVMWD). 2007b. *Recycled Water System Master Plan Update 2007*. Las Virgenes Municipal Water District Report No. 2389.01, October. Table 5.1-1.

Table 4.14-2 LVMWD Water Supply and Demand Comparison (AFY)					
	Year				
	2010	2015	2020	2025	2030
Supply	36,590	37,130	40,490	40,030	39,340
Demand	29,270	30,530	31,850	33,160	34,320
Difference	***7,320***	***6,600***	***8,640***	***6,870***	***5,020***

SOURCE: Table 4.2-5, UWMP 2005

Water Conservation

Pursuant to state legislation in 1993, the City established a Water Efficient Landscaping Ordinance to promote climate adaptive and native plants, to establish water conservation maintenance practices, and to establish a structure for designing, installing, and maintaining water efficient landscapes in new projects.[29] The LVMWD's Water Conservation Ordinance requires that developers install water efficient plumbing fixtures, such as low flow toilets and showerheads, in new developments. The City utilizes reclaimed wastewater provided by the LVMWD to irrigate public lands where feasible, and encourages the use of reclaimed water, drought resistant landscaping, and water efficient irrigation in both public and private development projects to reduce overall City water use.

Existing Deficiencies and Planned Improvements

There are four storage facilities that currently have water deficiencies totaling 4.64 million gallons, as identified in the 2007 IWSMPU. These facilities are Jed Smith, McCoy, Saddle Tree, and 1235-Zone West. Tank deficiencies at these facilities indicate that not enough water is available at certain distribution points in the system, but does not mean that supplies are deficient at the original source. These local distribution deficits are overcome with additional pumping from main supply facilities and do not indicate a system-wide shortage. Within the IWSMPU, a number of improvements are recommended for future build out. These include a connection to Calleguas MWD, an expansion of the Mountain Gate Pump Station, a pipeline from Mureau Road to Las Virgenes Road and a pipeline from Cornell Pump Station, running westward and northward, toward Morrison Tank, terminating at Thousand Oaks Boulevard.[30] These upgrades would further improve east-to-west water transmission, improve potable water storage capabilities, and improve potable water supplement to the recycled water system. These improvements would address the deficiencies mentioned above, although the 1235-Zone West deficiency would continue to grow until the Calleguas MWD connection is completed.

[29] Agoura Hills, City of. 2004. *General Plan Implementation Report*. Department of Planning and Community Development, September.

[30] Las Virgenes Municipal Water District (LVMWD). 2007a. *Integrated Water System Master Plan Update 2007*. Las Virgenes Municipal Water District Report No. 2389.02, October.

4.14.2 Regulatory Framework

Federal

Clean Water Act (1972)

The federal *Clean Water Act* (CWA, 33 U.S.C. §1251 et seq.) establishes regulatory requirements for potable water supplies, including treated water quality criteria. The LVMWD is required to monitor water quality and conform to the regulatory requirements of the CWA.

Safe Drinking Water Act (1974)

The federal *Safe Drinking Water Act* (SDWA, 42 U.S.C. §300f et seq.) establishes standards for contaminants in drinking water supplies. Maximum contaminant levels and treatment techniques are established for each of the contaminants. The listed contaminants include metals, nitrates, asbestos, total dissolved solids, and microbes. These standards are discussed further in Section 4.7 (Hydrology and Water Quality).

State

Safe Drinking Water Act (1976)

California enacted its own *Safe Drinking Water Act* (CASDWA, Health and Safety Code, Division 104, Part 12, Chapter 4, Section 116270 et seq.). The California Department of Public Health (CDPH) has been granted primary enforcement responsibility for the SDWA. Title 22 of the California Administrative Code establishes CDPH authority, and stipulates drinking water quality and monitoring standards. These standards are equal to, or more stringent than, federal standards.

Urban Water Management Planning Act (1983)

The *Urban Water Management Planning Act* (California Water Code, Division 6, Part 2.6, Section 10610 et seq.) was enacted in 1983 and has been amended many times since. The Act applies to municipal water suppliers, such as the LVMWD, which serves more than 3,000 customers or provides more than 3,000 AFY of water. The Act requires identified water suppliers to update their urban Water Management Plan (UWMP) every five years to identify short-term and long-term water demand management measures to meet growing water demands during normal, dry, and multiple-dry years.

Senate Bill 610 and Senate Bill 221

Senate Bill (SB) 610 and Senate Bill (SB) 221, amended into state law effective January 1, 2002, improve the linkage between certain land use decisions made by cities and counties and water supply availability.

Under SB 610, a water supply assessment must be furnished to local government for inclusion in any environmental documentation for certain types of projects, as defined in Water Code Section 10912[a] and subject to the *California Environmental Quality Act* (CEQA). A fundamental source document for

compliance with SB 610 is the Urban Water Management Plan (UWMP). The UWMP can be used by the water supplier to meet the standard set for in SB 610.

SB 221 applies to the *Subdivision Map Act*, conditioning a tentative map to document that the public water supplier has sufficient water supply available to serve the proposed development.

The General Plan Update is not subject to either SB 610 or SB 221 because the Plan itself does not grant entitlements; instead, it provides a planning framework for future development in the City. However, as individual projects are implemented under the General Plan Update, they would be reviewed for compliance with the requirements of SB 610 and/or with SB 221, as applicable. Adequate water availability must be demonstrated at the time of application, as required by SB 610 or SB 221.

Recycled Water Regulations

Within the State of California, recycled water is regulated by the U.S. Environmental Protection Agency (EPA), the State Water Resources Control Board (SWRCB), Regional Water Quality Control Boards (RWQCB), Department of Health Services (DHS), and the Los Angeles County Department of Public Works (LACDPW). The SWRCB has adopted Resolution No. 77-1, Policy with Respect to Water Reclamation in California. This policy states that the SWRCB and RWQCB would encourage and consider or recommend for funding water reclamation projects that do not impair water rights or beneficial instream uses, such as maintaining certain riparian habitats or supporting recreational activities.

The RWQCB implements the SWRQB's Guidelines for Regulation of Water Reclamation and issues waste discharge permits that serve to regulate the quality of recycled water based on stringent water quality requirements. The State Department of Health Services develops policies protecting human health, and comments and advises on Regional Water Quality Control Board permits (RCIP Existing Setting Report and Resolution No. 77-1, Policy with Respect to Water Reclamation in California).

Title 22

The *California Water Code* requires the DHS to establish water reclamation criteria. In 1975, the DHS prepared Title 22 to fulfill this requirement. Title 22 regulates the production and use of reclaimed water in California by establishing three categories of reclaimed water: primary effluent, which typically includes grit removal and initial sedimentation or settling tanks; adequately disinfected, oxidized effluent (secondary effluent) which typically involves aeration and additional settling basins; and adequately disinfected, oxidized, coagulated, clarified, filtered effluent (tertiary effluent) which typically involves filtration and chlorination. In addition to defining reclaimed water uses, Title 22 also defines requirements for sampling and analysis of effluent and requires specific design requirements for facilities.

Regional

Las Virgenes Municipal Water District

The LVMWD has published multiple plans and reports which outline the state of the District's infrastructure, capacity, resources, and projected levels of supply and demand. Documents relevant to

this section include the IWSMPU (2007), Recycled Water Master Plan Update (RWMPU) (2007), and the UWMP (2005).

Local

Integrated Resources Plan

The Integrated Resources Plan (IRP), approved by MWD in May 2004, establishes regional targets for developing water supply. Portions of the IRP address conservation, local supplies, SWP supplies, Colorado River Aqueduct supplies, water drawn from regional storage, and Central Valley water transfers. The 2003 Update of the IRP ensures that MWD would have a reliable supply of water through 2025.

Agoura Hills Municipal Code

The Health Code of the County of Los Angeles, listed as Title 11 (Health and Safety), has been adopted by reference as the health code for the City of Agoura Hills pursuant to Section 5100 of the City's municipal code. Section 11.38.130 of the County Health Code states that every person supplying water for domestic or human consumption shall supply water free from contamination or pollution so as to comply with the bacteriological drinking water standards as set forth in the United States Public Health Service Drinking Water Standards.[31]

Pursuant to state legislation in 1993, the City established a Water Efficient Landscaping Ordinance to promote use of climate adaptive and native plants, to establish water conservation maintenance practices, and to establish a structure for designing, installing, and maintaining water efficient landscapes in new projects.[32] This Ordinance can be found in Section 9658.6 of the City's Municipal Code.

4.14.3 Project Impacts and Mitigation

Thresholds of Significance

For purposes of this EIR, implementation of the General Plan Update would result in substantial adverse physical impacts if it would do any of the following:

- Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.
- Require new or expanded entitlements in order to have sufficient water supplies available to serve the project in addition to existing entitlements and resources.

[31] Los Angeles, County of. 2009. *Los Angeles County Code*.
[32] Agoura Hills, City of. 2004. *General Plan Implementation Report*. Department of Planning and Community Development, September.

Effects Not Found to Be Significant

There are no effects from implementation of the General Plan Update that would result in no impact with respect to water.

Less-Than-Significant Impacts

Threshold	Would the project require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?

Impact 4.14-1 **Implementation of the General Plan Update would increase the demand for water treatment. However, the General Plan Update would not require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts. This is a *less-than-significant* (Class II) impact.**

In certain areas of the City, the General Plan Update would allow for the amendment of land use designations and/or the potential for an increase in densities of existing uses. In select locations, land use designations would be amended to accommodate mixed use, which would allow for residential uses in an area that is currently utilized for commercial purposes. In all cases, existing uses within the City would be allowed to remain. Additional development throughout the City accommodated under the General Plan Update, such as infill and redevelopment, would increase water use within the City, thus increasing the need for water treatment services. As shown in Table 4.14-3 (Water Demand Associated with General Plan Update Buildout), water use within the City would increase by approximately 321,380 gallons per day (gpd) by 2035.

The City's water supply is provided by MWD, which is conveyed via the SWP from northern California. The imported water is treated at the Joseph Jensen Filtration Plant (Jensen Filtration Plant) in Granada Hills.[33] Jensen Filtration Plant sits at an elevation of 1,290 feet in the foothills of the Santa Susana Mountains. The water filtered through the plant originates in northern California's mountains, rivers, and streams. Jensen recently completed the construction of two additional treatment modules, a second covered treated-water storage reservoir, and a second watershed treatment plant and tank.[34] This expansion occurred on the existing footprint of the 125-acre plant site, with additional available space for one more treatment module should future expansion become necessary. The project added 250 million gallons per day (mgd) of capacity, enabling the plant to deliver up to 750 mgd. Additional future expansion could increase capacity to 1,000 mgd. However, there is already more than enough water for the 321,380 gpd increase associated with implementation of the General Plan Update. With a current capacity of 750 mgd, Jensen typically operates with a minimum flow of 100 mgd, but has operated as

[33] Las Virgenes Municipal Water District (LVMWD). 2007b. *Recycled Water System Master Plan Update 2007*. Las Virgenes Municipal Water District Report No. 2389.01, October.
[34] Metropolitan Water District of Southern California (MWD). 2007. Joseph Jensen Treatment Plant, July 19. http://www.mwdh2o.com/mwdh2o/pages/yourwater/plants/jensen01.html (accessed August 19, 2009).

high as 610 mgd over the past 8 years.[35] Under typical conditions, the General Plan Update would account for a 0.3 percent increase in demand at Jensen, and a 0.05 percent increase under historical high-demand conditions.

Table 4.14-3 Water Demand Associated with General Plan Update Buildout

		Existing Use		*General Plan Buildout*		*Net Difference*	
Land Use	*Water Use Rates*		*Water Consumed (gpd)*		*Water Consumed (gpd)*		*Water Consumed (gpd)*
Single Family Dwelling Unit	532 gpd/DU	5,312 DU	2,825,984 gpd	5,428 DU	2,887,696 gpd	116 DU	61,712 gpd
Multi-Family Dwelling Unit	532 gpd/DU	2,298 DU	1,222,536 gpd	2,711 DU	1,442,252 gpd	413 DU	219,716 gpd
Retail/Service	20 gpd/1000 sf	1,225,113 sf	24,502 gpd	1,850,907 sf	37,018 gpd	625,794 sf	12,516 gpd
Office/BP	20 gpd/1000 sf	2,333,157 sf	46,663 gpd	3,431,448 sf	68,629 gpd	1,098,291 sf	21,966 gpd
BP/Manufacturing	20 gpd/1000 sf	844,681 sf	16,893 gpd	1,118,126 sf	22,363 gpd	273,445 sf	5,470 gpd
School*	16.5 gpd/student	4,189 students	69,119 gpd	4,189 students	69,119 gpd	0 students	0 gpd
Hotel*	165 gpd/room	519 rooms	85,635 gpd	519 rooms	85,635 gpd	0 rooms	0 gpd
Institutional	20 gpd/1000 sf	92,011 sf	1,840 gpd	92,011 sf	1,840 gpd	0 acres	0 gpd
Commercial Recreation**	20 gpd/1000 sf	22,000 sf	519 gpd***	22,000 sf	519 gpd***	0 acres	0 gpd
Total		***4,293,691 gpd***		***4,615,071 gpd***		***321,380 gpd***	

SOURCE: LVMWD Integrated Water System Master Plan Update 2007.
City of Los Angeles Wastewater Program Management, Sewer Facilities Charge Guide and Generation Rates, August 1988.

1 acre = 43,560 square feet.

* These rates were taken from Los Angeles Department of City Planning, Draft Master Environmental Impact Report, Corbin and Nordhoff, September 2003. All other rates were taken from the 2007 IWSMPU.

** The Commercial/Business Park generation rate was assumed for existing and proposed Retail/Service, Office/BP, BP/Manufacturing, Institutional, and Commercial Recreation uses.

*** An additional 18% was added to Commercial Recreation to account for outdoor water use (LADWP WSA for Cascade Ranch Project, LADWP Water Resources Business Unit, 2004).

The General Plan Update does not specifically identify the need for additional water treatment facilities, the construction of which would result in potentially significant impacts. Further, as discussed above, the existing treatment facility is expected to be able to accommodate the additional treatment demands from General Plan Update buildout. If it is determined that new facilities would need to be constructed at a later date, a project specific environmental evaluation would be required under CEQA to analyze any potential adverse environmental effects that might result from such facilities. Therefore, the General Plan Update's impact to water treatment facilities would be ***less than significant*** (Class II). No mitigation measures are required.

[35] Wilkins, Glenn. 2009. Email correspondence with Metropolitan Water District, September 14.

Threshold	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Impact 4.14-2 **The General Plan Update would result in an increase in water demand. However, existing water supply entitlements and resources are sufficient to serve the implementation of the General Plan Update. New or expanded entitlements are not needed. Therefore, this is a *less-than-significant* (Class II) impact.**

In certain areas of the City, the General Plan Update would allow for the amendment of land use designations and/or the potential for an increase in densities of existing uses. In select locations, land use designations would be amended to accommodate mixed use, which would allow for residential uses in an area that is currently utilized for commercial purposes. In all cases, existing uses within the City would be allowed to remain. Additional development throughout the City accommodated under the General Plan Update, such as infill and redevelopment, would increase water use within the City, thus increasing the need for available water supplies.

The LVMWD 2007 IWSMPU identifies the average day demand for potable water in the City of Agoura Hills based on land use type. As shown in Table 4.14-3 (Water Demand Associated with General Plan Update Buildout), buildout of the GPU would result in a 321,380 gpd, or 360 afy, increase in water demand over existing demand. According to Table 4.14-2 (LVMWD Water Supply and Demand Comparison [AFY]), projected water demand within the LVMWD per the 2005 UWMP would be 34,320 afy in 2030, with an expected supply of 39,340 afy by 2030. (Note that the current UWMP does not project beyond 2030). As a result of full buildout of the General Plan Update, District-wide demand would increase to 34,680 afy. This would be considered a minor increase in water demand over that anticipated in the 2005 UWMP. This is within the available LVMWD supply of 39,340 afy by 2030, although this additional City demand would not be expected until 2035.

It is important to note that population projections utilized in the 2007 IWSMPU show the City reaching a population of 24,965 in 2030. In the IWSMPU, demand on the water system was determined based on the estimated future population of the cities within the LVMWD. The General Plan Update buildout estimates a total population of 25,394 in 2035 (refer to Section 4.10 [Population, Housing, Employment]). This is an increase of 429 residents (about 1.7 percent) over the population of 24,965 assumed for the City by 2030 in the 2007 IWSMPU. The projection of 24,965 residents in 2030, therefore, appears reasonable, assuming the addition of 429 more residents in 2035 to reach the full buildout population of 25,394. The anticipated growth in population in the City by the LVMWD, then, appears similar to that of the General Plan Update buildout estimates by 2035. As a result, it is possible that the additional demand of 360 afy with the General Plan Update buildout may have already been accounted for by the District in its 2007 IWSMPU for what the City demand would be in 2030.

An analysis using the 2008 SCAG population projections utilized in Table 4.10-4 (SCAG 2008 Growth Forecast Projections for Population, Households, and Employment, 2005 to 2035) of Section 4.10 (Population, Housing, and Employment) show the City of Agoura Hills reaching a population of 23,472 in 2030. Using this scenario, the estimated water demand in 2030 would be less than what was projected

for when the LVMWD calculated the water demand in the 2007 IWSMPU, by approximately 1,493 people. According to sources that helped prepare the 2007 IWSMPU[36][37][38], the reduced demand associated with the reduced population projections can be held consistent for water supply demand in 2035, leaving the District utilizing 88 percent of its projected supply and negating the estimated demand increase of 360 afy necessary to accommodate full buildout of the General Plan Update.

In any case, the LVMWD is engaged in adding capacity on the site of the Las Virgenes Reservoir, expanding the Las Virgenes Reservoir Filtration Plant, adding an intertie with Calleguas MWD, and constructing east/west transmission improvements.[39] Therefore, as additional water becomes available to serve the LVMWD, adequate infrastructure would be provided for that water, and no additional facilities would be required.

Policies contained in the General Plan Update would help to reduce future water demand and ensure adequate future supplies. For example, compliance with Goal NR-5 (Water Conservation) and Policy NR-5.2 (Water Conservation Measures) would minimize water consumption through required water conservation measures such as water-efficient landscaping and irrigation, on-site stormwater capture as feasible, low-flow and efficient plumbing fixtures, and the use of recycled water for irrigation. Policy NR-5.1 (Water Conservation and Education), Policy NR-5.3 (Water-Efficient Landscaping and Irrigation), Policy NR-5.4 (Optimum Timing for Water Irrigation), and Policy NR-5.5 (Recycled Water) would further ensure that increased development associated with the General Plan Update would comply with water supply and demand regulations. Pursuant to state legislation in 1993, the City established a Water Efficient Landscaping Ordinance to promote climate adaptive and native plants, to establish water conservation maintenance practices, and to establish a structure for designing, installing, and maintaining water efficient landscapes in new projects. Also, all new development projects are required to comply with the Las Virgenes Water District's Water Conservation Ordinance requiring utilization of low flow toilets and showerheads. The City is also required to comply with all District water rationing requirements that may be in effect.

Under the General Plan Update scenario, there would be a minimal increase in water demand associated with the General Plan Update, and it appears that population growth estimates used by the LVMWD to determine future water demand are similar to that used for the proposed General Plan maximum buildout scenario. Given this minor increase in water demand, the possibility that the additional water use has already been accounted for, as well as compliance with applicable regulations and the goals and policies contained in the General Plan Update to minimize water use, the impact on water supplies would be ***less-than-significant*** (Class II) level. No mitigation measures are required.

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[36] Brown, Mike. 2009. Phone conversation with Civil Engineering Associate, Las Virgenes Municipal Water District, April 9 and November 2.
[37] Ellison, Dan. 2009. Phone conversation with Principal Engineer, AECOM. November 2.
[38] Swan, Mike. 2009. Phone conversation with Senior Project Manager, Psomas. November 2.
[39] Las Virgenes Municipal Water District (LVMWD). 2007a. *Integrated Water System Master Plan Update 2007*. Las Virgenes Municipal Water District Report No. 2389.02, October.

Significant and Unavoidable Impacts

There are no significant and unavoidable impacts related to water supply from implementation of the General Plan Update.

Cumulative Impacts

The geographic context for the analysis of cumulative impacts associated with water systems would be the service area of the City's water provider, LVMWD. Cumulative impacts are only addressed for those thresholds that have a project-related impact, whether it is less than significant, significant, or significant and unavoidable. If "no impact" occurs, no cumulative analysis is provided for that threshold.

The LVMWD, which provides water service to the City of Agoura Hills, has prepared the IWSMPU to address the potable and recycled water systems of LVMWD and examine the ability of existing facilities to adequately meet water demands over the next 25 years. As part of the IWSMPU, water supply and demand for the entire service area is accounted for. The General Plan Update would result in only a small increase in the demand for water. Population projections for the City by the LVMWD and those estimated for the General Plan Update buildout, which the LVMWD bases its water demand forecasts on, are similar. Also, the Jensen Filtration Plant is currently operating well below its design capacity and is able to handle water demand generated by cumulative new development within its service area to 2035. Buildout under the General Plan Update would not exceed LVMWD projections, and any development increases in other cities within the District have already been taken into account in the LVMWD projections.

Buildout of the General Plan Update would place additional demand on LVMWD's water conveyance system. Portions of the water conveyance infrastructure serving related site-specific projects may not have adequate capacity to handle additional water loads, which has the potential to result in a significant cumulative impact. However, LVMWD and the City would require capacity upgrades to the water conveyance system on a project-by-project basis prior to occupancy of each project to avoid overloading the system. Developer fees would also be assessed for each project to pay for these improvements. The General Plan Update's 0.3 percent increase in typical water demand at Jensen Filtration Plant and the 360 afy increase in water demand are not large enough to be considered cumulatively considerable and the cumulative water supply and treatment impact would be ***less than significant*** (Class II).

Mitigation Measures

There are no feasible mitigation measures that would further reduce the less-than-significant impact identified to water.

Final Level of Significance

With the implementation of the General Plan Update policies and application of all local, state, and federal regulations pertaining to water, the proposed project would result in a ***less-than-significant***

impact (Class II). The proposed project would result in a ***less than significant*** cumulative impact (Class II).

4.14.4 Draft General Plan Goals and Policies

Policies relating to water sources were identified in the Infrastructure and Community Services Chapter and the Natural Resources Chapter of the General Plan Update.

Goal U-1 **Water Supply System.** High-quality reliable water supply, water treatment, distribution, pumping, and storage systems to meet the current and projected future daily and peak water demands of the community.

Policy U-1.1 **Future Water Demands.** Work closely with the Las Virgenes Municipal Water District (LVMWD) and other appropriate agencies in determining the future potable and reclaimed water needs of the City.

Policy U-1.2 **Water Treatment Capacity and Infrastructure.** Work with the Las Virgenes Municipal Water District (LVMWD) and other applicable agencies to develop sufficient water-treatment capacity and infrastructure to meet projected water demands.

Policy U-1.3 **Growth and Level of Service.** Require new development to provide adequate facilities or pay its share of the cost for facilities required to support growth.

Policy U-1.4 **Water Conservation Programs.** Coordinate the implementation of water conservation programs with the Las Virgenes Municipal Water District (LVMWD).

Policy U-1.5 **Water Supply During Emergencies.** Work with the Las Virgenes Municipal Water District (LVMWD) to maintain an adequate water supply during emergencies.

Policy U-1.6 **Reclaimed Wastewater.** Encourage the use of reclaimed wastewater provided by the Las Virgenes Municipal Water District (LVMWD) for irrigating public and private land.

Goal NR-5 **Water Conservation.** Minimization of water consumption through conservation methods and other techniques.

Policy NR-5.1 **Water Conservation and Education.** Continue to support the efforts of the Las Virgenes Municipal Water District in water conservation in the City, both through minimizing the consumption of water and through public education.

Policy NR-5.2 **Water Conservation Measures.** Require water conservation measures/devices that limit water usage for all new construction projects, including public facilities, such as the use of water-efficient landscaping and irrigation, on-site stormwater capture as feasible, low-flow and efficient plumbing fixtures, and the use of recycled water for irrigation.

Policy NR-5.3 **Water-Efficient Landscaping and Irrigation.** Require that drought-tolerant landscaping, water-efficient irrigation systems be installed, and recycled water be used for landscaping, as feasible, for all private and City landscaping and parkways. Encourage such landscaping and irrigation, as appropriate, in private development.

Policy NR-5.4 **Optimum Timing for Water Irrigation.** Require that all irrigation systems irrigate at optimum times of the day, as recommended by the Las Virgenes Municipal Water District, and consider the use of weather sensors, to facilitate optimum irrigation and other technology for monitoring and control. Encourage such irrigation timing for private development.

Policy NR-5.5 **Recycled Water.** Work with the Las Virgenes Municipal Water District in further creating opportunities for recycled water to irrigate the public landscape, provided that the heavy metal and salt content of recycled water will not interfere with plant growth.

Wastewater

This section describes the City of Agoura Hills' existing wastewater system. Information for this section was obtained from the City's Public Works Department, the Los Angeles County Department of Public Works, and the Las Virgenes Municipal Water District (LVMWD or District).

4.14.5 Environmental Setting

Collection System

The local sewer lines are owned by the City, and operated and maintained by the County, while the LVMWD owns, operates, and maintains the trunk lines and associated manholes. These entities work together to provide the City of Agoura Hills with sufficient infrastructure and capacity to serve its sewer needs. Of the entire 400 miles of pipes comprising the LVMWD sewer system, Agoura Hills accounts for approximately 50 miles worth. The system has the capacity to serve approximately 260,000 people, and is currently serving approximately 95,000 throughout the LVMWD.[40]

Treatment System

All of the wastewater collected from the City of Agoura Hills is treated at the Tapia Water Reclamation Facility (TWRF), located south of Agoura Hills along Malibu Canyon Road in unincorporated Los Angeles County. TWRF is operated under a Joint Powers Authority between the LVMWD and the Triunfo Sanitation District (TSD), located in eastern Ventura County. TWRF serves residents living

[40] Brown, Mike. 2009. Phone conversation with Civil Engineering Associate, Las Virgenes Municipal Water District, April 9 and November 2.

across 120 square miles of western Los Angeles and southeastern Ventura counties, including flows from the LVMWD and the TSD. Tapia has a capacity to process up to 16 million gallons of wastewater per day, but currently averages about 9.5 million.

Wastewater entering Tapia is 99 percent water and 1 percent solids and inert materials. The first step of the treatment process is to remove inert materials. Larger items are removed by passing the waste stream through a vertical slatted bar screen. Finer materials are removed in a "grit chamber." The flow is then slowed and air is injected to keep small, organic particles suspended while the heavier, inert materials fall to the bottom. Items removed from the wastewater to this point in treatment go to a landfill. The remaining wastewater is then pumped to primary sedimentation tanks. Primary treatment is a separation process using gravity, where the solids in the wastewater are allowed to settle to the bottom of the tank. Oil and grease, which are lighter than water, float to the surface. Large paddles skim the water surface and the bottom of the tanks to remove these materials, which are then pumped to the Rancho Las Virgenes Composting Facility.

Secondary treatment is a biological process. The wastewater is put through aeration tanks to be "cleaned up" by beneficial microorganisms. This is similar to the natural water-purification cycle, but is accomplished in less time. As in nature, microorganisms remove contaminants and clean the water as they feed, grow, and multiply. Oxygen is injected into the tanks, which helps speed the process. The partially treated wastewater then flows to the secondary sedimentation tanks, where the microorganisms are allowed to settle out. They are then collected and returned to the aeration tanks, to work on another batch of wastewater. Meanwhile, the liquid portion goes on to tertiary treatment, which is a filtration process designed to remove any remaining extremely small particles. Chemicals are added to flocculate, or clump the particles together, making them easier to filter out. The water is then disinfected with chlorine and neutralized. An on-site, state-certified water quality laboratory conducts testing to assure that all potable and recycled water provided by LVMWD meets stringent state and federal health standards. The laboratory also monitors water quality in Malibu Creek, as part of the District's commitment to watershed stewardship.

4.14.6 Regulatory Framework

Federal and State

National Pollution Discharge Elimination System (NPDES) Permits

The NPDES permit system was established as part of the *Clean Water Act* (CWA) to regulate both point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffuse runoff of water from adjacent land uses) to surface waters of the United States. For point source discharges, such as sewer outfalls, each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge.

Disposal of Biosolids

Title 40 of the Code of Federal Regulations (CFR) Part 503, Title 23 California Code of Regulations, and standards established by the Central Valley Regional Water Quality Control Board (CVRWQCB) regulate the disposal of biosolids.

Also, the federal *Clean Water Act* and regulations set forth by the California Department of Health Services and State Water Resources Control Board are aimed primarily at discharges of effluent to surface waters and are addressed in Section 4.7 (Hydrology and Water Quality).

Regional

Regional Water Quality Control Board (RWQCB) National Pollution Discharge Elimination System

Under the RWQCB NPDES, all existing and future municipal and industrial discharges to surface waters within the City of Agoura Hills are subject to regulations. NPDES permits are required for operators of municipal separate storm sewer systems (MS4s), construction projects, and industrial facilities. These permits contain limits on the amount of pollutants that can be contained in each facility's discharge.

The federal EPA's Capacity, Management, Operations, and Maintenance Regulations are proposed to be adopted by the RWQCB, affecting Agoura Hills' capacity, management, operations, and maintenance of wastewater facilities. Future waste discharge requirements would have greater emphasis on the control of fats, oils, and grease (FOG) in the City's waste discharge. As part of the regulations, the RWQCB may require the City to complete a sewer system management plan which would address emergency spill response, preventative maintenance program, establish legal authority, and FOG mitigation measures.

Local

There are no local wastewater regulations applicable to the proposed project.

4.14.7 Project Impacts and Mitigation

Thresholds of Significance

For purposes of this EIR, implementation of the General Plan Update would result in substantial adverse physical impacts if it would do any of the following:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board
- Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

- Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Effects Not Found to Be Significant

There are no effects from implementation of the General Plan Update that would result in no impact with respect to wastewater.

Less-Than-Significant Impacts

Threshold	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Impact 4.14-3 **Implementation of the General Plan Update would increase the amount of wastewater needing treatment, but would not exceed wastewater treatment requirements of the Regional Water Quality Control Board. This is a *less-than-significant* (Class II) impact.**

In certain areas of the City, the General Plan Update would allow for the amendment of land use designations and/or the potential for an increase in densities of existing uses. In select locations, land use designations would be amended to accommodate mixed use, which would allow for residential uses in an area that is currently utilized for commercial purposes. In all cases, existing uses within the City would be allowed to remain. Additional development throughout the City accommodated under the General Plan Update, such as infill and redevelopment, would increase wastewater treatment demand.

New development under implementation of the General Plan Update would continue to comply with all provisions of the NPDES program, as enforced by the RWQCB. Therefore, implementation of the General Plan Update would not result in an exceedance of wastewater treatment requirements. All future projects under the General Plan Update would be required to comply with all applicable wastewater discharge requirements issued by the SWRCB and RWQCB.

The General Plan Update includes Goal U-2 (Wastewater System), Policy U-2.1 (Sufficient Service) and Policy U-2.5 (Service Inadequacies), which would maintain the adequacy of the City's sewer system by working closely with LVMWD and the LACDPW and addressing any inadequacies, while Policy U-2.4 (National Pollutant Discharge Elimination System (NPDES) and Regional Water Quality Control Board (RWQCB)) calls for the continued implementation of NPDES and RWQCB regulations, including the use of Best Management Practices by businesses in the City. Policy U-2.2 (Old Agoura Area), Policy U-2.3 (Monitoring of Toxins), and Policy U-2.6 (Septic Tanks) would further ensure that increased development associated with the General Plan Update would comply with RWQCB regulations. Future development under the General Plan Update would be required to adhere to federal, state, regional, and local regulations, and the proposed goals and policies identified above. Implementation of the General Plan Update would therefore have a ***less-than-significant*** (Class II) impact pursuant to this threshold. No mitigation measures are required.

Threshold	Would the project require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
Threshold	Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Impact 4.14-4 **Implementation of the General Plan Update would require additional wastewater to be treated, but would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and would not would result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. This is a *less-than-significant* (Class II) impact.**

In certain areas of the City, the General Plan Update would allow for the amendment of land use designations and/or the potential for an increase in densities of existing uses. In select locations, land use designations would be amended to accommodate mixed use, which would allow for residential uses in an area that is currently utilized for commercial purposes. In all cases, existing uses within the City would be allowed to remain. Additional development throughout the City accommodated under the General Plan Update, such as infill and redevelopment, would increase wastewater treatment demand.. Implementation of the General Plan Update could generate additional demand on the sewer system from increased sewage flows, as reflected by Table 4.14-4 (Wastewater Generated from General Plan Update Buildout).

TWRF has a capacity to process up to 16 million gallons of wastewater per day (mgd), but currently averages about 9.5 million, well below the facility's design capacity. The City of Agoura Hills currently sends approximately 3.4 MGD to TWRF.

Implementation of the General Plan Update is anticipated to result in an increase of 484,154 gallons of wastewater per day (or 0.48 MGD), for a total of 3.8 MGD. Based on current treatment levels at TWRF and the design capacity, TWRF has ample capacity to treat the full increase in sewage attributable to growth anticipated under in the General Plan Update by 2035.

Increased wastewater generation due to implementation of the General Plan Update could be accommodated within the existing treatment infrastructure; therefore expansion of existing facilities would not be required. As discussed above, wastewater from the City's system is collected and treated at TWRF which has a capacity to process up to 16 million gallons of wastewater per day, but currently averages about 9.5 million gallons per day. The current wastewater generation from City of Agoura Hills is approximately 3.4 MGD, and would increase to approximately 3.8 MGD, an increase of approximately 0.4 MGD or 146 MGY. However, TWRF has ample capacity to treat the full increase in sewage attributable to land use changes and growth proposed in the General Plan Update. In any case, if it is

Table 4.14-4 Wastewater Generated from General Plan Update Buildout

Land Use	Wastewater Generation Rates	Existing Use		General Plan Buildout		Net Difference	
			Wastewater Generated (gpd)		Wastewater Generated (gpd)		Wastewater Generated (gpd)
Single Family Dwelling Unit	330 gpd/DU	5,312 DU	1,752,960 gpd	5,428 DU	1,791,240 gpd	116 DU	38,280 gpd
Multi-Family Dwelling Unit	330 gpd/DU	2,298 DU	758,340 gpd	2,711 DU	894,630 gpd	413 DU	136,290 gpd
Retail/Service	0.1 gpd/sf	1,225,113 sf	122,511 gpd	1,850,907 sf	185,091 gpd	625,794 sf	62,580 gpd
Office/BP	0.2 gpd/sf	2,333,157 sf	466,631 gpd	3,431,448 sf	686,290 gpd	1,098,291 sf	219,659 gpd
BP/ Manufacturing	0.1 gpd/sf	844,681 sf	84,468 gpd	1,118,126 sf	111,813 gpd	273,445 sf	27,345 gpd
School	15 gpd/student	4,189 students	62,835 gpd	4,189 students	62,835 gpd	0 students	0 gpd
Hotel	150 gpd/room	519 rooms	77,850 gpd	519 rooms	77,850 gpd	0 rooms	0 gpd
Institutional	0.3 gpd/sf	92,011 sf	27,603 gpd	92,011 sf	27,603 gpd	0 sf	0 gpd
Commercial Recreation*	0.1 gpd/sf	22,000 sf	2,200 gpd	22,000 sf	2,200 gpd	0 sf	0 gpd
Total		***3,355,398 gpd***		***3,839,552 gpd***		***484,154 gpd***	

SOURCE: City of Los Angeles Wastewater Program Management, 1988.

1 acre = 43,560 square feet.

* The Retail/Service generation rate was assumed for existing and proposed Commercial Recreation uses.

determined at a later date that new facilities would need to be constructed, a project specific environmental evaluation would be required under CEQA to analyze any potential adverse environmental effects that might result from such a facility.

In addition, Policy U-2.1 (Sufficient Service) and Policy U-2.5 (Service Inadequacies) under Goal U-2 (Wastewater System) of the General Plan Update require that service inadequacies be identified and addressed and that sufficient sewer service be maintained. Future development under the General Plan Update would be required to adhere to federal, state, regional, and local regulations, and the proposed goals and policies identified above. Therefore, given existing and anticipated future capacity at the TWRF, wastewater generation expected from the General Plan Update buildout, and General Plan Update goals and policies, impacts to the wastewater treatment facilities associated with implementation of the General Plan Update would be ***less than significant*** (Class II). No mitigation measures are required.

Significant and Unavoidable Impacts

There are no significant and unavoidable impacts related to wastewater from implementation of the General Plan Update.

Cumulative Impacts

The geographic context for the analysis of cumulative impacts associated with sewage treatment systems and recycled water conveyance systems would be the service area of the wastewater service and treatment service provider, LVMWD. Cumulative impacts are only addressed for those thresholds that have a project-related impact, whether it is less than significant, significant, or significant and unavoidable. If "no impact" occurs, no cumulative analysis is provided for that threshold.

The LVMWD provides wastewater infrastructure within the City of Agoura Hills, which conducts effluent to the TWRF. TWRF provides regional wastewater treatment services. The cumulative impacts of development projects within the TWRF service area would generate additional quantities of wastewater. Cumulative projects in the City of Agoura Hills would contribute to the overall regional demand for wastewater treatment service and any development increases in other cities within the District have already been taken into account in the LVMWD projections.

The design capacities of TWRF are based on the regional growth forecast adopted by SCAG, which in turn is based on cities' general plans and other forecasts of SCAG's member cities. Although the General Plan Update is not included within SCAG's growth forecast, the current General Plan of the City is, and buildout of the existing General Plan (1993) would result in more wastewater generation than buildout of the General Plan Update. Additionally, the existing treatment plants currently operate well below their design capacity. Thus, it is anticipated that cumulative development would not exceed the capacity of the wastewater treatment system.

The City would continue to implement water conservation measures that would result in a decrease in wastewater generation, and TWRF would still have excess capacity. Consequently, the General Plan Update would not result in a cumulatively considerable contribution to an impact on wastewater treatment. Cumulative growth in the LVMWD wastewater service area could result in the need for additional wastewater conveyance infrastructure, which could result in significant cumulative impacts depending upon the nature and extent of the proposed improvements. Existing regulations ensure that all users pay their fair share for any necessary expansion of the system, including expansion to wastewater treatment facilities and would ensure that the cumulative impact is less than significant. Therefore, the project's cumulative impact would be ***less than significant*** (Class II).

The increase in wastewater demand anticipated under the General Plan Update, a 2.5 percent increase compared to TWRF's total capacity, is not large enough to be considered cumulatively considerable and the cumulative impact is considered ***less than significant***.

Mitigation Measures

There are no feasible mitigation measures that would further reduce the less-than-significant impact identified to wastewater.

Final Level of Significance

With the implementation of the General Plan Update policies and application of all local, state, and federal regulations pertaining to wastewater, the proposed project would result in a ***less-than-significant*** impact (Class II). The proposed project would result in a ***less than significant*** cumulative impact (Class II).

4.14.8 Draft General Plan Goals and Policies

Policies relating to wastewater are identified in the Infrastructure and Community Services Chapter and the Natural Resources Chapter of the General Plan Update.

Goal U-2 **Wastewater System.** A wastewater collection and treatment system that supports existing and planned development and minimizes adverse effects to water quality.

Policy U-2.1 **Sufficient Service.** Maintain the adequacy of the City's sewer system, including working closely with the Las Virgenes Municipal Water District (LVMWD) and the Los Angeles County Department of Public Works.

Policy U-2.2 **Old Agoura Area.** Explore the potential for extending sewer lines into the Old Agoura area with the Las Virgenes Municipal Water District (LVMWD), Los Angeles County Department of Public Works, and Old Agoura Homeowners Association.

Policy U-2.3 **Monitoring of Toxins.** Continue to monitor businesses or uses that may generate toxic or potentially hazardous substances to prevent contamination of water and wastewater.

Policy U-2.4 **National Pollutant Discharge Elimination System (NPDES) and Regional Water Quality Control Board (RWQCB).** Continue to implement the requirements of the NPDES and RWQCB regulations, including the use of Best Management Practices (BMP) by businesses in the City.

Policy U-2.5 **Service Inadequacies.** Identify service inadequacies within the City's wastewater system, including working with the LVMWD and County Department of Public Works to address this.

Solid Waste

This section discusses the potential impacts of the General Plan Update on solid waste services. Solid waste is defined as refuse requiring collection, recycling or disposal into a landfill. The section describes Agoura Hills' existing solid waste management and resource recovery systems, identifies current federal, state, regional, and local regulations regarding the collection and disposal of solid waste, and forecasts potential impacts on solid waste systems attributable to the General Plan Update. Information for this section is taken from data provided by correspondence with the City staff and the California Integrated Waste Management Board (CIWMB).

4.14.9 Environmental Setting

In 2007, approximately 28,105 tons of trash, including recyclables, food, construction debris, and green waste was generated from all sources in Agoura Hills.[41] Business land uses contributed approximately 26 percent of the total waste stream, while residential uses contributed approximately 74 percent.

Residential Collection

The City's Solid Waste Management Program Staff coordinates the collection of waste for the City of Agoura Hills, contracting with independent haulers to pick-up and dispose of waste throughout the City. The current residential solid waste program is a curbside source separation system where residents are provided three carts for collection: a black can for refuse, a blue can for recycling, and a green can for green/yard waste. Residents have the option to select from different service levels depending on the amount of refuse they generate, including a mini can service that provides a 32 gallon refuse cart that encourages more recycling. The most common cart ordered by residents is a 65-gallon refuse cart, followed by a 65-gallon recycling cart and a 96-gallon green waste cart. Residential waste is collected and disposed of by a single vendor via a residential franchise agreement. The waste is sent to the vendor's private facility where it is sorted and distributed to the Calabasas Sanitary Landfill, Simi Valley Landfill & Recycling Center, and Burbank Landfill Site No. 3. Residential customers who own horses may also elect for manure disposal. The manure waste is collected and disposed of by Waste Management/G.I. Industries. Residents are also provided a bulky item collection service, which allows for pick up of four bulky items per year.

Commercial and Industrial Collection

The majority of commercial and industrial waste is hauled by a single vendor. However, ten other haulers are permitted as additional providers for construction and demolition recycling (C&D) and residential construction projects. The majority of commercial and industrial waste is taken to the Calabasas Sanitary Landfill by the private haulers.

Hazardous Waste Collection

The City provides door-to-door Household Hazardous Waste (HHW)/E-Waste collection as part of residential service. The service is free and occurs three times per year in April, August, and December. Residents contact the vendor on the first day of the collection month and schedule an appointment. The residents then receive a kit with instructions before the items are collected from their home.

The City provides a limited HHW collection once a month for collection of used oil, oil filters, water-based paint, antifreeze, and automobile batteries. The service is provided on the first Saturday of the month and is open to residents of Agoura Hills, Calabasas, Hidden Hills, Malibu, and Westlake Village.

[41] California Integrated Waste Management Board (CIWMB). 2009. Jurisdiction Profile for City of Agoura Hills. http://www.ciwmb.ca.gov/Profiles/Juris/JurProfile1.asp?RG=C&JURID=2&JUR= Agoura+Hills (accessed July 13, 2009).

The Agoura Hills City Hall parking lot is used as the drop-off point, and a single vendor under contract to the City collects and processes the waste.

Waste Reduction Programs

The City of Agoura Hills, in collaboration with the County of Los Angeles, is engaged in a number of activities and programs designed to reduce the waste stream and increase recycling. Under the *California Integrated Waste Management Act of 1989* (AB 939), the City must demonstrate the diversion of 50 percent of its disposable waste stream from landfills by 2000. This is accomplished in the residential sector through curbside recycling. All residential services include a 65-gallon recycling cart and a 95-gallon green waste cart.

In order to comply with AB 939 for commercial uses, the City has mandated that 50 percent of all commercial waste must be diverted as recyclable each quarter. If this goal is not being met, the City has written authority to mandate that commercial waste be sent to a material recovery facility (MRF) to achieve its AB 939 goal. The private haulers described above fulfill this service for the businesses.

The City requires recycling of construction debris from certain types of development, as follows:

- Demolition of over 1,000 square feet
- All new construction (non-residential and non residential)
- Additions/alterations of over 1,000 square feet
- Projects that are reviewed by the Planning Commission

If a project triggers the construction and demolition (C&D) recycling requirement, at least 50 percent of the project's C&D waste must be diverted from a landfill. The City coordinates this program and contracts with various haulers to provide the service.

Regional Landfills

Over 250 private waste haulers and several City governments dispose of solid waste at various landfills within Los Angeles County. Los Angeles County has two primary classifications of landfill disposal sites: Class III landfills and Unclassified (Inert) landfills. Class III landfills accept all types of non-hazardous solid waste. Unclassified landfills accept only inert waste, including soil, concrete, asphalt, and other construction and demolition debris. The following County landfills receive solid waste from the City of Agoura Hills:

- Calabasas Sanitary Landfill: This landfill currently accepts 3,500 tons per day; has a permitted capacity of 69,700,000 cubic yards, and a remaining capacity of 16,900,400 cubic yards. At present rates of disposal, the landfill would reach its capacity in January 1, 2028.
- Simi Valley Landfill & Recycling Center (SVLRC): This landfill currently accepts 3,000 tons per day; has a permitted total capacity of 43,500,000 cubic yards, and a remaining capacity of 23,201,173 cubic yards. At current rates of disposal, the landfill would reach its capacity and close on December 1, 2033. SVLRC is currently seeking approval for a proposed expansion project that would allow the landfill to accept 6,000 tons per day, increase its permitted total capacity to 130.2 million cubic yards, and extend the life of the landfill to 2054.

- The Burbank Landfill Site No. 3: This landfill currently accepts 240 tons per day; has a design capacity of 5,933,365 cubic yards and a remaining capacity of 5,107,465 cubic yards. At current rates of disposal, the landfill would reach capacity and close on January 1, 2053.

As of July 13, 2009, the combined remaining capacity of the three landfills was approximately 45,209,038 cubic yards.[42]

4.14.10 Regulatory Framework

Federal

Volume 40 of the *Code of Federal Regulations*, Part 258 (*Resource Conservation and Recovery Act* [RCRA, Subtitle D]) contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design, groundwater monitoring, and closure of landfills.

State

AB 939—California Integrated Waste Management Act

In 1989, the Legislature adopted the California *Integrated Waste Management Act of 1989* (AB 939). The Act requires every city and county in the state to prepare a Source Reduction and Recycling Element (SRRE) in addition to a Solid Waste Management Plan to identify how the jurisdiction would meet mandatory 2000 state waste diversion goal. Senate Bill 2202 mandates that jurisdictions continue the 50 percent diversion achieved in 2000 beyond January 1, 2000. The City of Agoura Hills has achieved this reduction through recycling and collection of green waste, and diverted approximately 60 percent of its solid waste in 2008.[43]

Regional

There are no regional solid waste regulations applicable to the proposed project.

Local

City of Agoura Hills Municipal Code

Article V, Chapter 3 of the *Agoura Hills Municipal Code* regulates the collection, recycling, and disposal of solid waste from residential and commercial premises in order to meet the statutory obligations imposed by AB 939.

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[42] California Integrated Waste Management Board (CIWMB). 2009. Jurisdiction Profile for City of Agoura Hills. http://www.ciwmb.ca.gov/Profiles/Juris/JurProfile1.asp?RG=C&JURID=2&JUR= Agoura+Hills (accessed July 13, 2009).

[43] Celaya, Louis. 2009. Phone conversation with Assistant to the City Manager, City of Agoura Hills, July 13 and November 5.

4.14.11 Project Impacts and Mitigation

Thresholds of Significance

For purposes of this EIR, implementation of the General Plan Update would result in a substantial adverse physical impact if it would do any of the following:

- Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.
- Fail to comply with applicable federal, state, and local statutes and regulations related to solid waste.

Effects Not Found to Be Significant

There are no effects from implementation of the General Plan Update that would result in no impact with respect to solid waste.

Less-Than-Significant Impacts

Threshold	Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Impact 4.14-5 **Implementation of the General Plan Update would result in the project being served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. This is a *less-than-significant* (Class II) impact.**

In certain areas of the City, the General Plan Update would allow for the amendment of land use designations and/or the potential for an increase in densities of existing uses. In select locations, land use designations would be amended to accommodate mixed use, which would allow for residential uses in an area that is currently utilized for commercial purposes. In all cases, existing uses within the City would be allowed to remain. Additional development throughout the City accommodated under the General Plan Update, such as infill and redevelopment, would increase solid waste generation within the City, thus increasing the need for solid waste disposal services.

Three landfills currently serve the City of Agoura Hills, including the Calabasas Sanitary Landfill, the Simi Valley Landfill & Recycling Center (SVLRC), and the Burbank Landfill Site No. 3. Calabasas Sanitary Landfill is planned to close on January 1, 2028; the Simi Valley Landfill & Recycling Center has an anticipated closure date of December 1, 2033, and the Burbank Landfill Site No. 3 is expected to remain open until January 1, 2053. These landfills have a combined remaining capacity of 45,209,038 cubic yards.[44]

[44] California Integrated Waste Management Board (CIWMB). 2009. Jurisdiction Profile for City of Agoura Hills. http://www.ciwmb.ca.gov/Profiles/Juris/JurProfile1.asp?RG=C&JURID=2&JUR= Agoura+Hills (accessed July 13, 2009).

As shown in Table 4.14-5 (Solid Waste Generated from General Plan Buildout), buildout under the General Plan Update would generate approximately 16 tons/day (32,099 lbs/day) of additional solid waste over what currently is generated in the City (nearly 77 tons/day or 153,943 lbs/day).

Table 4.14-5 Solid Waste Generated from General Plan Update Buildout

		Existing Use		*General Plan Buildout*		*Net Difference*	
Land Use	*Solid Waste Generation Rates*		*Solid Waste Generated (lb/day)*		*Solid Waste Generated (lb/day)*		*Solid Waste Generated (lb/day)*
Single Family Dwelling Unit	10 lb/du/day	5,312 DU	53,120 lb/day	5,428 DU	54,280 lb/day	116 DU	1,160 lb/day
Multi-Family Dwelling Unit	10 lb/du/day	2,298 DU	22,980 lb/day	2,711 DU	27,110 lb/day	413 DU	4,130 lb/day
Retail/Service	0.005 lb/sf/day	1,225,113 sf	6,126 lb/day	1,850,907 sf	9,255 lb/day	625,794 sf	3,129 lb/day
Office/BP	0.006 lbs/sf/day	2,333,157 sf	13,999 lb/day	3,431,448 sf	20,589 lb/day	1,098,291 sf	6,590 lb/day
BP/ Manufacturing	0.0625 lb/sf/day	844,681 sf	52,793 lb/day	1,118,126 sf	69,883 lb/day	273,445 sf	17,090 lb/day
School	0.5 lb/student/day	4,189 students	2,095 lb/day	4,189 students	2,095 lb/day	0 students	0 lb/day
Hotel	4 lb/room/day	519 rooms	2,076 lb/day	519 rooms	2,076 lb/day	0 rooms	0 lb/day
Institutional	0.007 lb/sf/day	92,011 sf	644 lb/day	92,011 sf	644 lb/day	0 sf	0 lb/day
Commercial Recreation*	0.005 lbs/sf/day	22,000 sf	110 lb/day	22,000 sf	110 lb/day	0 sf	0 lb/day
Total		***153,943 lb/day***		***186,042 lb/day***		***32,099 lb/day***	

SOURCE: City of Los Angeles Bureau of Sanitation, 1981

1 acre = 43,560 square feet. 1 ton = 2000 pounds.

* The Retail/Service generation rate was assumed for existing and proposed Commercial Recreation uses.

At present, the City generates less than one percent of the total countywide waste stream. The 93 total tons of solid waste anticipated to be generated per day by full buildout of the General Plan Update would comprise approximately 1.4 percent of the 6,740-ton daily permitted capacity of the three landfills serving the City of Agoura Hills. Additionally, the SVLRC is planning to expand its permitted daily capacity to 6,000 tons per day, increasing the daily limit of the landfills serving the City of Agoura Hills to 9,740 tons per day. If approved and permitted, this increase would reduce the City's contribution at General Plan Update buildout to 1.0 percent of permitted daily capacity. Therefore, waste generated by additional growth under the General Plan Update would be accommodated by existing and likely future landfill capacities.

The Calabasas landfill is expected to close prior to the 2035 General Plan Update buildout year. If approved and permitted, the proposed improvements at SVLRC would extend its closure date to 2054 and increase its permitted daily disposal to 6,000 tons per day. The third landfill currently serving Agoura Hills, Burbank Landfill Site No. 3, is schedule to remain open after the General Plan Update buildout until approximately 2053. The Burbank Landfill Site No. 3 accepts 240 tons per day. The total 93 tons per day anticipated to be generated at buildout of the General Plan Update would comprise approximately 1.5 percent of the daily permitted landfill capacity at the two landfills remaining open after

full buildout of the General Plan Update. Therefore, it is anticipated that waste generated by additional growth under the General Plan Update would be accommodated by existing and future landfill capacities.

In addition, Policy U-4.1 (Waste Collection Services) and Policy U-4.2 (Diversion of Waste) under Goal U-4 (Solid Waste Collection and Disposal Operations) of the General Plan Update require that adequate solid waste collection be maintained and recycling be required to divert nonhazardous waste from landfills. Therefore, as the General Plan Update would be adequately served by existing and future landfill facilities serving the City, and as compliance with federal, state, and local requirements and the General Plan Update goals and policies above would serve to reduce waste and minimize waste received at landfills, implementation of the General Plan Update would result in a ***less-than-significant*** (Class II) impact to solid waste. No mitigation measures are required.

Threshold	Would the project comply with applicable federal, state, and local statutes and regulations related to solid waste?

Impact 4.14-6 **Implementation of the General Plan Update would comply with applicable federal, state, and local statutes and regulations related to solid waste. This is a *less-than-significant* (Class II) impact.**

State law currently requires a 50 percent diversion of solid waste from landfills. The City of Agoura Hills has achieved this diversion through recycling and collection of green waste, and diverted 55 percent of its solid waste in 2006, 60 percent in 2007, and 60 percent in 2008.[45] Therefore, the City is in compliance with state law.

The General Plan Update would not result in a substantial increase in the demand for solid waste services compared to existing conditions. Solid waste generated on-site would be disposed of in accordance with all applicable federal, state, and local regulations related to solid waste, including AB 939. Specifically, AB 939 requires city and county jurisdictions to identify an implementation schedule to divert 50 percent of the total waste stream from landfill disposal by the year 2000 and seventy percent by the year 2020. The City currently meets the requirements and is working to further reduce waste entering landfills to meet future mandates. In addition, Policy U-4.1 (Waste Collection Services) and Policy U-4.2 (Diversion of Waste) under Goal U-4 (Solid Waste Collection and Disposal Operations) of the General Plan Update require that adequate solid waste collection be maintained and recycling be required to divert nonhazardous waste from landfills. Thus, implementation of the General Plan Update, with adherence to the policies of Goal U-4 (Solid Waste Collection and Disposal Operations), would ensure that no conflict with federal, state, or local statues or regulations related to solid waste disposal would occur. This would result in a ***less-than-significant*** (Class II) impact. No mitigation measures are required.

Significant and Unavoidable Impacts

There are no significant and unavoidable impacts related to solid waste from implementation of the General Plan Update.

[45] Celaya, Louis. 2009. Phone conversation with Assistant to the City Manager, City of Agoura Hills, July 13 and November 5.

Cumulative Impacts

The geographic context for the analysis of cumulative impacts associated with solid waste systems would be the service area of the solid waste service provider, the Los Angeles County region of the CIWMB. Cumulative impacts are only addressed for those thresholds that have a project-related impact, whether it is less than significant, significant, or significant and unavoidable. If "no impact" occurs, no cumulative analysis is provided for that threshold.

Despite the anticipated sufficient capacity of the SVLRC (if approved and permitted) and Burbank Landfill Site No. 3 discussed above, any existing capacity that currently exists within the landfill's service boundary is finite. Thus, it is considered that, without approved specific plans for substantial expansion of the landfill facilities that serve the County, solid waste generation from approved and foreseeable cumulative projects in the General Plan Update area would exacerbate regional landfill capacity issues in the future. That is, any additional solid waste incrementally added to existing facilities would decrease the amount of time until they are completely full. The implementation of source reduction measures would be required on a project-specific basis as development projects are proposed, and requirements for recycling would partially address landfill capacity issues by diverting additional solid waste at the source of generation. However, the Burbank Landfill Site No. 3 is the only disposal facility approved to be operating at the time of General Plan Update buildout (2035), which would reduce the permitted daily disposal tonnage available to the City. The SVLRC expansion is currently in the planning process. Although the project itself would have a less-than-significant impact to solid waste, development associated with projects both within and outside of the City would be cumulatively considerable, and impacts associated with cumulative development would be ***significant and unavoidable*** (Class I) due to the unknown status of landfills serving the City of Agoura Hills at the time of General Plan Update buildout (2035).

Mitigation Measures

There are no feasible mitigation measures that would further reduce the less-than-significant impact identified to solid waste.

Final Level of Significance

With the implementation of the General Plan Update policies and application of all local, state, and federal regulations pertaining to water, the proposed project would result in a ***less-than-significant*** impact (Class II). The proposed project would result in a ***significant and unavoidable*** cumulative impact (Class I).

4.14.12 Draft General Plan Goals and Policies

Policies relating to solid waste were identified in the Infrastructure and Community Services Chapter of the General Plan Update.

Goal U-4 **Solid Waste Collection and Disposal Operations.** Control and reduction of solid waste generation and disposal.

Policy U-4.1 **Waste Collection Services.** Maintain adequate solid waste collection for commercial, industrial, and residential developments in accordance with state law.

Policy U-4.2 **Diversion of Waste.** Require recycling, green recycling/composting, and waste separation to reduce the volume and toxicity of solid wastes sent to landfill facilities, with the objective of diverting nonhazardous waste to a certified recycling processor, consistent with state mandates for landfill diversion.

Policy U-4.3 **Waste Collection Performance.** Periodically review waste collection performance to verify adequacy of service.

Policy U-4.4 **Community Education.** Continue to publicize and educate the public about waste reduction techniques, programs, and facilities.

Policy U-4.5 **Recycling for New Development.** Require new development to incorporate recycling locations into the project.

Policy U-4.6 **Hazardous Waste.** Continue the collection programs that provide disposal of household hazardous waste and electronic items to City residents throughout the year.

Policy U-4.7 **Recycling and Reuse of Construction Wastes.** Continue the commercial solid waste/recycling program, consistent with state requirements for diversion, for waste collection from all commercial program providers, including recycling materials generated by the demolition and remodeling of buildings.

Policy U-4.8 **Residential Waste Recycling.** Continue to provide recycling as part of regular residential curbside service, including green and equestrian waste recycling.

Policy U-4.9 **Non-Residential Waste Recycling.** Continue to require non-residential uses and businesses to participate in the City's commercial recycling program.

Policy U-4.10 **Community Clean-Up Events.** Continue to sponsor and help coordinate annual clean-up events, in which volunteers and community organizers help pick up litter at parks and other public areas.

Energy

4.14.13 Environmental Setting

This section describes the existing electricity and natural gas service providers for the City of Agoura Hills. Information was obtained from correspondence with Southern California Edison and Southern California Gas Company, and correspondence with the City of Agoura Hills staff.

Electricity

Electricity Supply

The City of Agoura Hills receives its electricity from Southern California Edison (SCE). SCE generates its electricity from various sources throughout the state and transmits it to the City through a series of high-transmission power lines. It is down-converted at substations and distributed to residential, commercial, and institutional uses throughout Agoura.

SCE provides electricity to six different rate groups within the City:[46]

- Domestic (Domestic Service): All residential service, including lighting, heating, cooking, and power or combination thereof in a single-family accommodation.
- GS-1 (General Service Non-Demand): Includes general service, including lighting and power, for the customer whose monthly maximum demand is expected to exceed or has exceeded 20 kW in any three months during the preceding 12 months.
- GS-2 (General Service Demand): Includes general service, including lighting and power, for customers whose monthly maximum demand is expected to register or has registered above 20 kW and below 200 kW.
- Street Lighting (Street and Highway Company-Owned System): Includes service for the lighting of streets, highways, and publicly owned and publicly operated automobile parking lots.
- TC-1 (Traffic Control Service): Includes service for traffic directional signs or traffic signal systems on streets, highways, and other public thoroughfares and railway crossing and track signals.
- TOU-8 (General Time-Of-Use Service—Large): Includes general service, including lighting and power, for all customers whose monthly maximum demand is expected to exceed or has exceeded 500 kW in any three months during the preceding 12 months.

Energy Conservation Programs

SCE engages in a wide variety of energy efficiency programs, including services for lighting, appliances, heating and cooling, multi-family housing, pools, and customer generation. SCE is the nation's largest purchaser of renewable energy, buying and delivering approximately 13 billion kilowatt hours (kWh) from wind, solar, biomass, geothermal and small hydro suppliers. SCE's Edison SmartConnect system, an advanced metering initiative, allows SCE's customers with smart thermostats and appliances to

automatically respond during critical peak pricing and grid reliability events, and is expected to reduce overall peak power consumption by an estimated 1,000 megawatts.[47]

Natural Gas

The City of Agoura Hills receives its natural gas from the Southern California Gas Company (SCGC) through a series of steel and plastic pipelines of various sizes and pressures.

4.14.14 Regulatory Framework

Federal

The Federal Energy Regulatory Commission (FERC) duties include the regulation of the transmission and sale of electricity in interstate commerce, licensing of hydroelectric projects, and oversight of related environmental matters.

State

California Public Utilities Commission (CPUC)

CPUC Decision 95-08-038 contains the rules for the planning and construction of new transmission facilities, distribution facilities, and substations. The Decision requires permits for the construction of certain power line facilities or substations if the voltages would exceed 50 kV or the substation would require the acquisition of land or an increase in voltage rating above 50 kV. Distribution lines and substations with voltages less than 50 kV need not comply with this Decision; however, the utility must obtain any nondiscretionary local permits required for the construction and operation of these projects. CEQA compliance is required for construction of facilities constructed in accordance with the Decision.

Title 20 and Title 24, California Code of Regulations (CCR)

Title 20, Public Utilities and Energy, contains the regulations related to power plant siting certification. Title 24, California Building Standards, contains the energy efficiency standards related to residential and nonresidential buildings. Title 24 standards are based, in part, on a state mandate to reduce California's energy demand.

Local

There are no local energy regulations applicable to the proposed project.

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[46] Southern California Edison (SCE). 2009. *Electricity User Report for City of Agoura Hills Year 2008*. Version 5.0, June 26.
[47] Southern California Edison (SCE). 2008. Environmental Commitment Brochure. May.

4.14.15 Project Impacts and Mitigation

Thresholds of Significance

For purposes of this EIR, implementation of the General Plan Update would result in a substantial adverse physical impact if it would do any of the following:

- Require or result in the construction of new energy production or transmission facilities, or expansion of existing facilities, the construction of which could cause a significant environmental impact.

Effects Not Found to Be Significant

There are no effects from implementation of the General Plan Update that would result in no impact with respect to energy.

Less-Than-Significant Impacts

Threshold	Would the project require or result in the construction of new energy production or transmission facilities, or expansion of existing facilities, the construction of which could cause a significant environmental impact?

Impact 4.14-7 **Implementation of the General Plan Update would increase the amount of energy used, but would not require or result in the construction of new energy production or transmission facilities, or expansion of existing facilities, the construction of which could cause a significant environmental impact. This is a *less-than-significant* (Class II) impact.**

In certain areas of the City, the General Plan Update would allow for the amendment of land use designations and/or the potential for an increase in densities of existing uses. In select locations, land use designations would be amended to accommodate mixed use, which would allow for residential uses in an area that is currently utilized for commercial purposes. In all cases, existing uses within the City would be allowed to remain. Additional development throughout the City accommodated under the General Plan Update, such as infill and redevelopment, would increase energy use within the City, thus increasing the need for energy services.

Table 4.14-6 (Electricity Demand Associated with General Plan Update Buildout) identifies the electricity usage associated with implementation of the General Plan Update. Southern California Edison provided the City of Agoura Hills with 188,418,397 annual kWh in 2008.[48] The additional 28,549,969 kWh/year required under General Plan Update buildout equates to a 15 percent increase in electricity demand for the City. SCE is a reactive agency and would expand its energy infrastructure to serve the growth associated with buildout of the General Plan Update. No proposals for energy production facilities or transmission facilities are proposed as part of the General Plan Update. If SCE determines that such

[48] Southern California Edison (SCE). 2009. *Electricity User Report for City of Agoura Hills Year 2008*. Version 5.0, June 26.

facilities are needed at a later date, such projects would be required to undergo separate CEQA review, and their impacts assessed at that time. General Plan Update includes goals and policies such as Goal U-5 (Energy Provision and Conservation), Policy U-5.2 (Adequate Facilities), Policy U-5.4 (Energy Efficient Incentives), and Policy U-5.6 (Energy Conservation), which would ensure provision of adequate energy facilities to serve the General Plan Update buildout and conservation measures to reduce the energy demand on SCE. In addition, Policy U-5.1 (New Development Requirements), Policy U-5.3 (Solar Access), Policy U-5.5 (Undergrounding of Utilities), Policy U-5.7 (Solar Panels in Projects), and Policies NR-9.1 (Public Outreach) and NR-9.2 (Energy Conservation for City Facilities) of Goal NR-9 (Energy Conservation) would further ensure that increased development associated with the General Plan Update would comply with energy regulations and coordinate with SCE to ensure adequate electricity services would be available to the City. This would be a ***less-than-significant*** (Class II) impact. No mitigation measures are required.

Table 4.14-6 Electricity Demand Associated with General Plan Update Buildout

		Existing Use		*General Plan Buildout*		*Net Difference*	
Land Use	*Electricity Use Rates*		*Electricity Consumed (kWh/year)*		*Electricity Consumed (kWh/year)*		*Electricity Consumed (kWh/year)*
Single Family Dwelling Unit	5,626.50 kWh/year/unit	5,312 DU	29,887,968 kWh/year	5,428 DU	30,540,642 kWh/year	116 DU	652,674 kWh/year
Multi-Family Dwelling Unit	5,626.50 kWh/year/unit	2,298 DU	12,929,697 kWh/year	2,711 DU	15,253,442 kWh/year	413 DU	2,323,745 kWh/year
Retail/Service	13.55 kWh/sf/year	1,225,113 sf	16,600,281 kWh/year	1,850,907 sf	25,079,790 kWh/year	625,794 sf	8,479,509 kWh/year
Office/BP	12.95 kWh/sf/year	2,333,157 sf	30,214,383 kWh/year	3,431,448 sf	44,437,252 kWh/year	1,098,291 sf	14,222,868 kWh/year
BP/ Manufacturing	10.5 kWh/sf/year	844,681 sf	8,869,151 kWh/year	1,118,126 sf	11,740,323 kWh/year	273,445 sf	2,871,173 kWh/year
School	1,100 kWh/student/year[a]	4,189 students	4,607,900 kWh/year	4,189 students	4,607,900 kWh/year	0 students	0 kWh/year
Hotel	9,825 kWh/room/year[b]	519 rooms	5,099,175 kWh/year	519 rooms	5,099,175 kWh/year	0 rooms	0 kWh/year
Institutional	6.0 kWh/sf/year	92,011 sf	552,066 kWh/year	92,011 sf	552,066 kWh/year	0 sf	0 kWh/year
Commercial Recreation*	13.55 kWh/sf/year	22,000 sf	298,100 kWh/year	22,000 sf	298,100 kWh/year	0 sf	0 kWh/year
Total		***109,058,721 kWh/year***		***137,608,690 kWh/year***		***28,549,969 kWh/year***	

SOURCE: SCAQMD, CEQA Handbook, Table A9-11-A, page A9-114, 1993

1 acre = 43,560 square feet

a. Assumes 200 square feet per student.

b. Assumes 750 square feet per hotel room.

* The Retail/Service generation rate was assumed for existing and proposed Commercial Recreation uses.

Table 4.14-7 (Natural Gas Demand Associated with General Plan Update Buildout) displays the natural gas usage associated with implementation of the General Plan Update.

Table 4.14-7 Natural Gas Demand Associated with General Plan Update Buildout

Land Use	Natural Gas Use Rates	Existing Use	Natural Gas Consumed (cf/month)	General Plan Buildout	Natural Gas Consumed (cf/month)	Net Difference	Natural Gas Consumed (cf/month)
Single Family Dwelling Unit	6,665 cf/unit/month	5,312 DU	35,404,480 cf/month	5,428 DU	36,177,620 cf/month	116 DU	773,140 cf/month
Multi-Family Dwelling Unit	6,665 cf/unit/month	2,298 DU	15,316,170 cf/month	2,711 DU	18,068,815 cf/month	413 DU	2,752,645 cf/month
Retail/Service	2.9 cf/sf/month	1,225,113 sf	3,552,828 cf/month	1,850,907 sf	5,367,630 cf/month	625,794 sf	1,814,802 cf/month
Office/BP	2.0 cf/sf/month	2,333,157 sf	4,666,314 cf/month	3,431,448 sf	6,862,896 cf/month	1,098,291 sf	2,196,582 cf/month
BP/ Manufacturing	3.3 cf/sf/month	844,681 sf	2,787,447 cf/month	1,118,126 sf	3,689,816 cf/month	273,445 sf	902,369 cf/month
School	580 cf/student/month[a]	4,189 students	2,429,620 cf/month	4,189 students	2,429,620 cf/month	0 students	0 cf/month
Hotel	3,600 cf/room/month[b]	519 rooms	1,868,400 cf/month	519 rooms	1,868,400 cf/month	0 rooms	0 cf/month
Institutional	2.0 cf/sf/month	92,011 sf	184,022 cf/month	92,011 sf	184,022 cf/month	0 sf	0 cf/month
Commercial Recreation*	2.9 cf/sf/month	22,000 sf	63,800 cf/month	22,000 sf	63,800 cf/month	0 sf	0 cf/month
	Total	***66,273,081 cf/month***		***74,712,619 cf/month***		***8,439,538 cf/month***	

SOURCE: SCAQMD, *CEQA Handbook*, Table A9-12-A, page A9-117, 1993

1 acre = 43,560 square feet; 100 cubic feet = 1 therm.

a. Assumes 200 square feet per student.

b. Assumes 750 square feet per hotel room.

* The Retail/Service generation rate was assumed for existing and proposed Commercial Recreation uses.

The Southern California Gas Company (SCGC) provided customers in the City of Agoura Hills with 5,254,138 annual therms in 2008.[49] The additional 1,012,744 therms/year (8,439,538 cf/month) required under General Plan Update buildout equates to a 19 percent increase in natural gas demand for the City. SCGC is a reactive agency and would expand its energy infrastructure to serve the growth associated with buildout of the General Plan Update. No proposals for energy production facilities or transmission facilities are proposed as part of the General Plan Update. If SCGC determines that such facilities are needed at a later date, such projects would be required to undergo separate CEQA review and their impacts assessed at that time. The General Plan Update includes goals and policies such as Goal U-5 (Energy Provision and Conservation), Policies U-5.2 (Adequate Facilities), U-5.4 (Energy Efficient Incentives), and U-5.6 (Energy Conservation), which would ensure provision of adequate energy facilities to serve the General Plan Update buildout and conservation measures to reduce the energy demand on SCGC. In addition, Policy U-5.1 (New Development Requirements), Policy U-5.3 (Solar Access), Policy U-5.5 (Undergrounding of Utilities), Policy U-5.7 (Solar Panels in Projects), and Policies NR-9.1

[49] Sifuentes, Sam. 2009. Email correspondence with Technical Services Supervisor, Southern California Gas Company, November 6.

(Public Outreach) and NR-9.2 (Energy Conservation for City Facilities) of Goal NR-9 (Energy Conservation) would further ensure that increased development associated with the General Plan Update would comply with energy regulations and coordinate with SCGC to ensure adequate natural gas services would be available to the City. This would be a ***less-than-significant*** (Class II) impact. No mitigation measures are required.

Significant and Unavoidable Impacts

There are no significant and unavoidable impacts related to energy from implementation of the General Plan Update.

Cumulative Impacts

The geographic context for the analysis of cumulative impacts associated with energy would be the service area of the City's energy providers, SCE and SCGC. Cumulative impacts are only addressed for those thresholds that have a project-related impact, whether it is less than significant, significant, or significant and unavoidable. If "no impact" occurs, no cumulative analysis is provided for that threshold.

Development under the General Plan Update, in combination with all other development within the SCE and SCGC service areas, would result in the permanent and continued use of electricity and natural gas resources. However, as both SCE and SCGC are reactive providers, which supply electricity and natural gas services to customers at their request, they would invest in infrastructure expansion as future development applications are submitted. With implementation of the goals and policies in the General Plan Update and coordination with SCE and SCGC, it is expected that both companies would be able to service future developments under the General Plan Update buildout in combination with all projected future developments within their service boundaries. Therefore, the project's contribution to these impacts would not be cumulatively considerable and cumulative impacts to energy demand within SCE and SCGC service boundaries would be ***less than significant*** (Class II).

Mitigation Measures

There are no feasible mitigation measures that would further reduce the less-than-significant impact identified to energy.

Final Level of Significance

With the implementation of the General Plan Update policies and application of all local, state, and federal regulations pertaining to energy, the proposed project would result in a ***less-than-significant*** impact (Class II). The proposed project would result in a ***less-than-significant*** (Class II) cumulative impact.

4.14.16 Draft General Plan Goals and Policies

Policies relating to energy were identified in the Infrastructure and Community Services Chapter and Natural Resources Chapter of the General Plan Update.

Goal U-5 **Energy Provision and Conservation.** Adequate, efficient, and environmentally sensitive energy service for all residents and businesses.

Policy U-5.1 **New Development Requirements.** Require that new development be approved contingent upon its ability to be served by adequate natural gas and electric facilities and infrastructure.

Policy U-5.2 **Adequate Facilities.** Coordinate with Southern California Edison (SCE) and Southern California Gas Company (SCGC) to ensure that adequate electric and natural gas facilities are available to meet the demands of existing and future development, and to encourage conservation techniques.

Policy U-5.3 **Solar Access.** Ensure that sites, landscaping, and buildings are configured and designed to maximize and protect solar access.

Policy U-5.4 **Energy Efficient Incentives.** Coordinate with relevant utilities and agencies to promote energy rebate and incentive programs offered by local energy providers to increase energy efficiency in older neighborhoods and developments.

Policy U-5.5 **Undergrounding of Utilities.** Require applicants to comply with the City's undergrounding of utilities ordinances and policies and pursue a variety of funding opportunities to assist in supporting future efforts to underground existing utilities.

Policy U-5.6 **Energy Conservation.** Install energy-efficient appliances and alternative-energy infrastructure, such as solar energy panels (photovoltaic panels) within all new City facilities and within existing facilities, as feasible.

Policy U-5.7 **Solar Panels in Projects.** Provide incentives for use of solar energy in new development.

Goal NR-9 **Energy Conservation.** Provision of affordable, reliable, and sustainable energy resources to residents and businesses.

Policy NR-9.1 **Public Outreach.** Promote energy conservation measures and options to all residents, businesses, contractors, and consultants.

Policy NR-9.2 **Energy Conservation for City Facilities.** Implement energy-conserving measures for all existing City facilities, as feasible. For new City facilities, incorporate energy-conserving measures to the extent practical.

4.14.17 References

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4.15 CLIMATE CHANGE

It is widely recognized that anthropogenic (man-made) emissions of greenhouse gases[50] (GHGs) and aerosols are contributing to changes in the global climate, and that such changes are having and will have adverse effects on the environment, the economy, and public health. These are cumulative effects of past, present, and future actions worldwide. While worldwide contributions of GHG emissions are expected to have widespread consequences, it is not possible to link particular changes to the environment of California to GHGs emitted from a particular source or location. However, when considering a project's contribution to impacts from climate change, it is possible to examine the quantity of GHG emissions that would be emitted either directly from project sources or indirectly from other sources, such as production of electricity. However, that quantity cannot be tied to a particular adverse effect on the environment of California associated with climate change.

During buildout of the General Plan Update, GHGs would be emitted as the result of (1) construction activities and deliveries; (2) new direct operational sources, such as operation of emergency generators, natural gas usage, and operation of vehicles attributed to uses within the City, including residences; and (3) indirect operational sources, such as production of electricity, steam and chilled water, transport of water, and decomposition of project-related wastes. GHGs would also be emitted by visitors and employees travelling to and from the City. This EIR section discusses how buildout of the General Plan Update would contribute to GHG emissions.

The State of California, through Assembly Bill (AB) 32 and Executive Order S-3-05, has set statewide targets for the reduction of GHG emissions. The California Air Pollution Control Officers Association's (CAPCOA) technical report, *CEQA and Climate Change*, states: "The goal of AB 32 and S-3-05 is the significant reduction of future GHG emissions in a state that is expected to rapidly grow in both population and economic output" (CAPCOA 2008). Accordingly, to achieve the state's goals, there will have to be a significant reduction in per capita GHG emissions. While CEQA focuses on emissions associated with new development, other regulatory means will need to be implemented to address reductions in existing emissions.

For this EIR, emissions from sources such as construction activities, vehicle usage, energy consumption, and solid waste generation are inventoried and discussed quantitatively and qualitatively. Emissions associated with the water supply and wastewater treatment are also discussed, although these sources could not be quantified due to data limitations. All emissions inventories are presented in metric tons unless otherwise indicated.

Data used to prepare this section were taken from various sources, including the General Plan Update for the City of Agoura Hills, recent guidance by the California Office of Planning and Research (OPR) (California Governor's OPR 2008) for the preparation of CEQA climate change analyses, as well as approaches prepared by a number of professional associations and agencies that have published

[50] For the purposes of this analysis, the term "greenhouse gases" refers to carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, those gases regulated under California Assembly Bill 32 and the Kyoto Protocol of the United Nations Framework Convention on Climate Change.

suggested approaches and strategies for complying with CEQA's environmental disclosure requirements. Such organizations include the California Attorney General's Office (AGO), CAPCOA, the United Nations, and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), and the Association of Environmental Professionals (AEP). Full bibliographic entries for all reference materials are provided in Section 4.15.5 (References) at the end of this section.

No comment letters regarding climate change were received in response to the April 30, 2009, Notice of Preparation (NOP) circulated for the General Plan Update. Full bibliographic entries for all reference materials are provided in Section 4.15.5 (References) of this section.

4.15.1 Environmental Setting

Overview

The term "climate change" refers to global and regional variations in the normal[51] weather of the earth (wind patterns, storm intensity, precipitation, and temperature) that occur over time. It is widely accepted that GHG emissions, aerosols, and changes in land cover associated with development are accelerating global climate change and that adverse environmental impacts would likely result.

Over time, the Earth's climate has undergone significant change which can be traced and documented through fossil isotopes, ice core samples, and other measurement techniques. Recent climate change studies use the historical record to predict future climate variations and what level of fluctuation might be considered statistically "normal," given historical trends. Temperature records from the last 150 years deviate from normal predictions in both rate and magnitude. Most climatologists predict an unprecedented warming period during the next century and beyond. This warming trend is increasingly attributed to human-generated GHG emissions resulting from the industrial processes, transportation, solid waste generation, and land use patterns of the twentieth and twenty-first centuries. According to the IPCC, GHG emissions associated with human activities have grown since pre-industrial times. GHG emissions have increased by 70 percent in the 34 years between 1970 and 2004 (IPCC 2007).

The IPCC has constructed several emission trajectories of GHG emissions needed to stabilize global temperatures and minimize climate change impacts. The IPCC predicted that the range of global mean temperature change from 1990 to 2100, given six scenarios, could range from 1.1 degrees Celsius (°C) to 6.4°C. The IPCC projects an increase of global GHG emissions by 25 to 90 percent between 2000 and 2030, depending on the reduction thresholds, mitigation, and alternative fuel development that are pursued around the world during this period. It should be noted that regardless of the analytical methodology used and the level of GHG reductions that are assumed, global average temperature and sea level are expected to rise under all scenarios modeled by the IPCC (IPCC 2007).

[51] "Normal" weather patterns include statistically normal variations within a specified range.

Potential Effects of Climate Change

The climate in California is expected to become increasingly warmer during the twenty-first century due to the accumulation of GHGs in the atmosphere. Exactly how much warmer the climate would become depends on the rate at which human activities, such as the burning of fossil fuels, continues. The IPCC Special Report on Emissions Scenarios (SRES) has developed a set of possible future GHG emissions scenarios based on different assumptions about global development. Based on a recent SRES for California, there are three general emissions scenarios: a higher emissions scenario, a medium-high emissions scenario, and a lower emissions scenario.

The higher emissions scenario represents rapid fossil-fuel intensive economic growth, global population that peaks mid-century then declines, and the introduction of new and more efficient technologies toward the end of the 21st century. Global warming emissions increase rapidly, anticipated to reach about 25 gigatonnes per year (Gt/yr), which is more than three times the present rate of emissions, by 2050. The medium-high emissions scenario is based on a projection of continuous population growth combined with slower economic growth and technological changes than in the other scenarios. In contrast, the lower emissions scenario represents a world with population growth similar to the highest emissions scenarios, but with rapid changes towards a service and information economy with the introduction of clean and resource-efficient technologies. The lower emissions scenario has CO_2 emissions peaking just below 10 Gt/yr in mid-century before dropping below the current-day level of 7 Gt/yr by 2100. Under this scenario, despite a reduction in CO_2 emissions, the global CO_2 concentration would double, relative to its pre-industrial level, by the end of this century. It is important to note that even at the lower emissions scenario, increase in global temperatures is predicted to be between 1.7 and 3.0 °C (3 to 5.5 degrees Fahrenheit). In the medium-high emissions scenario and the higher emissions scenario, temperatures are predicted to increase between 3.1 and 4.3°C (5.5 to 8 degrees Fahrenheit) and 4.4 to 5.8°C (8 to 10.5 degrees Fahrenheit), respectively (CCAT 2006).

Water Resources

Global climate change is playing an increasingly important role in scientific and policy debates related to water management. The most consequential impacts of climate change on water resources in the United States are likely to occur in the mid-latitudes of the west, such as California, where the runoff cycle is largely determined by snow accumulation and subsequent melt patterns. It is well documented that the effects of a warmer climate on the timing of runoff in these regions likely would shift a portion of spring and summer runoff to periods earlier in the year. Despite the high degree of regulation in many water supply systems throughout the western United States, the effects of these shifts on runoff seasonality generally are considered to be undesirable, because the amount of water stored in snowpack can be substantial and, under normal (i.e., historical) conditions, this stored water is relied upon to augment low stream flows during the relatively dry summers (VanRheenen et al. 2004).

Decreasing Sierra Nevada Snowpack

As increased GHG emissions accumulate in the atmosphere and average global temperatures rise, more precipitation would fall as rain instead of snow. In addition, the snow that does fall would melt earlier in

the year, reducing the Sierra Nevada snowpack. Between 2070 and 2099, the Sierra Nevada is predicted to have a 30 to 60 percent loss of snowpack at the lower emissions scenario. Snowpack losses at the medium high emissions scenario are expected between 70 and 80 percent; at the higher emissions scenario, the Sierra Nevada Mountains would have losses of approximately 90 percent (CCAT 2006). The decreasing snowpack would have negative implications for water managers, hydropower generation, and seriously curtail or even eliminate snow-related recreational activities. A potential loss of 5 million acre-feet or more of average annual water storage is expected in the state's snowpack according to the California Department of Water Resources (California DWR 2006). The decrease in snowpack has the potential to affect the Sacramento area through a potential in increased flooding. Further, impacts to fish and wildlife are anticipated due to the loss of snow based habitat and drought-like conditions due to earlier snow melt. For example, as deep, cold pools become increasingly shallow and warm, many steelhead trout habitat and potentially all spring-run salmon habitat within the Sierra Nevada Mountains may disappear.

Sea Level Rise

The warming of the planet has resulted in an incremental increase in sea levels which has been observed in San Francisco and San Diego during the last century. Sea levels have risen an average of 7.6 inches from 1900 to 2000 (CCAT 2006). California's coast and estuaries would experience increasing sea levels during the next century. In the lower emissions scenario, sea levels are expected to rise 6 to 14 inches; in the medium high emissions scenario, sea levels are expected to rise 14 to 22 inches; and in the higher emission scenario, sea levels are expected to rise 22 to 30 inches (CCAT 2006). As sea level rises, beaches could be eroded and coastal wetlands and estuaries that abut developed areas along the south coast of California will be blocked from moving inland. Habitat for the Western snowy plover, light-footed clapper rail, California least tern, and other species prized by birdwatchers would be especially at risk.

Seawater Incursion

Seawater (or saltwater) incursion involves contamination of freshwater aquifers with saltwater. Fresh water floats as a lens on denser salt water. If too much fresh water is removed, a cone of depression is created in the fresh water lens. Through potential effects of global warming, an increase in groundwater withdrawal may be required due to a lowering of snow melt. As a result, rising sea levels could potentially contaminate the groundwater basins below Los Angeles County, as well as other California groundwater basins along the Pacific coast.

Sea level rise is a product of two main processes: thermal expansion of sea water and widespread melting of ice sheets. The thermal expansion of water refers to an increase in the volume of water at constant mass due to heating. Sea level rise would also be affected by melting ice sheets. The only remaining ice sheets on Earth are in Antarctica and Greenland. The IPCC projects that ice mass loss from melting of the Greenland ice sheet would continue to outpace accumulation from snowfall. Accumulation from snowfall on the Antarctic ice sheet is projected to outpace losses from melting. However, loss of ice mass on the Antarctic ice sheet may continue, if there is sufficient loss of ice mass via outlet glaciers (IPCC 2007).

Increasing Wildfires

Wildfire risk is determined by a combination of factors including precipitation, winds, temperature, and landscape and vegetation conditions. Thus, future risks would not be uniform through the state. For example, if precipitation increases as temperatures rise, wildfires in the grasslands and chaparral ecosystems of southern California are expected to increase by 30 percent toward the end of the 21st century because more winter rain would stimulate the growth of more plant "fuel" available to burn in the hot and dry seasons, assuming late fall, winter, and early spring remain wet. Alternatively, a hotter, drier climate could promote up to 90 percent more northern California fires by the end of the century by drying out and increasing the flammability of forest vegetation (CEC 2006c). Statewide, in the lower emissions scenario, a 10 to 35 percent increase in wildfire frequency is estimated. For the medium high emissions scenario, a 55 percent increase in wildfire frequency is expected (CEC 2006c). The potential increase in wildfires could impact Southern California and the City of Agoura Hills, where residential uses are located adjacent to undeveloped vegetated hillside areas.

Public Health

Global warming under any of the three emissions scenarios would affect public health by exacerbating air pollution, intensifying heat waves, and expanding the range of infectious diseases. The IPCC warned that rising temperatures may result in altered spatial distribution of some infectious disease vectors and could have mixed effects, such as the decrease or increase of the range and transmission potential of malaria in Africa and other parts of the world. The primary concern in this case is not the change in average climate but the projected increase in extreme conditions, which poses the most serious health risks.

Severe Heat

As temperatures rise, there could be greater incidences of death due to dehydration, heat stroke and exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat. Those that are most vulnerable to the effects of extreme heat are children, the elderly, people with existing health problems, and the poor. In all emissions scenarios, it is expected that there would be two to four times as many heat wave days in major urban centers. There could also be a 3 to 20 percent increase in electricity demands in order to provide air conditioning to businesses and residences (CEC 2006d).

Greenhouse Gases

Gases that trap heat in the atmosphere are called GHGs because they act to transform the light of the sun into heat and to trap that heat in the lower atmosphere, in a manner similar to the glass walls of a greenhouse. Common GHGs include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. Without the natural heat trapping effect of GHGs, the earth's surface would be about 34°C cooler (CCAT 2006). However, it is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. Global atmospheric concentrations of carbon dioxide, methane, and nitrous oxide have increased markedly since 1750 as a result of human activities introduced

with the advent of the Industrial Age, and these concentrations now far exceed pre-industrial values as determined from ice core samples that contain trapped gases spanning many thousands of years.

As shown in Table 4.15-1 (Global Warming Potentials and Atmospheric Lifetimes of Select GHGs), individual GHGs have varying global warming potentials and atmospheric lifetimes. The carbon dioxide equivalent is a consistent methodology for comparing GHG emissions since it normalizes various GHG emissions to a consistent metric. The reference gas for global warming potential is carbon dioxide, which has a global warming potential of one. By comparison, methane's global warming potential is 21, since methane has a greater global warming effect than carbon dioxide on a molecule to molecule basis. One teragram (Tg) (equal to one million metric tons) of carbon dioxide equivalent (Tg CO_2e) is the mass emissions of an individual GHG multiplied by its global warming potential.

Table 4.15-1 Global Warming Potentials and Atmospheric Lifetimes of Select GHGs

Gas	*Atmospheric Lifetime (years)*	*Global Warming Potential (100 year time horizon)*
Carbon Dioxide	50–200	1
Methane	12±3	21
Nitrous Oxide	120	310
HFC-23	264	11,700
HFC-134a	14.6	1,300
HFC-152a	1.5	140
PFC: Tetrafluoromethane (CF_4)	50,000	6,500
PFC: Hexafluoroethane (C_2F_6)	10,000	9,200
Sulfur Hexafluoride (SF_6)	3,200	23,900

SOURCE: Environmental Protection Agency, 2006.

Of all GHGs in the atmosphere, water vapor is the most abundant, important, and variable. It is not considered a pollutant. In the atmosphere, it maintains a climate necessary for life. The main source of water vapor is evaporation from the oceans (approximately 85 percent). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from ice and snow, and transpiration from plant leaves.

Carbon dioxide (CO_2) is an odorless, colorless gas, which has both natural and anthropogenic sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources of carbon dioxide are from burning coal, oil, natural gas, and wood. CO_2 emissions in California are mainly associated with in-state fossil fuel combustion and with fossil fuel combustion in out-of-state power plants supplying electricity to California. Other activities that produce CO_2 emissions include mineral production, waste combustion, and land use changes that reduce vegetative cover.

Concentrations of carbon dioxide were 379 parts per million (ppm) in 2005, which equates to an increase of 1.4 ppm per year since 1960 (IPCC 2007). CO_2 is the most common GHG generated by California activities, constituting approximately 84 percent of all GHG emissions (CEC 2006b).

Methane (CH_4) is a flammable gas and is the main component of natural gas. When one molecule of methane is burned in the presence of oxygen, one molecule of carbon dioxide and two molecules of water are released. There are no ill health effects from methane. A natural source of methane is from the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain methane, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.

Nitrous oxide (N_2O), also known as "laughing gas," is a colorless GHG. Higher concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. Nitrous oxide is produced by microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, racecars, and as an aerosol spray propellant.

Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, their production was stopped as required by the Montreal Protocol in 1987.

Hydrofluorocarbons (HFCs) are synthetic man-made chemicals that are used as a substitute for CFCs for automobile air conditioners and refrigerants. They contain no chlorine; only carbon, hydrogen, and fluorine. Although not known as an ozone depleting chemical, HFCs are considered a GHG.

Perfluorocarbons (PFCs) have stable molecular structures and do not break down though the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above the earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. Concentrations of tetrafluoromethane in the atmosphere are over 70 parts per trillion (ppt). The two main sources of PFCs are primary aluminum production and semiconductor manufacture.

Sulfur hexafluoride (SF_6) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It has the highest global warming potential of any gas evaluated, 23,900. Concentrations in the 1990s were about four ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Ozone (O_3) is a GHG; however, unlike other GHG, ozone in the troposphere is relatively short-lived and, therefore, its effects are not globally important. It is difficult to make an accurate determination of the contribution of ozone precursors (nitrogen oxides and volatile organic compounds) to global climate change (Cal EPA 2004).

Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light. Aerosols can also affect cloud formation. Sulfate aerosols are

emitted when fuel-containing sulfur is burned. Black carbon (or soot) is emitted during bio mass burning or incomplete combustion of fossil fuels. Particulate matter regulation has been lowering aerosol concentrations in the United States; however, global concentrations are likely increasing.

Generally, this analysis focuses on the major sources of GHGs including Carbon Dioxide (CO_2), Nitrous Oxide (N_2O), and methane (CH_4). Transportation related emissions, energy consumption emissions, and solid waste emissions are quantified and other potential sources of GHGs are discussed qualitatively in this section.

Global, Federal, and State Greenhouse Gas Inventories

Worldwide anthropogenic emissions of GHGs in 2006 were approximately 49,000 million metric tons of CO_2e, including ongoing emissions from industrial and agricultural sources and emissions from land use changes (i.e., deforestation, biomass decay) (IPCC 2007). CO_2 emissions from fossil fuel use accounts for 56.6 percent of the total emissions. CH4 emissions account for 14 percent and N_2O emissions for 8 percent of worldwide GHGs (IPCC 2007).

The US EPA publication, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2006*, provides a comprehensive emissions inventory of the nation's primary anthropogenic sources of GHGs. In 2006, total nationwide GHG emissions were 7,054 million metric tons of CO_2e (U.S. EPA 2008). Overall, total US emissions have risen by about 15 percent from 1990 to 2006; however, emissions fell by 1 percent from 2005 to 2006. According to the EPA, the primary contributors to the decrease were increased fuel prices and warmer weather conditions, which resulted in a decreased consumption of fossil fuels.

California is the second largest contributor of GHG emissions in the U.S. and the sixteenth largest in the world (CEC 2006b). In 2004, California produced 427 Tg CO_2e (CEC 2006b), which is approximately 6 percent of 2004 U.S. emissions and 0.9 percent of global emissions. In California, the most common GHG is CO_2 from fossil fuel combustion, which constitutes approximately 81 percent of all GHG emissions (CEC 2006b). The remainder of GHGs only makes up a small percentage of the total: nitrous oxide constitutes 6.8 percent, methane 6.4 percent, high global warming potential (GWP) gases 3.5 percent, and non-fossil fuel CO_2 emissions constitute 2.3 percent (CEC 2006b). CO_2 emissions in California are mainly associated with fossil fuel consumption in the transportation sector (41.2 percent) with the industrial sector as the second-largest source (22.8 percent) (CEC 2006b). Electricity production, from both in-state and out-of-state sources, agriculture, forestry, commercial, and residential activities comprise the balance of California's GHG emissions.

As part of the California Global Warming Solutions Act of 2006 (AB 32), discussed below, the California Air Resources Board (California ARB) is required to establish a statewide GHG emissions limit for 2020 equivalent to 1990 emissions. In addition, Executive Order S-3-05 sets the following statewide emissions targets: a reduction of GHG emissions to 2000 levels by 2010, a reduction of GHG emissions to 1990 levels by 2020, and a reduction of GHG emissions to 80 percent below 1990 levels by 2050. The California ARB estimates that California's annual emissions were equivalent to 427 Tg CO_2e in 1990 and 452 Tg CO_2e in 2000 (California ARB 2007).

Table 4.15-2 (California Greenhouse Gas Reduction Targets) shows quantified California statewide emissions targets (AB 32 and Executive Order S-3-05 targets) based on the California Energy Commission's (CEC) 2007 Inventory of Greenhouse Gases and Sinks. Table 4.15-2 (California Greenhouse Gas Reduction Targets) also indicates how these thresholds compare to future population projections by showing how the reduction thresholds would translate on a per capita basis as California's population increases. This is provided for informational purposes only; there is no adopted per capita goal for GHG reductions.

Table 4.15-2 California Greenhouse Gas Reduction Targets

Year[a]	Estimated California Population	Reduction Goal	Greenhouse Gas Target (Tg CO_2e)	Per Capita Target (metric tons CO_2e per person)[b]
1990	29,828,000	N/A	427.0	14.3
2000	34,105,437	N/A	452.3	13.3
2010	39,135,676	GHG emissions at or below 2000 levels[c]	452.3	11.6
2020	44,135,923	GHG emissions at or below 1990 levels	427.0	9.7
2050	59,507,876	GHG emissions 80% below 1990 levels[d]	341.6	5.7

SOURCE: Population data are from California Department of Finance, 2007; greenhouse gas targets are derived from California ARB, *Greenhouse Gas Emissions Inventory Summary (1990–2004)*, 2007.

a. Target years specified in Executive Order S-3-05 and/or AB 32. 1990 and 2000 data are provided as a baseline.

b. Calculated by dividing the statewide GHG target by the projected population for each target year. 1 teragram (Tg) = 1 million metric tons = 1.1023 million short tons CO_2e.

c. Based on 2004 estimate.

d. Calculated by taking 80 percent of 427.0.

City of Agoura Hills. Currently, the City of Agoura Hills does not have a completed inventory of GHG emissions in terms of CO_2e. Table 4.15-3 (Estimated Annual Operational Greenhouse Gas Emissions Attributed to the City of Agoura Hills, 2009) presents a preliminary estimate of GHG emissions attributable to the City, consistent with the methodology listed below under Section 4.15.3 (Project Impacts and Mitigation Measures). The estimate provided below is not intended as a comprehensive inventory but rather to provide a baseline of evaluating the increase in land uses anticipated under the General Plan Update. Policy NR-10.1 (Climate Change) requires the City to comply with all state requirements regarding climate change and GHG reduction. A formal citywide GHG emissions inventory is likely to be a statewide requirement in the near future. In that case, the City would conduct such an inventory.

Greenhouse Gas Emissions from Development

Sources of GHGs associated with new development include direct residential and nonresidential energy consumption, transportation emissions, electricity generation, landfill emissions, construction emissions, and the energy consumed to supply and distribute water, specifically to areas located in southern

California.[52] For example, the CEC estimates that it takes approximately 3,000 kilowatt-hours to transport 1 acre-foot of water from northern to southern California.

Table 4.15-3 Estimated Annual Operational Greenhouse Gas Emissions Attributed to the City of Agoura Hills, 2009

Source of Emissions	*CO_2e (metric tons)*	*Percent of Total*
Vehicular Use[a]	248,643	69
Electricity Use	34,477	10
Natural Gas Use	49,111	14
Solid Waste	23,805	7
Water Use/Distribution	6,735	2
Annual Total	***362,771***	***100***

SOURCE: URBEMIS 2007 (Version 9.2.4), *California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions*, Version 3.1, January 2009.

a. Vehicular emissions are based on an estimate of 154,346 daily trips generated by existing uses. Trip rates were modified based on the Traffic Study prepared by Fehr and Peers for the General Plan Update.

California's transportation sector is heavily dependent upon oil, with petroleum-based fuels currently supplying 96 percent of California's transportation energy needs. By percentage, the transportation sector is the largest contributor to GHG emissions in California. The nearly 26 million registered vehicles operating in California produce between 27 and 41 percent of the State's GHG emissions. Within the transportation sector, light vehicles (i.e., cars, light trucks, and motorcycles) account for about 60 percent of the petroleum-based energy consumption. Dispersed development patterns, which require higher per capita vehicle miles traveled (VMTs), can exacerbate the generation of GHGs by requiring longer and more frequent vehicle trips. By contrast, compact development containing a mix of residential and nonresidential land uses provides opportunities for residents to live and work within close proximity, thus reducing VMT.

Electricity generation is California's second largest source of GHG emissions. While some emissions are generated out of state, California GHG inventories consider all GHG emissions released during generation of the electricity used in California (even emissions released out of state) to be California emissions. Out-of-state electricity generation accounts for a large portion of the electricity generation emissions because out-of-state fuel sources have higher carbon intensity than in-state sources. While imported electricity is a relatively small share of California's electricity mix (ranging from 22 to 32 percent of total electrical energy used), out-of-state electricity generation sources contribute 39 to 57 percent of

[52] It is difficult to trace GHGs by source and economic sector. For example, the CEC greenhouse gas inventory (CEC 2006f) reports landfill methane emissions in the methane portion of the inventory and CO_2 sinks associated with landfills in the CO_2 portion of the inventory. Fuel-related greenhouse gas emissions from transporting wastes to landfills are reported in the transportation category, while landfill emissions (which are largely composed of methane) are often reported in the agricultural category. In addition, there are both direct and indirect sources of emissions associated with new development. For example, the natural gas burned to heat homes is considered a direct source of emissions, while the natural gas burned to produce electricity may be considered an indirect source. Standards for reporting emissions by source and economic sector have yet to be fully developed. The percentages reported in this section are estimates based on the current CEC inventory.

the GHG emissions associated with electricity consumption in California. Electricity imported to California from the Southwest is often generated by coal-fired plants, while imports from the Pacific Northwest are commonly from hydroelectric dams.

Direct residential energy consumption (electricity and natural gas) accounts for approximately 14 percent of California's GHG emissions (NAHB 2003). Industrial energy use accounts for about 20.5 percent (CEC 2006f). Other sources of GHGs not explicitly quantified in the 2006 CEC inventory include solid waste emissions, emissions from the extraction and processing of raw materials, and emissions from construction processes.

Land Cover Changes

Sinks play an important role in a GHG inventory. Forests, certain agricultural crops, and other carbon-storing land uses are considered sinks (i.e. reservoirs that remove and store atmospheric CO_2.) Sinks help to regulate temperature fluctuations associated with the greenhouse effect. Land cover conversions may result in the production of additional GHG emissions, but those changes can also affect the earth's ability to offset such emissions by reducing its carbon storage capacity.

4.15.2 Regulatory Framework

Federal/International

The following summarizes the international and federal regulations that have been put forth to assess and reduce the potential impacts of human induced climate change, as well as reducing human-produced GHGs. However, at this point, none of these international treaties or federal plans has been shown to reduce GHG production or limit the process of global climate change. Further, none of the treaties or plans pertains directly to the proposed project. They are listed to give the reader context regarding the current national regulatory and judiciary response to the climate change issue.

Montreal Protocol

The Montreal Protocol was signed in 1987 and amended in 1990 and 1992. The Montreal Protocol governs compounds that deplete ozone in the stratosphere—chlorofluorocarbons (CFCs), halons, carbon tetrachloride, and methyl chloroform. The Protocol provided that these compounds were to be phased out by 2000 (2005 for methyl chloroform). In 1988, the United Nations and the World Meteorological Organization established the IPCC to assess "the scientific, technical and socioeconomic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation."

Kyoto Protocol

On March 21, 1994, the United States joined a number of countries around the world in signing the United Nations Framework Convention on Climate Change (UNFCCC). Under the Convention, governments: "gather and share information on GHG emissions, national policies, and best practices;

launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change" (IPCC 2004).

The treaty known as the Kyoto Protocol was created as a result of UNFCC efforts. Countries sign the treaty to demonstrate their commitment to reducing GHG emissions or to engage in emissions trading. More than 160 countries representing 55 percent of global emissions (not including the United States) are currently participating in the protocol. In 1998, former U.S. Vice President, Al Gore, symbolically signed the Protocol; however, in order for the Protocol to be formally ratified the U.S. Congress must adopt it, which has not occurred.

Climate Change Action Plan

In October 1993, President Clinton announced his *Climate Change Action Plan*, with the goal of returning GHG emissions to 1990 levels by the year 2000. This was to be accomplished through fifty initiatives, relying on innovative voluntary partnerships between the private sector and government aimed at producing cost-effective reductions in GHG emissions. As of September 2007, twenty states have completed comprehensive climate action plans that detail the steps each state can take to reduce their contribution to climate change. However, without specific targets for emissions reductions, incentives for cleaner technologies, or other clear policies, climate action plans cannot achieve real reductions in GHG emissions (IPCC 2004).

Supreme Court Case 05-1120

The United States Environmental Protection Agency (EPA) currently does not regulate GHG emissions from motor vehicles. *Massachusetts v. EPA* (Supreme Court Case 05-1120) was argued before the U.S. Supreme Court on November 29, 2006, in which it was petitioned that EPA regulate four GHG, including carbon dioxide, under Section 202(a)(1) of the *Clean Air Act*. A decision was rendered on April 2, 2007, in which the Court held that petitioners have standing to challenge the EPA and that the EPA has statutory authority to regulate emission of GHG from motor vehicles.

State

California Assembly Bill 32 (AB 32)

In 2006, the California State Legislature adopted AB 32, the *California Global Warming Solutions Act of 2006*. AB 32 focuses on reducing GHG in California. GHG as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 requires that the California ARB adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020. The law further requires that the California ARB develop measures to achieve the maximum technologically feasible and cost effective reductions in GHGs from sources or categories of sources to achieve the statewide GHG emissions limit for 2020.

Under AB 32, the California ARB is required to establish a statewide GHG emissions cap for 2020 based on 1990 emissions. The California ARB estimates that California's annual emissions were equivalent to

427 million metric tons CO_2e in 1990 (CEC 2006b). The California ARB published its final report for Proposed Early Actions to Mitigate Climate Change in California, which describes recommendations for discrete early action measures to reduce GHG emissions in October 2007. The measures included are part of California's strategy for achieving GHG reductions under AB 32. Three new regulations are proposed to meet the definition of "discrete early action greenhouse gas reduction measures," which include the following: a low carbon fuel standard; reduction of HFC-134a emissions from non-professional servicing of motor vehicle air conditioning systems; and improved landfill methane capture. The California ARB estimates that by 2020, the reductions from those three measures will be approximately 13 to 26 million metric tons of carbon dioxide equivalent.

Under AB 32, the California ARB has the primary responsibility for reducing GHG emissions. However, the California Climate Action Team (CCAT) Report contains strategies that can be undertaken by many other California agencies. In addition, the California ARB staff is working on several nonregulatory measures including guidance documents and protocols to encourage the public, local government and businesses to take positive steps to reduce GHG emissions.

California Air Pollution Control Officers Association (CAPCOA)

CAPCOA has released a new document to serve as a guide and resource tool for local governments in addressing GHGs emissions in general plans. The new document, "Model Policies for GHG in General Plans," provides background information, examples, references, links, and a systematic worksheet to help local governments in moving toward GHG considerations in general plan updates or in the development of specific CAPs. The Model Policies guide is offered to provide tools and information for coordination and collaboration for local governments.

California Code of Regulations Title 24

Although it was not originally intended to reduce GHGs, *California Code of Regulations* Title 24 Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The latest amendments, made in October 2005, currently require new homes to use half the energy they used only a decade ago. Energy efficient buildings require less electricity, and electricity production by fossil fuels results in GHG emissions. Therefore, increased energy efficiency results in decreased GHG emissions.

Executive Order S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; by 2050, reduce GHG emissions to 80 percent below 1990 levels. The California Climate Action Team's (CAT) Report to the Governor in 2006, contains recommendations and strategies to help ensure the targets in Executive Order S-3-05 are met.

Executive Order S-01-07

Governor Arnold Schwarzenegger enacted Executive Order S-01-07 on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The process for meeting the 2020 target includes coordination between the California Environmental Protection Agency, the University of California, the California Energy Commission to develop and propose, a draft compliance schedule to meet the 2020 Target by June 30, 2007. The order also requires that a Low Carbon Fuel Standard for transportation be established for California.

Executive Order S-13-08

On November 18, 2008, Governor Arnold Schwarzenegger issued Executive Order S-13-08, which mandates four particular items: (1) initiation of a statewide Climate Change Adaptation Strategy; (2) an evaluation of sea level rise impacts by the National Academy of Science; (3) issuance of interim guidance regarding sea level rise for coastal and floodplain areas; and (4) initiate studies of areas (specifically infrastructure projects and land use policies) vulnerable to sea level rise.

Assembly Bill 1493

Assembly Bill 1493, enacted on July 22, 2002, requires the California ARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. Regulations adopted by the California ARB would apply to 2009 and later model year vehicles. The California ARB estimates that the regulation would reduce climate change emissions from the light duty passenger vehicle fleet by an estimated 18 percent in 2020 and by 27 percent in 2030 (California ARB 2004).

Senate Bill 1368

Senate Bill (SB) 1368 is the companion bill of AB 32 and was signed by Governor Schwarzenegger in September 2006. SB 1368 requires the California Public Utilities Commission (PUC) to establish a GHG emission performance standard for baseload generation from investor-owned utilities by February 1, 2007. Similarly, the CEC was tasked with establishing a similar standard for local publicly-owned utilities by June 30, 2007. These standards cannot exceed the GHG emission rate from a baseload combined-cycle natural gas fired plant. The legislation further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the PUC and the CEC. In January 2007, the PUC adopted an interim GHG Emissions Performance Standard, which requires that all new long-term commitments for baseload generation entered into by investor-owned utilities have emissions no greater than a combined cycle gas turbine plant (i.e., 1,100 pounds of CO_2 per megawatt-hour). A "new long-term commitment" refers to new plant investments (new construction), new or renewal contracts with a term of five years or more, or major investments by the utility in its existing baseload power plants. In May 2007, the CEC approved regulations that prohibit the state's publicly owned utilities from entering into long-term financial commitments with plants that exceed the standard adopted by the PUC of 1,100 pounds of CO per megawatt hour.

Senate Bill 1078

SB 1078 establishes a renewable portfolio standard (RPS) for electricity supply. The RPS requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide 20 percent of their supply from renewable sources by 2017. This target date was moved forward by SB 1078 to require compliance by 2010. In addition, electricity providers subject to the RPS must increase their renewable share by at least 1 percent each year. The outcomes of this legislation will impact regional transportation powered by electricity.

Senate Bill 97

The provisions of Senate Bill 97 enacted in August 2007 as part of the State Budget negotiations, direct the Office of Planning and Research (OPR) to propose CEQA Guidelines advising lead agencies how to mitigate the impacts of GHG emissions. OPR has been directed to promulgate such guidelines by July 2009, and the Resources Agency has been directed to adopt such guidelines by January 2010. The preliminary OPR guidelines, titled *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review,* were published June 19, 2008, and guide the analysis in this EIR. On January 8, 2009, the OPR published preliminary draft regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions. OPR recently held two public workshops (August 2009) to discuss the preliminary draft guidance before submitting its proposal to the California Resources Agency.

CEQA Guideline Amendments for Greenhouse Gas Emissions

As of December 31, 2009, the California Natural Resources Agency has adopted revisions to the CEQA Guidelines addressing "the mitigation of greenhouse gas emissions and the effects of greenhouse gas emissions, including, but not limited to, effects associated with transportation or energy sources." (See Pub. Resources Code, § 21083.05.) These regulations are expected to become effective, perhaps with modest changes, by early February 2010, after a 30-day review period by the Office of Administrative Law (OAL). Under CEQA Guidelines section 15007(b), public agencies need only comply with new CEQA Guidelines that "apply to steps in the CEQA process not yet undertaken by the date when agencies must comply with the amendments. That date, according to section 15007(d), is 120 days after the amendments are final. For these amendments, that date would be in late May or early June, depending on the date on which OAL takes its final action. Here, then, the Draft EIR was not required to comply with the new amendments. Even so, the City has done its best, based on the Guidelines as adopted by the Natural Resources Agency, to comply with provisions apparently applicable to draft EIRs.

The CEQA Guideline Amendments amend or add new text pertaining to GHG emissions to fourteen sections of the CEQA Guidelines (Title 14, Chapter 3 of the *California Code of Regulations*). A brief summary of the proposed text revisions is provided below.

Section 15064.4. Determining the Significance of Impacts from Greenhouse Gas Emissions. This section clarifies that a lead agency's responsibility in assessing GHG impacts. The text identifies general considerations that should be weighed when determining the significance of an effect:

- The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting
- The extent to which the project emissions exceed any threshold of significance that applies to the project
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

The CEQA Guideline Amendments require that lead agencies "describe, calculate or estimate the amount of greenhouse emissions associated with a project" but leave the choice of a preferred methodology to the lead agency's discretion. Qualitative or other performance-based standards may also be weighed.

Section 15126.4 Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects. The text in this section states that lead agencies shall consider feasible means of mitigating GHG emissions that may include but not be limited to the following:

- Measures in an existing plan or mitigation program for the reduction of emissions that are required as part of the lead agency's decision
- Reductions in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in [CEQA Guidelines] Appendix F
- Off-site measures, including offsets, to mitigation a project's emissions
- Measures that sequester greenhouse gases
- In the case of adoption of a plan, such as a general plan, long range development plan, or greenhouse gas reduction plan, mitigation may include the identification of specific measures that may be implemented on a project-by-project basis. Mitigation may also include the incorporation of specific measures or policies found in an adopted ordinance or regulation that reduces the cumulative effect of emissions.

Section 15130. Discussion of Cumulative Impacts. The text in this section simply states that the project should be considered in the context of past, current and foreseeable development to determine if a cumulatively considerable impact would result.

Section 15183.5. Tiering and Streamlining the Analysis of Greenhouse Gas Emissions. This section identifies the method by which a programmatic GHG analysis (i.e., General Plan, Long Range Development Plan, or other plan) may be used for tiering purposes for project-level analyses. This section also identifies the manner in which GHG reduction plans or climate action plans may be applied to project-level analyses.

Proposed CEQA Checklist Questions. Appendix G of the CEQA Guidelines contains a sample checklist that may be used by lead agencies when considering environmental impacts. Two new checklist questions have been added for GHG emissions:

- Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

However, the CEQA Guidelines Amendment also proposes new cautionary text to clarify that the checklist must be used with discretion and may not cover all environmental impacts. The checklist questions are not necessarily intended to serve as significance criteria. Development of significance criteria is left to the discretion of local lead agencies.

OPR Technical Advisory, CEQA, and Climate Change

On June 19, 2008, OPR published a technical advisory on CEQA and Climate Change. The technical advisory is one in a series of advisories published by OPR as a service to professional planners, land use officials, and CEQA practitioners. The advisory provides OPR's perspective on the emerging role of CEQA in addressing climate change and GHG emissions, while recognizing that approaches and methodologies for calculating GHG emissions and addressing environmental impacts through CEQA review are rapidly evolving. The advisory recognizes that OPR will develop, and the Resources Agency will adopt, amendments to the CEQA Guidelines pursuant to SB 97. In the interim, the technical advisory "offers informal guidance regarding the steps lead agencies should take to address climate change in their CEQA documents" (California Governor's OPR 2008, 2).

The technical advisory points out that neither CEQA nor the CEQA Guidelines prescribe thresholds of significance or particular methodologies for performing an impact analysis. As stated, "[t]his is left to lead agency judgment and discretion, based upon factual data and guidance from regulatory agencies and other sources where available and applicable" (California Governor's OPR 2008, 4). OPR recommends that "the global nature of climate change warrants investigation of a statewide threshold of significance for GHG emissions" (California Governor's OPR 2008, 4). Until such a standard is established, OPR advises that each lead agency should develop its own approach to performing an analysis for projects that generate GHG emissions (California Governor's OPR 2008, 5).

OPR sets out the following process for evaluating GHG emissions. First, agencies should determine whether GHG emissions may be generated by a proposed project, and if so, they should quantify or estimate the emission by type or source. Calculation, modeling, or estimation of GHG emissions should include the emissions associated with vehicular traffic, energy consumption, water usage, and construction activities (California Governor's OPR 2008, 5).

Agencies should then assess whether the emissions are "cumulatively considerable" even though a project's GHG emissions may be individually limited. OPR states: "Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment" (California Governor's OPR 2008,

6). Individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice (California Governor's OPR 2008, 6).

Finally, if the lead agency determines emissions are a cumulatively considerable contribution to a significant cumulative impact, the lead agency must investigate and implement ways to mitigate the emissions (California Governor's OPR 2008, 6). OPR states:

> Mitigation measures will vary with the type of project being contemplated, but include alternative project designs or locations that conserve energy and water, measures that reduce vehicle miles travelled (VMT) by fossil-fueled vehicles, measures that contribute to established regional or programmatic mitigation strategies, and measures that sequester carbon to offset the emissions from the project. [California Governor's OPR 2008, 6]

OPR concludes that "[a] lead agency is not responsible for wholly eliminating all greenhouse gas emissions from a project; the CEQA standard is to mitigate to a level that is 'less than significant'" (California Governor's OPR 2008, 7). The technical advisory includes a list of mitigation measures that can be applied on a project-by-project basis.

Senate Bill 375

Senate Bill (SB) 375, which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the state on September 30, 2008. SB 375 requires the California ARB to develop vehicular GHG emission reduction targets for 2020 and 2035 by September 30, 2010 in consultation with metropolitan planning organizations. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by changing land use patterns and improving transportation alternatives. Through the SB 375 process, regions will develop sustainable communities plans designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. No sustainable communities plans have been adopted as of yet; therefore, no such plan would apply to the project.

Regional

There are no regional statutes related to global climate change that would apply to the proposed project.

Local

There are no local statutes related to global climate change that would apply to the proposed project.

4.15.3 Project Impacts and Mitigation

Analytic Method

The impact analysis for this project estimates and compares project GHG emissions with available data on statewide GHG emissions to determine whether the project's GHG emissions would be cumulatively

considerable. The analysis also discusses characteristics of the project—energy efficiency measures, trip reduction features, etc.—which would help to reduce GHG emissions and achieve state GHG reductions targets. An inventory of the project's three most relevant GHG emissions (i.e., CO_2, CH_4, and N_2O) is presented below. The emissions of the individual gases were estimated and then converted to their CO_2 equivalents (CO_2e) in metric tons using the individually determined global warming potential (GWP) of each gas.

The analysis methodology used for the inventory conservatively assumes that all emissions sources are new sources and that emissions from these sources are 100 percent additive to existing conditions. This is a standard approach taken for air quality analyses and represents a worst-case, "business as usual" scenario. The inventory does not take into account the effect that the emissions reducing features of the proposed project and the mitigation measures applied at the end of the analysis would have on the total emissions generated by the proposed project.

Construction Emissions

Construction of future new development and infill projects allowed by the General Plan Update would result in GHG emissions from the use of construction equipment. However, the details of these future construction activities are unknown at this time because no specific development projects have been identified and, therefore, cannot be quantified without details relating to demolition requirements, construction time frames, and total size of projects. Further, future development projects resulting from implementation of the General Plan Update would be required to undergo separate environmental review as individual project applications are submitted to the City, at which time GHG emissions would be quantified.

Operational Emissions

Operational emissions include both direct sources, such as vehicles, natural gas consumption for heating/cooling buildings, and indirect sources, such as water supply demand and power plants outside the incentive area that would supply the City's electricity. GHG emission estimates for operation of the proposed project are based on total buildout summaries under the General Plan Update. URBEMIS 2007 was used to predict potential CO_2 emissions, and emissions were also estimated by applying emission factors to the estimated energy use and solid waste for each of the specific land uses proposed for expansion under the General Plan Update. These assumptions are preliminary and meant to illustrate the potential GHG emissions from operation of the General Plan Update. Further, the following analysis identifies policies that could be applied to projects within the City of Agoura Hills to reduce emissions of GHGs. However, operational emissions (including vehicle emissions) are based on the estimated maximum buildout allowed by the General Plan Update and conservatively, do not assume implementation of the identified policies and their corresponding implementation measures, as it is not currently known which policies and measures would apply to individual projects.

Thresholds of Significance

Currently, no state or regional regulatory agency has formally adopted or widely agreed upon thresholds of significance for GHG emissions. CEQA Guidelines §15064.7 states that, "each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects." This provides justification for lead agencies to determine their own climate change thresholds. AEP recommends that, "If a Lead Agency chooses to address GCC [Global Climate Change] in a [CEQA] document, it should be addressed in the context of a cumulative (versus project-specific) impact."

As mentioned above, on January 8, 2009, the OPR issued preliminary draft regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions. While not yet formally adopted, the following thresholds of significance are based on the draft amendments to Appendix G of the 2009 CEQA Guidelines. For the purposes of this EIR, implementation of the proposed project may have a significant adverse impact on GHG emissions if it would result in any of the following:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases

Section 15064.4 of the draft guidelines provides direction for lead agencies for assessing the significance of impacts of GHG emissions:

(1) The extent to which the project could help or hinder attainment of the state's goals of reducing greenhouse gas emissions to 1990 levels by the year 2020 as stated in the Global Warming Solutions Act of 2006. A project may be considered to help attainment of the state's goals by being consistent with an adopted statewide 2020 greenhouse gas emissions limit or the plans, programs, and regulations adopted to implement the *Global Warming Solutions Act of 2006*;
(2) The extent to which the project may increase the consumption of fuels or other energy resources, especially fossil fuels that contribute to greenhouse gas emissions when consumed;
(3) The extent to which the project may result in increased energy efficiency of and a reduction in overall greenhouse gas emissions from an existing facility;
(4) The extent to which the project impacts or emissions exceed any threshold of significance that applies to the project.

A lead agency should make a good-faith effort, based on available information, to describe, calculate, or estimate the amount of GHG emissions associated with a project, including emissions associated with energy consumption and vehicular traffic. Because the methodologies for performing this assessment are anticipated to evolve over time, a lead agency shall have discretion to determine, in the context of a particular project, whether to:

(1) Use a model or methodology to quantify GHG emissions associated with a project and which of any available model or methodology to use. The lead agency may include a qualitative discussion or analysis regarding the limitations of the particular model or methodology selected for use.

(2) Rely on qualitative or other performance based standards for estimating the significance of GHG emissions.

Refer to Analytical Method above for methodology discussion for the proposed project.

Effects Not Found to Be Significant

No Effects Not Found to Be Significant have been identified with respect to climate change.

Less-Than-Significant Impacts

Threshold	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance for substantially contributing to greenhouse gas emissions in the State of California? Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Impact 4.15-1 **Implementation of the General Plan Update would not substantially contribute to GHG emissions in the State of California and would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. This is a *less-than-significant* (Class II) impact.**

In California, the most common GHG pollutant is CO_2, which constitutes approximately 84 percent of all GHG emissions. CO_2 emissions in California are mainly associated with in-state fossil fuel combustion and with fossil fuel combustion in out-of-state power plants supplying electricity to California. Other activities that produce CO_2 emissions include mineral production, waste combustion, and land use changes that reduce vegetation as well as water distribution to southern California.

Implementation of the General Plan Update could generate GHGs through the construction and operation of new residential, commercial, or office facilities and the related increase in vehicle traffic within the City. GHG emissions from the proposed project would specifically arise from individual construction projects and from sources associated with individual project operation, including direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation.

Since no individual development or infill projects have been identified in the General Plan Update, no specific construction-related emissions can be determined. In order to determine construction-related emissions, specific information, including, but not necessarily limited to, the amount and duration of grading and demolition activities, must be available. Typically, this is conducted during a project-level CEQA analysis. Such specific analysis would be conducted, as necessary, as individual development project applications are submitted to the City in the future.

Construction Emissions

Construction of future new development and infill projects would result in GHG emissions from the use of construction equipment. However, as discussed above, the details of these future construction activities are unknown at this time and, therefore, cannot be quantified without details relating to demolition requirements, construction time frames, and total size of projects. Further, development projects resulting from implementation of the General Plan Update would be required to undergo separate environmental review, at which time GHG emissions would be quantified. However, several policies contained within the General Plan Update would serve to reduce the effects of construction activities within the City on climate change. Policy U-4.7 (Recycling and Reuse of Construction Wastes) requires that construction waste be diverted in compliance with state requirements (currently 50 percent). Policy M-4.6 (Energy Reduction) involves the promotion of alternative energy sources, including for construction vehicles, to reduce emissions. In addition, Policy LU-5.1 (Sustainable Building Practices) involves the promotion of sustainable building practices that utilize materials, architectural design features, and interior fixtures and finishings to reduce energy and water consumption, toxic and chemical pollution, and waste, including construction waste.

Operational Emissions

Total land use buildout under the General Plan Update was determined for the proposed project (identified in Table 3-4 [Proposed General Plan Land Uses] in Chapter 3 [Project Description] of this DEIR).

Vehicle Use. The largest source of GHG emissions associated with the proposed General Plan would be on- and off-site motor vehicle use. CO_2 emissions, the primary GHG associated with mobile sources, are directly related to the quantity of fuel consumed. Two important determinants of transportation-related GHG emissions are vehicle miles traveled (VMT) and vehicle fuel efficiency. VMT in California has steadily increased over the last quarter-century (CEC n.d.).

The vehicular CO_2 emissions from operation of the General Plan Update at full build-out (2035) were estimated using URBEMIS 2007, an air quality modeling program recommended by the South Coast Air Quality Management District (SCAQMD). Vehicular source emissions are based on a net increase of 45,302 daily trips calculated from land uses and intensities allowed by the General Plan Update. Traffic data is based on the *Transportation Impact Analysis* prepared by Fehr & Peers (October 2009). At build-out, a net increase of 74,220 metric tons of CO_2e per year would be attributed to the proposed project (Appendix G). When considered in connection with existing annual mobile GHG emissions citywide which would be 253,723 metric tons of CO_2e (Appendix G), the City would be anticipated to generate approximately 327,943 metric tons of CO_2e per year in 2035.[53]

Electricity Use. Fuels that generate GHG emissions are combusted to produce electricity. Therefore, all projects that would result in an increase in electricity consumption also result in an indirect increase in electricity emissions. The generation of electricity through the combustion of fossil fuels typically yields

[53] Existing emissions were modified to account for 2035 analysis year using URBEMIS 2007 due to changes in emission rates over time that are reflected in the URBEMIS 2007 model.

CO_2 and, to a much smaller extent, CH_4 and N_2O. The project-related electricity emissions were estimated by applying emission factors to the estimated electricity use, which is expected to result in a net increase of approximately 29.86 million kWh per year over existing uses. Annual GHG emissions from indirect electricity generation are estimated to be 9,418 metric tons CO_2e (Appendix G). Table 4.15-4 (Estimated Net Increase in Electrical Demand and Associated Greenhouse Gas Emissions at Project Buildout) identifies the projected annual emissions attributed to electricity use by the General Plan Update. When considered in conjunction with the electricity usage emissions associated with existing uses in the City, which total 34,477 metric tons of CO_2e (Appendix G), approximately 43,895 metric tons of CO_2e would be attributed to the City of Agoura Hills on an annual basis at buildout of the General Plan Update. It is important to note that this estimate is conservative and does not include any reductions from energy usage reduction practices, including those identified in the General Plan Update that are commonly employed to reduce energy demands.

Table 4.15-4 Estimated Net Increase in Electrical Demand and Associated Greenhouse Gas Emissions at Project Buildout

Source of Emissions	*Electricity Usage Rate (kWh/year/unit)*	*Electricity Use (kWh/year)*	*Annual CO_2e (metric tons)*
Single-family dwelling unit	5,626.50 kWh/year/unit	652,674	
Multi-family dwelling unit	5,626.50 kWh/year/unit	2,323,745	
Retail/Service	13.55 kWh/sf/year	8,479,509	
Office/Business Park	12.95 kWh/sf/year	14,222,868	
Business Park/ Manufacturing	10.5 kWh/sf/year	2,871,173	
	Annual Total	***28,549,969***	***9,418***

SOURCE: SCAQMD, CEQA Air Quality Handbook, 1993; California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, Appendix C, January 2009.

Natural Gas Use. The project would generate direct emissions from on-site sources such as natural gas usage and, to a much smaller extent, landscaping equipment. The project-related natural gas emissions were estimated by applying emission factors to the estimated natural gas use, which is expected to result in a net increase of approximately 84,430,039 cubic feet per year over existing uses (Appendix G). GHG emissions associated with the net increase in natural gas usage are estimated to be 4,480 metric tons CO_2e per year. Table 4.15-5 (Estimated Net Increase in Natural Gas Demand and Associated Greenhouse Gas Emissions at Project Buildout) identifies the projected annual emissions attributed to natural gas use at buildout of the General Plan Update. When considered in conjunction with the natural gas emissions associated with existing uses in the City which total 49,111 metric tons of CO_2e (Appendix G), approximately 53,591 metric tons CO_2e would be attributed to the City of Agoura Hills on an annual basis with implementation of the proposed project. It is important to note that this estimate is conservative and does not include any reductions from energy usage reduction practices including those identified in the General Plan Update that are commonly employed to reduce energy demands.

Table 4.15-5 Estimated Net Increase in Natural Gas Demand and Associated Greenhouse Gas Emissions at Project Buildout

Source of Emissions	*Natural Gas Usage Rate (cf/month/unit or cf/month/sf)*	*Natural Gas Use (cf/year)*	*Annual CO_2e (metric tons)*
Single-family dwelling unit	4,011.5 cf/unit/month	5,584,008	
Multi-family dwelling unit	4,011.5 cf/unit/month	19,880,994	
Retail/Service	2.9 cf/sf/month	21,777,631	
Office/Business Park	2.0 cf/sf/month	26,358,984	
Business Park/ Manufacturing	3.3 cf/sf/month	10,828,422	
	Annual Total	***84,430,039***	***4,480***

SOURCE: SCAQMD, CEQA Air Quality Handbook, 1993; California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, Appendix C, January 2009.

Solid Waste. Solid waste generated by the project would also contribute to GHG emissions. Treatment and disposal of municipal, industrial, and other solid waste produces significant amounts of CH_4. In addition to CH_4, solid waste disposal sites also produce biogenic CO_2 and nonmethane volatile organic compounds (NMVOCs) as well as smaller amounts of N_2O, nitrogen oxides (NO_X) and carbon monoxide (CO). CH_4 produced at solid waste sites contributes approximately 3 to 4 percent to the annual global anthropogenic GHG emissions (IPCC 2006).

GHG emissions from solid waste generated by the project were estimated based on formulas provided in the *State Workbook: Methodologies for Estimating Greenhouse Gas Emissions*, which provides generation factors of GHGs from degradation and outgassing of landfill material (U.S. EPA 1998). Landfill gas is approximately 50 percent CH_4 and 50 percent CO_2. According to the Workbook, N_2O emissions from landfills are considered negligible. The project-related solid waste is expected to result in a net increase of approximately 5,279 tons of solid waste per year. In terms of GHG emissions, the proposed General Plan Update would result in an additional 4,496 metric tons CO_2e per year, compared to the 23,805 annual metric tons CO_2e generated by existing uses. At project buildout (2035), estimated annual citywide emissions of GHGs from solid waste would be 28,301 metric tons CO_2e per year (Appendix G). It is important to note that this estimate is conservative and does not include any reductions from waste minimization practices and recycling/reuse policies including those identified in the General Plan Update that are commonly employed to reduce solid waste. Also, landfill gas recovery has become more common as a measure to reduce CH_4 emissions from solid waste disposal sites.

Water. While not as substantial as the contributions related to mobile sources, electricity, natural gas, and solid waste, the proposed project would contribute GHG emissions related to the distribution and treatment of domestic water supplies to the proposed uses. Based on the annual net increase in water demand that could result from buildout of the General Plan Update (117 million gallons per year), estimated annual emissions of GHGs attributable to the proposed project from water supplies would be 516 metric tons CO_2e per year. When considered in conjunction with the water-related emissions associated with existing uses in the City, approximately 7,251 metric tons CO_2e would be attributed to the City of Agoura Hills on an annual basis with implementation of the proposed project.

Other Greenhouse Gas Emissions. GHG emissions would also be generated during the treatment of wastewater generated by the project. However, it is not anticipated that such emissions would be substantial relative to other project emissions. According to the *Inventory of California Greenhouse Gas Emissions and Sinks*, wastewater treatment emissions represent only 0.6 percent of total statewide emissions (CEC 2006b). Given this minor contribution, further analysis is not necessary at this time.

Ozone is also a GHG; however, unlike the other GHGs, ozone in the troposphere is relatively short-lived and therefore is not global in nature. According to the California ARB, it is difficult to make an accurate determination of the contribution of ozone precursors (NO_X and ROGs) to global warming (California ARB 2004). Therefore, it is assumed that project emissions of ozone precursors would not significantly contribute to global climate change. At present, there is a federal ban on chlorofluorocarbons (CFCs); therefore, it is assumed the project would not generate emissions of these GHGs. The project may emit a small amount of hydrofluorocarbons (HFCs) emissions from leakage and service of refrigeration and air conditioning equipment and from disposal at the end of the life of the equipment, as well as PFCs and sulfur hexafluoride in certain industrial applications. However, the details regarding refrigerants to be used in the project and the capacity of these are unknown at this time.

Total Emissions. As shown in Table 4.15-6 (Estimated Net and Gross Annual Operational Greenhouse Gas Emissions at Project Buildout), at project buildout, the net increase in emissions of GHGs from operational sources is estimated at 93,130 metric tons of CO_2e per year. The largest contributor of GHGs is vehicular use, which contributes over three-quarters (80 percent) of the overall total. The second largest contributor is electricity use (10 percent), followed by natural gas use (5 percent), solid waste generation (5 percent), and water treatment/distribution (1 percent). Estimates do not take into account any GHG reducing policies set forth by the General Plan Update.

Table 4.15-6 Estimated Net and Gross Annual Operational Greenhouse Gas Emissions at Project Buildout

	Net Emissions		*Gross Emissions*	
Source of Emissions	*CO_2e (metric tons)*	*Percent of Total*	*CO_2e (metric tons)*	*Percent of Total***
Vehicular Use*	74,220	80	327,943	71
Electricity Use	9,418	10	43,895	10
Natural Gas Use	4,480	5	53,591	12
Solid Waste	4,496	5	28,301	6
Water	516	1	7,251	2
Annual Total	***93,130***	***100***	***460,981***	***100***

SOURCE: URBEMIS 2007 (Version 9.2.4), California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.

* Vehicular emissions for existing land uses reflect an adjustment to reflect 2035 conditions. As a result, it will not match the data contained in Table 4.15-3 [Estimated Annual Operational Greenhouse Gas Emissions Attributed to the City of Agoura Hills (2009)].

** The difference shown in percent of total net emissions versus gross emissions reflects a shift in the balance of land uses within the City away from land uses that use more natural gas.

Based on project operational GHG emissions estimates, it is not anticipated that the project emissions alone will substantially add to the global inventory of GHG emissions. However, on a statewide level, the

net increase in annual GHG emissions from the project (93,130 metric tons), in relation to California's current GHG emissions (484 million metric tons, according to the California ARB's most recent 2004 inventory), would be 0.019 percent at build-out. It is clear that the proposed project's net contribution of CO_2e on a statewide basis would be substantial. In addition, while the California ARB and OPR are continuing in their efforts to define the standards of analysis for GHGs, it is still uncertain as to how current regulations might affect CO_2e emissions attributable to the project and cumulative CO_2e from other sources in the cumulative global context. As such, impacts are considered *potentially significant*.

Project Incorporation of Greenhouse Gas Reduction Measures for Operation

The proposed Draft CEQA Guidelines Section 15126.4(c) states that mitigation measures may include measures that demonstrate compliance with the requirements in a previously approved plan or program for the reduction of GHG emissions. The reduction strategies contained within the CCAT Report to the Governor outline strategies for meeting the Governor's emission reduction targets contained in Executive Order S-3-05 (CCAT 2006). The project design features and mitigation measures that are in compliance with CCAT strategies have been described in Table 4.15-7 (GHG Reducing Measures). Many of the CCAT strategies are applicable only to agencies such as the California ARB. Therefore, other sources including the California Attorney General, CAPCOA, and the U.S. Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) certification program have been used to identify additional measures that would be available to the project to reduce emissions of GHGs. It should be noted that the General Plan Update goals and policies shown below were also formulated and evaluated in light of CAPCOA's *Model Policies for Greenhouse Gases in General Plans* (CAPCOA 2009).

Table 4.15-7 GHG Reducing Measures

GHG Emissions Reduction Strategy	*Proposed Project Design/Mitigation Measure for Compliance*
CALIFORNIA CLIMATE ACTION TEAM (CCAT) RECOMMENDATIONS	
CCAT Standard Other Light Duty Vehicle Technology: New standards would be adopted to phase in beginning in the 2017 model.	These are the California ARB–enforced standards and vehicles that access the project are required to comply with the standards. Therefore, the General Plan Update would be required to be consistent with these strategies, as appropriate.
CCAT Standard Heavy-Duty Vehicle Emission Reduction Measures: Increased efficiency in the design of heavy-duty vehicles and an education program for the heavy-duty vehicle sector.	
CCAT Standard Diesel Anti-Idling: In July 2004, the California ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling. Post signs that restrict idling; education for truck drivers regarding diesel health impacts.	**Policy M-4.5** (Trucking Impacts) would minimize noise and other impacts of truck traffic, deliveries, and staging on residential neighborhoods and mixed-use areas of the City. The General Plan Update would not conflict with this strategy.

Table 4.15-7 GHG Reducing Measures

GHG Emissions Reduction Strategy	*Proposed Project Design/Mitigation Measure for Compliance*
CCAT Standard Water Use Efficiency: Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions. Use both potable and non-potable water to the maximum extent practicable; low flow appliances (i.e., toilets, dishwashers, shower heads, washing machines, etc.); automatic shut off valves for sinks in restrooms; drought resistant landscaping; Place "Save Water" signs near water faucets.	**Goal NR-5** (Water Conservation) aims to minimize water consumption through conservation methods and other techniques. **Policy NR-5.2** (Water Conservation Measures) would require water conservation measures/devices that limit water usage for all new construction projects including public facilities, such as the use of water-efficient landscaping and irrigation, on-site stormwater capture as feasible, low-flow and efficient plumbing fixtures and use of recycled water for irrigation. **Policy NR-5.3** (Water-Efficient Landscaping and Irrigation) would require that drought-tolerant landscaping, water-efficient irrigation systems be installed, and recycled water be used for landscaping as feasible, for all private and City landscaping and parkways. Encourage such landscaping and irrigation, as appropriate, be used in private development. **Policy NR-5.4** (Optimum Timing for Water Irrigation) would require that all public and private irrigation systems irrigate at optimum times of the day, such as early mornings or late afternoon, and use weather sensors to facilitate optimum irrigation and other technology for monitoring and control. Encourage such irrigation timing for private development. **Policy NR-5.5** (Recycled Water) would work with LVMWD in further creating opportunities for recycled water to irrigate the public landscape, provided that the heavy metal and salt content of recycled water will not interfere with plant growth. The General Plan Update would not conflict with this strategy.
CCAT Standard Green Buildings Initiative: Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels.	**Goal NR-8** (Energy Conservation) would require provision of affordable and reliable energy resources to residents and businesses that minimize energy use. **Policy NR-8.1** (Public Outreach) would promote energy conservation measures and options to all residents, businesses, contractors, and consultants. **Policy NR-8.2** (Energy Conservation for City Facilities) would implement energy-conserving measures for all existing City facilities, as feasible. For new City facilities, incorporate energy-conserving measures to the extent practical. The General Plan Update would not conflict with this strategy.
CCAT Standard Building Energy Efficiency Standards in Place and in Progress: Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings). Projects required to achieve a greater reduction in combined space heating, cooling and water heating energy compared to the current Title 24 Standards.	**Policy U-5.6** (Energy Conservation) would require **i**nstallation energy-efficient appliances and alternative-energy infrastructure, such as solar energy panels (photovoltaic panels) within all new City facilities and within existing facilities, as feasible. In addition, **Policy U-5.4** (Energy Efficient Incentives) would require coordination with relevant utilities and agencies to promote energy rebate and incentive programs offered by local energy providers to increase energy efficiency in older neighborhoods and developments. **Policy LU-5.4** (Sustainable Land Development Practices) would promote land development practices that reduce energy and water consumption, pollution, GHG emissions, and wastes. The General Plan Update would not conflict with this strategy.
CCAT Standard Appliance Energy Efficiency Standards in Place and in Progress: Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).	Measure above would apply. The General Plan Update would not conflict with this strategy.

Table 4.15-7 GHG Reducing Measures

GHG Emissions Reduction Strategy	*Proposed Project Design/Mitigation Measure for Compliance*
CCAT Standard Transportation Refrigeration Units (TRU), Off-Road Electrification, Port Electrification: Strategies to reduce emissions from TRUs, increase off-road electrification, and increase use of shore-side/port electrification. If TRUs access the site, implement measures to reduce emissions; install electrification in applicable projects (i.e., truck stops, warehouses, etc.)	**Policy M-4.5** (Trucking Impacts) would minimize noise and other impacts of truck traffic, deliveries, and staging on residential neighborhoods and mixed-use areas of the City. The General Plan Update would not conflict with this strategy.
CCAT Standard Urban Forestry: A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs. Trees near structures shall be planted to act as insulators from weather, thereby decreasing energy requirements. Trees also store carbon.	**Policy M-6.4** (Design Enhancements) would enhance City roadways and other public areas with amenities such as street trees, benches, plazas, bus shelters with benches and waste receptacles, public art or other measures. **Policy NR-4.2** (Conserve Natural Resources) would continue to enforce the ordinances for new and existing development in the City's hillside areas, such that development maintains an appropriate distance from ridgelines, creek and natural drainage beds and banks, oak trees, and other environmental resources, to prevent erosion, preserve viewsheds, and protect the natural contours and resources of the land. **Policy NR-4.10** (Oak Trees) would continue to sustain the City's oak trees, which are an integral part of the character of the City. Continue to plant and maintain these trees in a manner that will allow them to mature and thrive. The General Plan Update would not conflict with this strategy.
CCAT Standard Smart Land Use and Intelligent Transportation Systems (ITS): Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors. ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services.	**Policy M-3.1** (Intelligent Transportation Systems Plan) would develop an ITS plan for Agoura Hills to improve the efficiency of the transportation network through advanced technologies such as adaptive signal controls, a centralized traffic signal control system, real-time transit information and real-time parking availability. The ITS Plan should identify and prioritize specific short- and long-term projects, which are strategically implemented as funding becomes available. The General Plan Update would not conflict with this strategy.
CALIFORNIA ATTORNEY GENERAL'S OFFICE RECOMMENDED STRATEGIES	
Diesel Anti-Idling: Set specific limits on idling time for commercial vehicles, including delivery vehicles.	**Policy M-4.5** (Trucking Impacts) would minimize noise and other impacts (including air emissions) of truck traffic, deliveries, and staging on residential neighborhoods and mixed-use areas of the City. The General Plan Update would not conflict with this strategy.
Alternative Fuels—General: The project shall include the necessary infrastructure to encourage the use of alternative fuel vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).	**Policy U-5.6** (Energy Conservation) would install energy-efficient appliances and alternative-energy infrastructure, such as solar energy panels (photovoltaic panels) within all new City facilities and within existing facilities, as feasible. **Policy NR-8.2** (Energy Conservation for City Facilities) would Implement energy-conserving measures for all existing City facilities, as feasible. For new City facilities, incorporate energy-conserving measures to the extent practical. The General Plan Update would not conflict with this strategy.

Table 4.15-7 GHG Reducing Measures

GHG Emissions Reduction Strategy	*Proposed Project Design/Mitigation Measure for Compliance*
Transportation Emissions Reduction: Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where signals are installed, require the use of Light Emitting Diode (LED) traffic lights.	**Policy M-4.3** (Traffic Control Devices) would encourage the use of innovative methods for traffic control (such as roundabouts and traffic circles) and deemphasize the reliance on traditional traffic control methods (such as stop signs and traffic signals), where appropriate. Consider the use of these devices based upon the physical context and street hierarchy. **Policy M-3.2** (Signal Timing Optimization) would regularly optimize traffic signal timing and coordination to reduce travel time and delay, and implement new signal and intersection technologies that improve pedestrian The General Plan Update would not conflict with this strategy.
Transportation Emissions Reduction: The project applicant shall promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas.	**Policy M-10.7** (Preferential Parking) would encourage the availability of preferential parking in selected areas for designated carpools. The General Plan Update would not conflict with this strategy.
Transportation Emissions Reduction: Design a regional transportation center where public transportation of various modes intersects.	**Policy M-12.2** (Regional Coordination) would support regional efforts by Metro and SCAG to reduce single-occupancy vehicle travel, such as goals and measures identified in Metro's Long Range Transportation Plan and SCAG's Regional Transportation Improvement Program. **Policy M-12.3** (Efficiency) would support regional planning efforts that maximize the efficiency of existing transportation facilities and promote increased development density within existing transportation corridors. **Policy M-12.4** (Regional Transit Planning) would collaborate with regional transportation and transit agencies for the efficient allocation of transit and transportation resources. The General Plan Update would not conflict with this strategy.
Transportation Emissions Reduction: Provide shuttle service to public transit.	**Policy M-9.3** (Citywide Shuttle Service) would explore an intercity shuttle system to promote transit trips between residential, commercial, and community areas and enhance mobility for non-driving older adults, children, and persons with disabilities. **Policy M-9.4** (Local Transit) would explore the feasibility of expanding the services of the existing transit programs and other appropriate transit programs. **Policy M-10.5** (Ride Share) would actively promote the use of ride-sharing and ride-matching services, for both residents and non-residents. **Policy M-12.3** (Efficiency) would support regional planning efforts that maximize the efficiency of existing transportation facilities and promote increased development density within existing transportation corridors. The General Plan Update would not conflict with this strategy
Transportation Emissions Reduction: Incorporate bicycle lanes into the project circulation system.	**Policy M-8.1** (Bikeway Linkages) would provide bikeway connectivity between residential areas and surrounding natural resource areas, parks, schools, employment centers, and other activity centers in the community. **Policy M-8.2** (Continuous Bikeway Connectivity) would provide a bicycle network that is continuous, closes gaps in the existing system, and permits easy bicycle travel throughout the community and the region. **Policy M-8.4** (Bicycling Safety) would establish a citywide Bicycle Safety Program, including educational materials, preferred routes, and a regularly updated bicycle safety report. **Policy M-8.7** (Bicycle Parking) would require developments to provide for bicycle parking facilities. The General Plan Update would not conflict with this strategy.

Table 4.15-7 GHG Reducing Measures

GHG Emissions Reduction Strategy	*Proposed Project Design/Mitigation Measure for Compliance*
Transportation Emissions Reduction: Provide on-site bicycle and pedestrian facilities (showers, bicycle parking, etc.) for commercial uses, to encourage employees to bicycle or walk to work.	**Policy LU-16.6** (Bicycle Facilities) would encourage developers of commercial centers to incorporate facilities that promote customer and employee access by bicycles, such as secured storage, showers, and lockers. **Policy LU-18.5** (Bicycle Facilities) would encourage major business park and industrial business park projects to incorporate facilities that promote employee access by bicycles, such as secured storage, showers, and lockers. **Policy M-8.7** (Bicycle Parking) would require developments to provide for bicycle parking facilities. The General Plan Update would not conflict with this strategy.
Transportation Emissions Reduction: Provide public education and publicity about public transportation services.	**Policy M-6.5** (Education) would promote non-motorized transportation through encouragement and education and the associated infrastructure improvements. **Policy M-8.4** (Bicycling Safety) would Establish a citywide Bicycle Safety Program, including educational materials, preferred routes, and a regularly updated bicycle safety report. **Policy M-10.5** (Ride Share) would actively promote the use of ride-sharing and ride-matching services, for both residents and non-residents. The General Plan Update would not conflict with this strategy.
Water Use Efficiency: Require measures that reduce the amount of water sent to the sewer system-see examples in CCAT standard (Water Use Efficiency) above. (Reduction in water volume sent to the sewer system means less water has to be treated and pumped to the end user, thereby saving energy.)	**Goal NR-5** (Water Conservation) aims to minimize water consumption through conservation methods and other techniques. **Policy NR-5.2** (Water Conservation Measures) would require water conservation measures/devices that limit water usage for all new construction projects including public facilities, such as the use of water-efficient landscaping and irrigation, on-site stormwater capture as feasible, low-flow and efficient plumbing fixtures and use of recycled water for irrigation. **Policy NR-5.3 (**Water-Efficient Landscaping and Irrigation) would require that drought-tolerant landscaping, water-efficient irrigation systems be installed, and recycled water be used for landscaping as feasible, for all private and City landscaping and parkways. Encourage such landscaping and irrigation, as appropriate, be used in private development. **Policy NR-5.4 (**Optimum Timing for Water Irrigation) would require that all public and private irrigation systems irrigate at optimum times of the day, such as early mornings or late afternoon, and use weather sensors to facilitate optimum irrigation and other technology for monitoring and control. Encourage such irrigation timing for private development. **Policy NR-5.5 (**Recycled Water) would work with LVMWD in further creating opportunities for recycled water to irrigate the public landscape, provided that the heavy metal and salt content of recycled water will not interfere with plant growth. The General Plan Update would not conflict with this strategy.
Energy Efficiency and Renewable Energy Standards: Project shall comply with LEED certified green building standards.	**Policy LU-5.2 (**Existing Structure Reuse) would encourage the retention of existing structures and promote their adaptive reuse and renovation of existing buildings with "green" building technologies in accordance with a green building standard such as Leadership in Energy and Environmental Design (LEED™). The General Plan Update would not conflict with this strategy.
Energy Efficiency and Renewable Energy Standards: Fund and schedule energy efficiency "tune-ups" of existing buildings by checking, repairing, and readjusting heating, ventilation, air conditioning, lighting, hot water equipment, insulation and weatherization. (Improvement of energy efficiency in existing buildings could offset in part the global warming impacts of new development.)	**Policy LU-5.1** (Sustainable Building Practices) would promote sustainable building practices that utilize materials, architectural design features, and interior fixtures and finishings to reduce energy and water consumption, toxic and chemical pollution, and waste, not only in the design and construction of buildings. **Policy LU-5.3** (Heat Island Effect) would Seek to reduce the "heat island effect" by promoting such features as white roofs, light-colored hardscape paving, and shade trees and by reducing the unshaded extent of parking lots. **Policy LU-5.4** (Sustainable Land Development Practices) would promote land development practices that reduce energy and water consumption, pollution, GHG emissions, and wastes The General Plan Update would not conflict with this strategy.

Table 4.15-7 GHG Reducing Measures

GHG Emissions Reduction Strategy	*Proposed Project Design/Mitigation Measure for Compliance*
Lighting Efficiency Standards: Require that the project include efficient lighting. (Fluorescent lighting uses approximately 75 percent less energy than incandescent lighting to deliver the same amount of light.)	**Policy LU-5.4** (Sustainable Land Development Practices) would promote land development practices that reduce energy and water consumption, pollution, GHG emissions, and wastes incorporating such techniques as: Orientation of buildings to maximize opportunities for solar energy use, daylighting, and ventilation. **Policy U-5.4** (Energy Efficient Incentives) would coordinate with relevant utilities and agencies to promote energy rebate and incentive programs offered by local energy providers to increase energy efficiency in older neighborhoods and developments. The General Plan Update would not conflict with this strategy.
Smart Land Use and Intelligent Transportation Systems (ITS): Encourage mixed-use and high-density development to reduce vehicle trips, promote alternatives to vehicle travel, and promote efficient delivery of services and goods.	**Policy LU-1.2** (Development Locations) would prioritize future growth as infill of existing developed areas re-using and, where appropriate, intensifying development of vacant and underutilized properties, in lieu of expanded development outward into natural areas and open spaces. Allow for growth on the immediate periphery of existing development in limited designated areas, where this is guided by standards to assure seamless integration and connectivity with adjoining areas and open spaces. **Policy M-12.3** (Efficiency) would support regional planning efforts that maximize the efficiency of existing transportation facilities and promote increased development density within existing transportation corridors. The General Plan Update would not conflict with this strategy.
Smart Land Use and Intelligent Transportation Systems (ITS): Impose measures to address the "urban heat island" effect by, e.g., requiring light-colored and reflective roofing materials and paint; light-colored roads and parking lots; shade trees in parking lots; and shade trees on the south and west sides of new or renovated buildings.	**Policy LU-5.3** (Heat Island Effect) would Seek to reduce the "heat island effect" by promoting such features as white roofs, light-colored hardscape paving, and shade trees and by reducing the unshaded extent of parking lots. The General Plan Update would not conflict with this strategy.
Smart Land Use and Intelligent Transportation Systems (ITS): Incorporate public transit into project design.	**Policy M-3.1** (Intelligent Transportation Systems Plan) would develop an ITS plan for Agoura Hills to improve the efficiency of the transportation network through advanced technologies such as adaptive signal controls, a centralized traffic signal control system, real-time transit information and real-time parking availability. The ITS Plan should identify and prioritize specific short- and long-term projects, which are strategically implemented as funding becomes available. **Policy M-12.3** (Efficiency) would support regional planning efforts that maximize the efficiency of existing transportation facilities and promote increased development density within existing transportation corridors. The General Plan Update would not conflict with this strategy.
Smart Land Use and Intelligent Transportation Systems (ITS): Require pedestrian-only streets and plazas within the project site and destinations that may be reached conveniently by public transportation, walking, or bicycling.	**Policy LU-10.5** (Walkable Neighborhoods) would maintain sidewalks, parkways, street tree canopies, and landscaping throughout the residential neighborhoods to promote walking as an enjoyable and healthy activity and alternative to automobile use. **Policy M-6.3** (Design of Alternative Modes) would require new roadways and future street-improvement projects shall be bicycle- and pedestrian-friendly in design. **Policy M-7.1** (Walkability) would create a pedestrian environment accessible to all that is safe, attractive, and encourages walking. Maintain and promote the walkability within the City by identifying and completing deficient links within the sidewalk system. **Policy M-7.2** (Pedestrian Connectivity) would preserve and enhance pedestrian connectivity in existing neighborhoods and require a well-connected pedestrian network linking new and existing developments to adjacent land uses, including commercial uses, schools, and parks. **Policy M-7.3** (Pedestrian Experience) would promote walking and improve the pedestrian experience with streetscape enhancements and by orienting future development toward the street, where appropriate. **Policy M-7.4** (Walkable Developments) would encourage mixed-use development so that it is possible for a greater number of short trips to be made by walking. The General Plan Update would not conflict with this strategy.

Table 4.15-7 GHG Reducing Measures

GHG Emissions Reduction Strategy	*Proposed Project Design/Mitigation Measure for Compliance*
Smart Land Use and Intelligent Transportation Systems (ITS): Discourage "leapfrog" development. Enact ordinances and programs to limit sprawl.	**Policy LU-1.2** (Development Locations) would prioritize future growth as infill of existing developed areas re-using and, where appropriate, intensifying development of vacant and underutilized properties, in lieu of expanded development outward into natural areas and open spaces. Allow for growth on the immediate periphery of existing development in limited designated areas, where this is guided by standards to assure seamless integration and connectivity with adjoining areas and open spaces. The General Plan Update would not conflict with this strategy.
CAPCOA MEASURES	
MM T-1: Bike Parking	**Policy LU-16.6** (Bicycle Facilities) would encourage developers of commercial centers to incorporate facilities that promote customer and employee access by bicycles, such as secured storage, showers, and lockers. **Policy LU-18.5** (Bicycle Facilities) would encourage major business park and industrial business park projects to incorporate facilities that promote employee access by bicycles, such as secured storage, showers, and lockers. **Policy M-8.7** (Bicycle Parking) would require developments to provide for bicycle parking facilities. The General Plan Update would not conflict with this strategy.
MM T-2 End of Trip Facilities	**Policy LU-16.6** (Bicycle Facilities) would encourage developers of commercial centers to incorporate facilities that promote customer and employee access by bicycles, such as secured storage, showers, and lockers. **Policy LU-18.5** (Bicycle Facilities) would encourage major business park and industrial business park projects to incorporate facilities that promote employee access by bicycles, such as secured storage, showers, and lockers. The General Plan Update would not conflict with this strategy.
MM T-4: Proximity to Bike Path/Bike Lanes	**Policy M-8.1** (Bikeway Linkages) would provide bikeway connectivity between residential areas and surrounding natural resource areas, parks, schools, employment centers, and other activity centers in the community. **Policy M-8.2** (Continuous Bikeway Connectivity) would provide a bicycle network that is continuous, closes gaps in the existing system, and permits easy bicycle travel throughout the community and the region. The General Plan Update would not conflict with this strategy.
MM T-5: Pedestrian Network	**Policy M-7.1** (Walkability) would create a pedestrian environment accessible to all that is safe, attractive, and encourages walking. Maintain and promote the walkability within the City by identifying and completing deficient links within the sidewalk system. **Policy M-7.2** (Pedestrian Connectivity) would preserve and enhance pedestrian connectivity in existing neighborhoods and require a well-connected pedestrian network linking new and existing developments to adjacent land uses, including commercial uses, schools, and parks. **Policy M-7.3** (Pedestrian Experience) would promote walking and improve the pedestrian experience with streetscape enhancements and by orienting future development toward the street, where appropriate. **Policy M-7.4** (Walkable Developments) would encourage mixed-use development so that it is possible for a greater number of short trips to be made by walking. The General Plan Update would not conflict with this strategy.
MM T-6: Pedestrian Barriers Minimized	**Policy M-7.3** (Pedestrian Experience) would promote walking and improve the pedestrian experience with streetscape enhancements and by orienting future development toward the street, where appropriate. The General Plan Update would not conflict with this strategy.
MM T-8: Traffic Calming	**Policy M-5.1** (Traffic Calming) would consider the application of traffic calming techniques, where needed, to minimize neighborhood intrusion by through traffic and promote the safety and livability of collector and local streets. The General Plan Update would not conflict with this strategy.

Table 4.15-7 GHG Reducing Measures

GHG Emissions Reduction Strategy	*Proposed Project Design/Mitigation Measure for Compliance*
MM T-12: Pedestrian Pathway Through Parking	**Policy M-11.1** (Parking Standards and Design) would ensure that off-street parking and on-street parking requirements are adequate and that parking is designed to be sensitive to both context and environment. Include safety considerations (i.e., lighting and landscape design) in the parking standards and design. The General Plan Update would not conflict with this strategy.
MM D-1: Office/Mixed-Use Density	**Policy LU-1.2** (Development Locations) would prioritize future growth as infill of existing developed areas re-using and, where appropriate, intensifying development of vacant and underutilized properties, in lieu of expanded development outward into natural areas and open spaces. Allow for growth on the immediate periphery of existing development in limited designated areas, where this is guided by standards to assure seamless integration and connectivity with adjoining areas and open spaces. **Policy M-8.1** (Bikeway Linkages) and **Policy M-7.2** (Pedestrian Connectivity) would provide bikeway connectivity and Pedestrian Connectivity between residential areas and surrounding natural resource areas, parks, schools, employment centers, and other activity centers in the community. In addition, **Policy LU-16.6** (Bicycle Facilities) would encourage developers of commercial centers to incorporate facilities that promote customer and employee access by bicycles, such as secured storage, showers, and lockers; and **Policy LU-18.5** (Bicycle Facilities) would encourage major business park and industrial business park projects to incorporate facilities that promote employee access by bicycles, such as secured storage, showers, and lockers. The General Plan Update would not conflict with this strategy.
MM D-2: Orientation to Existing/Planned Transit Bikeway, or Pedestrian Corridor	**Policy M-8.2** (Continuous Bikeway Connectivity) would provide a bicycle network that is continuous, closes gaps in the existing system, and permits easy bicycle travel throughout the community and the region. **Policy M-7.2** (Pedestrian Connectivity) would preserve and enhance pedestrian connectivity in existing neighborhoods and require a well-connected pedestrian network linking new and existing developments to adjacent land uses, including commercial uses, schools, and parks. The General Plan Update would not conflict with this strategy.
MM D-12: Infill Development	**Policy LU-1.2** (Development Locations) would prioritize future growth as infill of existing developed areas re-using and, where appropriate, intensifying development of vacant and underutilized properties, in lieu of expanded development outward into natural areas and open spaces. Allow for growth on the immediate periphery of existing development in limited designated areas, where this is guided by standards to assure seamless integration and connectivity with adjoining areas and open spaces. The General Plan Update would not conflict with this strategy.
MM D-17: Landscaping	**Policy LU-5.4** (Sustainable Land Development Practices) would promote land development practices that reduce energy and water consumption, pollution, GHG emissions, and wastes incorporating such techniques as use of landscapes that protect native soil, conserve water, provide for wildlife, and reduce green waste. The General Plan Update would not conflict with this strategy.
MM E-13: Cool Roof Surfaces	**Policy LU-5.3** (Heat Island Effect) would seek to reduce the "heat island effect" by promoting such features as white roofs, light-colored hardscape paving, and shade trees and by reducing the unshaded extent of parking lots. The General Plan Update would not conflict with this strategy.
MM E-23: Low-Water Use Appliances	**Policy NR-5.1 through Policy NR-5.5** (Water Conservation) involve measures and strategies to reduce the overall water consumption of uses within the City. This includes the use of low-flow and water efficient fixtures and appliances, as well as optimum timing for landscaping activities, thereby reducing the amount of water necessary to effectively irrigate a landscaped area. The General Plan Update would not conflict with this strategy.

SOURCE: CCAT, 2006, CAPCOA, January 2008, California Attorney General, December 2008.

As shown in Table 4.15-7 (GHG Reducing Measures), the project complies with all feasible and applicable measures recommended by the CCAT, California Attorney General, and CAPCOA. Incorporation of the above measures would reduce overall GHG emissions from the proposed project. CAPCOA provides some basic estimates of GHG emission reductions that may be expected with incorporation of measures listed in Appendix B, Table 16 of the January 2008 report, *CEQA and Climate Change*. It should be noted that reduction estimates vary widely and not all recommended measures have reduction estimates associated with them. Further reductions may be expected though incorporation of the measures recommended by the CCAT and California Attorney General, though the extent of the reduction is not readily quantifiable at this time. Table 4.15-8 (Estimated GHG Emission Reductions) provides estimated reductions that may be expected with project-incorporated CAPCOA measures.

In addition, the City of Agoura Hills would support the regional efforts by Los Angeles County Metropolitan Transportation Authority (MTA) and SCAG to reduce single-occupancy vehicle travel, such as goals and measures identified in MTA's Long Range Transportation Plan and SCAG's Regional Transportation Improvement Program through Policy M-12.2 (Regional Coordination). MTA's Long Range Transportation Plan provides a regional vision for all modes of surface transportation and a guide for regional transportation investments. The RTP uses state and federal funds that come to the region for programs designed to meet goals which include: clean air; design of communities to encourage local walk, bicycle, and transit travel; and for improvements to main routes that serve longer distance travel around the region.

Table 4.15-8 Estimated GHG Emission Reductions

Project-Incorporated CAPCOA Measure	*Reduction*
MM T-1: Bike Parking	1%
MM T-2 End of Trip Facilities	1%
MM T-4: Proximity to Bike Path/Bike Lanes	1%
MM T-5: Pedestrian Network	1–5%
MM T-6: Pedestrian Barriers Minimized	
MM T-8: Traffic Calming	1–10%
MM T-12: Pedestrian Pathway Through Parking	1–4%
MM D-1: Office/Mixed-Use Density	0.1–2%
MM D-2: Orientation to Existing/Planned Transit Bikeway, or Pedestrian Corridor	0.4–1%
MM D-12: Infill Development	3–30%
MM D-17: Landscaping	0.05–1%
MM E-13: Cool Roof Surfaces	0.05–1%
MM E-23: Low-Water Use Appliances	0.05–1%
Total	***9.6–58%***

SOURCE: CAPCOA, January 2008

According to the 2008 OPR technical advisory, although climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a

significant cumulative impact on the environment. Reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions may be used as a means to avoid or substantially reduce the cumulative impact of a project. The project would incorporate all feasible GHG reduction measures recommended by the CCAT, CAPCOA, and the California Attorney General. Incorporation of General Plan Update policies as well as measures outlined by CCAT, CAPCOA, and the California Attorney General is estimated to reduce overall GHG emissions by between 9.6 and 58 percent in future developments within the City of Agoura Hills. However, the details of these future developments are unknown at this time, and it is not currently known which policies and measures would apply to individual projects. Therefore, emissions (including vehicle emissions) are based on the estimated maximum buildout allowed by the General Plan Update. Development projects resulting from implementation of the General Plan Update would be required to undergo separate environmental review as development project applications are submitted to the City, at which time GHG emissions would be quantified.

According to the guidance in the draft CEQA Guideline Section 15064.4, a project may be considered to help attainment of the state's goals (AB 32) by being consistent with the plans, programs, and regulations adopted to implement AB 32. The reduction strategies contained within the CCAT Report to the Governor outline strategies for meeting the Governor's emission reduction targets contained in Executive Order S-3-05. The General Plan Update goals and policies that are in compliance with CCAT strategies have been described in Table 4.15-7 (GHG Reducing Measures). Many of the CCAT strategies are applicable only to agencies such as the California ARB. Therefore, other sources, including the California Attorney General and CAPCOA, have been used to identify additional measures that would be available to the project to reduce emissions of GHGs.

To provide some quantification of the magnitude of reduction that incorporation of the draft goals and policies would provide, a summary of estimated reduction provided by incorporation of CCAT, CAPCOA, and California Attorney General measures demonstrates an estimated reduction of GHG emissions between 9.6 and 58 percent. Further, Draft CEQA Guideline 15064.4(b)(2) states that a lead agency may rely on qualitative or other performance-based standards for estimating the significance of GHG emissions. Therefore, since the project includes measures/policies that are consistent with strategies recommended by the CCAT, CAPCOA, and the California Attorney General and Policy NR-10.1 (Climate Change) requires that the City comply with all state requirements for climate change and GHG reduction (which may include conducting any baseline emissions inventory or preparing specific GHG reduction plans), the impacts associated with GHG emissions during project operation are considered ***less than significant*** (Class II). No mitigation measures are required.

Significant and Unavoidable Impacts

There are no significant and unavoidable impacts from implementation of the General Plan Update with regard to green house gases and/or climate change.

Cumulative Impacts

Due to the nature of assessment of GHG emissions and the effects of global climate change, impacts can currently only be analyzed from a cumulative context. Therefore, the analysis provided above includes the analysis of both the project and cumulative impacts. Impacts are considered ***less than significant*** (Class II).

Mitigation Measures

With implementation of policies within the General Plan Update, all impacts will be reduced to less-than-significant levels. No mitigation measures are necessary.

Final Level of Significance

With the implementation of the General Plan Update policies and application of all local, state, and federal regulations pertaining to green house gases and climate change, impacts would be ***less than significant*** (Class II). Cumulative impacts would also be considered ***less than significant*** (Class II).

4.15.4 Draft General Plan Goals and Policies

Policies relating to energy were identified in the Community Conservation and Development Chapter; Infrastructure and Community Services Chapter; and Natural Resources Chapter of the General Plan Update.

Goal LU-1 **Growth and Change.** Sustainable growth and change through orderly and well-planned development that provides for the needs of existing and future residents and businesses, ensures the effective and equitable provision of public services, and makes efficient use of land and infrastructure.

Policy LU-1.2 **Development Locations.** Prioritize future growth as infill of existing developed areas re-using and, where appropriate, increasing the intensity of development on vacant and underutilized properties, in lieu of expanded development outward into natural areas and open spaces. Allow for growth on the immediate periphery of existing development in limited designated areas, where this is guided by standards to assure seamless integration and connectivity with adjoining areas and open spaces.

Goal LU-5 **City Sustained and Renewed.** Development and land use practices that sustain natural environmental resources, the economy, and societal well-being for use by future generations, which, in turn, reduce greenhouse gas emissions and impacts on climate change.

Policy LU-5.1 **Sustainable Building Practices.** Promote sustainable building practices that utilize materials, architectural design features, and interior fixtures and finishings to reduce energy and water

consumption, toxic and chemical pollution, and waste in the design and construction of buildings.

Policy LU-5.2 **Existing Structure Reuse.** Encourage the retention of existing structures and promote their adaptive reuse with "green" building technologies in accordance with a green building standard, such as Leadership in Energy and Environmental Design (LEED™), or other equivalent.

Policy LU-5.3 **Heat Island Effect.** Seek innovative ways to reduce the "heat island effect" by promoting such features as white roofs, light-colored hardscape paving, and shade structures and trees, and by reducing the extent of unshaded parking lots.

Policy LU-5.4 **Sustainable Land Development Practices.** Promote land development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and waste, incorporating such techniques as:

- Concentration of uses and design of development to promote walking and use of public transit in lieu of the automobile
- Capture and re-use of stormwater on-site for irrigation
- Orientation of buildings to maximize opportunities for solar energy use, daylighting, and ventilation
- Use of landscapes that protect native soil, conserve water, provide for wildlife, and reduce green waste
- Use of permeable paving materials
- Shading of surface parking, walkways, and plazas
- Management of wastewater and use of recycled water

Goal LU-7 **Livable and Quality Neighborhoods.** Neighborhoods that provide a variety of housing types, densities, and design, and a mix of uses and services that support the needs of their residents.

Policy LU-7.5 **Walkable Neighborhoods.** Maintain sidewalks, parkways, street tree canopies, and landscaping throughout the residential neighborhoods to promote walking as an enjoyable and healthy activity, and alternative to automobile use.

Goal LU-13 **Well-Designed and Attractive Districts.** Retail centers and corridors that are well-designed and attractive, providing a positive experience for visitors and community residents, and fostering business activity.

Policy LU-13.6 **Bicycle Facilities.** Encourage developers of commercial retail centers to incorporate facilities that promote customer and employee access by bicycles, such as secured storage, showers, and lockers.

Goal LU-15 **Quality Business Parks.** A diversity of business parks accommodating office and light industrial uses that provides a variety of job opportunities for Agoura Hills' residents.

Policy LU-15.5 **Bicycle Facilities.** Encourage major business park and industrial business park projects to incorporate facilities that promote employee access by bicycles, such as secured storage, showers, and lockers.

Goal M-3 **Intelligent Transportation Systems.** A transportation system that utilizes advanced ITS technologies to maximize the efficiency and safety of the City's transportation system.

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

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

Goal M-4 **Ensuring Quality of Life.** A transportation system that meets existing and future demands by balancing the need to move traffic with the needs of residents.

Policy M-4.3 **Traffic Control Devices.** Encourage the use of innovative methods for traffic control (such as roundabouts and traffic circles), which can add character and create opportunity for improved aesthetics while effectively managing entry, speed, and points of conflict, in addition to traditional traffic control methods (such as stop signs and traffic signals), where appropriate. Consider the use of these innovative traffic control devices based upon the physical context and street hierarchy.

Policy M-4.4 **Truck Routes.** Maintain the designation of truck routes for commercial and industrial use to minimize impacts on residential neighborhoods. The City's designated truck routes are shown in Figure M-6 (Truck Routes).

Policy M-4.5 **Trucking Impacts.** Minimize noise and other impacts of truck traffic, deliveries, and staging on residential neighborhoods and mixed-use areas of the City.

Policy M-4.6 **Energy Reduction.** Promote the use of alternative energy sources for transportation related programs and measures to reduce greenhouse gas emissions within the City, including the use of low-emission vehicles in the City's fleet system.

Goal M-5 **Neighborhood Traffic Management.** Minimized through traffic in neighborhoods adjacent to major travel routes.

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

Goal M-6 **Alternative Transportation.** Reduced reliance on single-occupancy vehicle travel through the provision of alternative travel modes and enhanced system design.

Policy M-6.1 **Efficient System.** Promote the most efficient use of the City's existing transportation network and encourage the integration of alternative modes into design standards and future improvements.

Policy M-6.2 **Mode Choice.** Expand the choices of available travel modes to increase the freedom of movement for residents and reduce reliance on the automobile. Ensure that existing and future infrastructure will be adequate for future transportation modes.

Policy M-6.3 **Design of Alternative Modes.** New roadways and future street-improvement projects shall be bicycle- and pedestrian-friendly in design.

Policy M-6.4 **Design Enhancements.** Enhance bus stops with amenities such as street trees, benches, bus shelters and waste receptacles, public art or other measures.

Policy M-6.5 **Education.** Promote non-motorized transportation through encouragement and education.

Goal M-7 **Pedestrians.** Transportation improvements and development enhancements that promote and support walking within the community.

Policy M-7.1 **Walkability.** Create a pedestrian environment accessible to all that is safe, attractive, and encourages walking. Maintain and promote the walkability within the City by identifying and completing deficient links within the sidewalk system.

Policy M-7.2 **Pedestrian Connectivity.** Preserve and enhance pedestrian connectivity in existing neighborhoods and require a well-connected pedestrian network linking new and existing developments to adjacent land uses, including commercial uses, schools, and parks.

Policy M-7.3 **Pedestrian Experience.** Promote walking and improve the pedestrian experience with streetscape enhancements and by orienting future development toward the street, where appropriate.

Policy M-7.4 **Walkable Developments.** Encourage mixed-use development so that it is possible for a greater number of short trips to be made by walking.

Goal M-8 **Bikeways.** Enhanced bicycle facilities throughout Agoura Hills for short trips and recreational uses.

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

Policy M-8.2 **Continuous Bikeway Connectivity.** Provide a bicycle network that is continuous, closes gaps in the existing system, and permits easy bicycle travel throughout the community and the region.

Policy M-8.3 **Recreational Biking.** Encourage recreational biking and promote the community's mountain biking trail system to residents and visitors.

Policy M-8.4 **Bicycling Safety.** Establish a Bicycle Safety Program that aims to educate the public about the safe use of bicycles on the City's bikeways.

Policy M-8.7 **Bicycle Parking.** Developments shall provide for bicycle parking facilities.

Goal M-9 **Transit.** Transit options that are a viable component of the City's multi-modal transportation system.

Policy M-9.1 **Transit Commuting.** Encourage the use of public transportation for commuting trips by collaborating with regional transit agencies to provide additional transit options for service to Agoura Hills.

Policy M-9.2 **Transit Planning.** Encourage transit planning as an integral component of the development review process, and identify recommended transit routes and stations as part of long-range planning efforts.

Policy M-9.3 **Citywide Shuttle Service.** Explore an intercity shuttle system to promote transit trips between residential, commercial, and community areas and enhance mobility for non-driving older adults, children, and persons with disabilities.

Policy M-9.4 **Local Transit.** Explore the feasibility of expanding the services of the existing transit programs and other appropriate transit programs.

Goal M-10 **Transportation Demand Management.** The successful application of TDM measures to reduce reliance on single-occupancy vehicles for everyday travel.

Policy M-10.1 **Current Techniques.** Actively utilize current TDM techniques to aid in the reduction of single-occupancy vehicle trips.

Policy M-10.2 **Trip Reduction.** Encourage existing and new developments to participate in trip reducing activities.

Policy M-10.3 **Ride Share.** Actively promote the use of ride-sharing and ride-matching services, for both residents and non-residents.

Policy M-10.4 **City Employees.** Establish a TDM program for the City of Agoura Hills' employees.

Policy M-10.5 **Preferential Parking.** Encourage the availability of preferential parking in selected areas for designated carpools.

Goal M-11 **Parking.** Parking that is convenient and efficient for the use of residents, workers, and visitors.

Policy M-11.1 **Parking Standards and Design.** Ensure that off-street parking and on-street parking requirements are adequate and that parking is designed to be sensitive to both context and environment. Include safety considerations (i.e., lighting and landscape design) in the parking standards and design.

Policy M-11.2 **Shared Parking.** Maximize shared parking opportunities for uses with varied peak parking periods and for developments providing a TDM program.

Policy M-11.3 **Efficient Parking Design.** Strive to provide an appropriate balance between providing adequate amounts of parking and reducing the amount of land devoted to parking through measures such as parking structures, underground parking, and shared parking.

Goal M-12 **Regional Circulation System.** A comprehensive transportation system that is coordinated with adjacent jurisdictions and regional planning efforts.

Policy M-12.2 **Regional Coordination.** Support regional efforts by the Los Angeles County Metropolitan Transportation Authority (Metro or MTA) and the Southern California Association of Governments (SCAG) to reduce single-occupancy vehicle travel, such as goals and measures identified in Metro's Long Range Transportation Plan and SCAG's Regional Transportation Improvement Program.

Policy M-12.3 **Efficiency.** Support regional planning efforts that maximize the efficiency of existing transportation facilities.

Policy M-12.4 **Regional Transit Planning.** Collaborate with regional transportation and transit agencies for the efficient allocation of transit and transportation resources.

Policy M-12.5 **Freeway Enhancements.** Work with regional agencies and Caltrans to achieve timely implementation of programmed freeway and interchange improvements.

Policy M-12.6 **Capital Improvements Program.** Identify and prioritize transportation improvement projects for inclusion in the City's Capital Improvements Program (CIP) and to guide the City's applications for regional, state or federal funds.

Goal U-4 **Solid Waste Collection and Disposal Operations.** Control and reduction of solid waste generation and disposal.

Policy U-4.2 **Diversion of Waste.** Require recycling, green recycling/composting, and waste separation to reduce the volume and toxicity of solid wastes sent to landfill facilities, with the objective of diverting nonhazardous waste to a certified

recycling processor, consistent with state mandates for landfill diversion.

Policy U-4.4 **Community Education.** Continue to publicize and educate the public about waste reduction techniques, programs, and facilities.

Policy U-4.5 **Recycling for New Development.** Require new development to incorporate recycling locations into the project.

Policy U-4.7 **Recycling and Reuse of Construction Wastes.** Continue the commercial solid waste/recycling program, consistent with state requirements for diversion, for waste collection from all commercial program providers, including recycling materials generated by the demolition and remodeling of buildings.

Policy U-4.8 **Residential Waste Recycling.** Continue to provide recycling as part of regular residential curbside service, including green and equestrian waste recycling.

Policy U-4.9 **Non-Residential Waste Recycling.** Continue to require non-residential uses and businesses to participate in the City's commercial recycling program.

Policy U-4.10 **Community Clean-Up Events.** Continue to sponsor and help coordinate annual clean-up events, in which volunteers and community organizers help pick up litter at parks and other public areas.

Goal U-5 **Energy Provision and Conservation.** Adequate, efficient, and environmentally sensitive energy service for all residents and businesses.

Policy U-5.1 **New Development Requirements.** Require that new development be approved contingent upon its ability to be served by adequate natural gas and electric facilities and infrastructure.

Policy U-5.2 **Adequate Facilities.** Coordinate with Southern California Edison (SCE) and Southern California Gas Company (SCGC) to ensure that adequate electric and natural gas facilities are available to meet the demands of existing and future development, and to encourage conservation techniques.

Policy U-5.3 **Solar Access.** Ensure that sites, landscaping, and buildings are configured and designed to maximize and protect solar access.

Policy U-5.4 **Energy Efficient Incentives.** Coordinate with relevant utilities and agencies to promote energy rebate and incentive programs offered by local energy providers to increase energy efficiency in older neighborhoods and developments.

Policy U-5.5 **Undergrounding of Utilities.** Require applicants to comply with the City's undergrounding of utilities ordinances and

policies and pursue a variety of funding opportunities to assist in supporting future efforts to underground existing utilities.

Policy U-5.6 **Energy Conservation.** Install energy-efficient appliances and alternative-energy infrastructure, such as solar energy panels (photovoltaic panels) within all new City facilities and within existing facilities, as feasible.

Policy U-5.7 **Solar Panels in Projects.** Provide incentives for use of solar energy in new development.

Goal CS-1 **Park and Recreation Facilities.** Balanced and comprehensive recreation facilities for the Agoura Hills community.

Policy CS-1.3 **Bicycle and Pedestrian Connections.** Connect recreational facilities with walking paths, trails, bikeways, and equestrian trails.

Policy CS-1.4 **Bicycle Racks.** Require the installation of bicycle racks at parks and community centers.

Goal NR-5 **Water Conservation.** Minimization of water consumption through conservation methods and other techniques.

Policy NR-5.1 **Water Conservation and Education.** Continue to support the efforts of the Las Virgenes Municipal Water District in water conservation in the City, both through minimizing the consumption of water and through public education.

Policy NR-5.2 **Water Conservation Measures.** Require water conservation measures/devices that limit water usage for all new construction projects, including public facilities, such as the use of water-efficient landscaping and irrigation, on-site stormwater capture as feasible, low-flow and efficient plumbing fixtures, and the use of recycled water for irrigation.

Policy NR-5.3 **Water-Efficient Landscaping and Irrigation.** Require that drought-tolerant landscaping, water-efficient irrigation systems be installed, and recycled water be used for landscaping, as feasible, for all private and City landscaping and parkways. Encourage such landscaping and irrigation, as appropriate, in private development.

Policy NR-5.4 **Optimum Timing for Water Irrigation.** Require that all irrigation systems irrigate at optimum times of the day, as recommended by the Las Virgenes Municipal Water District, and consider the use of weather sensors, to facilitate optimum irrigation and other technology for monitoring and control. Encourage such irrigation timing for private development.

Policy NR-5.5 **Recycled Water.** Work with the Las Virgenes Municipal Water District in further creating opportunities for recycled water to irrigate the public landscape, provided that the heavy metal and

salt content of recycled water will not interfere with plant growth.

Goal NR-9 **Energy Conservation.** Provision of affordable, reliable, and sustainable energy resources to residents and businesses.

Policy NR-9.1 **Public Outreach.** Promote energy conservation measures and options to all residents, businesses, contractors, and consultants.

Policy NR-9.2 **Energy Conservation for City Facilities.** Implement energy-conserving measures for all existing City facilities, as feasible. For new City facilities, incorporate energy-conserving measures to the extent practical.

Goal NR-10 **Greenhouse Gas Reduction.** Reduce emissions from all activities within the City boundaries to help mitigate the impact of climate change.

Policy NR-10.1 **Climate Change.** Comply with all state requirements regarding climate change and greenhouse gas reduction and review the progress toward meeting the emission reductions targets.

Policy NR-10.2 **Regional Coordination.** Ensure that that any plans prepared by the City, including the General Plan, are aligned with, and support any regional plans to help achieve reductions in greenhouse gas emissions.

Policy NR-10.3 **Outreach and Education.** Partner with local agencies and organizations to coordinate outreach and education regarding the effects of greenhouse gas emissions and climate change.

4.15.5 References

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CHAPTER 5 Other CEQA Considerations

5.1 INTRODUCTION

This chapter presents the evaluation of types of environmental impacts required by CEQA that are not covered within the other chapters of this EIR. In particular, Section 15126 of the CEQA Guidelines requires that all aspects of a project must be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, the EIR must also identify (1) significant environmental effects of the proposed project; (2) significant environmental effects which cannot be avoided if the proposed project is implemented; (3) significant irreversible environmental changes which would be involved in the proposed project should it be implemented; (4) growth-inducing impacts of the proposed project; (5) the mitigation measures proposed to minimize the significant effects; and (6) alternatives to the proposed project.

5.2 GROWTH-INDUCING IMPACTS

As required by the CEQA Guidelines, an EIR must include a discussion of the ways in which the proposed project could directly or indirectly foster economic development or population growth, or the construction of additional housing and how that growth would, in turn, affect the surrounding environment (CEQA Guidelines Section 15126.2(d)). Growth can be induced in a number of ways, including the elimination of obstacles to growth, or through the stimulation of economic activity within the region. The discussion of removal of obstacles to growth relates directly to the removal of infrastructure limitations or regulatory constraints that could result in growth unforeseen at the time of project approval. Under CEQA, a determination whether induced growth is beneficial or detrimental is not necessarily made, but rather an analysis of the impacts of such growth must be analyzed. Induced growth is considered a significant impact only if it affects (directly or indirectly) the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth, in some other way, significantly affects the environment.

In general, a project may foster spatial, economic or population growth in a geographic area if it meets any one of the criteria identified below:

- The project removes an impediment to growth (e.g., the establishment of an essential public service, or the provision of new access to an area)
- The project results in the urbanization of land in a remote location (leapfrog development)
- Economic expansion or growth occurs in an area in response to the project (e.g., changes in revenue base, employment expansion, etc.)
- The project establishes a precedent-setting action (e.g., a change in zoning or general plan amendment approval)

If a project meets any one of these criteria, it may be considered growth inducing. Generally, growth-inducing projects are either located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure, such as sewer and water facilities or roadways, or encourage premature or unplanned growth. The discussion of the removal of obstacles to growth relates directly to the removal of infrastructure limitations (typically through the provision of additional capacity or supply), or the reduction or elimination of regulatory constraints on growth that could result in growth unforeseen at the time of project approval. A physical obstacle to growth can involve the lack of public service infrastructure. The extension of public service infrastructure, including roadways, water mains, and sewer lines, into areas that are not currently provided with these services would be expected to support new development. Similarly, the elimination or change to a regulatory obstacle, including existing growth and development policies, could result in new growth.

5.2.1 Removal of Obstacles to Growth

The General Plan encourages the reuse and intensification of previously developed areas of the City rather than the extension of urban development into undeveloped areas of the City. Development under the General Plan Update is programmed for areas of the City that are developed and are served by an extensive network of electricity, water, sewer, storm drain, roadways, and other infrastructure sized to accommodate or allow for existing and planned growth. Only minor connections would be needed to accommodate new development As no new major roads or highways have been proposed to provide new access to the City, the General Plan Update would not be removing an impediment to growth. The General Plan Update would not facilitate development in any undeveloped areas where development could not already occur under the current General Plan or existing Specific Plans. Instead, the General Plan Update focuses on infill development and increasing density on existing uses within identified Subareas. Therefore, the General Plan Update would not result in the removal of obstacles to growth that would result in growth-inducing development.

5.2.2 Population Growth

As discussed in Section 4.10 (Population and Housing), SCAG projections anticipate the City's population will increase by 165 residents by 2035 (from 2008 DOF estimates). Section 4.10 goes on to state that, under full buildout of the General Plan Update, the City's 2035 population is expected to increase by 1,650 persons. This would result in 1,892 more people living within the City of Agoura Hills by 2035 than under the governing SCAG plan. Upon buildout of the General Plan Update in 2035, the City's population is estimated to be 25,394 people, which is an increase of 8.8 percent over the numbers used for the 2009 DOF estimates. These projected increases in population would occur due to the focus on infill development within the General Plan Update and previously approved Specific Plans. While the General Plan Update proposes additional population beyond SCAG 2035 forecasts, SCAG updates its projections on a regular basis to account for actions such as a General Plan Update in its member jurisdictions. Therefore, the General Plan Update is accommodating for continued growth expected in the region, and is not necessarily inducing said growth.

Furthermore, the potential growth in the City under the proposed General Plan Update consists of infill development, development within existing Specific Plan areas, and intensification of existing uses within the City, and would not result in the urbanization of land in a remote location. Developed areas of the City are served by an extensive network of electricity, water, sewer, storm drain, roadways, and other infrastructure sized to accommodate or allow for existing and planned growth. As no new major roads or highways have been proposed to provide new access to the City, the General Plan Update would not be removing an impediment to growth. Instead, proposed development under the General Plan Update would serve to accommodate growth that will imminently occur in the Southern California region, as captured by SCAG projections in previous and future updates of their RTP. Therefore, the General Plan Update would not be growth inducing or set new precedent for growth, but rather would adequately plan for expected growth.

5.2.3 Employment Growth

Implementation of the General Plan Update would generate some short-term employment opportunities during construction activities of any future development under the proposed General Plan Update. Given the ample supply of construction workers in the regional work force of Southern California, the labor pool from which workers would be drawn, the proposed project would not be considered growth inducing from a short-term employment perspective.

Implementation of the General Plan Update would result in permanent employment opportunities at business developments created by development anticipated under the General Plan Update. These potential full-time and part-time positions are anticipated to be filled by the local labor force. The jobs associated with the new land use zones in the Subareas could be the types that attract new residents to the area. However, Agoura Hills is a primarily residential community, and has an existing employment base from which to pull employees. The economic expansion that would occur in association with these future developments is accounted for in the General Plan Update and anticipated by the City, and is not considered growth inducing.

5.2.4 Precedent Setting Actions

It is the specific purpose of the General Plan Update to preserve the community of Agoura Hills and accommodate for its orderly development. Therefore, by its nature, the General Plan Update is designed to reduce the potential for uncontrolled growth and associated environmental impacts.

The anticipated growth under the General Plan Update would consist of primarily infill development and intensification of existing uses within the City as well as implementation of previously approved Specific Plan areas, and would not result in the urbanization of land in a remote location. New development in the City would serve to accommodate the growth anticipated in the Southern California region, as captured by SCAG projections in previous and future updates of their RTPs. A General Plan is a regulatory document that plans for future growth and guides this identified development. As such, the General Plan Update would accommodate for future growth and would reduce the potential for uncontrolled growth. This process (and subsequent document) is in direct contrast to future,

unanticipated actions such as General Plan amendments or changes to the zoning of individual properties on a piece-meal basis. Therefore, by accommodating growth that is already projected by SCAG, the General Plan Update would not be growth inducing or to be precedent-setting.

5.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by a proposed project. Specifically, Section 15126.2(c) states:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts, and particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The implementation of the General Plan Update would entail the commitment of energy and human resources for the associated changes. Resources will also be committed for the construction of future development that occurs under the General Plan Update.

Ongoing operation of developments under the General Plan Update would entail a further commitment of energy resources in the form of petroleum products (diesel fuel and gasoline), natural gas, electricity, and water. Long-term impacts would also result from an increase in vehicular traffic, and the associated air pollutant and noise emissions. This commitment of resources would be a long-term obligation in view of the fact that, practically speaking, it is impossible to return the land to its original condition once it has been developed. In summary, implementation of the General Plan Update would involve the following irreversible environmental changes to existing on-site natural resources:

- Commitment of energy and water resources as a result of the construction, operation and maintenance of development allowed under the General Plan Update
- Decrease in ambient air quality and increase in noise

5.4 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with implementation of feasible mitigation measures. The following significant, unavoidable adverse impacts would result from project implementation.

- **Air Quality**
  - > **Project Specific**—Development under the General Plan Update could increase concentrations of criteria air pollutants in the project vicinity during construction and operational activities, which would exceed emissions allowed under the localized significance thresholds.
  - > **Cumulative**—The General Plan Update is not consistent with the 2007 AQMP. Therefore, the project is considered to have a significant cumulative impact.

> **Mitigation Measures**—The following mitigation measures would be used to reduce construction emissions associated with implementation of the proposed General Plan Update, even though the impact would remain significant and unavoidable:

MM4.2-1 *The City shall require future development within City limits to implement the following measures to the extent feasible:*

Fugitive Dust Control Measures

- *Water trucks shall be used during construction to keep all areas of vehicle movements damp enough to prevent dust from leaving the site. At a minimum, this will require twice daily applications (once in late morning and once at the end of the workday). Increased watering is required whenever wind speed exceeds 15 mph. Grading shall be suspended if wind gusts exceed 25 mph.*
- *The amount of disturbed area shall be minimized and onsite vehicle speeds shall be limited to 15 mph or less.*
- *If importation, exportation and stockpiling of fill material is involved, earth with 5% or greater silt content that is stockpiled for more than two days shall be covered, kept moist, or treated with earth binders to prevent dust generation. Trucks transporting material shall be tarped from the point of origin or shall maintain at least two feet of freeboard.*
- *After clearing, grading, earth-moving or excavation is completed, the disturbed area shall be treated by watering, revegetation, or by spreading earth binders until the area is paved or otherwise developed.*
- *All material transported off-site shall be securely covered to prevent excessive amounts of dust.*

NO_X Control Measures

- *When feasible, electricity from temporary power poles on site shall be utilized rather than temporary diesel or gasoline generators.*
- *When feasible, on site mobile equipment shall be fueled by methanol or natural gas (to replace diesel-fueled equipment), or, propane or butane (to replace gasoline-fueled equipment).*
- *Aqueous Diesel Fuel or biodiesel (B20 with retarded fuel injection timing), if available, shall be used in diesel fueled vehicles when methanol or natural gas alternatives are not available.*

VOC Control Measures

- *Low VOC architectural and asphalt coatings shall be used on site and shall comply with AQMD Rule 1113-Architectural Coatings.*

Other Ozone Precursor Control Measures

- *Equipment engines should be maintained in good condition and in proper tune as per manufacturer's specifications.*
- *Schedule construction periods to occur over a longer time period (i.e., lengthen from 60 days to 90 days) during the smog season so as to minimize the number of vehicles and equipment operating simultaneously.*
- *Use new technologies to control ozone precursor emissions as they become readily available.*

- **Cultural Resources**
  - > **Project Specific**—Development activities resulting from implementation of the General Plan Update could cause a substantial adverse change in a historical resource that could possibly be identified in the future as being historically significant under state or federal criteria.
- **Noise**
  - > **Project Specific**—Due to the proximity of new development to existing sensitive receptors, the proposed project could increase noise and vibration during construction and operational activities, to levels that are considered unacceptable.
- **Population, Housing, and Employment**
  - > **Cumulative**—Although the increase in population, housing, and employment anticipated from the General Plan Update is not considered significant in a regional context, because this information has not yet been considered by SCAG in its projections for 2035, the project is considered to have a significant cumulative impact.
- **Transportation/Traffic**
  - > **Project Specific—**Development under the General Plan Update would result in an increased trip generation throughout the City that is substantial in relation to the existing traffic load and capacity of the street system with respect to the number of vehicle trips or congestion along roadways, resulting in a significant and unavoidable impact.
  - > **Cumulative—**Due to the increase of traffic volumes on local roadways due to both the General Plan Update and growth in surrounding areas, cumulative impacts would be significant and unavoidable.
- **Utilities—Solid Waste**
  - > **Cumulative**—The future of landfill capacity at landfills currently serving the City is somewhat uncertain. Additionally, the potential for increased waste diversion and recycling in the future is unknown. Although the project itself would have a less than significant contribution to this effect, impacts associated with cumulative development are considered significant and unavoidable.

5.5 EFFECTS NOT FOUND TO BE SIGNIFICANT

The following impacts were found not to be significant and were therefore not further analyzed in this EIR.

Agricultural Resources

Potential impacts to Agriculture Resources were determined not to be significant. As presented in Figure LU-3 (Land Use Diagram) of the General Plan Update, there is no land designated for agricultural purposes within the City and there are no agricultural uses within the City. As such, no farmland would be at risk for conversion and no conflicts would exist with any *Williamson Act* contracts due to implementation of the General Plan Update. Therefore, impacts to Agricultural Resources were not further analyzed in this EIR.

Mineral Resources

Potential impacts to Mineral Resources were determined not to be significant. As determined by the General Plan Update, there is no land designated for uses, such as collection of mineral resources within the City limits. No known valuable mineral resources or recovery sites exist within the City, and, therefore, none would be lost with implementation of the General Plan Update. The Liberty Canyon area is the only location within Agoura Hills where mining activities have been documented. For a brief period, sand was extracted from this area and was used for general filling purposes at local construction sites. Therefore, impacts to Mineral Resources were not further analyzed in this EIR.

5.6 REFERENCES

California Department of Finance (California DOF). 1980. *Report 84 E-4, Population Estimates for California Counties and Cities: January 1, 1976, through January 1, 1980*.

CHAPTER 6 Alternatives to the Proposed Project

6.1 INTRODUCTION

Section 15126.6(a) of the CEQA Guidelines requires that an EIR describe a range of reasonable Alternatives to the project or to the location of the project that could feasibly attain the basic objectives of the project while reducing significant project impacts. An EIR is not required to consider every conceivable Alternative to a project; rather, it must consider a range of potentially feasible Alternatives that will foster informed decision-making and public participation. In addition, an EIR should evaluate the comparative merits of the Alternatives. Therefore, this chapter sets forth potential Alternatives to the proposed project and evaluates them, as required by CEQA.

Key provisions of the CEQA Guidelines relating to the Alternatives analysis (Section 15126.6 et seq.) are summarized below:

- The discussion of Alternatives shall focus on Alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these Alternatives would impede to some degree the attainment of the project objectives, or would be more costly.
- The "no project" Alternative shall be evaluated along with its impact. The "no project" analysis shall discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the proposed project is not approved.
- The range of Alternatives required in an EIR is governed by a "rule of reason"; therefore, the EIR must evaluate only those Alternatives necessary to permit a reasoned choice. The Alternatives shall be limited to those that would avoid or substantially lessen any of the significant impacts identified for the proposed project.
- With regard to alternative locations, only locations that would avoid or substantially lessen any of the significant impacts of the proposed project need be considered for inclusion in the EIR.
- An EIR need not consider an Alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

6.1.1 Rationale for Selecting Potentially Feasible Alternatives

Alternatives may include such changes to the proposed project as modification of the proposed project, altogether different uses, or suitable alternative project sites. However, the range of Alternatives discussed in an EIR is governed by a "rule of reason" which CEQA Guidelines Section 15126.6(f) defines as:

> … set[ting] forth only those Alternatives necessary to permit a reasoned choice. The Alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those Alternatives, the EIR need examine in detail only the ones that the lead agency

> determines could feasibly attain most of the basic objectives of the project. The range of feasible Alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making.

Among the factors that may be taken into account when addressing the feasibility of Alternatives (as described in CEQA Guidelines Section 15126.6(f)(1)) are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the project proponent could reasonably acquire, control, or otherwise have access to an Alternative site. An EIR need not consider an Alternative whose effects could not be reasonably identified, and whose implementation is remote or speculative.

For purposes of this analysis, the project alternatives are evaluated to determine the extent to which they attain the basic project objectives, while seeking to lessen significant impacts identified for the proposed project. The process of updating the General Plan has involved extensive public participation and it represents the collective ideas of both residents and decision-makers. As such, all alternatives shall be evaluated against the Vision Statement adopted by the City during its public visioning process. The Vision Statement is as follows:

> Agoura Hills is a special place surrounded by the Santa Monica Mountains where oak trees and rolling hills abound. Here we seek to preserve our city's best qualities while striving to create a better community. The future Agoura Hills is an attractive city of growing sophistication that chooses to retain its small town look and feel. The city remains a safe place, where people live, work, play, and move about in an economically viable and environmentally sustainable community. Sensitive growth and economic development are means of perpetuating our quality of life. These are balanced with resource conservation, as the city's semi-rural ranching past, rich history and unique neighborhoods are respected, and open spaces and surrounding hillsides are preserved. Agoura Hills is a place where its citizens have opportunities to engage in their community through recreation, social and civic activities, schools, and neighborhood organizations.

6.2 ALTERNATIVES REJECTED AS INFEASIBLE

6.2.1 Alternatives Considered to Reduce Environmental Impacts

Air Quality

The significant air quality impacts that are identified in Section 4.2 (Air Quality) of the EIR (both project-specific and cumulative) are primarily the result of the nature of estimating individual projects and associated emissions that could occur through 2035. As discussed in Impact 4.2-2, "In the case of the General Plan Update, which is considered a project under CEQA, it is expected that a number of construction projects could occur every year simultaneously. Without adequate construction schedules or information regarding project locations and demolition requirements, future economic conditions or market demand, construction emissions for individual projects cannot be quantified; therefore, it would be difficult, if not impossible, to quantify the emissions related to construction activities under the General Plan Update as the amount and timing of each construction event is not known at this time. Because the thresholds are established for individual development projects and as certain development projects implemented under the General Plan Update could individually exceed the SCAQMD

thresholds, the total amount of construction within the City under the General Plan Update could also exceed the SCAQMD's recommended thresholds of significance." Any variation of a long-term planning document, regardless of land use changes, would result in similar significant impacts due to the speculative nature of individual development projects. The only way to reduce these impacts would be on an individual project basis, as each of the listed factors above would be known and emissions could then be estimated accurately to determine whether they would exceed SCAQMD thresholds. One individual development project is not considered a feasible Alternative for future land use changes in the City through 2035. Consequently, a specific Alternative to reduce significant air quality impacts identified for the proposed project was rejected as infeasible.

Noise

As discussed in Impact 4.9-6 and Impact 4.9-7, impacts related to noise and vibration will be significant and unavoidable with respect to operation and construction activities, respectively. Analysis performed in Section 4.9 (Noise) determined that these findings of significance would occur with or without the implementation of the General Plan from ambient growth occurring without the General Plan Update and from growth outside of the City. Additionally, many locations throughout the City currently experience noise levels that exceed the acceptable levels set forth by the City's Noise Ordinance. Therefore, noise impacts would occur with implementation of any alternative project. Thus, a specific alternative to reduce significant noise impacts identified for the proposed project was rejected as infeasible.

Traffic

As discussed in Section 4.13 (Transportation/Traffic), the General Plan Update is anticipated to result in a significant impact to traffic. A significant and unavoidable cumulative impact was also identified due to the potential contribution of trips by the proposed project to a cumulative total in the region that is currently somewhat unknown. This contribution and significant cumulative impact would occur with implementation of any alternative project. Thus, a specific alternative to reduce significant cumulative traffic impacts identified was rejected as feasible.

Solid Waste

As discussed in Section 4.14 (Utilities), the General Plan Update is not anticipated to result in a significant impact to solid waste. However, a significant and unavoidable cumulative impact was identified due to the potential for landfill closure prior to the planning horizon of the proposed General Plan Update. Additionally, the potential for growth in nearby communities that is currently unplanned could contribute to a significant cumulative solid waste impact. Neither the proposed project, nor any other individual project in Agoura Hills or adjacent communities, has the ability to control the future closure date of landfills that currently serve the region. Therefore, this significant cumulative impact would occur with implementation of any alternative project. Thus, a specific alternative to reduce significant cumulative solid waste impacts identified was rejected as feasible.

6.2.2 Alternative Site

As the General Plan Update is designed to guide the development within the City of Agoura Hills, an alternative site would not be an appropriate alternative to the proposed project.

6.2.3 All Residential or All Commercial

An alternative that considers a completely different mix of land uses was considered. Land use scenarios such as all residential for all new development or redevelopment would not achieve the objectives of the City, and could potentially cause greater impacts such as traffic and green house gases since residents would be forced to drive farther for shopping or employment. Further, this could increase other impacts that were previously identified as less than significant under the General Plan Update. Therefore, an alternative of this type was rejected from further analysis in the EIR because it does not meet the basic objectives of the proposed project listed above in the Vision Statement.

As with the all residential alternative above, an all non-residential development and redevelopment scenario could generate other impacts previously identified as less than significant under the General Plan Update and would not achieve the City's objectives. Therefore, an alternative of this type was rejected from further analysis in the EIR.

In general, an all residential project or all an non-residential project would present the same impacts as the proposed project, as these projects would still present new development to the community. However, neither scenario would include mixed-use development which has been identified to address one of the City's most important goals—to create a sustainable and economically viable community where people can live, work, and play. As such, alternatives of this type were rejected from further analysis.

6.3 ALTERNATIVES TO THE PROJECT

Three scenarios, representing a range of reasonable Alternatives to the proposed General Plan Update were selected for detailed analysis. The goal for evaluating any of these Alternatives is to identify ways to avoid or lessen the significant environmental effects resulting from implementation of the proposed General Plan Update, while attaining most of the project objectives.

Alternatives selected for further analysis include the following:

- **Alternative 1—No Build (Zero Growth under Existing General Plan)**—Under this Alternative, no future development would occur through 2035 under the existing General Plan (1993) and the General Plan Update would not take place. Therefore, all potential environmental impacts would be the same as existing conditions. This Alternative allows decision-makers to assess the impacts of approving the proposed project with the impacts of not approving the proposed project based on existing conditions and not approving any subsequent development proposals.
- **Alternative 2—No Project/Existing General Plan (1993) Buildout**—Under this Alternative, all future development would occur according to the existing General Plan (1993). This is the "No

Project" alternative, since no legislative changes would be required, and the 1993 General Plan would continue to be in effect. It is assumed that the buildout would occur by 2035. This Alternative would allow decision-makers to assess the impacts of not taking additional action with respect to land use and future development.

- **Alternative 3—Reduced Density**—As discussed in DEIR Section 4.13 (Traffic/Transportation), project-related traffic impacts along 16 roadway segments cannot be mitigated to less-than-significant levels. It was considered that a less intensive development plan may help to reduce these impacts. Project-related traffic impacts were categorized in two primary scenarios: (1) roadway segments that currently operate at sub-standard levels that would continue to operate at substandard levels in the future; and (2) roadway segments that currently operate at acceptable levels that would operate at substandard levels in the future with implementation of the General Plan Update. Alternative 3 seeks to reduce the impacts as categorized under Scenario 2 above where a nexus is evident between growth under the General Plan Update and identified traffic impacts. As such, four TAZs were selected within which development would be reduced. Under Alternative 3, development within TAZs 6, 8, 10, and 12 would be reduced by 25 percent except the following, which was not reduced: (1) residential areas outside of Subarea 5; and (2) the Agoura Village Specific Plan. These TAZs were selected as targeted reduction areas due to the amount of existing and projected traffic that occurs or would occur within the TAZ. In addition, reduced traffic tends to generate less air and noise pollution.

Table 6-1 (Comparison of Alternatives) identifies the level of development proposed under each of the identified alternatives.

Table 6-1 Comparison of Alternatives

Alternative	*Single Family Residential (Units)*	*Multi Family Residential (Units)*	*Retail/Service (sq. ft.)*	*Office/ BP (sq. ft.)*	*BP/ Manufacturing (sq. ft.)*
Alternative 1	0	0	0	0	0
Alternative 2	116	293	1,458,799	2,947,606	1,414,292
Alternative 3	116	394	451,342	1,000,480	216,614
General Plan Update (Project)	116	413	625,794	1,098,291	273,445

6.3.1 Alternative 1: No Build (Zero Growth under Existing General Plan)

Description

Implementation of the No Build Alternative would represent zero growth through 2035, or effectively represent existing conditions. The existing General Plan (1993) would continue to be the guiding document for development within the City but no growth would actually occur. Existing land use designations would remain the same. For Alternative 1, conditions that existed at the time the Notice of Preparation (NOP) was circulated would be used to assess the environmental impacts of Alternative 1.

Potential Impacts

Aesthetics

Under Alternative 1, no new development would occur through 2035. As a result, theoretically, the conditions that currently exist would be the same conditions in 2035. Currently, there are no officially designated scenic highways within the City of Agoura Hills. However, a portion of the US 101 Highway, which includes the length of the City, is identified as eligible for state scenic highway designation. A state scenic highway changes from "eligible" to "officially designated" when the local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, receives notification from Caltrans for scenic highway approval, and must also adopt ordinances to preserve the scenic quality of the corridor or document that such regulation already exists in local codes. Therefore, similar to the proposed project, no impacts would occur.

Under the existing General Plan (1993), the following roadways are considered valuable scenic resources in the community and are recognized as scenic roadways by the City:

- Reyes Adobe Road
- Kanan Road
- US 101/Ventura Freeway
- Canwood Street
- Roadside Drive
- Driver Avenue
- Thousand Oaks Boulevard.

However, since no new growth would occur, each of the roadways with valuable scenic resources would remain unchanged. Aesthetic impacts related to Alternative 1 would be less than the less-than-significant (Class II) impact identified for the proposed project.

Impacts related to a substantial change in the visual character of the City were found to be less than significant for the General Plan Update, as new development would be subject to new policies that would improve the overall aesthetics within the City. Since Alternative 1 assumes no new development, it is reasonable to assume that impacts would therefore be greater than the proposed project. However, as Alternative 1 would not allow for any new development, the impact would be less than significant (Class II). Additionally, while these impacts would be less than significant, they would be slightly greater than the proposed project because the goals and policies of the proposed General Plan Update that seek to improve the design and character of the City would not apply. Existing development would experience a natural deterioration but would not be rebuilt or renovated under Alternative 1.

Similar to impacts of the proposed project, impacts related to light and glare and the impact thereof on nighttime views would be less than significant. Existing urban land uses affect nighttime views but since no new development would occur, impacts would be considered less than significant (Class II).

Overall, aesthetics impacts resulting from Alternative 1 would be slightly greater than the proposed General Plan Update; however, because the existing General Plan (1993) would not provide the same level of benefits as the proposed project, Alternative 1 is considered to have a greater aesthetic impact.

Air Quality

Implementation of the proposed project was found to be inconsistent with the AQMP for the South Coast Basin. Because Alternative 1 assumes no future development, and the AQMP is based on the general plans (including buildout) of all of the cities in the Basin, Alternative 1 is expected to have a less-than-significant (Class II) impact. Furthermore, because no development would occur under Alternative 1, the risk for potential construction and operational air quality impacts is further reduced. It should be noted however, that existing development within the City would continue to contribute to air quality emissions in the Basin. The air quality impact of Alternative 1 would be less than that identified for the proposed project.

Biological Resources

Alternative 1 would not involve any new development. Therefore, impacts to biological resources would be less than significant (Class II). These impacts are similar (although slightly lesser) to impacts identified for the proposed project which would also result in less-than-significant (Class II) impacts to biological resources. However, the proposed project includes goals and policies to support the restoration of creeks and maintaining a 'green' infrastructure, as well as sustainable landscaping techniques. These beneficial policies would not be implemented under Alternative 1.

Cultural Resources

While considered unlikely for development allowed under the General Plan Update, the potential for unknown historic resources does exist and they may be encountered during development. As such, the General Plan Update would result in a significant and unavoidable (Class I) impact. Alternative 1 would also result in a significant unavoidable impact, as resources may still be demolished, although not due to new development. less severe impact than the proposed project because no development would occur. It should be noted that the proposed goals and policies included in the General Plan Update to benefit cultural and historical resources would not be implemented under Alternative 1.

Geology and Soils

Similar to the proposed project, Alternative 1 would expose people and/or structures to potentially substantial adverse effects resulting from strong seismic groundshaking or seismic-related ground failure due to the City's location within the seismically active Southern California region. All risks and impacts associated with geological and soil impacts identified for the General Plan Update would also apply to Alternative 1. However, as Alternative 1 does not include new development, Alternative 1 would result in the potential for less severe impacts. Existing development has been constructed in adherence with applicable laws and regulations current at the time of development. As no future development would occur and all existing development was constructed in accordance with regulations current at the time of development, impacts associated with rupture of a known earthquake fault, strong seismic groundshaking, seismic-related ground failure, and landslides would continue to be less than significant (Class II). Impacts of Alternative 1 would be similar to, but less than, the proposed project and would be considered less than significant.

Future development under the General Plan Update would result in ground-disrupting activities, such as excavation and trenching for foundations and utilities; soil compaction and site grading; and the erection of new structures, all of which would temporarily disturb soils. This could result in soil erosion. However, all project-level plans would be required to submit a Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) and comply with all applicable requirements such as preparation of a SWPPP, NPDES Regulations, and best management practices (BMPs). Such compliance, in addition to implementation of existing code requirements, would ensure that erosion and other soil instability impacts resulting from future construction would be less than significant (Class II) for the proposed project. Since Alternative 1 would not allow for new construction, no impact (Class III) would result. This impact would be less than that identified for the General Plan Update.

Hazards and Hazardous Materials

Both Alternative 1 and the proposed project would involve the use of hazardous materials in the form of basic cleaning materials, landscaping chemicals, and hazardous substances used by existing businesses within the City on an ongoing basis. Future development under the General Plan Update would also involve the use of hazardous materials during construction activities, and with more development allowed, may increase the amount of hazardous materials used in the City on an ongoing basis. However, development under the General Plan Update would be required to comply with applicable laws and regulations that would reduce the risk of hazardous materials use, transportation, and disposal through the implementation of established safety practices, procedures, and reporting requirements. Since Alternative 1 allows no new development, existing conditions are expected to remain. Section 4.6 (Hazards and Hazardous Materials) of this EIR determined that operation of existing land uses within the City does not pose a significant hazard. Continued compliance with existing regulations would minimize the risks associated with the exposure of sensitive receptors, including schools, to hazardous materials. Therefore, as no new development would be allowed under Alternative 1, potential impacts with respect to hazards and hazardous materials would be similar to, but less than, the proposed project and would remain less than significant (Class II).

Hydrology and Water Quality

Implementation of Alternative 1 does not involve the construction of any new development projects. Therefore, no construction impacts (Class III) related to hydrology and water quality would occur. This represents a lesser impact than the less-than-significant impact anticipated under the proposed project.

The proposed project was found to have less-than-significant (Class II) impacts related to a potential violation of any water quality standards or waste discharge requirements for construction and operational activities. Compliance with NPDES permit requirements, the 2005 UWMP, and General Plan Update policies would reduce the risk of water degradation within the City from the operation of new developments to the maximum extent practicable. Under Alternative 1, existing development and ongoing operations would be subject to the same regulations as the General Plan Update but would not have the benefit of the General Plan Update's protective water quality and hydrology policies. Nonetheless, as Alternative 1 would not allow for new development, impacts would be less than significant (Class II) and less than but similar to those anticipated under the General Plan Update.

Under the proposed project, impacts related to depletion of groundwater supplies or interference with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level, were found to be less than significant (Class II). All existing land uses and future development contemplated in the General Plan Update would utilize water from LVMWD, which receives its potable water from MWD. As Alternative 1 would not allow for additional growth, existing conditions would remain. Existing uses are not known to be substantially depleting groundwater sources or interfering with recharge. Therefore, Alternative 1 would result in somewhat lesser impacts than the General Plan Update, and result in less-than-significant (Class II) impacts to groundwater, similar to the proposed project.

With respect to drainage, the proposed General Plan Update would result in changes in ground surface permeability via paving as well as changes in topography via grading and excavation. However, policies proposed in the General Plan Update would require implementation of BMPs, incorporation of stormwater detention facilities as necessary, adequate design of drainage facilities, and minimization of increases in impervious areas to reduce impacts to less-than-significant (Class II) levels. Under Alternative 1 existing conditions would remain, without the benefit of the General Plan Update policies to ensure protection of resources. Nonetheless, since Alternative 1 would not allow for future development, it would result in a less-than-significant (Class II) impact similar to the proposed project.

Impacts related to the alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a waterway or the substantial increase in surface runoff resulting in flooding were found to be less than significant (Class II) with respect to the General Plan Update. In addition, impacts related to the exceedance of stormwater drainage systems were determined to be less than significant (Class II) for the proposed project. All development under the proposed project would comply with the proposed General Plan Update policies, NPDES regulations, CDFG regulations, as well as the preparation of, and compliance with, a SUSMP, which would reduce the risk of flooding from drainage alterations to less-than-significant (Class II) levels. Alternative 1 would not allow for additional development and existing development does not currently appear to result in significant hydrologic impacts. Therefore, Alternative 1 would have fewer impacts than the General Plan Update and would result in less-than-significant (Class II) impacts to hydrology, similar to the proposed project.

As discussed in Impact 4.7-5, the capacity of the existing storm drain infrastructure throughout the City is sufficient to handle existing stormwater flows. As Alternative 1 would not result in additional development that would generate a substantial amount of stormwater for the system, impacts resulting from Alternative 1 are considered less than significant (Class II). This would be similar to the proposed project.

The 100-year flood zone is primarily contained within Lindero Canyon, Liberty Canyon, Palo Comado Canyon, and Medea Creek and adjacent to Lindero Lake. However, some existing residential uses are located within the 100-year flood zone. Alternative 1 does not include new development, and thus would not place new structures, including housing, within the 100-year flood zone. Impacts are considered less than significant (Class II), similar to the proposed project.

The probability of dam failure in the area is low. The potential for this risk is the same for the proposed as Alternative 1. Development under the proposed General Plan Update would not increase the risk of dam failure, although it would increase the number of persons and amount of development exposed to this hazard. However, implementation of the flood protection policies contained in the proposed General Plan Update, and compliance with the existing Floodplain Ordinance, as described in Impact 4.7-8, would ensure that the proposed project would result in less-than-significant (Class II) impacts due to dam failure. As Alternative 1 would not allow for additional development and would not increase the number of people exposed to a potential hazard, Alternative 1 would result in a lesser impact than the proposed project.

The potential risk associated with inundation by tsunami is nil due to the City's elevation and distance from the Pacific Ocean. This impact is the same for Alternative 1 and the General Plan Update. In addition, there are no water bodies of significance size or elevation that could cause loss due to seiche. Potential risks from mudflow (i.e., mudslide, debris flow) would be considered prevalent, as slopes of 10% or more exist throughout the City. Prolonged rainfall during certain storm events would saturate and could eventually loosen soil, resulting in slope failure. However, this impact would be less than significant, the same for Alternative 1 and the proposed project.

Overall, impacts to hydrology under Alternative 1 would be less than the proposed General Plan Update.

Land Use

Alternative 1 would not allow for additional growth within the City. The existing General Plan (1993) would remain the underlying land use regulatory document, however, no growth would take place. Implementation of Alternative 1 would not result in impacts related to land use nor would it conflict with existing land use policies currently in place. Additionally, Alternative 1 would not divide an established community, nor would it conflict with a habitat conservation plan. Alternative 1 would result in a less-than-significant (Class II) impact, similar to that of the General Plan Update.

Noise

Implementation of Alternative 1 would not involve the use of construction equipment, as no new development would occur. Therefore, no impacts (Class III) related to construction noise would occur, which would be less than the less-than-significant (Class II) impacts anticipated under the proposed project.

Less-than-significant impacts related to an increase in ambient noise would occur as a result of Alternative 1. Although zero growth would occur, it is anticipated that ambient noise levels will still increase due to increased traffic from development outside of the City that would travel through Agoura Hills. With respect to a substantial permanent increase in ambient noise, implementation of the General Plan Update was found to have a less-than-significant (Class II) impact. This impact was determined based on a comparison of the General Plan Update buildout with the existing ambient noise levels. Implementation of Alternative 1 would also have a less-than-significant (Class II) impact, although lesser than that anticipated under the General Plan Update due to no new development.

Based on noise measurements and on existing and future noise modeling, noise levels in excess of City standards currently occur and would continue to occur in many residential areas and other noise-sensitive uses throughout the City. Traffic noise would be higher or louder in the future than it is now along all freeways and highways, and along most major arterial and collector roads in Agoura Hills due to development outside of the City, regardless of whether the General Plan Update is adopted or not. Therefore, impacts related to Alternative 1 would be significant and unavoidable as the condition currently exists and is expected to deteriorate as a result of development outside the City, similar to the proposed project. Implementation of Alternative 1 would have no impacts related to groundborne noise or vibration. Impacts related to vibration from construction activities associated with the General Plan Update were determined to be significant and unavoidable (Class I). Operational impacts resulting from vibration were found to be less than significant for the General Plan Update. No impact (Class III) would be expected, as no new development would occur under Alternative 1, which is less substantial than impacts under the proposed project.

Population and Housing

Alternative 1 would not allow for additional growth, and so no measurable increase in population, housing, or employment is expected within the City, resulting in no impact (Class III), although by no growth this alternative would be less than SCAG's forecasts. Alternatively, the General Plan Update would result in a less-than-significant (Class II) impact related to future increases in population, housing, and employment and consistency with SCAG's forecasts. Therefore, Alternative 1 would result in lesser impacts to population and housing than the proposed project.

Public Services

Implementation of Alternative 1 would not result in impacts to public services beyond the less-than-significant (Class II) levels identified for the proposed General Plan Update since no development is proposed. Current conditions indicate that the response times for police and fire services are at acceptable levels and impacts were determined to be less than significant (Class II).

According to Section 4.11 (Public Services) of this EIR, all of the public schools in Agoura Hills are operating below maximum capacity. Impacts of the General Plan Update were found to be less than significant (Class II) due to the implementation of Goal CS-8 (Education System) and Policy CS-8.2 (Expand and Improve Facilities). As Alternative 1 would not generate additional school-aged children, Alternative 1 would not put additional strain on the school system and would result in a less-than-significant (Class II) impact. However, although both Alternative 1 and the proposed project are considered to result in a less-than-significant level of impact to schools, Alternative 1 would result in a slightly lesser impact than the proposed project.

Impacts to libraries as a result of Alternative 1 would be similar to that of the General Plan Update: less than significant. Circulation levels have remained consistent over the past few years. Based on an anticipated population increase under the General Plan Update, the proposed project could increase demand on library services. However, this would be a less-than-significant impact. As Alternative 1

would not result in an increase in population which could generate additional demand on library services, Alternative 1 would result in a less-than-significant (Class II) impact, similar to the proposed project.

Recreation

Alternative 1 would not result in new development. Full build out of the proposed General Plan Update would increase population in the City and therefore demand on recreation facilities. The existing General Plan (1993) recommends a standard of eight acres of park and open space land per 1,000 residents. Based on the existing City population of 23,337 residents, the current park inventory of 73.5 acres provides approximately 3.15 acres of parkland per 1,000 persons. Therefore, Alternative 1 would result in a less-than-significant (Class II) impact to recreation. The existing General Plan (1993) has park and recreation standards and Alternative 1 would be required to continue to follow the Parks Master Plan, even though no new development is proposed. However, under the proposed General Plan Update, Policy CS-1.1 (Service Level Goals), Policy CS-1.2 (Cooperation with External Agencies), Policy CS-1.8 (Facilities in Residential Development), Policy CS-3.1 (Use Agreements with Other Agencies), and Policy CS-3.2 (Work with Surrounding Communities) would require the development of park and recreation facilities, commensurate with new development. Impacts to recreation facilities would be less than significant (Class II). Therefore, Alternative 1 would result in similar impacts to recreation as the proposed project, less than significant.

Transportation

In order to assess future impacts related to Alternative 1, it would be reasonable to assume that existing conditions would persist. Growth in other areas outside of the City may continue and would affect transportation in the City, but is not accounted for in this analysis. Currently, ten street segments in the City operate at deficient conditions (LOS D or worse) and one segment (Palo Comado Canyon Road east of Chesebro Road) currently operates at LOS F. Significant traffic impacts would continue to occur as a result of Alternative 1. Additionally, the beneficial roadway improvements that would take place under the General Plan Update would not take place under Alternative 1. With the addition of area-wide growth occurring outside of the City, these impacts would likely worsen. Under the proposed project, 16 segments were determined to operate below LOS C, even after improvements occur to the roadways. Similarly, the measures related to alternative modes of travel in the proposed General Plan would not be implemented as part of Alternative 1. Both Alternative 1 and the proposed project would result in significant unavoidable traffic impacts for traffic trips and congestion, although somewhat less for Alternative 1 because there would be no additional development that could generate further traffic.

As Alternative 1 would not include future development and related construction activities, construction impacts to traffic would not occur (Class III). Alternative 1 would result in a less substantial impact to construction traffic than the less-than-significant impact (Class II) anticipated under the proposed project.

As no new development would occur under Alternative 1, impacts related to parking would be less than significant (Class II), similar to the proposed project.

Overall, impacts related to traffic and parking would be less under Alternative 1.

Utilities

According to the 2005 Urban Water Management Plan (UWMP), the total existing water demand for the City is approximately 29,270 AFY, which is the sum of the demands of all land types within the City. LVMWD currently has a supply of 36,590 available to the City, representing a surplus of 7,320 AFY.

Under Alternative 1, it is assumed that no future development would take place. As such, additional water demand is not anticipated, resulting in less-than-significant (Class II) impacts. The proposed project would result in the use of an additional 321,380 gallons per day over Alternative 1. Alternative 1 would therefore result in less water usage than the proposed project by not allowing for new development.

Section 4.14 (Utilities and Service Systems) of this EIR examined the potential impacts related to water demand and availability. It was determined that the proposed project would result in less-than-significant impacts regarding the need for construction of new water treatment facilities. Given that no development would occur under Alternative 1, there would likely not be a need to construct new treatment facilities to accommodate an increase in demand in the City. Therefore, impacts from Alternative 1 would be the same as that of the proposed project.

Buildout of the General Plan Update is expected to generate 3,839,552 gallons of wastewater per day. The Tapia Water Reclamation Facility, which treats wastewater from the City, has a current capacity of 16 million gallons per day. Currently, the facility accepts approximately 9.5 million gallons per day. Increased wastewater generation due to implementation of the General Plan Update could be accommodated within the existing treatment infrastructure; therefore expansion of existing facilities would not be required under the General Plan Update and impacts would be less than significant. Under Alternative 1, the daily generation of wastewater would be approximately 484,154 gallons per day less than the proposed project and would result in a less-than-significant impact. Impacts related to Alternative 1 would be less than significant (Class II) and would be less than those associated with implementation of the proposed project.

Section 4.7 (Hydrology and Water Quality) of this EIR examined the potential for significant impacts to existing storm drains in the City. The City's existing storm drain system and flood control facilities generally have sufficient capacity to provide developed areas with adequate protection from flooding. However, some localized areas of the City may currently require drainage improvements, regardless of the level of development.

As Alternative 1 does not include future development or corresponding infrastructure improvements, existing conditions in some areas may remain somewhat deficient. Under the proposed project, development would take place that could allow for necessary infrastructure improvements. Additionally, goals and policies of the General Plan Update would require new development to ensure adequate stormwater capacity and to address existing deficiencies, resulting in a less-than-significant impact. Therefore, impacts on stormwater facilities related to Alternative 1 would be greater than those of the General Plan Update, but still are less than significant.

Currently, the City generates less than one percent of the total countywide solid waste stream. The increase of 16 tons of solid waste per day anticipated to be generated by full buildout of the General Plan Update would comprise approximately 0.2 percent of the 6,740-ton daily permitted capacity of the three landfills serving the City of Agoura Hills. Therefore, waste generated by growth proposed under the General Plan Update would be accommodated by existing landfill capacities, and would result in a less-than-significant impact. Under Alternative 1, approximately 32,099 fewer pounds of solid waste per day would be generated than under the proposed project, and Alternative 1 would result in a less-than-significant impact. However, impacts related to Alternative 1 would be less than those anticipated under the General Plan Update, due to less development in the City.

The proposed project is anticipated to result in a demand for electricity of approximately 137,608,690 kWh/year. Existing conditions would continue under Alternative 1 which would result in a demand of approximately 109,711,395 kWh/year, approximately 28,549,968 kWh/year less than the proposed project. Goal U-5 (Energy Provision and Conservation) of the General Plan Update contains policies that would foster coordination with SCE to ensure that adequate electricity services would be available to the City, thereby resulting in a less-than-significant impact. Although impacts related to electricity use for the proposed project were found to be less than significant, Alternative 1 would be expected to have even fewer impacts to electricity consumption. Under Alternative 1, additional development would not take place within the City and SCE would continue to serve existing uses. Alternative 1 would result in a less-than-significant impact. However, Alternative 1 would have a less impact on electricity than the proposed project.

The proposed project is anticipated to result in a demand for natural gas of approximately 74,712,619 cf/month. Existing conditions would continue under Alternative 1 which would result in a demand of approximately 66,273,081 cf/month, approximately 8,439,538 cf/month less than the proposed project. Goal U-5 (Energy Provision and Conservation) of the General Plan contains policies that would foster coordination with SCGC to ensure that adequate natural gas services would be available to the City, thereby resulting in a less-than-significant impact. Buildout of the General Plan Update was found to have less-than-significant impacts related to the use of natural gas. Under Alternative 1, additional development would not take place within the City and SCGC would continue to serve existing uses. Alternative 1 would result in a less-than-significant impact, and would have a less impact on natural gas than the proposed project.

Climate Change

An analysis of the potential significant emission of GHG under the proposed project resulted in a determination that it would result in a less-than-significant (Class II) impact. During buildout and operation of the proposed project, GHGs would be emitted as the result of construction activities and deliveries; new direct operational sources, such as operation of emergency generators, natural gas usage, and operation of fleet vehicles; and indirect operational sources, such as production of electricity, steam and chilled water, transport of water, and decomposition of project-related wastes. GHGs would also be emitted by visitors and employees travelling to, from, and within the City. As the proposed project includes goals and policies to comply with all state requirements, impacts associated with GHG emissions during construction and operational activities are considered less than significant. Alternative 1

proposes no new development, making the potential impacts associated with GHG less than significant and less than those of the General Plan Update. However, Alternative 1 would not realize the beneficial effects of compliance with the goals and policies, as well as land use patterns and alternative modes of travel put forth in the General Plan Update that aim to reduce the existing and future GHG Emissions proactively.

Attainment of Project Objectives

Under Alternative 1, no new development would occur. The purpose of the General Plan Update is to achieve the Vision established with input from the City's residents and decision makers. In California, the general plan acts as the constitution for development and functions as a tool for the City to exercise the power of regulating land use given to it by the state. The Vision states that "The City remains a safe place, where people live, work, play, and move about in an economically viable and environmentally sustainable community. Sensitive growth and economic development are a means of perpetuating our quality of life [and that] these are balanced with resource conservation, as the city's semi-rural ranching past, rich history and unique neighborhoods are respected, and open spaces and surrounding hillsides are preserved". Under Alternative 1, the portion of the vision regarding resource conservation and preservation would be achieved, but would not include the variety of goals and policies of the General Plan Update to address environmental issues in light of GHGs, and in more sustainable ways. In order for the City to achieve economic development, which would allow the City to further provide a good quality of life to its residents (through increased tax base), new development must occur. Allowing only existing development would likely not allow for an economically viable City, since there would be no new development and no additions to existing development, including businesses and shopping centers, to address market changes and allow the City to be economically competitive. The General Plan Update would set forth a means for this sustainable, and comprehensive growth, whereas Alternative 1 would not. Therefore, Alternative 1 would not fulfill the identified project objectives.

6.3.2 Alternative 2: No Project/Existing General Plan (1993) Buildout

Under Alternative 2, the types and densities of land uses would be those of the existing General Plan (1993). Alternative 2 would serve as a means of comparison between what is allowed under the existing General Plan (1993) and the proposed General Plan Update. The existing General Plan (1993) allows for more than twice the amount of retail uses, more than twice the amount of Office/Business Park uses, and more than four times the amount of Business Park/Manufacturing uses, although the amount of multi-family residential units expected would be less (by approximately 100 units).

Potential Impacts

Aesthetics

Under Alternative 2, new development would occur as allowed under the existing General Plan (1993). The existing General Plan (1993) does not officially designate scenic highways within the City of Agoura

Hills. However, a portion of the US 101 Highway, which includes the length of the City, is identified as eligible for the state scenic highway designation. A state scenic highway changes from "eligible" to "officially designated" when the local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, receives notification from Caltrans for scenic highway approval, and must also adopt ordinances to preserve the scenic quality of the corridor or document that such regulation already exists in local codes. There are no scenic highways designated by the proposed General Plan Update and no impact (Class III) would occur. Alternative 2 would result in no impact (Class III) to a scenic corridor and impacts would therefore be similar to the proposed project.

Under the existing General Plan (1993), the following roadways are considered valuable scenic resources in the community and are recognized as scenic roadways by the City:

- Reyes Adobe Road
- Kanan Road
- US 101/Ventura Freeway
- Canwood Street
- Roadside Drive
- Driver Avenue
- Thousand Oaks Boulevard

The existing General Plan (1993) Scenic Highways Element sets forth policies (Policy 1.1 through Policy 1.11) to protect locally recognized roadways from aesthetic degradation. However, each of the roadways with valuable scenic resources would remain unchanged as a result of new development under the existing General Plan (1993). Therefore, Alternative 2 would result in a less-than-significant (Class II) impact, similar to the proposed project.

Impacts related to a substantial change in the visual character of the City under the proposed project were found to be less than significant (Class II), as new development would be required to comply with goals and policies set forth and would improve the overall aesthetic of the City. Alternative 2 assumes new development would occur, as allowed under the existing General Plan (1993), and the Land Use Element sets forth policies to ensure quality urban design but does not include the additional policies related to design of the General Plan Update. Therefore, it is reasonable to assume that impacts of Alternative 2 would be less than significant (Class II), and roughly similar to, but slightly greater than, those of the proposed project.

Alternative 2 would result in less-than-significant (Class II) impacts to light and glare and nighttime views would be less than significant. Existing urban land uses affect nighttime views but since the existing General Plan (1993) sets forth guidelines relative to the reduction of nighttime glare, impacts would be less than significant (Class II). This would be similar to impacts anticipated under the proposed project.

Overall, aesthetics impacts resulting from Alternative 2 would be slightly greater than the proposed General Plan Update; however, because the existing General Plan (1993) would not provide the same level of benefits as the proposed project, Alternative 2 is considered to have a greater aesthetic impact.

Air Quality

Implementation of the proposed General Plan Update was found to be inconsistent with the AQMP for the South Coast Basin. The AQMP is based upon information set forth in the general plans of all cities within the Basin. As such, the existing General Plan (1993) was accounted for in the current AQMP and Alternative 2 would be consistent with this plan, resulting in a less-than-significant (Class II) impact. The proposed project would result in a greater impact than Alternative 2 with respect to consistency with the AQMP. However, this is only because the AQMP was based on the existing General Plan (1993). With respect to development, the General Plan Update would result in less severe impacts to air quality than the development assumed under the existing General Plan (1993) and incorporated into the AQMP, due primarily to the lesser amount of development with the General Plan Update. Impacts to air quality caused by the proposed project were analyzed in Section 4.2 of this EIR for both construction and operation. With respect to construction, Alternative 2 would allow new development consistent with the existing General Plan (1993). Similar to the proposed project, precise development plans are unknown at this time for Alternative 2 and exact construction emissions cannot be calculated. Without adequate construction schedules or information regarding project locations and demolition requirements, future economic conditions or market demand, construction emissions for individual projects cannot be quantified; therefore, it would be difficult, if not impossible, to quantify the emissions related to construction activities under Alternative 2, as the amount and timing of each construction event is not known at this time. Therefore, Alternative 2 would result in significant and unavoidable (Class I) construction-related air quality impacts. This would be similar to impacts anticipated under the proposed project, but Alternative 2 would likely have greater impacts, since more development overall is allowed.

Implementation of the proposed project could contribute substantially to an existing or projected air quality violation for criteria air pollutants during both construction and operation. Construction impacts result from demolition, excavation, building/utility construction, painting, and paving. Similar to the proposed project, development under Alternative 2 would consist of a series of individual construction projects throughout the buildout of the existing General Plan (1993). It is not possible to accurately analyze those potential future impacts because emissions from construction vary by project. The proposed project was found to have significant impacts even with the incorporation of mitigation measure MM4.2-1. As buildout of Alternative 2 would result in development of more than twice the square footage of the proposed project, it is reasonable to expect that air quality impacts of Alternative 2 would be similar to and likely greater than the construction of the proposed project. Operation of the proposed project was found to have significant air quality impacts as well. The proposed land uses were modeled using the URBEMIS 2007 air modeling software. Operation of the proposed project would generate emissions that exceed the thresholds of significance recommended by the SCAQMD for VOC, NO_X, CO, and PM_{10}. Because the existing General Plan (1993) would have more vehicle trips generated compared to the proposed project, it is reasonable to expect that Alternative 2 would also result in significant and unavoidable (Class I) impacts, greater than those of the proposed project.

Implementation of the proposed project would result in a cumulatively considerable net increase of criteria pollutants for which the region is in nonattainment under applicable federal or state ambient air quality standards. As discussed above, operation of the proposed project would generate emissions that exceed thresholds of significance for VOC, NO_X, CO, and PM_{10}. Because the Basin is in nonattainment

for PM_{10}, VOC, and NO_X, the proposed project would make a cumulatively considerable contribution to these criteria pollutants. Based on the amount of development anticipated under full buildout, it would be reasonable to expect, given the above discussion, that Alternative 2 would be cumulatively considerable and result in a significant impact. However, the existing General Plan (1993) would have a greater number of vehicle trips, resulting in greater emissions compared to the proposed project, and would therefore result in a more severe cumulative impact.

Operation of the proposed General Plan Update would increase local traffic volumes above existing conditions, but would not expose sensitive receptors to substantial localized carbon monoxide (CO) concentrations. As discussed in Section 4.2 of this EIR, CO_2 modeled for the proposed project was determined to be well below the relevant standards. Although the traffic generated by the existing General Plan (1993) would be greater than the proposed project, it would be reasonable to expect similar less-than-significant (Class II) impacts resulting from Alternative 2 because CO concentrations for the proposed project were identified to be well below the thresholds.

Similar to the proposed project, construction and operation of development under Alternative 2 would not create objectionable odors. Standard construction requirements would be imposed upon each applicant to minimize odors from construction, and future developments would be required to adhere to the City's solid waste requirements. Therefore, any project-generated refuse would be stored in covered containers and trash removed at regular intervals. This impact would remain less than significant, similar to the proposed project.

Overall, air quality impacts anticipated under Alternative 2 would be similar to the proposed project and many would remain significant and unavoidable (Class I). However, because the existing General Plan (1993) would generate significantly more vehicle trips, it is likely that air quality impacts would be greater than those of the proposed project as mobile emissions would be higher.

Biological Resources

Impacts related to biological resources would be similar to the potential impacts related to the General Plan Update. Biological impacts are determined on a site-by-site, case-by-case basis and would be identified as site-specific development plans are submitted to the City in the future. Although Alternative 2 would result in similar impacts to the General Plan Update, Alternative 2 would not include the many goals and policies of the General Plan Update that enhance and preserve existing biological resources, so impacts would be slightly greater. The proposed General Plan Update was determined to result in less-than-significant (Class II) impacts for each of the thresholds relating to biological resources. Alternative 2 would result in similar less-than-significant (Class II) impacts, although somewhat greater than the General Plan Update.

Cultural Resources

Alternative 2 would allow for development within the City which could result in the potential for demolition of unknown historic and cultural resources. While this was considered unlikely for development allowed under the General Plan Update, the potential for unknown resources does exist and development under the General Plan Update could result in significant (Class I) impacts to historical

resources. The existing General Plan (1993) EIR analyzed the anticipated growth (as would be allowed under Alternative 2) and determined that with incorporation of identified mitigation measures, impacts to cultural resources would be reduced to a less-than-significant (Class II) level. However, because the existing General Plan (1993) does not prevent demolition of potentially historical resources, it is possible that development under Alternative 2 could result in similar construction-related significant impacts. Therefore, Alternative 2 would result in a similar impact to the proposed project.

Geology and Soils

Similar to the proposed project, Alternative 2 exposes people and/or structures to potentially substantial adverse effects resulting from strong seismic groundshaking or seismic-related ground failure due to the City's location within the seismically active Southern California region. All impacts associated with geological and soil impacts that were identified for the proposed General Plan Update would also apply to Alternative 2. The risks to people and structures would not be increased regardless of the size or type of development, as adherence to existing regulations would ensure seismic safety to the greatest extent possible. Existing development has been constructed in adherence with applicable laws and regulations. All future development in the City would be required to adhere to the *California Building Code* (CBC) current at the time of application, which includes strict building specifications to ensure structural and foundational stability, similar to the proposed project. In addition, the City would continue to require all future development to prepare and submit a detailed soils and geotechnical analysis for site-specific projects. Therefore, as all future development projects would be required to adhere to applicable regulations, impacts associated with rupture of a known earthquake fault, strong seismic groundshaking, seismic-related ground failure, and landslides would continue to be less than significant (Class II), similar to the proposed project.

Future development under the General Plan Update, as well as Alternative 2, would result in ground-disrupting activities, such as excavation and trenching for foundations and utilities; soil compaction and site grading; and the erection of new structures, all of which would temporarily disturb soils. This could result in soil erosion; however, applicants for future specific development projects would be required to submit a Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) for coverage under the Statewide General Construction Activity Stormwater Permit and must comply with all applicable requirements, including the preparation of a SWPPP, applicable NPDES Regulations, and best management practices (BMP). Such compliance, in addition to implementation of existing code requirements, would ensure that erosion and other soil instability impacts resulting from future construction would be less than significant (Class II). Impacts of Alternative 2 would be similar to those identified for the proposed project because all development would be held to the same regulations.

Hazards and Hazardous Materials

The City is located within an urban, developed area. Both Alternative 2 and the proposed project would involve the use of hazardous materials in the form of basic cleaning materials and landscaping chemicals as well as hazardous substances used by businesses in the City on an ongoing basis. Future development under the General Plan Update would also involve the use of hazardous materials during construction activities, and with more development allowed, may increase the amount of hazardous materials used in

the City on an ongoing basis. However, development under the General Plan Update would be required to comply with applicable laws and regulations that would reduce the risk of hazardous materials use, transportation, and disposal through the implementation of established safety practices, procedures, and reporting requirements. Alternative 2 would allow for development under the existing General Plan (1993), which would increase the use of hazardous materials, such as those noted above. Development allowed under Alternative 2 would be required to comply with all applicable and current regulations regarding the use, transportation, and disposal of hazardous materials and so would result in a less-than-significant (Class II) impact. Compliance with existing regulations as well as policies within the existing General Plan (1993) would minimize the risks associated with the exposure of sensitive receptors, including schools, to hazardous materials. However, because Alternative 2 allows for substantially more industrial/manufacturing land uses than does the General Plan Update, impacts could be greater than the proposed project but would still remain less than significant (Class II).

Hydrology and Water Quality

The proposed project was found to have less-than-significant (Class II) impacts related to a potential violation of water quality standards or waste discharge requirements for construction and operational activities. Compliance with NPDES permit requirements, the 2005 UWMP, and General Plan Update policies under Goal S-1 (Protection from Flood Hazards), Goal NR-6 (Water Quality), and Goal U-3 (Storm Drain System) would reduce the risk of water degradation within the City from the operation of new developments to the maximum extent practicable. Alternative 2 would allow for new development consistent with the existing General Plan (1993). Based on the allowable uses, and the requirements to comply with NPDES permit requirements, the 2005 UWMP, and the existing General Plan (1993) policies, Alternative 2 would result in a less-than-significant (Class II) impact, similar to the proposed project. However, the existing General Plan (1993) allows for substantially more square footage than the proposed project and does not include the variety of General Plan Update policies to further encourage favorable water quality and so could therefore result in greater impacts than those anticipated under the General Plan Update.

Under the proposed project, impacts related to depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level were found to be less than significant (Class II). All existing land uses and future development contemplated in the General Plan Update would utilize water from LVMWD, which receives its potable water from MWD. As Alternative 2 would also utilize water from the LVMWD and would not deplete groundwater sources or interfere with recharge, Alternative 2 would result in a less-than-significant (Class II) impact, similar to the General Plan Update.

Development under the proposed General Plan Update would result in alterations to drainage, such as changes in ground surface permeability via paving, changes in topography via grading and excavation. However, policies in the General Plan Update would require implementation of BMPs, incorporation of stormwater detention facilities as necessary, adequate design of drainage facilities to minimize adverse effects on water quality, and minimization of increases in impervious areas. Impacts would be less than significant (Class II) for the General Plan Update.

Alternative 2 would allow for development consistent with the existing General Plan (1993). This development would be required to comply with BMPs and other stormwater regulations at the time of application, reducing potential impacts to a less-than-significant (Class II) impact. This impact would be similar to that anticipated under the proposed project.

Impacts related to the alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a waterway or the substantial increase in surface runoff resulting in flooding were found to be less than significant (Class II) with respect to the General Plan Update. In addition, impacts related to the exceedance of stormwater drainage systems was determined to be less than significant (Class II) for the proposed project. All development under the proposed project would comply with the proposed General Plan Update policies, NPDES regulations, CDFG regulations, as well as the preparation of and compliance with a SUSMP which would reduce the risk of flooding from drainage alterations to less-than-significant (Class II) levels. Alternative 2 would allow for types and quantities of development consistent with the existing General Plan (1993). This development would comply with any hydrology-related policies in the existing General Plan (1993), NPDES regulations, CDFG regulations, as well as the preparation of and compliance with a SUSMP which would reduce the risk of flooding from drainage alterations to less-than-significant (Class II) levels. This impact would be similar to that anticipated under the proposed project.

As discussed in Impact 4.7-5, the capacity of the existing storm drain infrastructure throughout the City is generally sufficient to handle existing stormwater flows. Under the proposed project, most new development would occur as infill development and redevelopment in areas that are currently developed or approved for development as part of a specific plan. Additionally, compliance with Policy U-3.3 (Drainage Plans and Studies) in the General Plan Update requires developers to submit a watershed drainage plan and study which would reduce impacts to less-than-significant (Class II) levels. Alternative 2 would allow for development consistent with the existing General Plan (1993) for which the existing infrastructure is generally adequate. This impact would be considered less than significant (Class II). However, there are existing conditions. Additionally, Alternative 2 would result in substantially more development than the proposed project and could result in more substantial impacts, although impacts would still be considered less than significant.

The 100-year flood zone is primarily contained within Lindero Canyon, Liberty Canyon, Palo Comado Canyon, and Medea Creek and adjacent to Lindero Lake. However, some existing residential uses are located within the 100-year flood zone. Alternative 2 includes development under the existing General Plan (1993) and could result in locating structures within the 100-year flood zone. However, compliance with the existing General Plan (1993) policies and requirements would reduce impacts to a less-than-significant (Class II) impact, similar to the proposed project.

The probability of dam failure in the area is low. Development under the proposed General Plan Update would not increase the risk of dam failure, although it would increase the number of persons and amount of development exposed to this hazard. However, implementation of the flood protection policies contained in the proposed General Plan Update, and compliance with the City's existing Floodplain Ordinance, as described in Impact 4.7-8, would ensure that the proposed project would result in less-than-significant (Class II) impacts due to dam failure. Alternative 2 would allow for development under

the existing General Plan (1993) which would increase the amount of development and the number of people exposed to a potential hazard beyond that of the General Plan Update. However, implementation of flood protection policies in the existing General Plan (1993), as well as compliance with the City's Floodplain Ordinance would reduce the impacts of Alternative 2 to less than significant (Class II). Although the impact of Alternative 2 would be less than significant (Class II), impacts could be greater than those identified under the proposed project.

The potential risk associated with inundation by tsunami would be less than significant due to the City's elevation and distance from the Pacific Ocean. This impact is the same for Alternative 2 and the General Plan Update. In addition, there are no water bodies of significance size or elevation that could cause loss due to seiche. Potential risks from mudflow (i.e., mudslide, debris flow) would be considered prevalent, as slopes of 10 percent or more exist throughout the City. Prolonged rainfall during certain storm events would saturate and could eventually loosen soil, resulting in slope failure. However, this impact would be the same for Alternative 2 and the proposed project, less than significant (Class II).

Overall, impacts to hydrology under Alternative 2 would be greater than the proposed General Plan Update.

Land Use

Alternative 2 consists of development as allowed by the existing General Plan (1993). The existing General Plan (1993) will remain the underlying land use regulatory document. Implementation of Alternative 2 would not result in impacts related to land use nor would it conflict with existing land use policies or plans. Rather, Alternative 2 would not change existing land use designations and would allow future growth to occur. Alternative 2 would not divide an established community, nor would it conflict with a habitat conservation plan, as there are none in the City. Alternative 2 would result in less-than-significant (Class II) impacts to land use, similar to the General Plan Update.

Noise

Implementation of Alternative 2 would involve the use of construction equipment similar to that of the General Plan Update, which was determined to result in a less-than-significant (Class II) impact. Even though more development and therefore more construction noise would result from Alternative 2, impacts are still anticipated to be less than significant (Class II).

The General Plan Update was found to have less-than-significant impacts related to causing a substantial permanent increase in ambient noise. Implementation of Alternative 2 could potentially have greater noise impacts since buildout of the existing General Plan (1993) is expected to generate nearly twice the number of daily trips than those of the General Plan Update. This could be a significant and unavoidable (Class I) impact due to the increase in vehicle trips and ambient noise levels, which is greater than the impact anticipated from the proposed project.

Based on noise measurements and on existing and future noise modeling, noise levels in excess of City standards currently occur and would continue to occur in many residential areas and other noise-sensitive uses throughout the City. Traffic noise would be higher or louder in the future than it is now along all

freeways and highways, and along most major arterial and collector roads in Agoura Hills due to development both inside and outside of the City. Therefore, impacts due to Alternative 2 would be significant and unavoidable. As Alternative 2 would result in a greater number of vehicle trips than the General Plan Update, Alternative 2 would result in a more severe noise impact than the proposed project, even though both would be considered significant and unavoidable.

Impacts related to vibration from construction activities associated with the General Plan Update were determined to be significant and unavoidable (Class I). Operational impacts resulting from vibration were found to be less than significant for the General Plan Update. Both construction and operational activities of Alternative 2 would be similar to the proposed project, although somewhat greater, and impacts would be similar. That is, there would be significant and unavoidable (Class I) impacts for construction and less-than-significant (Class II) impacts for operations. Impacts related to groundborne noise would be similar to, although slightly less than, the General Plan Update. That is, both would result in less-than-significant impacts.

Population and Housing

The General Plan Update was found to result in a less-than-significant (Class II) impact related to inducing substantial growth even though development would slightly exceed estimates provided by SCAG for the year 2035. Alternative 2 includes development previously approved in the existing General Plan (1993). This plan, as well as the projections for development within, was incorporated into the current SCAG plans and projections. As such, Alternative 2 would result in a less-than-significant (Class II) impact with respect to population and housing. However, because the General Plan Update would technically exceed the SCAG projections, although it would result in a less-than-significant impact, this impact would be slightly greater than the less-than-significant impact for Alternative 2.

Public Services

Implementation of Alternative 2 would result in slightly greater impacts to public services than the proposed General Plan Update, resulting from more development, but the impacts would be similar to that of the General Plan Update, less than significant (Class II).

Current conditions indicate that the response times for police and fire services are at acceptable levels and impacts were determined to be less than significant (Class II) for the General Plan Update. Development under Alternative 2 would occur consistent with the existing General Plan (1993). Policy 1.1-6 (and its associated Implementation Measures) in the existing General Plan (1993) would ensure that adequate emergency and police and fire services are provided to the City commensurate with new development, resulting in a less-than-significant (Class II) impact, similar to the proposed project.

According to Section 4.11 of this EIR, all of the public schools in Agoura Hills are operating below maximum capacity. Impacts of the General Plan Update were found to be less than significant (Class II). Pursuant to Policy 3.1 of the existing General Plan (1993) (and associated Implementation Measures), quality school services would be available to the residents of the City and potential impacts would be reduced to a less-than-significant (Class II) level. Alternative 2 would result in a similar less-than-

significant (Class II) impact, even though there would be more students generated by the additional development than in the General Plan Update.

Impacts to libraries as a result of Alternative 2 would be similar to that of the General Plan Update: less than significant (Class II). Circulation levels have remained consistent over the past few years. Based on an anticipated population increase under the General Plan Update, the proposed project could increase demand on library services., but this would still result in a less-than-significant (Class II) impact. Alternative 2 would allow for development consistent with the existing General Plan (1993) which could increase population within the library service area. However, it would also result in a less-than-significant (Class II) impact.

Recreation

The existing General Plan (1993) recommends a standard of eight acres of park and open space land per 1,000 residents. Based on the existing City population of 23,337 residents, the current park inventory of 73.5 acres provides approximately 3.15 acres of parkland per 1,000 persons.

Full build out of the proposed General Plan Update would increase population in the City and therefore demand on recreation facilities. However, under the General Plan Update, Policy CS-1.1 (Service Level Goals), Policy CS-1.2 (Cooperation with External Agencies), Policy CS-1.8 (Facilities in Residential Developments), Policy CS-3.1 (Use Agreements with Other Agencies), and Policy CS-3.2 (Work with Surrounding Communities) would require the development of park and recreation facilities, commensurate with new development, and impacts to recreation facilities would be reduced to less-than-significant (Class II) levels.

Alternative 2 would also result in an increase in population in the City, although perhaps to a lesser extent than the General Plan Update given that the General Plan Update identifies more multi-family residential units. However, the Parks and Recreation Element of the existing General Plan (1993) puts forth Policy 1.1, Policy 1.3, Policy 2.1, Policy 2.2, Policy 2.3, Policy 3.1, Policy 3.4, and Policy 4.1 (and associated Implementation Measures) that would require the development of park and recreation facilities, commensurate with new development. Impacts of Alternative 2 would be reduced to less-than-significant (Class II) levels. Therefore, impacts of Alternative 2 would be similar to those anticipated under the proposed project, less than significant.

Transportation

The General Plan Update would generate a smaller increase in AM peak hour trips (3,026 trips versus 7,548 trips) and a significantly smaller increase in PM peak hour trips (4,775 trips versus 10,364 trips) and daily trips (45,302 trips versus 100,686 trips) than Alternative 2, as shown in the traffic study prepared for the General Plan Update (Appendix B). Thus, it would be reasonable to assume that Alternative 2 would result in greater impacts than those of the General Plan Update. The General Plan Update would result in significant unavoidable impacts due to substantial increases in congestion on roadways. Alternative 2 was determined to operate below LOS C along 16 roadway segments, thereby resulting in a significant and unavoidable (Class I) impact. Additionally, without the beneficial roadway improvements that would

take place under the General Plan Update, impacts under Alternative 2 would not be improved. Therefore, Alternative 2 would have greater impacts than the proposed project.

Impacts to the County's CMP in the region were found to be less than significant for the proposed project and would be similar for Alternative 2. Impacts related to increasing roadway hazards were found to be less than significant for the proposed project. Similar less than significant design hazard impacts would be expected of Alternative 2.

Impacts related to emergency access were found to be less than significant for the General Plan Update as standard development procedures require that future development plans be submitted to the City for review and approval. This process would ensure that all new development has adequate emergency access and is in compliance with acceptable regulations at the time of application. This same level of compliance would be required for development under Alternative 2, resulting in a less-than-significant (Class II) impact, similar to the proposed project.

The General Plan Update would result in no impact to alternative modes of transportation. The existing General Plan (1993) does not include extensive policies regarding alternative modes of transportation. Additionally, Alternative 2 would not benefit from the proactive policies provided in the General Plan Update. Therefore, while Alternative 2 would result in a less-than-significant impact to alternative modes of transportation, impacts would be greater than the proposed project.

Impacts related to parking were found to be less than significant for the proposed project. Alternative 2 would be subject to all parking requirements set forth in the City's Zoning Code, which would ensure that parking impacts are reduced to a less-than-significant (Class II) level. This impact would be similar to the proposed project.

Overall, impacts related to transportation and traffic would be greater than those identified for the proposed project.

Utilities

Water and sewer service is provided to the City by the Las Virgenes Municipal Water District (LVMWD). According to the 2005 Urban Water Management Plan (UWMP), the total existing water demand for the City is approximately 29,270 AFY, which is the sum of the demands of all land types within the City. However, LVMWD currently has a supply of 36,590 available to the City, representing a surplus of 7,320 AFY. Development under Alternative 2 involves the ultimate buildout of the existing General Plan (1993) and would demand approximately 4,627,694 gallons per day, or approximately 5,184 AFY. This is an increase of approximately 12,623 gallons per day or 14.1 AFY over the proposed project and an increase of approximately 374 AFY over existing conditions. This increase would likely be adequately handled by the existing surplus in water provision. When the existing General Plan (1993) was analyzed pursuant to CEQA, impacts related to future water supply were determined to be less than significant because Policy 5.1 and Implementation Measure 5.1-6 of the Public Facilities, Utilities, and Services Element, set forth a strategy to ensure adequate water supply for the proposed buildout. Due to a greater level of future development under Alternative 2 than the proposed project, impacts under Alternative 2

would be greater than the proposed General Plan Update, although still less than significant (Class II), as is the case for the General Plan Update.

Impacts to the wastewater system resulting from the General Plan Update were found to be less than significant (Class II). Buildout of the General Plan Update would be expected to generate approximately 3,839,552 gallons of wastewater per day. The Tapia Water Reclamation Facility, which treats wastewater from the City, has a current capacity of 16 million gallons per day. Currently, the facility accepts approximately 9.5 million gallons per day. Alternative 2 would generate approximately 4,367,199 gallons per day of wastewater, an increase of approximately 527,648 gallons per day over the General Plan Update and approximately 1,011,800 gallons per day over existing conditions. Increased wastewater generation due to implementation of the existing General Plan (1993) could be accommodated within the existing treatment infrastructure; therefore expansion of existing facilities would not be required. Policy 6.1 and Implementation Measure 6.1-4 of the existing General Plan (1993) would ensure that adequate sewer services are provided commensurate with new development. Since the existing General Plan (1993) allows significantly more overall square footage, impacts as a result of Alternative 2 would be greater than the proposed project, although still less than significant (Class II).

The City's Solid Waste Management Program staff coordinates the collection of waste for the City of Agoura Hills, contracting with independent haulers to pick-up and dispose of waste throughout the City. The General Plan Update is anticipated to generate approximately 186,041 pounds of solid waste per day and was determined to result in a less-than-significant (Class II) impact to solid waste. Due to the increase in development, Alternative 2 would generate approximately 271,405 pounds of solid waste per day, an increase of approximately 85,364 pounds per day over the General Plan Update and an increase of approximately 117,463 pounds per day above existing conditions. Based on a greater level of future development under Alternative 2 than the proposed project, Alternative 2 would have greater impacts. However, Policy 8.1-4 of the existing General Plan (1993) would ensure that impacts remain less than significant (Class II) as buildout of the existing General Plan (1993) occurs, similar to the conclusion for the proposed project.

The proposed project is anticipated to demand approximately 137,608,689 kWh/year of electricity. Alternative 2 would result in a demand of 184,148,249 kWh/year, representing an increase in electricity demand of approximately 46,539,561 kWh/year over the proposed project. Policy 9.1 and Policy 9.2 of the existing General Plan (1993) require coordination with SCE to ensure adequate electricity services would be available to the City and impacts would be less than significant (Class II). Although impacts related to electricity use would be less than significant under Alternative 2, the electricity use under the existing General Plan (1993) would be substantially higher and result in a greater impact than the proposed project.

The proposed project is anticipated to demand approximately 74,712,619 cf/month of natural gas. Alternative 2 would result in a demand of approximately 83,018,819 cf/month of natural gas, representing an increase in natural gas demand of approximately 8,306,200 cf/month over the proposed project. This would equate to a 13 percent increase in natural gas demand for the City, and would be considered to be a less-than-significant (Class II) impact. Policy 9.1 and Policy 9.2 of the existing General Plan (1993) require coordination with SCGC to ensure adequate natural gas services would be available

to the City, resulting in a less-than-significant (Class II) impact. Therefore, although still less than significant, Alternative 2 would have a greater natural gas impact because of the greater level of development and demand for natural gas.

For both gas and electricity, Alternative 2 would not realize the conservation benefits of implementation of the several policies of the General Plan Update related to reducing energy use.

Climate Change

An analysis of the potential significant emission of GHG under the proposed project resulted in a determination that it would result in a less-than-significant (Class II) impact. During buildout and operation of the proposed project, GHGs would be emitted as the result of construction activities and deliveries; new direct operational sources, such as operation of emergency generators, natural gas usage, and operation of fleet vehicles; and indirect operational sources, such as production of electricity, steam and chilled water, transport of water, and decomposition of project-related wastes. GHGs would also be emitted by visitors and employees travelling to, from, and within the City. As the proposed project includes implementation measures, as well as goals and policies to comply with all state GHG requirements, impacts associated with GHG emissions during construction and operational activities are considered less than significant. Alternative 2 includes new development as allowed under the existing General Plan (1993), which would result in a greater amount of development than the proposed project. The existing General Plan (1993) does not have policies aimed at reducing GHG. However, all development moving forward would be required to comply with all Climate Change Action Team (CCAT) and similar policies, and would result in a less-than-significant (Class II) impact. It is worth noting that without implementation of the proposed General Plan Update, proactive goals and policies related to reducing GHG through programs, land use patterns and alternative modes of transportation, which would help the City to comply with AB32 would likely not be implemented. As a result, Alternative 2 is expected to have greater impacts than the proposed project.

Attainment of Project Objectives

Under Alternative 2, all development would occur according to the existing General Plan (1993). However, the existing General Plan (1993) was adopted over 17 years ago and the needs and desires of the community have changed since then. The purpose of the General Plan Update is to achieve the Vision established with input from the City's residents and decision makers. In California, the general plan acts as the constitution for development and functions as a tool for the City to exercise the power of regulating land use given to it by the state. The Vision states that "The City remains a safe place, where people live, work, play, and move about in an economically viable and environmentally sustainable community. Sensitive growth and economic development are a means of perpetuating our quality of life [and that] these are balanced with resource conservation, as the city's semi-rural ranching past, rich history and unique neighborhoods are respected, and open spaces and surrounding hillsides are preserved."

The existing General Plan (1993) would realize some of same objectives of the Vision as the General Plan Update. However, Alternative 2 would effectively be "business as usual" and would not fully meet

the intent or the letter of the Vision. Examples of how Alternative 2 would not meet the Vision objectives include (1) The existing General Plan (1993) would not necessarily be environmentally sustainable, as the proactive and sustainable goals and policies of the General Plan Update would not be implemented; (2) While the existing General Plan (1993) would support more development than the General Plan Update, the General Plan Update goals and policies that promote revitalization and renovation of existing centers and businesses to make them more viable would not be realized; and (3) growth under Alternative 2 would be less sensitive than the General Plan Update because it lacks goals and policies to promote sensitivity in development.

6.3.3 Alternative 3: Decreased Density

As discussed in DEIR Section 4.13 (Transportation/Traffic), project-related traffic would worsen traffic along 16 roadway segments. It was determined that a less intensive development plan may help to reduce these impacts. Project-related traffic impacts were categorized in two primary scenarios: (1) roadway segments that currently operate at sub-standard levels that would continue to operate at substandard levels in the future and (2) Roadway segments that currently operate at acceptable levels that would operate at substandard levels in the future with implementation of the General Plan Update. Alternative 3 seeks to reduce the impacts as categorized under Scenario 2 above, where a nexus is evident between growth under the General Plan Update and identified traffic impacts. As such, 4 TAZs were selected within which development would be reduced. Under Alternative 3, development within TAZs 6, 8, 10, and 12 would be reduced by 25 percent except the following, which was not reduced: (1) residential areas outside of Subarea 5; and (2) the Agoura Village Specific Plan. These TAZs were selected as targeted reduction areas due to the amount of existing and projected traffic that occurs or would occur within the TAZ in which they are located. In addition, reduced traffic tends to generate less air and noise pollution. Development levels proposed under Alternative 3 are shown in Table 6-1 (Comparison of Alternatives) and would result in 19 fewer multi-family units, 174,452 fewer square feet of retail, 97,811 fewer square feet of office space, and 56,831 fewer square feet of manufacturing/business park uses than the proposed project. The reduction of traffic impacts would also reduce impacts to air quality and noise.

Potential Impacts

Aesthetics

Under Alternative 3, impacts would be the same as the General Plan Update. All of the goals and policies to preserve aesthetics, such as Goal NR-1 (Open Space System) through Goal NR-4 (Natural Areas) to reduce light and glare would apply. Land uses would occur in the same manner as under the General Plan Update with similar use types and locations, but with reduced density in Subareas 6, 8, 10, and 12. Therefore, impacts of Alternative 3 would be less than significant (Class II), similar to the proposed project.

Air Quality

Implementation of the proposed project was found to be inconsistent with the AQMP for the South Coast Basin due to the projected number of people, homes, and jobs occurring under the General Plan Update. Alternative 3 includes a land use pattern similar to the proposed project but with a reduced development intensity in TAZs 6, 8, 10, and 12. Development in these areas is primarily office and industrial, and therefore only reduces the amount of housing units by 19 multi family dwelling units. This reduction does not bring Alternative 3 in line with the SCAG projections for 2035. Therefore, impacts would be significant and unavoidable (Class I) and similar to the proposed project. However, it is important to note that this relates to the fact that the AQMP was based on the development program of the existing General Plan (1993). With respect to development, the General Plan Update would result in less severe impacts to air quality than the development assumed under the existing General Plan (1993) and incorporated into the AQMP.

Implementation of the proposed project could contribute substantially to an existing or projected air quality violation for criteria air pollutants during both construction and operation. Construction impacts result from demolition, excavation, building/utility construction, painting, and paving. Similar to the proposed project, development under Alternative 3 would consist of a series of individual construction projects. It is not possible to accurately analyze those potential future impacts because emissions from construction vary by project. Policy LU-5.1 (Sustainable Building Practices) promotes sustainable building practices to reduce energy and water consumption, reduce toxic and chemical pollution, and the generation of waste. Policy LU-5.2 (Existing Structure Reuse) encourages the retention of existing structures and promotes their adaptive reuse and renovation of existing buildings with "green" building technologies in accordance with a green building standard such as Leadership in Energy and Environmental Design (LEED™). Policy LU-5.4 (Sustainable Land Development Practices) promotes land development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and wastes. The proposed project was found to have significant impacts even with the incorporation of the aforementioned policies and mitigation measure MM4.2-1 identified in DEIR Section 4.2 (Air Quality). Alternative 3 allows for development of a similar type and location as the General Plan Update. Therefore, it is reasonable to expect that air quality impacts would be similar for construction of the proposed General Plan Update. The proposed land uses were modeled using the URBEMIS 2007 air modeling software. Operation of the proposed project would generate emissions that exceed the thresholds of significance recommended by the SCAQMD for VOC, NO_X, CO, and PM_{10}, resulting in a significant and unavoidable (Class I) impact. While Alternative 3 would result in slightly fewer vehicle trips than the General Plan Update, it would still result in significant and unavoidable (Class I) impacts.

Implementation of the proposed project would result in a cumulatively considerable net increase of criteria pollutants for which the region is in nonattainment under an applicable federal or state ambient air quality standard. As discussed above, operation of the proposed project would generate emissions that exceed thresholds of significance for VOC, NO_X, CO, and PM_{10}. Because the Basin is in nonattainment for PM_{10}, VOC, and NO_X, the proposed project would make a cumulatively considerable contribution to these criteria pollutants. Based on the amount of development anticipated under full buildout, it would be reasonable to expect, given the above discussion, that Alternative 3 would be cumulatively

considerable and result in a significant impact (Class I). However, since densities under Alternative 3 are less than the proposed project, impacts would be to a lesser degree.

Operation of the proposed General Plan Update would increase local traffic volumes above existing conditions, but would not expose sensitive receptors to substantial localized carbon monoxide (CO) concentrations. As discussed in DEIR Section 4.2 (Air Quality), CO_2 modeled for the proposed project was determined to be well below the relevant standards. Traffic generated by Alternative 3 would be less than the proposed project, and so it would be reasonable to expect similar less-than-significant (Class II) impacts resulting from Alternative 3.

Similar to the proposed project, construction and operation of development under Alternative 3 would not create objectionable odors. Standard construction requirements would be imposed upon each applicant to minimize odors from construction, and future developments would be required to adhere to the City's solid waste regulations. Therefore, any project-generated refuse would be stored in covered containers and trash removed at regular intervals. This impact would remain less than significant (Class II), similar to the proposed General Plan Update.

Overall, air quality impacts anticipated from Alternative 3 would be similar to the proposed General Plan Update and would remain significant and unavoidable (Class I). However, as Alternative 3 would generate fewer vehicle trips, it is likely that impacts would be lesser than those anticipated under the proposed General Plan Update.

Biological Resources

Potential impacts related to biological resources would be similar to those of the General Plan Update even though Alternative 3 would result in slightly less development, because potential impacts have little relation to the land use types or density. The proposed General Plan Update was determined to result in less-than-significant (Class II) impacts for each of the thresholds relating to biological resources. Alternative 3 would result in similar less-than-significant (Class II) impacts.

Cultural Resources

Alternative 3 would allow for development within the City that could result in the potential for demolition of unknown historic resources even with implementation of Goal HR-1 (City that Values its Historic Resources) and Policy HR-1.1 (Appreciation and Protection of Historic Resources), Policy HR-1.2 (Maintenance of Historic Resources) and Implementation Measure HR-7. While this was considered unlikely for development allowed under the General Plan Update, the potential for unknown historic resources does exist. This potential historic impact is significant and unavoidable (Class I) for the General Plan Update. Because the same potential exists for Alternative 3, this impact would also be significant and unavoidable (Class I) for Alternative 3. Goal HR-3 (City that Recognizes its Prehistoric Resources) and Policy HR-3.1 (Recognition of Resources) through Policy HR-3.3 (Human Remains) would address potential impacts to prehistoric resources from the General Plan Update and result in a less-than-significant (Class II) impact. While Alternative 3 would reduce the density of development in certain locations, it would not eliminate particular areas of the City from potential development. Therefore, impacts would be similar to the General Plan Update and less than significant (Class II).

Geology and Soils

Similar to the proposed project, Alternative 3 exposes people and/or structures to potentially substantial adverse effects resulting from strong seismic groundshaking or seismic-related ground failure due to the City's location within the seismically active Southern California region. All impacts associated with geological and soil impacts that were identified for the proposed General Plan Update would also apply to Alternative 3. The risks to people and structures would not be increased regardless of the size or type of development, as adherence to existing regulations would ensure seismic safety to the greatest extent possible. Alternative 3 includes a reduction of the development intensity proposed in the General Plan Update but development would still be required to comply with General Plan Update policies. Applicable goals and policies regarding geology and soils include Goal NR-8 (Mineral Resources), Goal S-2 (Protection from Geologic Hazards), and Goal LU-3 (City of Open Space), and would reduce impacts to a less-than-significant (Class II) level. All future development in the project area would be required to adhere to the most recent *California Building Code* (CBC) current at the time of application, which includes strict building specifications to ensure structural and foundational stability, similar to the proposed project. The City would also continue to require all future development to prepare and submit a detailed soils and geotechnical analysis for site-specific projects. Therefore, because future development projects would be required to adhere to applicable goals, policies, and regulations, impacts associated with rupture of a known earthquake fault, strong seismic groundshaking, seismic-related ground failure, and landslides would continue to be less than significant (Class II), similar to the proposed project.

Future development under the General Plan Update, as well as Alternative 3, would result in ground-disrupting activities, such as excavation and trenching for foundations and utilities; soil compaction and site grading; and the erection of new structures, all of which would temporarily disturb soils. This could result in soil erosion; however, applicants for future specific development projects would be required to submit a Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) for coverage under the Statewide General Construction Activity Stormwater Permit and must comply with all applicable requirements, including the preparation of a SWPPP, applicable NPDES regulations, and best management practices (BMP). Such compliance, in addition to implementation of existing code requirements, would ensure that erosion and other soil instability impacts resulting from future construction would be less than significant (Class II). Impacts of Alternative 3 would be similar to those identified for the proposed project because they would both be subject to the same regulations.

Hazards and Hazardous Materials

The City is located within an urban developed area. Thus, the proposed project would involve the use of hazardous materials in the form of basic cleaning materials and landscaping chemicals as well as hazardous substances used by businesses in the City on an ongoing basis. Future development under the General Plan Update would be required to comply with applicable laws and regulations that would reduce the risk of hazardous materials use, transportation, and disposal through the implementation of established safety practices, procedures, and reporting requirements. Continued compliance with existing regulations would minimize the risks associated with the exposure of sensitive receptors, including schools, to hazardous materials. Development allowed under Alternative 3 would be required to comply with all applicable and current regulations regarding the use, transportation, and disposal of hazardous

materials. Although Alternative 3 would allow less development than the proposed project, it would also result in a less-than-significant (Class II) impact, similar to that identified for the proposed project.

Hydrology and Water Quality

The proposed project was found to have less-than-significant (Class II) impacts related to a potential violation of water quality standards or waste discharge requirements for construction and operational activities. Compliance with NPDES permits requirements, the 2005 UWMP, and proposed General Plan policies under Goal S-1 (Protection from Flood Hazards), Goal NR-6 (Water Quality), and Goal U-3 (Stormdrain System) would reduce the risk of water degradation within the City from the operation of new developments to the maximum extent practicable. Alternative 3 would allow for development of similar types and locations as the General Plan Update but with a reduced density in some locations. Therefore, impacts would be expected to be similar to those of the General Plan Update. Violation of waste discharge requirements or water quality standards would be minimized and would be less than significant (Class II).

Impacts related to substantially depleting groundwater supplies or interfering substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level were found to be less than significant (Class II) for the General Plan Update. All existing land uses and future development contemplated in the General Plan Update would utilize water from the LVMWD, which receives its potable water from MWD. As Alternative 3 would allow for development of similar types and in similar locations to the General Plan Update but with reduced densities in TAZs 6, 8, 10, and 12, impacts of Alternative 3 would be less than significant (Class II). Therefore, Alternative 3 would have similar but lesser impacts than the proposed project.

Development under the proposed General Plan Update would result in alterations to drainage, such as changes in ground surface permeability via paving, changes in topography via grading and excavation. However, polices in the General Plan Update would require implementation of BMPs, incorporation of stormwater detention facilities as necessary, adequate design of drainage facilities to minimize adverse effects on water quality, and minimization of increases in impervious areas. Impacts would be less than significant (Class II). Alternative 3 allows for future development similar to the General Plan Update but at a reduced density in TAZs 6, 8, 10 and 12. Compliance with the General Plan policies and implementation of BMPs similar to the proposed project would ensure that Alternative 3 also results in less-than-significant (Class II) impacts.

Impacts related to the alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or the substantial increase in the rate or amount of surface runoff in a manner which would result in flooding on- or off-site was found to be less than significant (Class II) for the General Plan Update. In addition, impacts related to the exceedance of stormwater drainage systems were determined to be less than significant (Class II) for the proposed project. All development under the proposed project would comply with the proposed General Plan Update policies, NPDES regulations, CDFG regulations, as well as the preparation of and compliance with a SUSMP which would reduce the risk of flooding from drainage alterations to less-than-significant (Class II) levels. Alternative 3 includes development of similar types and in similar locations to the proposed project but

with reduced densities in some locations. Therefore, it is reasonable to assume that impacts under Alternative 3 would be less than significant (Class II), similar to the proposed project.

Under the proposed project, most new development would occur as infill development and redevelopment in areas that are currently developed or approved for development as part of a specific plan. Compliance with Policy U-3.3 (Drainage Plans and Studies) in the General Plan Update requires developers to submit a watershed drainage plan and study which would reduce impacts to less-than-significant (Class II) levels. Alternative 3 includes development of similar types and in similar locations to the proposed project but with reduced densities in some locations. Therefore, it is reasonable to assume that impacts under Alternative 3 would be less than significant (Class II), similar to the proposed project.

The 100-year flood zone is primarily contained within Lindero Canyon, Liberty Canyon, Palo Comado Canyon, and Medea Creek and adjacent to Lindero Lake. However, some existing residential uses are located within the 100-year flood zone. Alternative 3 includes development similar to the proposed General Plan Update and could result in locating structures (including residential uses) within the 100-year flood zone. However, compliance with General Plan Update policies such as Policy S-1.4 (SEMS Plan), Policy S-1.5 (Preservation of Flood Plains), Policy S-1.6 (Floodplain Requirements), and Policy S-1.7 (Flood Mitigation Design), as well as FEMA regulations, would ensure that flows are not substantially impeded or redirected. Alternative 3 would result in a less-than-significant (Class II) impact, similar to the proposed project.

The probability of dam failure in the area is low. Development under the proposed General Plan Update would not increase the risk of dam failure, although it would increase the number of persons and amount of development exposed to this hazard. However, implementation of the flood protection policies contained in the proposed General Plan Update, and compliance with the City's existing Floodplain Ordinance, would ensure that the proposed project would result in less-than-significant (Class II) impacts due to dam failure. Alternative 3 would allow for development of similar types of land uses and in similar locations as the General Plan Update but at reduced densities in some areas. Alternative 3 would allow for fewer residential units, thereby reducing the number of people exposed to potential hazards. While this is a small number of people, it still represents a lesser impact than the General Plan Update. Thus, risks associated with flooding, including dam failure inundation, would be considered somewhat less than that of the General Plan Update but both would result in less-than-significant (Class II) impacts, given compliance with local, state, and federal regulations, as well as General Plan Update policies.

The potential risk associated with inundation by tsunami is less than significant due to the City's elevation and distance from the Pacific Ocean. This impact is the same for both Alternative 3 and the General Plan Update. In addition, there are no water bodies of significant size or elevation that could cause loss due to seiche. Potential risks from mudflow (i.e., mudslide, debris flow) would be considered prevalent, as slopes of 10 percent or more exist throughout the City. Prolonged rainfall during certain storm events would saturate and could eventually loosen soil, resulting in slope failure. However, this impact would be the same for Alternative 3 and the proposed project, and would be less than significant (Class II).

Overall, impacts to hydrology under Alternative 3 would be similar to the proposed General Plan Update.

Land Use

Implementation of Alternative 3 would not result in impacts related to land use nor would it conflict with land use plans in place in the City. Alternative 3 would allow for land uses of similar type and in similar patterns to that proposed under the General Plan Update. However, densities would be reduced in TAZs 6, 8, 10 and 12. Alternative 3 would not divide an established community, nor would it conflict with a habitat conservation plan, as there are none in the City. The proposed project was determined to result in a less-than-significant (Class II) impact due to conflict with an established land use plan or policies. Therefore, Alternative 3, which is similar in type and land use patterns, would result in a less-than-significant (Class II) impact, similar to the proposed project.

Noise

Implementation of Alternative 3 would involve the use of construction equipment similar to that of the General Plan Update, although perhaps to a lesser extent, given the reduced development densities. The General Plan Update was determined to result in a less-than-significant (Class II) impact. Therefore, Alternative 3 would result in a similar impact related to construction noise. Similarly, less-than-significant (Class II) impacts related to an increase in ambient noise would occur as a result of Alternative 3. Therefore, impacts would be similar to that of the General Plan Update.

The General Plan Update was found to have less-than-significant (Class II) impacts related to causing a substantial permanent increase in ambient noise. Land uses in Alternative 3 would be the same as those proposed under the General Plan Update but with lower densities in select areas (TAZs 6,8,10, and 12). Therefore, impacts resulting from Alternative 3 would be expected to be less than those resulting from the General Plan Update, and would be considered less than significant (Class II).

Based on noise measurements and on existing and future noise modeling, noise levels in excess of City standards currently occur and would continue to occur in many residential areas and other noise-sensitive uses throughout the City. Traffic noise would be higher or louder in the future than it is now along all freeways and highways, and along most major arterial and collector roads in Agoura Hills due to development both inside and outside of the City. Therefore, while Alternative 3 would result in slightly less development densities in select areas, impacts due to Alternative 3 would still be significant and unavoidable (Class I) because the condition currently exists. This impact would be similar to that anticipated under the proposed project. Implementation of the General Plan Update policies would, in most cases, reduce to a less-than-significant level the exterior noise levels and/or increments on future noise-sensitive land uses that could be developed under the proposed General Plan Update (Goal N-1 [Land Use Conflicts], Goal N-2 [Motor Vehicles], and Goal N-3 [Non Transportation Related Noise]). However, the proposed policies would do little to remediate or reduce the magnitude of noise effects on many existing noise-sensitive land uses in areas with current high noise exposures or where substantial noise increases are expected. Therefore, the continuing exposure of existing noise-sensitive land uses to noise levels in excess of City standards or to substantial noise increases as a result of the future growth

under both the General Plan Update and Alternative 3 are considered a significant unavoidable impact (Class I).

Impacts related to vibration from construction activities associated with the General Plan Update were determined to be significant and unavoidable (Class I). Operational impacts resulting from vibration were found to be less than significant (Class II) for the General Plan Update. Both construction and operational activities of Alternative 3 would be slightly less than but similar to the proposed project, and impacts would be similar, significant and unavoidable (Class I) impacts for construction and less-than-significant (Class II) impact for operations.

Impacts related to groundborne noise would be similar to, although slightly less than, the General Plan Update. That is, both would result in less-than-significant (Class II) impacts.

Population and Housing

Implementation of Alternative 3 will have similar less-than-significant (Class II) impacts related to population and housing. Alternative 3 includes development of similar land use types and locations, but with reduced densities within TAZs 6, 8, 10, and 12. However, development within these TAZs is mostly commercial and industrial and Alternative 3 would not substantially reduce the number of housing units constructed within the City. However, due to the slight reduction in housing units and the considerable reduction in commercial/industrial space which will reduce jobs in the area, Alternative 3 would result in slightly lesser impacts than the proposed project, although still less than significant.

Public Services

Implementation of Alternative 3 would result in impacts to public services similar to those identified for the proposed General Plan Update. Current conditions indicate that the response times for police and fire services are at acceptable levels and impacts were determined to be less than significant (Class II). Additionally, the proposed project was found to result in a less-than-significant (Class II) impact to fire protection and police services. Alternative 3 would result in similar development types and locations as the proposed project but with reduced densities in some locations. It is therefore reasonable to assume that Alternative 3 would result in a less-than-significant (Class II) impact. Compliance with Policy S-3.1 (Fire Services) and Goal S-4 (Protection from Crime) and Policy S-4.1 (Police Services) would further ensure less-than-significant impacts.

According to DEIR Section 4.11 (Public Services), all of the public schools in Agoura Hills are operating below maximum capacity. Impacts of the General Plan Update were found to be less than significant (Class II) due to the implementation of Goal CS-8 (Educational System) and Policy CS-8.2 (Expand and Improve Facilities). Alternative 3 would result in development consistent with the proposed General Plan Update but with reduced densities in TAZs 6, 8, 10, and 12. Development in these areas is primarily commercial and industrial, therefore residential development under Alternative 3 would only be reduced by 19 multi family dwelling units compared to the proposed project. Alternative 3 would comply with Goal CS-8 (Educational System) and Policy CS-8.2 (Expand and Improve Facilities). Compliance with the General Plan goals and policies as well as the reduced number of dwelling units would ensure that

Alternative 3 would result in a less-than-significant (Class II) impact. This would be similar, but slightly less, than the proposed project.

Impacts to libraries as a result of Alternative 3 would be similar to that of the General Plan Update, less than significant (Class II). Circulation levels have remained consistent over the past few years. Based on an anticipated population increase under the General Plan Update, the proposed project could increase demand on library services. However, impacts would be less than significant (Class II). Alternative 3 would allow for development similar to the proposed project but with reduced densities in TAZs 6, 8, 10 and 12. This would increase population within the library service area, but slightly less than the proposed project. Compliance with Policy CS-9.1 (Support Library Services) would ensure that quality library services would be available to residents of Agoura Hills under Alternative 3 and potential impacts would be reduced to a less-than-significant (Class II) impact, similar to the proposed project.

Recreation

The existing General Plan (1993) recommends a standard of eight acres of park and open space land per 1,000 residents. Based on the existing City population of 23,337 residents, the current park inventory of 73.5 acres provides approximately 3.15 acres of parkland per 1,000 persons.

Full build out of the proposed General Plan Update would increase population in the City and therefore demand on recreation facilities. However, under the General Plan Update, compliance with Policy CS-1.1 (Service Level Goals), Policy CS-1.2 (Cooperation with External Agencies), Policy CS-1.8 (Facilities in Residential Development), Policy CS-3.1 (Use Agreements with Other Agencies), and Policy CS-3.2 (Work with Surrounding Communities) would require the development of park and recreation facilities, commensurate with new development, and impacts to recreation facilities would be reduced to less-than-significant (Class II) levels. Alternative 3 would allow for development of land uses similar to the proposed project, but with reduced densities in some locations. This would result in the generation of fewer new residents to the area that could put strain on the existing recreational amenities. Compliance with General Plan Update Policy CS-1.1 (Service Level Goals), Policy CS-1.2 (Cooperation with External Agencies), Policy CS-1.8 (Facilities in Residential Development), Policy CS-3.1 (Use Agreements with Other Agencies), and Policy CS-3.2 (Work with Surrounding Communities) would ensure that Alternative 3 would result in a less-than-significant (Class II) impact to recreational facilities. Due to the smaller population generation, Alternative 3 would result in a slightly less impacts than the proposed project and impacts would be less than significant (Class II).

Transportation

Alternative 3 would generate fewer AM peak hour trips (2,749 trips versus 3,026 trips), fewer PM peak hour trips (4,398 trips versus 4,775 trips), and fewer daily trips (41,697 trips versus 45,302 trips) than the proposed General Plan Update, as shown in the traffic study prepared for the General Plan Update (Appendix B). The reduction in trips is a result of an approximately 25 percent reduction in development within TAZs 6, 8, 10 and 12, with the exception of the following, which was not reduced: (1) residential areas outside of Subarea 5 and (2) the Agoura Village Specific Plan area.

Under the proposed General Plan Update, after incorporation of the proposed roadway improvements, 16 locations could operate below LOS C as described below. Therefore, impacts would be considered significant and unavoidable (Class I).

1. Lake Lindero Road north of Thousand Oaks Boulevard
8. Kanan Road south of Fountainwood Avenue
9. Kanan Road north of Thousand Oaks Boulevard
12. Kanan Road south of Thousand Oaks Boulevard
13. Driver Avenue east of Argos Street
16. Canwood Street west of Reyes Adobe Road
21. Kanan Road south of Canwood Street East
23. Canwood Street east of Kanan Road
24. Kanan Road north of Agoura Road
26. Agoura Road east of Kanan Road
27. Kanan Road south of Agoura Road
29. Agoura Road east of Cornell Road
31. Driver Avenue west of Chesebro Road
34. Dorothy Drive between Lewis Road & US-101 SB ramps/Chesebro Road
35. Chesebro Road south of Dorothy Drive
36. Agoura Road west of Chesebro Road

Alternative 3 would result in 12 segments that would operate below LOS C, as opposed to the General Plan Update. The segments that would operate below LOS include the following:

1. Lake Lindero Road north of Thousand Oaks Boulevard
8. Kanan Road south of Fountainwood Avenue
9. Kanan Road north of Thousand Oaks Boulevard
12. Kanan Road south of Thousand Oaks Boulevard
13. Driver Avenue east of Argos Street
16. Canwood Street west of Reyes Adobe Road
21. Kanan Road south of Canwood Street East
23. Canwood Street east of Kanan Road
24. Kanan Road north of Agoura Road
27. Kanan Road south of Agoura Road
31. Driver Avenue west of Chesebro Road
35. Chesebro Road south of Dorothy Drive

While a significant and unavoidable (Class I) impact would still occur with Alternative 3, the significant and unavoidable impacts would be somewhat reduced under Alternative 3 as compared to the proposed project.

Impacts to the County's CMP in the region were found to be less than significant for the proposed project and would be similar for Alternative 3. Impacts related to increasing roadway hazards were found

to be less than significant for the proposed project. Therefore, design hazard impacts of Alternative 3 are expected to be similar to the proposed project, less than significant (Class II).

Impacts related to emergency access were found to be less than significant for the General Plan Update, as standard development procedures require that future development plans be submitted to the City for review and approval. This process would ensure that all new development has adequate emergency access and is in compliance with acceptable regulations at the time of application. This same level of compliance would be required for development under Alternative 3, resulting in a less-than-significant (Class II) impact, similar to the proposed project.

The General Plan Update would result in no impact to alternative modes of transportation. Alternative 3 would be subject to similar goals and policies as the General Plan Update that encourage, promote, and to some extent, require the use and provision of alternative modes of transportation. These include (Goal M-6 [Alternative Transportation], Goal M-9 [Transit], Policy M-6.1 [Efficient System] through Policy M-6.6 [Alternative Mode Funding], Policy M-9,1 [Transit Commuting] through Policy M-9.5 [Funding]). In addition to promoting a balanced transportation system, future provision of amenities, such as bicycle racks (Policy M-8.6 [Bicycle Facility Design] and Policy M-8.7 [Bicycle Parking]), additional bicycle lanes (Goal M-8 [Bikeways], Policy M-8.1 [Bikeway Linkages] through Policy M-8.5 [Bikeway design]), and pedestrian connections (Goal M-7 [Pedestrians]. Policy M-7.1 [Walkability] through Policy M-7.7 [Design Standards]) will help to improve the quality of life of City residents. The General Plan Update goals and policies strive to support and expand upon the existing TDM Program (Goal M-10 [Transportation Demand Management], Policy M-10.1 [Current Technologies] through Policy M-10.5 [Preferential Parking]). As such, Alternative 3 would result in similar impacts as the General Plan Update, and would result in no impact to the provision of alternative modes of transportation.

Impacts related to parking were found to be less than significant for the proposed project. Alternative 3 would be subject to all parking requirements set forth in the City's Zoning Code, which would ensure that parking impacts are reduced to a less-than-significant (Class II) level. This impact would be similar to the proposed project.

Overall, impacts related to transportation and traffic would be less than those identified for the proposed project.

Utilities

Water and sewer service is provided to the City by the Las Virgenes Municipal Water District (LVMWD). According to the 2005 Urban Water Management Plan (UWMP), the total existing water demand for the proposed project area is approximately 29,270 AFY, which is the sum of the demands of all land types within the City. However, the LVMWD currently has a supply of 36,590 available to the City, representing a surplus of 7,320 AFY. Alternative 3 would result in a demand of approximately 16,690 gallons less per day than the General Plan Update. DEIR Section 4.14 (Utilities) examined the potential impacts related to water demand and availability of the proposed project and determined that impacts would be less than significant (Class II). Further, the General Plan Update would not require the

construction of new water treatment facilities and would create a less-than-significant (Class II) impact. As Alternative 3 would result in less development, and therefore less water demand, than the proposed project, it is reasonable to assume that Alternative 3 would also result in less-than-significant (Class II) impacts, although slightly lesser impacts than the proposed project.

Impacts to the wastewater system resulting from implementation of the General Plan Update were found to be less than significant (Class II). Buildout of the General Plan Update would be expected to generate 3,839,552 gallons of wastewater per day. The Tapia Water Reclamation Facility, which treats wastewater from the City, has a current capacity of 16 million gallons per day. Currently, the facility accepts approximately 9.5 million gallons per day. Increased wastewater generation due to implementation of the General Plan Update could be accommodated within the existing treatment infrastructure; therefore expansion of existing facilities would not be required. In addition, Policy U-2.1 (Sufficient Service) and Policy U-2.5 (Service Inadequacies) under Goal U-2 (Wastewater System) of the General Plan Update require that service inadequacies be identified and addressed and that sufficient sewer service be maintained, resulting in a less-than-significant (Class II) impact. Under Alternative 3, the daily generation of wastewater would be approximately 3,790,591 gallons per day, less than that anticipated for the proposed project. This amounts to 48,961 gallons of water per day less than the proposed project. Additionally, Alternative 3 would comply with Policy U-2.1 (Sufficient Service) and Policy U-2.5 (Service Inadequacies) under Goal U-2 (Wastewater System) of the General Plan Update. Therefore, Alternative 3 would result in slightly less impacts than the General Plan Update, and would result in a less-than-significant (Class II) impact.

The City's Solid Waste Management Program staff coordinates the collection of waste for the City of Agoura Hills, contracting with independent haulers to pick-up and dispose of waste throughout the City. Waste generated by growth proposed under the General Plan Update would be accommodated by existing landfill capacities and would result in a less-than-significant (Class II) impact. Alternative 3 includes development in similar patterns to the proposed project but with reduced densities in some locations that would reduce the level of development. Alternative 3 would result in approximately 5,201 fewer pounds of solid waste per day than development under the General Plan Update. Therefore, Alternative 3 would result in a less-than-significant (Class II) impact to solid waste, similar to but less than the proposed project.

The proposed project is anticipated to result in an electricity demand of approximately 137,608,689 kWh/year. Alternative 3 would result in an electricity demand of approximately 133,274,583 kWh/year, a decrease in electricity demand of approximately 4,334,106 kWh/year over the proposed project. Goal U-5 (Energy Provision and Conservation) of the General Plan Update includes policies that would foster coordination with SCE to ensure adequate electricity services would be available to the City. The General Plan Update was determined to result in a less-than-significant (Class II) impact to electricity. Based on the reduced level of development and electricity demand, it is reasonable to assume that Alternative 3 would result in a less-than-significant (Class II) impact. This impact would be similar to, but less than, the proposed project.

The proposed project is anticipated to result in a natural gas demand of approximately 74,712,619 cf/month. Alternative 3 would result in a natural gas demand of approximately 73,696,909 cf/month, a

decrease in natural gas demand of approximately 1,015,710 cf/month over the proposed project. Goal U-5 (Energy Provision and Conservation) of the General Plan Update contains policies that would foster coordination with SCGC to ensure adequate natural gas services would be available to the City, resulting in a less-than-significant (Class II) impact. Therefore, although still less than significant, Alternative 3 would result in a smaller natural gas impact than the proposed project.

Climate Change

An analysis of the potential significant emission of GHG completed for the proposed project determined it would result in a less-than-significant (Class II) impact. During buildout and operation of the proposed project, GHGs would be emitted as the result of construction activities and deliveries; new direct operational sources, such as operation of emergency generators, natural gas usage, and operation of fleet vehicles; and indirect operational sources, such as production of electricity, steam and chilled water, transport of water, and decomposition of project-related wastes. GHGs would also be emitted by visitors and employees travelling to, from, and within the City. As the proposed project includes goals and policies as well as implementation measures to comply with all state GHG requirements, impacts associated with GHG emissions during construction and operational activities are considered less than significant (Class II). Alternative 3 includes development of similar type and location as the proposed project but with reduced densities in some locations. Alternative 3 is expected to reduce vehicle miles traveled; reduce electricity, natural gas, and water demand; and generate less solid waste and wastewater than the proposed project, to a limited extent. As Alternative 3 would result in less development and somewhat lessened impacts than the proposed project and it would comply with the implementation measures, goals and policies, it is reasonable to assume that impacts would be less than significant (Class II).

Attainment of Project Objectives

Under Alternative 3, development similar in type and location to that of the General Plan Update would occur but with reduced densities in TAZs 6, 8, 10 and 12. The purpose of the General Plan Update is to achieve the Vision established with input from the City's residents and decision makers. In California, the general plan acts as the constitution for development and functions as a tool for the City to exercise the power of regulating land use given to it by the state. The Vision states that "The City remains a safe place, where people live, work, play, and move about in an economically viable and environmentally sustainable community. Sensitive growth and economic development are a means of perpetuating our quality of life [and that] these are balanced with resource conservation, as the city's semi-rural ranching past, rich history and unique neighborhoods are respected, and open spaces and surrounding hillsides are preserved". Alternative 3 would only partially satisfy the City's objectives.

The General Plan Update substantially lowers the amount of residential and non-residential development at buildout, when compared to the existing General Plan (1993). The General Plan Update buildout scenario was created to be a more realistic development scenario for 2035, allowing some future development and flexibility for additions to existing buildings. Alternative 3 would further reduce the amount of development that would be ultimately allowed, thereby reducing potential flexibility for new

development, and additions to existing development, thereby reducing potential economic vitality and viability of the City for the future.

The General Plan Update proposes no changes to existing residential areas, but would allow vacant lots to be developed as currently allowed for by the Zoning Code. Alternative 3 would decrease the number of multi-family housing units that could be built in the City. Multi-family units in mixed use areas, separate from the Agoura Village Specific Plan area, would not be able to be fully developed. Mixed use, with a balance of residential and non-residential uses in close proximity, is an important tool in creating an environmentally sustainable City, as it encourages alternative transportation modes. Reducing the number of multifamily residential units allowed would jeopardize the overall viability of such development as mixed-use planned developments. Therefore, Alternative 3 does not fully meet the objectives of the City as defined by the City Vision.

6.4 COMPARISON OF ALTERNATIVES

Table 6-2 (Comparison of Alternatives to the Proposed Project) provides a summary of the comparison of alternatives to the proposed project.

Table 6-2 Comparison of Alternatives to the Proposed Project

Environmental Issue Area	*No Development*	*No Project/Reasonably Foreseeable Development (Continuation of Existing General Plan)*	*Decreased Density*
Aesthetics	+	+	=
Air Quality	–	+	–
Biological Resources	–	+	=
Cultural Resources	–	=	=
Geology and Soils	–	=	=
Hazards and Hazardous Materials	–	+	=
Hydrology and Water Quality	–	+	=
Land Use	=	=	=
Noise	–	+	–
Population and Housing	–/=	–/=	=
Public Services	–	=	=
Recreation	+	=	=
Transportation	-	+	–
Utilities	–	+	–
Climate Change	=	+	–

(–) = Impacts considered to be less when compared with the proposed project.

(+) = Impacts considered to be greater when compared with the proposed project.

(=) = Impacts considered to be equal or similar to the proposed project.

All impacts identified above are a conclusion for the overall impact within each issue area. This is to say that individual thresholds within each issue area may differ, but the conclusions represent an overall impact.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines require that an environmentally superior Alternative is identified. Alternative 3 (Reduced Density Alternative) would be considered the environmentally superior alternative in terms of reducing the impacts to issues areas identified as significant and unavoidable within this EIR, as summarized in Table 6-2 (Comparison of Alternatives to the Proposed Project), although it does not sufficiently meet the project objectives.

6.6 REFERENCES

This section includes, but is not limited to, those sources relied upon for each environmental topic area analyzed in this document (Sections 4.1 through 4.15), as well as other sections of the EIR.

CHAPTER 7 Preparers

7.1 REPORT PREPARERS

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CHAPTER 8 Introduction to the Final EIR

8.1 CEQA REQUIREMENTS

Before approving a project, the *California Environmental Quality Act* (CEQA) requires the Lead Agency to prepare and certify a Final Environmental Impact Report (Final EIR). The contents of a Final EIR are specified in Section 15132 of the CEQA Guidelines, which states that:

> The Final EIR shall consist of:
> (a) The Draft EIR or a revision of the Draft EIR.
> (b) Comments and recommendations received on the Draft EIR either verbatim or in summary.
> (c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
> (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
> (e) Any other information added by the Lead Agency.

The Lead Agency (the City of Agoura Hills) must also provide each public agency that commented on the Draft EIR (DEIR) with a copy of the City's response to those comments at least ten days before certifying the Final EIR. In addition, the City may also provide an opportunity for members of the public to review the Final EIR prior to certification, though this is not a requirement of CEQA.

8.2 PUBLIC REVIEW PROCESS

The DEIR for the General Plan Update was circulated for review and comment by the public, agencies, and organizations for a 45-day public review period that began on December 10, 2009, and concluded on January 25, 2010. A public information meeting was held on January 21, 2010, to receive comments on the adequacy of the DEIR. In addition to the verbal comments that were received at the public meeting, ten written letters were also received during the review period.

8.3 CONTENTS AND ORGANIZATION OF THE FINAL EIR

This Final EIR is composed of two volumes. They are as follows:

Volume I — **Final EIR**—This volume describes the existing environmental conditions in the project area and in the vicinity of the project, and analyzes potential impacts on those conditions due to the proposed project; identifies mitigation measures that could avoid or reduce the magnitude of significant impacts; evaluates cumulative impacts that would be caused by the project in combination with other future projects or growth that could occur in the region; analyzes growth-inducing impacts; and provides a full evaluation of the alternatives to the proposed project that could eliminate, reduce, or avoid project-related impacts.

This volume also contains an explanation of the format and content of the Final EIR (Chapter 8); all text changes to the DEIR resulting from corrections of minor errors and/or clarification of items, which have been incorporated into the EIR (Chapter 9); a complete list of all persons, organizations, and public agencies that commented on the DEIR, copies of the comment letters received by the City of Agoura Hills on the proposed project, and the Lead Agency's responses to these comments (Chapter 10); and the Mitigation Monitoring and Reporting Program (Chapter 11).

Volume II **Final EIR Appendices**—This volume includes supporting technical data used in the preparation of the Draft EIR. No text changes were made to the Technical Appendices in preparation of the Final EIR.

8.4 USE OF THE FINAL EIR

Pursuant to Sections 15088(a) and 15088(b) of the CEQA Guidelines, the lead agency must evaluate comments on environmental issues received from persons who reviewed the DEIR and must prepare written responses. The Final EIR allows the public and the City of Agoura Hills an opportunity to review the response to comments, revisions to the DEIR, and other components of the EIR, such as the Mitigation Monitoring and Reporting Program (MMRP), prior to the City's decision on the project. The Final EIR serves as the environmental document to support approval of the proposed project, either in whole or in part.

After completing the Final EIR, and before approving the project, the Lead Agency must make the following three certifications as required by Section 15090 of the CEQA Guidelines:

- That the Final EIR has been completed in compliance with CEQA
- That the Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the project
- That the Final EIR reflects the Lead Agency's independent judgment and analysis

Pursuant to Section 15091(a) of the CEQA Guidelines, if an EIR that has been certified for a project identifies one or more significant environmental effects, the lead agency must adopt "Findings of Fact." For each significant impact, the lead agency must make one of the following findings:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Each finding must be accompanied by a brief explanation of the rationale for the finding. In addition, pursuant to Section 15091(d) of the CEQA Guidelines, the agency must adopt, in conjunction with the findings, a program for reporting on or monitoring the changes that it has either required in the project or made a condition of approval to avoid or substantially lessen environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures. This program is referred to as the Mitigation Monitoring and Reporting Program.

Additionally, pursuant to Section 15093(b) of the CEQA Guidelines, when a Lead Agency approves a project that would result in significant, unavoidable impacts that are disclosed in the Final EIR, the agency must state in writing its reasons for supporting the approved action. This Statement of Overriding Considerations is supported by substantial information in the record, which includes this Final EIR. Since the project could result in thirteen significant and unavoidable impacts (eight project-specific and six cumulative) in the issue areas of transportation/traffic, noise, cultural resources, and air quality, the City of Agoura Hills would be required to adopt a Statement of Overriding Considerations if it approves the proposed project.

The certifications, Findings of Fact, and the Statement of Overriding Considerations are included in the staff report and resolutions that accompany this document. The Final EIR will be considered, and, in conjunction with making Findings, the City of Agoura Hills may decide whether or how to approve the proposed project.

CHAPTER 9 Changes to the Draft EIR

9.1 FORMAT OF TEXT CHANGES

Text changes are intended to clarify or correct information in the DEIR in response to comments received on the document, or as initiated by Lead Agency staff, including changes to the proposed General Plan. Revisions are shown in Section 9.2 (Text Changes) below as excerpts from the DEIR text, with a ~~line through~~ deleted text and an underline beneath inserted text. In order to indicate the location in the DEIR where text has been changed, the reader is referred to the page number of the DEIR.

9.2 TEXT CHANGES

This section includes revisions to text, by DEIR Section, that were initiated either by Lead Agency staff or in response to public comments. The changes appear in order of their location in the DEIR.

Pages 4.1-3 through 4.1-5, Section 4.1 (Aesthetics)

Scenic Corridors/Roads

Scenic corridors provide an opportunity for the public to take advantage of the aesthetic value of the natural environment. Scenic corridors can help carry the feeling of rural character throughout the City, both by providing views of open and rural areas from a variety of locations, and by carrying rural design themes along the roadway and parkway landscaping of the scenic highway itself. Caltrans has officially designated US Highway 101 an Eligible State Scenic Highway from Topanga Canyon Boulevard to State Route 33 in Ventura.

The following roadways are valuable scenic resources in the community and are recognized as scenic roadways by the City:

- Reyes Adobe Road (from Thousand Oaks Boulevard to Agoura Road)
- Thousand Oaks Boulevard. (from westerly City limits to its eastern terminus just beyond Carell Avenue)
- Agoura Road (from westerly City limits to easterly City limits)
- Kanan Road (from Agoura Road south to the City limits)

Reyes Adobe Road provides scenic vistas to the north and south along the roadway, including prominent views of Ladyface Mountain. Single-family residential uses predominate along Reyes Adobe Road, with commercial nodes at Agoura Road and Canwood Street. The landscape theme is varied as the areas between the residential walls and the sidewalk along most of this corridor are owned by private individuals.

Kanan Road is a north/south roadway and overall provides scenic vistas to the north and south along the roadway, including prominent views of Ladyface Mountain to the south and views of the Santa Monica Mountains to the north. The roadway contains a landscaped median north of the Ventura Freeway. South of Agoura Road, it is currently a two-lane road through undeveloped areas with no landscaping. This southerly segment serves as a scenic entry at the southerly City limits.

Thousand Oaks Boulevard runs in an east/west direction though the northern residential sections of the community providing vistas from key high locations near Strawberry Hill and Reyes Adobe Road. From these high points, one looks out over the developed area of the City to the backdrop of mountains and foothills. Thousand Oaks Boulevard has a landscaping of suburban character and a City landscaped median. Adjacent uses along Thousand Oaks Boulevard are predominantly residential with commercial nodes at Lake Lindero Drive and Kanan Road.

Agoura Road runs in an east/west direction along the southern section of the community, along the base of the Santa Monica Mountain foothills. The view along Agoura Road is characterized by close-in foothill views to the south, with occasional vistas beyond the City to the north with the backdrop of rolling hills and the higher, more distant Simi Hills. Through the old commercial district of the City near Chesebro Road, Agoura Road is lined with large mature oak trees. An open rectangular concrete drainage channel carries the Chesebro Canyon Wash along the north side of Agoura Road from Medea Creek beyond Waring Place. Generally, Agoura Road east of Kanan Road is a two-lane arterial developed to rural standards without curb and gutter.

Curb, gutters and sidewalk requirements have been established by the Agoura Village Specific Plan for portions of Agoura Road in that Plan area (from just east of Cornell Road to just west of Kanan Road). As part of this plan, Agoura Road will remain two lanes through the Plan area, generally from Cornell Road to Kanan Road. Portions of Agoura Road west of Kanan Road are four lanes. From Kanan Road westerly to the City limits, the roadway in its entirety will eventually become a four-lane arterial.

In general, land to the south of Agoura Road is undeveloped or developed with scattered hillside residential units. Between Agoura Road and the Ventura Freeway (US-101) are older commercial uses and more recently developed research and development parks and office buildings with surface parking. Between Cornell Road and Kanan Road, Agoura Road runs through the Agoura Village Specific Plan area, forming the primary backbone of the proposed mixed-use development village.

West of Reyes Adobe Road, the south side of Agoura Road is primarily vacant until just before the westerly City limits. However, these parcels are expected to be developed in the future pursuant to the Ladyface Mountain Specific Plan.

Landscaped medians are located along portions of Agoura Road, west of Kanan Road. The Agoura Village Specific Plan establishes guidelines for median landscaping along the segment between Cornell Road and portions of Kanan Road, while the Ladyface Mountain Specific Plan provides standards for the portion west of Kanan Road to the westerly City limits.

The following roadways offer some scenic elements, although not to the extent of the four highlighted above:

US-101/Ventura Freeway is listed as an Eligible State Scenic Highway by the California Department of Transportation. This eligible portion of US-101 traverses rugged, undeveloped hillsides in northwestern Los Angeles County and southern Ventura County into fertile farmland near Camarillo.

Canwood Street parallels US-101 to the north and offers views of the Santa Monica Mountains and Simi Hills. In addition, the street is not as densely developed in the eastern half of the City.

Roadside Drive parallels US-101 to the south and is located north of Agoura Road. Roadside Drive offers views of the Santa Monica Mountains and the Simi Hills.

Driver Avenue is an east/west roadway that runs through predominantly residential areas and adjacent to Agoura High School.

~~**Thousand Oaks Boulevard** runs in an east/west direction though the northern residential sections of the community providing vistas from key high locations near Strawberry Hill and Reyes Adobe Road. From these high points, one looks out over the developed area of the City to the backdrop of mountains and foothills.~~

~~Thousand Oaks Boulevard has a landscaping of suburban character and a City landscaped median. Adjacent uses along Thousand Oaks Boulevard are predominantly residential with commercial nodes at Lake Lindero Drive and Kanan Road.~~

~~**Agoura Road** runs in an east/west direction along the southern section of the community, along the base of the Santa Monica Mountain foothills. The view along Agoura Road is characterized by close-in foothill views to the south, with occasional vistas beyond the City to the north with the backdrop of rolling hills and the higher, more distant Simi Hills. Through the old commercial district of the City near Chesebro Road, Agoura Road is lined with large mature oak trees. An open rectangular concrete drainage channel carries the Chesebro Canyon Wash along the north side of Agoura Road from Medea Creek beyond Waring Place. Generally, Agoura Road east of Kanan Road is a two-lane arterial developed to rural standards without curb and gutter.~~

~~Curb, gutters and sidewalk requirements have been established by the Agoura Village Specific Plan for portions of Agoura Road in that Plan area (from just east of Cornell Road to just west of Kanan Road). As part of this plan, Agoura Road will remain two lanes through the Plan area, generally from Cornell Road to Kanan Road. Portions of Agoura Road west of Kanan Road are four lanes. From Kanan Road westerly to the City limits, the roadway in its entirety will eventually become a four-lane arterial.~~

~~In general, land to the south of Agoura Road is undeveloped or developed with scattered hillside residential units. Between Agoura Road and the Ventura Freeway (US-101) are older commercial uses and more recently developed research and development parks and office buildings with surface parking. Between Cornell Road and Kanan Road, Agoura Road runs through the Agoura Village Specific Plan area, forming the primary backbone of the proposed mixed-use development village.~~

~~West of Reyes Adobe Road, the south side of Agoura Road is primarily vacant until just before the westerly City limits. However, these parcels are expected to be developed in the future pursuant to the Ladyface Mountain Specific Plan.~~

~~Landscaped medians are located along portions of Agoura Road, west of Kanan Road. The Agoura Village Specific Plan establishes guidelines for median landscaping along the segment between Cornell Road and portions of Kanan Road, while the Ladyface Mountain Specific Plan provides standards for the portion west of Kanan Road to the westerly City limits.~~

Pages 4.1-8 and 4.1-9, Section 4.1 (Aesthetics)

Implementation of the General Plan Update would not have a substantial adverse effect on a scenic vista. Therefore, *no impact* would occur (Class III).

The topographic and natural resources in the City provide local viewsheds for residents within their neighborhoods, as well as persons traveling through the City along U.S. Highway 101 and other road segments. As discussed previously, the highly visible Ladyface Mountain within the Santa Monica Mountains provides a backdrop to the City as viewed from along the freeway corridor and other arterials. Other important scenic resources include Strawberry Hill, the Morrison Ranch Hills, Palo Comado Hills, and the higher more distant Simi Hills to the north. The following local road segments are valuable scenic resources in the community that provide scenic views of these hillsides and ridgelines:

- Reyes Adobe Road from Thousand Oaks Boulevard to Agoura Road
- Thousand Oaks Boulevard. (from westerly City limits to its eastern terminus just beyond Carell Avenue)
- Agoura Road from westerly City limits to easterly City limits
- Kanan Road from Agoura Road south to the City limits

Thousand Oaks Boulevard and Agoura Road generally provide the most scenic views of the mountains located in the northern and southern boundaries of the City limits. In addition, Reyes Adobe Road provides similar views while traveling north or south, rather than parallel to the mountains. More specifically, Reyes Adobe Road provides scenic vistas to the north and south along the roadway axis, including prominent views of Ladyface Mountain. Thousand Oaks Boulevard runs though the northern residential sections of the community. It provides vistas from key high locations near Strawberry Hill and Reyes Adobe Road. From these high points, one looks out over the developed area of the City to the backdrop of mountains and foothills. Agoura Road runs along the southern section of the community, along the base of the Santa Monica Mountain foothills. The view along Agoura Road is characterized by close-in foothill views to the south, with occasional vistas beyond the City to the north with the backdrop of the rolling hills and the higher, more distant Simi Hills. The segment of Kanan Road south of Agoura Road to the City limits provides excellent views of Ladyface Mountain. South of Agoura Road, it is currently a two-lane road through undeveloped areas with no landscaping. This segment serves as a scenic entry at the southerly City limits.

Pages 4.2-26, Section 4.2 (Air Quality)

Final Level of Significance

With the implementation of the General Plan Update policies and application of all local, state, and federal regulations pertaining to air quality and incorporation of mitigation measure MM4.2-1, impacts, from a programmatic perspective, would still be ***significant and unavoidable*** (Class I). Cumulative impacts would also be considered ***significant and unavoidable*** (Class I).

Pages 4.13-6 and 4.13-7, Section 4.13 (Transportation/Traffic)

- **Chesebro Road**—Chesebro Road is an east/west collector street between Canwood Street and Palo Comado Canyon Road north of the US-101 freeway and a north/south collector street between Agoura Road and the US-101 freeway eastbound on-ramp. One travel lane is provided in each direction. Sidewalk and street parking is provided on the north side of the road between Canwood Street and Palo Comado Canyon Road. Sidewalks and street parking are provided along both sides of the road south of Dorothy Drive and along the south side of the facility between Palo Comado Canyon Road south of the US-101 freeway and Agoura Road. The posted speed limit is ~~45~~35 miles per hour in some places, and 25 miles per hour in others, particularly for the segment that runs through Old Agoura.

Pages 4.13-16 and 4.13-17, Section 4.13 (Transportation/Traffic), Table 4.13-3

The following corrections to the roadway classification of Driver Avenue in Table 4.13-3 (Existing Peak Hour & Daily Levels of Service) have been made.

	Street Segment	*Classification*	*# of Lanes*	*Peak Hour*	*Volume*	*LOS*
12	Kanan Rd (s/o Thousand Oaks Blvd)	Arterial	4D	AM	2,660	D
			4D	PM	2,360	D
			—	Daily	31,200	—
13	Driver Ave (e/o Argos St)	~~Arterial~~ Collector	2U	AM	1,005	D
			2U	PM	625	C or better
			—	Daily	6,800	—
14	Agoura Rd (e/o Flintlock Ln)	Arterial	4D	AM	680	C or better
			4D	PM	880	C or better
			—	Daily	8,600	—
15	Reyes Adobe Rd (n/o Canwood St)	Arterial	4U	AM	1,280	C or better
			4U	PM	1,110	C or better
			—	Daily	13,400	—
16	Canwood St (w/o Reyes Adobe Rd)	Collector	2U	AM	420	C or better
			2U	PM	485	D
			—	Daily	5,500	—

	Street Segment	Classification	# of Lanes	Peak Hour	Volume	LOS
17	Canwood St (e/o Reyes Adobe Rd)	Arterial	2U	AM	245	C or better
			2U	PM	265	C or better
			—	Daily	3,100	—
18	Reyes Adobe Rd (n/o Agoura Rd)	Arterial	4D	AM	1,350	C or better
			4D	PM	1,165	C or better
			—	Daily	13,300	—
19	Agoura Rd (w/o Reyes Adobe Rd)	Arterial	4D	AM	775	C or better
			4D	PM	800	C or better
			—	Daily	9,150	—
20	Agoura Rd (e/o Reyes Adobe Rd)	Arterial	4D	AM	1,090	C or better
			4D	PM	1,095	C or better
			—	Daily	11,700	—
21	Kanan Rd (s/o Canwood St E)	Arterial	5D	AM	3,190	D
			5D	PM	3,065	D
			—	Daily	39,700	—
22	Canwood St (w/o Kanan Rd)	Arterial	2U	AM	325	C or better
			2U	PM	380	C or better
			—	Daily	4,150	—
23	Canwood St (e/o Kanan Rd)	Arterial	2U	AM	790	C or better
			2U	PM	855	C or better
			—	Daily	9,750	—
24	Kanan Rd (n/o Agoura Rd)	Arterial	4D	AM	1,705	C or better
			4D	PM	1,785	C or better
			—	Daily	21,800	—
25	Agoura Rd (w/o Kanan Rd)	Arterial	2U	AM	765	C or better
			2U	PM	795	C or better
			—	Daily	9,050	—
26	Agoura Rd (e/o Kanan Rd)	Arterial	2U	AM	390	C or better
			2U	PM	525	C or better
			—	Daily	6,250	—
27	Kanan Rd (s/o Agoura Rd)	Arterial	2U	AM	1,310	D
			2U	PM	1,345	D
			—	Daily	15,500	—
28	Roadside Dr (w/o Lewis Rd)	Collector	2U	AM	225	C or better
			2U	PM	250	C or better
			—	Daily	2,800	—

	Street Segment	Classification	# of Lanes	Peak Hour	Volume	LOS
29	Agoura Rd (e/o Cornell Rd)	Arterial	2U	AM	385	C or better
			2U	PM	455	C or better
			—	Daily	5,300	—
30	Chesebro Rd (n/o Driver Ave)	Collector	2U	AM	255	C or better
			2U	PM	325	C or better
			—	Daily	3,450	—
31	Driver Ave (w/o Chesebro Rd)	~~Arterial~~ Collector	2U	AM	1,100	D
			2U	PM	690	C or better
			—	Daily	8,200	—
32	Palo Comado Canyon (e/o Chesebro Rd)	Arterial	2U	AM	1,490	F
			2U	PM	1,080	D
			—	Daily	12,550	—

Page 4.13-18, Section 4.13 (Transportation/Traffic)

Analysis of existing conditions determined that thirty-two of the forty-three street segments studied currently operate at LOS C or better during both AM and PM peak hours. Ten of the street segments studied currently operate at LOS D during at least one of the peak hours and one location currently operates at LOS F.[17] Thus, in comparing these locations to the minimum acceptable level of service criteria established in the General Plan (LOS C), the following eleven locations currently operate below LOS C and are considered deficient in the existing conditions during at least one peak period:

1. Lake Lindero ~~Road~~ Drive north of Thousand Oaks Boulevard (AM peak hour)
9. Kanan Road north of Thousand Oaks Boulevard (AM and PM peak hours)
12. Kanan Road south of ~~Agoura Road~~Thousand Oaks Boulevard (AM and PM peak hours)
13. Driver Avenue east of Argos Street (AM peak hour)
16. Canwood Street ~~east~~ west of Reyes Adobe Road (PM peak hour)
21. Kanan Road south of Canwood Street East (AM and PM peak hour)

Page 4.13-40, Section 4.13 (Transportation/Traffic), Table 4.13-6

The following correction to Table 4.13-6 (Year 2035 Base Peak Hour & Traffic Volumes) has been made.

	Street Segment	Peak Hour	Volume
31	Driver Ave (w/o Chesebro Rd)	AM	1,185
		PM	700
		Daily	8,550

Pages 4.13-52 through 4.13-54, Section 4.13 (Transportation/Traffic), Table 4.13-9

The following corrections to the roadway classification of Driver Avenue in Table 4.13-9 (Future Peak Hour Levels of Service) have been made.

	Street Segment	Classification	Peak Hour	Year 2035 Base		Year 2035 with Proposed General Plan Land use						Less than LOS
						Without Improvements			With Proposed Circulation Element			
				Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	# of Lanes	LOS	
11	Thousand Oaks Blvd (e/o Kanan Rd)	Arterial	AM	1,615	4D	C or better	1,665	4D	C or better	4D	C or better	
			PM	925	4D	C or better	1,000	4D	C or better	4D	C or better	
12	Kanan Rd (s/o Thousand Oaks Blvd)	Arterial	AM	2,895	4D	D	3,130	4D	F	4D	F	**
			PM	2,555	4D	D	2,895	4D	D	4D	D	**
13	Driver Ave (e/o Argos St)	~~Arterial~~ Collector	AM	1,090	2U	D	1,130	2U	D	2U	D	**
			PM	635	2U	C or better	700	2U	C or better	2U	C or better	
14	Agoura Rd (e/o Flintock Ln)	Arterial	AM	710	4D	C or better	830	4D	C or better	4D	C or better	
			PM	885	4D	C or better	1,045	4D	C or better	4D	C or better	
15	Reyes Adobe Rd (n/o Canwood St)	Arterial	AM	1,280	4U	C or better	1,470	4U	C or better	4U	C or better	
			PM	1,110	4U	C or better	1,380	4U	C or better	4U	C or better	
16	Canwood St (w/o Reyes Adobe Rd)	Collector	AM	445	2U	C or better	445	2U	C or better	2U	C or better	
			PM	490	2U	D	490	2U	D	2U	D	**
17	Canwood St (e/o Reyes Adobe Rd)	Arterial	AM	245	2U	C or better	285	2U	C or better	2U	C or better	
			PM	265	2U	C or better	315	2U	C or better	2U	C or better	
18	Reyes Adobe Rd (n/o Agoura Rd)	Arterial	AM	1,355	4D	C or better	1,935	4D	C or better	5D	C or better	
			PM	1,165	4D	C or better	1,965	4D	C or better	5D	C or better	
19	Agoura Rd (w/o Reyes Adobe Rd)	Arterial	AM	810	4D	C or better	1,110	4D	C or better	4D	C or better	
			PM	805	4D	C or better	1,230	4D	C or better	4D	C or better	
20	Agoura Rd (e/o Reyes Adobe Rd)	Arterial	AM	1,120	4D	C or better	1,505	4D	C or better	4D	C or better	
			PM	1,100	4D	C or better	1,630	4D	C or better	4D	C or better	

	Street Segment	Classification	Peak Hour	Year 2035 Base		Year 2035 with Proposed General Plan Land use						Less than LOS
						Without Improvements			With Proposed Circulation Element			
				Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	# of Lanes	LOS	
21	Kanan Rd (s/o Canwood St E)	Arterial	AM	3,470	5D	D	3,970	5D	F	5D	F	**
			PM	3,315	5D	D	4,180	5D	F	5D	F	**
22	Canwood St (w/o Kanan Rd)	Arterial	AM	345	2U	C or better	630	2U	C or better	2U	C or better	
			PM	385	2U	C or better	730	2U	C or better	2U	C or better	
23	Canwood St (e/o Kanan Rd)	Arterial	AM	790	2U	C or better	1,110	2U	D	2.5U*	C or better	
			PM	855	2U	C or better	1,560	2U	F	2.5U*	D	**
24	Kanan Rd (n/o Agoura Rd)	Arterial	AM	1,990	4D	C or better	2,800	4D	D	4D	D	**
			PM	2,095	4D	D	3,300	4D	F	4D	F	**
25	Agoura Rd (w/o Kanan Rd)	Arterial	AM	795	2U	C or better	1,325	2U	D	4D	C or better	
			PM	805	2U	C or better	1,535	2U	F	4D	C or better	
26	Agoura Rd (e/o Kanan Rd)	Arterial	AM	425	2U	C or better	695	2U	C or better	2U	C or better	
			PM	530	2U	C or better	930	2U	D	2U	D	**
27	Kanan Rd (s/o Agoura Rd)	Arterial	AM	1,545	2U	F	1,880	2U	F	4U	C or better	
			PM	1,595	2U	F	2,115	2U	F	4U	D	**
28	Roadside Dr (w/o Lewis Rd)	Collector	AM	225	2U	C or better	300	2U	C or better	2U	C or better	
			PM	250	2U	C or better	350	2U	C or better	2U	C or better	
29	Agoura Rd (e/o Cornell Rd)	Arterial	AM	430	2U	C or better	700	2U	C or better	2U	C or better	
			PM	470	2U	C or better	875	2U	D	2U	D	**
30	Chesebro Rd (n/o Driver Ave)	Collector	AM	360	2U	C or better	360	2U	C or better	2U	C or better	
			PM	335	2U	C or better	335	2U	C or better	2U	C or better	
31	Driver Ave (w/o Chesebro Rd)	~~Arterial~~ Collector	AM	1,185	2U	D	1,225	2U	D	2U	D	**
			PM	700	2U	C or better	755	2U	C or better	2U	C or better	
32	Palo Comado Canyon (e/o Chesebro Rd)	Arterial	AM	1,495	2U	F	1,725	2U	F	4U	C or better	
			PM	1,080	2U	D	1,520	2U	F	4U	C or better	

Page 4.13-62, Section 4.13 (Transportation/Traffic)

The effectiveness of the proposed roadway improvements was tested against the future traffic volume projections. As shown in Table 4.13-9 (Future Peak Hour Levels of Service), the proposed roadway improvements would result in the improvement of five of the twenty-one locations that are below LOS C identified in the "Future Conditions Without Improvements" to a condition of LOS C or better. The five locations at which conditions would improve are:

25. Agoura Road west of Kanan Road (AM and PM peak hours)
32. Palo Comado Canyon Road east of Chesebro Road (AM and PM peak hours)
33. Chesebro Road south of Driver Avenue (PM peak hour)
37. Palo Comado Canyon Road south of US-101 (AM and PM peak hours)
38. Chesebro Road north of Agoura Road (AM peak hour)

Pages 4.15-15 through 4.15-17, Section 4.15 (Climate Change)

~~Draft~~ CEQA Guideline Amendments for Greenhouse Gas Emissions

As of December 31, 2009, the California Natural Resources Agency has adopted revisions to the CEQA Guidelines addressing "the mitigation of greenhouse gas emissions and the effects of greenhouse gas emissions, including, but not limited to, effects associated with transportation or energy sources." (See Pub. Resources Code, § 21083.05.) These regulations are expected to become effective, perhaps with modest changes, by early February 2010, after a 30-day review period by the Office of Administrative Law (OAL). Under CEQA Guidelines section 15007(b), public agencies need only comply with new CEQA Guidelines that "apply to steps in the CEQA process not yet undertaken by the date when agencies must comply with the amendments. That date, according to section 15007(d), is 120 days after the amendments are final. For these amendments, that date would be in late May or early June, depending on the date on which OAL takes its final action. Here, then, the Draft EIR was not required to comply with the new amendments. Even so, the City has done its best, based on the Guidelines as adopted by the Natural Resources Agency, to comply with provisions apparently applicable to draft EIRs.

The ~~Draft~~ CEQA Guideline Amendments~~, if adopted, would~~ amend or add new text pertaining to GHG emissions to fourteen sections of the CEQA Guidelines (Title 14, Chapter 3 of the *California Code of Regulations*). A brief summary of the ~~proposed~~ text revisions is provided below.

Section 15064.4. Determining the Significance of Impacts from Greenhouse Gas Emissions. This section ~~would be added to~~ clarifyies that a lead agency's responsibility in assessing GHG impacts. The text ~~proposes~~ identifies general considerations that should be weighed when determining the significance of an effect:

- The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting
- The extent to which the project emissions exceed any threshold of significance that applies to the project

- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

~~Although the Draft CEQA Guideline Amendments have not yet been adopted, these considerations are weighed in the discussion of the proposed projects' impacts, below.~~ The ~~Draft~~ CEQA Guideline Amendments require that lead agencies "describe, calculate or estimate the amount of greenhouse emissions associated with a project" but leave the choice of a preferred methodology to the lead agency's discretion. Qualitative or other performance-based standards may also be weighed.

Section 15126.4 Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects. The ~~proposed~~ text in this section states that lead agencies shall consider feasible means of mitigating GHG emissions that may include but not be limited to the following:

- Measures in an existing plan or mitigation program for the reduction of emissions that are required as part of the lead agency's decision
- Reductions in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in [CEQA Guidelines] Appendix F
- Off-site measures, including offsets, to mitigation a project's emissions
- Measures that sequester greenhouse gases
- In the case of adoption of a plan, such as a general plan, long range development plan, or greenhouse gas reduction plan, mitigation may include the identification of specific measures that may be implemented on a project-by-project basis. Mitigation may also include the incorporation of specific measures or policies found in an adopted ordinance or regulation that reduces the cumulative effect of emissions.

Section 15130. Discussion of Cumulative Impacts. The ~~proposed~~ text in this section simply states that the project should be considered in the context of past, current and foreseeable development to determine if a cumulatively considerable impact would result.

Section 15183.5. Tiering and Streamlining the Analysis of Greenhouse Gas Emissions. ~~As a proposed addition to the CEQA Guidelines, t~~This section identifies the method by which a programmatic GHG analysis (i.e., General Plan, Long Range Development Plan, or other plan) may be used for tiering purposes for project-level analyses. This section also identifies the manner in which GHG reduction plans or climate action plans may be applied to project-level analyses.

Proposed CEQA Checklist Questions. Appendix G of the CEQA Guidelines contains a sample checklist that may be used by lead agencies when considering environmental impacts. Two new checklist questions have been ~~proposed~~ added for GHG emissions:

- Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- Would the project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

However, the ~~Draft~~ CEQA Guidelines Amendment also proposes new cautionary text to clarify that the checklist must be used with discretion and may not cover all environmental impacts. The checklist questions are not necessarily intended to serve as significance criteria. Development of significance criteria is left to the discretion of local lead agencies.

Throughout Document—Policy Changes

The following changes have been made to policies in the General Plan Update, and so changes are also made to the DEIR where the text of these policies is listed. These changes apply to all instances where the text is shown in the DEIR. No new impacts or changes in impacts have been identified as a result of these policy changes.

Policy NR-4.12	**Wildlife Corridors.** Protect and maintain wildlife corridors, particularly the Liberty Canyon wildlife corridor, and adjacent areas as appropriate, to help the continued survival of wildlife.
Policy LU-8.4	**Property Setbacks.** ~~Discourage uniform~~Encourage variable setbacks to enhance streetscape character and increase building separation.
Policy S-3.9	**Fuel Modification.** Ensure that new development complies with fuel modification requirements of the Los Angeles County Fire Department while protecting natural resources and habitat to the extent feasible, and encourage design that minimizes the need for fuel modification on public parklands, to the extent feasible.

9.3 FIGURE CHANGES

Figure 3-2 (Land Use Diagram)

Changed the legend acronym for Residential High Density from "(HDR)" to "(RHD)." Removed the legend reference to "Santa Monica Mountains National Recreation Area, and removed the corresponding shading on map. However, kept a general reference to the "Santa Monica Mountains National Recreation Area" in the northeastern corner, and added the same general reference along the southern edge of the map.

Figure 3-3 (Community Subareas)

Changed the legend acronym for Residential High Density from "(HDR)" to "(RHD)." Removed the legend reference to "Santa Monica Mountains National Recreation Area, and removed the corresponding shading on map. However, kept a general reference to the "Santa Monica Mountains National Recreation

Area" in the northeastern corner, and added the same general reference along the southern edge of the map.

Figure 4.3-1 (Habitats and Sensitive Species)

Removed the legend reference to "Santa Monica Mountains National Recreation Area, and removed the corresponding shading on map. However, kept a general reference to the "Santa Monica Mountains National Recreation Area" in the northeastern corner, and added the same general reference along the southern edge of the map.

Figure 4.6-1 (Hazards)

Changed "Special Flood Hazard Area Inundated by 100 Year Flood (Zone A – No base flood elevations determined)" to "Special Flood Hazard area 1% Annual Chance Flood (Zone A – No base flood elevations determined)." Also, added a general reference along the southern edge of the map to the "Santa Monica Mountains National Recreation Area," as shown in the northeastern corner of the map.

Figure 4.8-1 (Existing Land Use)

Removed the legend reference to "Santa Monica Mountains National Recreation Area, and removed the corresponding shading on map. However, kept a general reference to the "Santa Monica Mountains National Recreation Area" in the northeastern corner, and added the same general reference along the southern edge of the map.

Figure 4.8-2 (Existing General Plan [1993])

Removed legend reference to "Santa Monica Mountains National Recreation Area, and removed corresponding shading on map. However, kept a general reference to the "Santa Monica Mountains National Recreation Area" in the northeastern corner, and added the same general reference along the southern edge of the map.

Figure 4.8-3 (Proposed General Plan [2009])

Removed legend reference to "Santa Monica Mountains National Recreation Area, and removed corresponding shading on map. However, kept a general reference to the "Santa Monica Mountains National Recreation Area" in the northeastern corner, and added the same general reference along the southern edge of the map.

Figure 4.8-4 (Community Subareas)

Changed legend acronym for Residential High Density from "(HDR)" to "(RHD)." Removed the legend reference to "Santa Monica Mountains National Recreation Area, and removed the corresponding shading on map. However, kept a general reference to the "Santa Monica Mountains National Recreation

Area" in the northeastern corner, and added the same general reference along the southern edge of the map.

Figure 4.9-1 (Noise Monitoring Locations)

Removed the legend reference to "Santa Monica Mountains National Recreation Area, and removed the corresponding pattern on map. However, kept a general reference to the "Santa Monica Mountains National Recreation Area" in the northeastern corner, and added the same general reference along the southern edge of the map.

Figure 4.9-2 (Noise Contours—Existing)

Removed the legend reference to "Santa Monica Mountains National Recreation Area, and removed the corresponding shading on map. However, kept a general reference to the "Santa Monica Mountains National Recreation Area" in the northeastern corner, and added the same general reference along the southern edge of the map.

Figure 4.9-3 (Noise Contours—Future)

Removed the legend reference to "Santa Monica Mountains National Recreation Area, and removed the corresponding shading on map. However, kept a general reference to the "Santa Monica Mountains National Recreation Area" in the northeastern corner, and added the same general reference along the southern edge of the map.

Figure 4.11-1 (Community Facilities)

Added a general reference to the "Santa Monica Mountains National Recreation Area" along the southern edge of the map, as shown in the northeastern corner.

Figure 4.12-1 (Recreational Facilities)

Removed the legend reference to "Santa Monica Mountains National Recreation Area," and removed the corresponding shading on map. However, kept a general reference to the "Santa Monica Mountains National Recreation Area" in the northeastern corner, and added the same general reference along the southern edge of the map.

Figure 4.12-2 (Trail Network)

Removed the legend reference to "Santa Monica Mountains National Recreation Area," and removed the corresponding shading on map. However, kept a general reference to the "Santa Monica Mountains National Recreation Area" in the northeastern corner, and added the same general reference along the southern edge of the map. Also, changes were made to the trail designations outside of the City to provide more accuracy and clarity.

9.4 APPENDIX CHANGES

There were no appendix changes to the DEIR.

CHAPTER 10 Responses to Comments

10.1 ORGANIZATION OF THE RESPONSES TO COMMENTS

The letters in this section of the EIR include public comments on the DEIR for the proposed City of Agoura Hills General Plan 2035. The DEIR was circulated for public review from December 10, 2009, to January 25, 2010, a 45-day review period.

The comment letters included herein were submitted by public agencies, citizen groups, and private citizens. Each written comment that the City received is included in this section. Responses to these comments have been prepared to address the environmental concerns raised by the commenter and to indicate where and how the EIR addresses pertinent environmental issues.

The comment letters have been numbered sequentially in order of their receipt by the City. Each issue within a comment letter, if more than one, has a letter assigned to it. Responses to the comment letter immediately follow each letter. References to the responses to comments identify first the letter number, and second, the comment letter (6A, for example). Where comments have been duplicated within a single letter, the reader is referred to the appropriate responses number rather than having a comment repeated and providing a duplicate answer.

The commenters, along with the page number on which their comment letters appear, are listed below.

Table 10-1 Comment Letters Received during the Draft EIR Comment Period

10.2 RESPONSES TO COMMENTS ON THE DRAFT EIR

This section contains the original comment letters, which have been bracketed to isolate the individual comments, with each letter followed by a section with the responses to the comments within the letter. As noted above, and stated in Sections 15088(a) and 15088(b) of the CEQA Guidelines, comments that raise significant environmental issues are provided with responses. Comments that are outside of the scope of CEQA review will be forwarded for consideration to the decision-makers as part of the project approval process. In some cases, a response may refer the reader to a previous response, if that previous response substantively addressed the same issues.

1

Allison Cook

From: Christina Chiang [cchiarch@gmail.com]
Sent: Thursday, December 24, 2009 1:00 PM
To: Allison Cook
Subject: comment on Draft Environmental Impact Report

Dear Ms. Allison Cook,

I am writing in response to the Draft Environmental Impact Report. I respond as a long-time Agoura HIlls resident and an architectural historian. I grew up in Agoura HIlls, going to Yerba Buena Elementary, Lindero Canyon Middle, and Agoura High Schools. So I consider Agoura Hills home and am concerned about its future growth. My specific area of concern is cultural resources. Growing up in a house near the Reyes Adobe, I realized how important and rare such cultural resources were in Agoura Hills. Also, additionally, I currently work in the environmental consulting field, specializing in cultural resources.

The cumulative impact section of the Cultural Resources Section of the EIR said that it is entirely possible "that present and future development activities will continue to result in impacts on significant cultural resources." For mitigation, the EIR proposes separate environmental review for significant historical resources. However, how would the city know what historic-period buildings or structures are significant under state or federal regulations? It would be possible for a historic-period building to not be identified and miss the separate environmental review. For another mitigation measure, a citywide survey of historic resources would be helpful to know what historic resources should be appreciated and protected. Identifying resources would be a proactive way to help contribute to the unique identity and character of Agoura Hills. The neighboring cities of Calabasas and Los Angeles have been doing citywide surveys for such reasons and for planning purposes to avoid impacts to historic resources. This measure was mentioned in Impact 4.4-3 but not mentioned as a policy. Why doesn't the City of Agoura Hills have a citywide historic resources survey conducted by qualified professionals?

Secondly, I am concerned that there is no planning to explicitly prohibit or at least identify and discourage demolition or inappropriate alteration of historic-period buildings or structures. This was also mentioned in Impact 4.4-3 as why there would be a significant impact. Without local regulations, it will be difficult to maintain the physical qualify of significant historic resources in the city. Resources will be knowingly or inadvertently altered, losing their historic character and will not be able to qualify as historic resources anymore. This situation happened with the Reyes Adobe, as the extent of alterations disqualified it from becoming a California Historic Landmark or Point of Historical Interest. Under Policy HR-1.1 and 1.2, why are there not any requirements to deny such demolition and alteration of historic resources?

Without some additional and stronger planning measures, the city could lose many historic or potential historic resources, and thus, pieces of our history that could foster stewardship and civic pride in this area. Though there are lots of new, "old-looking" structures, such as the Craftsman-style commercial buildings off of the 101, those structures cannot replace authentic historic resources that have been lived in and are witnesses of our area's history. Local historic resources help make communities unique and engaging to residents; thus, the ones in Agoura Hills deserve more protection and mitigation against significant adverse impacts.

Sincerely,
Christina Chiang

Response to Letter 1

COMMENTER: Christina Chiang

DATE: December 24, 2009

Response 1

CEQA Guidelines Section 15064.5(b) states that "a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment." The General Plan Update (GPU) provides for the development of residential, retail/service, office/business park, and manufacturing uses. There are no known historic structures that would qualify for state or federal listing in the City. The Reyes Adobe is not considered eligible for state or federal listing, due to modifications to the structure and foundation. Nonetheless, Goal HR-1 of the GPU calls for "the protection and maintenance of historic resources to foster stewardship and civic pride, which contributes to the unique identity and character of Agoura Hills." To further that goal, the GPU includes the following policies: "Enhance the community appreciation of the importance of the City's historic sites and buildings, and protect and preserve significant historical resources, to the extent feasible" (HR-1.1); and "Ensure the maintenance of the physical quality of significant historic resources, particularly those elements contributing to its identity and role in the community" (HR-1.2). The policies apply to the Reyes Adobe and any other structure that in the future is determined to have historic significance, either per state or federal guidance, or otherwise. GPU Implementation Measures HR-2 and HR-3 further protect the Reyes Adobe. HR-2 states, "The City shall continue to maintain and enhance the Reyes Adobe Historical site," and HR-3 states, "The City shall continue to utilize the Reyes Adobe site as an important historic and cultural resource focal point and gathering space for the community, and shall consider utilizing other locally significant resources to further engage residents in cultural and civic activities."

Section 4.4 (Cultural Resources) of the DEIR states that development activities provided for in the GPU have the potential to cause a substantial adverse change in the significance of a potential historical resource through demolition or alternation of a potential historical resource's physical characteristics that convey its historical significance. The City has not conducted a Citywide survey or inventory of potential historic resources. It is important to keep in mind that the Reyes Adobe, the most prominent structure representing the City's past, is not considered "historical" per state and federal criteria. Implementation Measure HR-1 (which implements Policy HR-1), states "The City shall consider creating a program to identify historic resources of local significance, including recommendations to promote and protect such resources to the extent feasible." Under this measure, a Citywide historic survey would occur comprehensively. Absent the comprehensive study, or until that is completed, Implementation Measure HR-7 provides that:

> For any project involving the demolition, relocation, or alteration of a structure, or a change to the structure's immediate setting, in which the structure is over 45 years old, and which potentially exhibits characteristics of an historic resource pursuant to CEQA Guidelines Section 15064.5, during the project review and entitlement process, the City shall require an assessment of the potential historical significance of the structure by a professional historic resource consultant as

> part of the application. If the resource is considered historical per CEQA, the assessment shall make recommendations for mitigating potential impacts to the structure, or identify requirements for the proper documentation per state or federal guidelines of any significant historic structure proposed for demolition, which shall be made conditions of project approval, as approved by the Director of Planning and Community Development.

Therefore, during the project application review stage for development, alteration or demolition, City staff would request an historic significance assessment for any structure over 45 years old and that potentially exhibits characteristics of an historic resource per the criteria outlined in CEQA Section 10564.5, and considering state and federal criteria. City staff's initial review of this CEQA section and federal and state criteria would form the criteria for determining whether a professional assessment should be prepared for the resource. A determination regarding whether a resource should be preserved, or can be altered or demolished providing there is proper documentation of the resource, is something that is more appropriately done on a case by case basis once the historic assessment is prepared for an individual building or structure. The GPU does not recommend a broad policy that would prevent all future demolition or alteration, rather advocates considering the particular circumstances of a project as it moves through the project review and entitlement phase.

In summary, because a Citywide historic resources survey has not yet been conducted and it cannot be determined with certainty that no such historic resources exist, and because City policies do not explicitly prohibit demolition or alteration of all historic period buildings or structures, should they exist, it is possible that development could cause a substantial adverse change in a resource that could possibly be identified in the future as being historically significant under state or federal criteria.

As such, impacts to historical resources were determined to be significant and unavoidable in the DEIR.

No changes to the DEIR are necessary.

2

STATE OF CALIFORNIA — Arnold Schwarzenegger, *Governor*

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

January 6, 2010

RECEIVED
JAN 08 2010
BY: ac

Ms. Allison Cook, Principal Planner
CITY OF AGOURA HILLS
3001 Ladyface Court
Agoura Hills, CA 91301

Re: SCH#2009051013 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the **City of Agoura Hills General Plan Update EIR;** located in the City of Agoura Hills; Los Angeles County, California

Dear Ms. Cook:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 for the protection and preservation of California's Native American Cultural Resources.. (Also see *Environmental Protection Information Center v. Johnson (1985) 170 Cal App. 3rd 604)* The California Environmental Quality Act (CEQA - CA Public Resources Code §21000-21177, amended in 2009) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following. 2a

The Native American Heritage Commission did perform a Sacred Lands File (SLF) search in the NAHC SLF Inventory, established by the Legislature pursuant to Public Resources Code §5097.94(a) and Native American Cultural resources **were not identified** within one-half mile of the APE – City Boundaries. However, there are Native American cultural resources in close proximity. 2b

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of the nearest tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We recommend that you contact persons on the attached list of Native American contacts. A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource.. Also, the NAHC recommends that a Native American Monitor or Native American culturally knowledgeable person be employed whenever a professional archaeologist is employed during the 'Initial Study' and in other phases of the environmental planning processes.. Furthermore we suggest that you contact the California Historic Resources Information System (CHRIS) at the Office of Historic Preservation (OHP) Coordinator's office (at (916) 653-7278, for referral to the nearest OHP Information Center of which there are 11.. 2c

Consultation with tribes and interested Native American tribes and individuals, as consulting parties, on the NAHC list ,should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 [f]*et se),* 36 CFR Part 800.3, the President's Council on Environmental Quality (CSQ; 42 U.S.C. 4371 *et seq*) and NAGPRA (25 U.S.C. 3001-3013), as appropriate.. 2d

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

The authority for the SLF record search of the NAHC Sacred Lands Inventory, established by the California Legislature, is California Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10). The results of the SLF search are confidential. However, Native Americans on the attached contact list are not prohibited from and may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance' may also be protected the under Section 304 of the NHPA or at the Secretary of the Interior' discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C, 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity. 2e

CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens. 2f

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony. 2g

Again, Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation 2h

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

Native American Contacts
Los Angeles County
January 6, 2010

Charles Cooke
32835 Santiago Road
Acton , CA 93510

(661) 733-1812 - cell
suscol@intox.net

Chumash
Fernandeno
Tataviam
Kitanemuk

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall , CA 91322
tsen2u@live.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax

Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks, CA 91362
805 492-7255
(805) 558-1154 - cell
folkes9@msn.com

Chumash
Tataviam
Ferrnandeño

Randy Guzman - Folkes
655 Los Angeles Avenue, Unit E
Moorpark , CA 93021
ndnRandy@gmail.com
(805) 905-1675 - cell

Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

Fernandeno Tataviam Band of Mission Indians
William Gonzales, Cultural/Environ Depart
601 South Brand Boulevard, Suite 102
San Fernando CA 91340
rortega@tataviam-nsn.us
(818) 837-0794 Office
(818) 581-9293 Cell
(818) 837-0796 Fax

Fernandeno
Tataviam

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm.
Los Angeles , CA 90020
(213) 351-5324
(213) 386-3995 FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106, and federal NAGPRA.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2009051013; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the City of Agoura Hills General Plan Update EIR; Los Angeles County, California.

Responses to Letter 2

COMMENTER: Dave Singleton, Program Analyst, Native American Heritage Commission

DATE: January 6, 2010

Response 2A

Section 4.4.3 (Project Impacts and Mitigation) of the DEIR assesses potential impacts to historic and archaeological resources, and identifies mitigation, consistent with CEQA requirements.

Response 2B

This comment is noted. To gather information, the City requested a records search by the South Central Coastal Information Center of the California Historical Resources Information System at the California State University, Fullerton. Also, the California Points of Historical Interest, California Historical Landmarks, California Register of Historical Resources, and the National Register of Historic Places were reviewed, and a search of the Native American Heritage Commission (NAHC) sacred lands database was requested by the City. The NAHC response letter indicated that no Native American cultural resources have been recorded in the areas of concern.

Response 2C

The City initiated consultation with Native American Tribes in the area beginning in September 2006 and continuing through 2009 in accordance with federal and state law. Such correspondence is included in Appendix E of the DEIR.

Response 2D

Policies of the General Plan Update (GPU) encourage avoidance of significant cultural resources. Policy HR-3.1 requires that the potential for the presence of significant archaeological resources be considered prior to the development of a property, and Policy HR-3.2 requires that significant archaeological resources be preserved in-situ, as feasible, and when avoidance of impacts is not possible, data recovery mitigation is required for all significant resources. Policy HR-3.3 requires that if human remains or funerary objects are discovered and unearthed during soil disturbing activities, the discoveries shall be treated in compliance with applicable state and federal laws, including notifying the appropriate government entities. In part due to these policies, the DEIR finds that impacts to cultural resources would be less than significant.

Response 2E

This comment is noted. No further response is necessary.

Response 2F

Based on correspondence as noted in Response 2C, the area is not expected to contain Native American human remains. However, Policy HR-3.3, noted above in Response 2D, would address any potential discovery of human remains and ensures the proper actions take place to handle such discoveries.

Response 2G

Please refer to Responses 2D and 2F above.

Response 2H

Please refer to Response 2D.

No changes to the EIR are necessary.

3

LAS VIRGENES MUNICIPAL WATER DISTRICT
EST. 1959

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HEADQUARTERS
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FILTRATION PLANT
(818) 251-2370
Fax (818) 251-2379

TAPIA WATER
RECLAMATION FACILITY
(818) 251-2300
Fax (818) 251-2309

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COMPOSTING FACILITY
(818) 251-2340
Fax (818) 251-2349

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MEMBER AGENCY OF THE
METROPOLITAN WATER
DISTRICT
OF SOUTHERN CALIFORNIA

January 13, 2010

RECEIVED
JAN 14 2010
BY: A. Cook

Allison Cook, Principal Planner
Planning Department
City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 91301

RE: City of Agoura Hills General Plan Update EIR

Dear Ms Cook:

Las Virgenes Municipal Water District (LVMWD) is in receipt of your request for agency comment concerning the City of Agoura Hills General Plan EIR. The EIR was prepared to evaluate potential impacts of the proposed land use changes associated with future development resulting from implementation of the proposed General Plan Update, and also addresses appropriate and feasible mitigation measures or project alternatives that would minimize or eliminate these impacts.

The General Plan Update would result in only a small increase in the demand for water, and would not exceed LVMWD 2007 Master Plan projections. Buildout of the General Plan may require expansion and/or upgrade of LVMWD's water conveyance system; however, the upgrades to the conveyance system would be on a project-by-project basis.

It is anticipated that cumulative development would not exceed the capacity of the wastewater treatment system, and the City would continue to implement water conservation measures that would result in a decrease in wastewater generation.

LVMWD understands that land use designations are under the jurisdiction of the City. Potable water services to these areas by LVMWD are met with the District's purchased potable water from Metropolitan Water District (MWD). The reliability of LVMWD water supply is dependent on the reliability of its imported water supplies, which are managed and delivered by MWD. LVMWD 2007 Potable Water, Recycled Water and Sanitation Master Plans examined the capacities of the existing facilities, calculated the increased water demand and wastewater flows from the City using approved land use designations and recommended capital projects to adequately meet these changes.

If you have any questions, please contact Lindsay Cao at 818.251.2163.

Very truly yours,

David R. Lippman, P.E.
Director of Facilities and Operations

cc: Lindsay Cao

Response to Letter 3

COMMENTER: David R. Lippman, Director of Facilities and Operations, Las Virgenes Municipal Water District

DATE: January 13, 2010

Response 3

The commenter notes that the General Plan Update would result in only a small increase in the demand for water, and would not exceed District projections. The commenter also notes that cumulative development is not expected to exceed the capacity of the wastewater treatment system. The DEIR is consistent with these comments. No further response is necessary.

Allison Cook

4

From: Daniel Blankenship [DSBlankenship@dfg.ca.gov]
Sent: Wednesday, January 20, 2010 3:11 PM
To: Allison Cook
Subject: General Plan Update SCH 2009051013

Dear Ms. Cook,

The Department has reviewed the above referenced DEIR. The DEIR has a solid environmental conservation framework. The Department concurs with the natural resource goals and policies listed on 4.3-39-41.

The California Wildlife Action Plan, a recent Department guidance document, identified the following stressors affecting wildlife and habitats within the project area: 1) growth and development; 2) water management conflicts and degradation of aquatic ecosystems; 3) invasive species; 4) altered fire regimes; and 5) recreational pressures. The Department looks forward to working with the City of Agoura Hills to minimize impacts to fish and wildlife resources with a focus on these stressors.

Please let me know if you would like a copy of the California Wildlife Action Plan.

I look forward to working with you and your staff during review and implementation of biological mitigation measures that will be part of specific project CEQA documents. Please let me know if you have any specific biological resource questions. I currently review CEQA documents for portions of LA and Ventura counties.

Sincerely, Dan

Daniel S. Blankenship
Staff Environmental Scientist
CA Department of Fish and Game
P.O. Box 221480
Newhall, CA 91322-1480
phone/fax (661) 259-3750
cell (661)644-8469
dsblankenship@dfg.ca.gov
Pursuant to the Governor's Executive Orders S-16-08 and S-13-09, I will not be available on the first, second, and third Fridays of the month

Response to Letter 4

COMMENTER: Daniel S. Blankenship, Staff Environmental Scientist, California Department of Fish and Game

DATE: January 20, 2010

Response 4

The commenter notes that the DEIR has a solid environmental conservation framework, and concurs with the natural resource goals and policies. No further response is necessary.

5

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Main Office
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90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

January 25, 2010

Ms. Allison Cook
Principal Planner
City of Agoura Hills
Planning and Community Development Department
30001 Ladyface Court
Agoura Hills, CA 91301
acook@ci.agoura-hills.ca.us

RECEIVED
JAN 25 2010
BY ac

RE: SCAG Comments on the Draft Environmental Impact Report for the City of Agoura Hills General Plan Update [SCAG No. I20090665]

Dear Ms. Cook,

Thank you for submitting the **Draft Environmental Impact Report for the City of Agoura Hills General Plan Update [SCAG No. I20090665]** to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act (CEQA) Guidelines, Sections 15125 and/or 15206. The proposed project entails a General Plan Update for the City of Agoura Hills, which would guide physical development of the City through 2035.

We have evaluated this project based on the policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Vision (CGV) that may be applicable to your project. The RTP and CGV can be found on the SCAG web site at: http://scag.ca.gov/igr. The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures extracted from the RTP to aid with demonstrating consistency with regional plans and policies. Please send a copy of the Final Environmental Impact Report (FEIR) ONLY to SCAG's main office in Los Angeles for our review. If you have any questions regarding the attached comments, please contact Bernard Lee at (213) 236-1895. Thank you.

Sincerely,

Jacob Lieb, Manager
Assessment, Housing & EIR

DOCS# 155210

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF AGOURA HILLS GENERAL PLAN UPDATE [SCAG NO. I20090665]

PROJECT LOCATION

The project is located Citywide in the City of Agoura Hills. Located in the foothills of the Santa Monica Mountains on the western edge of Los Angeles County in the Conejo Valley, the City of Agoura Hills is characterized by rolling hills and a blend of semi-rural and suburban development. The City, which encompasses nearly 7 square miles (approximately 4,366 acres), straddles the Ventura Freeway and is situated approximately 36 miles west of downtown Los Angeles. Generally, Agoura Hills is bordered by Westlake Village to the west, Thousand Oaks to the northwest, Ventura County to the north, Calabasas and unincorporated areas of Los Angeles County to the east, and unincorporated areas of Los Angeles County to the south.

PROJECT DESCRIPTION

The City of Agoura Hills is regulated by objectives and policies put forth in the General Plan. The General Plan is a state-required legal document (Government Code Section 65300) that provides guidance to decision makers regarding the conservation of resources and the future physical form and character of development for the city. It is the official statement of the jurisdiction regarding the extent and types of development of land and infrastructure that will achieve the community's physical, economic, social, and environmental goals. The General Plan expresses the City's goals and articulates the City's intentions with respect to the rights and expectations of the general public, property owners, community interest groups, prospective investors, and business interests. Although the General Plan consists of individual sections, or elements, that address a specific area of concern, it also embodies a comprehensive and integrated planning approach for the jurisdiction.

Under state law, each General Plan must contain seven elements:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety

The existing General Plan in the City of Agoura Hills was adopted in 1993. The proposed General Plan Update includes a focused update of the Land Use, Circulation, and Noise Elements. Refinement of the remaining Elements and consolidation into four new "super elements" will take place with the focused update.

The proposed General Plan Update provides for the development of approximately 116 single-family residential dwelling units, 413 multifamily residential, 625,794 square feet of retail/service, 1,098,291 square feet of office/business park, and 273,445 square feet of business park/manufacturing uses through the year 2035. The actual development patterns may occur differently than anticipated in this document due to market forces. For example, the pace of development may be faster or slower than anticipated by the analysis, or it could not occur at all.

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

Regional Growth Forecasts

The Draft Environmental Impact Report (DEIR) should reflect the most current SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region, subregion, and city are as follows:

Adopted SCAG Regionwide Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,255,377	24,057,286
Households	6,086,986	6,474,074	6,840,328	7,156,645	7,449,484	7,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,376	10,287,125

Adopted LV-MCOG Subregion Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	94,525	97,304	101,622	105,898	110,027	113,960
Households	32,571	33,610	35,259	36,584	37,841	38,874
Employment	316,766	326,071	339,071	351,525	363,635	374,847

Adopted City of Agoura Hills Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	23,348	23,357	23,401	23,439	23,472	23,501
Households	7,486	7,544	7,605	7,652	7,698	7,736
Employment	11,942	12,277	12,491	12,743	13,011	13,269

1. The 2008 RTP growth forecast at the regional, subregional, and city level was adopted by the Regional Council in May 2008.

SCAG Staff Comments:

Based on a review of Chapter 4.10 (Population, Housing, and Employment), SCAG staff has confirmed that the DEIR accounts for SCAG's 2008 RTP growth forecasts. However, as indicated on page 4.2-19, the City's employment and population projections for the year 2035, based on General Plan buildout, exceed SCAG's projections.

The **2008 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
RTP G3 *Preserve and ensure a sustainable regional transportation system.*
RTP G4 *Maximize the productivity of our transportation system.*
RTP G5 *Protect the environment, improve air quality and promote energy efficiency.*
RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*
RTP G7 *Maximize the security of our transportation system through improved system monitoring,*

rapid recovery planning, and coordination with other security agencies.

SCAG Staff Comments:

SCAG staff finds that the proposed project generally meets consistency with RTP G6, and meets partial consistency with RTP G1, G4, and G5. RTP G2, G3, and G7 are not applicable to this project since it is not a transportation project.

The proposed project partially meets consistency with RTP G1. Mobility pertains to the speed at which one may travel and the delay, or difference between the actual travel time and travel time that would be experienced if a person traveled at the legal speed limit. Per page 4.13-69, in year 2035 "the proposed General Plan Update would result in future operating conditions at LOS D and below at sixteen locations, even after incorporation of the proposed roadway improvements." Accessibility measures how well the transportation system provides people access to opportunities, such as jobs, education, shopping, recreation, and medical care. The proposed project offers regional auto access via US Highway 101 and local access via Kanan Road and Reyes Adobe Road in the north/south direction, and Agoura Road and Thousand Oaks Boulevard in the east/west direction. In addition, the addition of new commercial uses in the City would improve accessibility for its residents.

With regard to RTP G4, the proposed project partially meets consistency. Productivity is a system efficiency measure that reflects the degree to which the transportation system performs during peak demand conditions. As indicated previously, the proposed project would impact sixteen locations in the transportation network.

The proposed project is partially consistent with RTP G5. As mentioned on page 4.2-22, "Construction and operation of the proposed project could generate emissions that exceed the thresholds of significance recommended by the SCAQMD for ROG, NOx, CO, and PM_{10}, and $PM_{2.5}$."

The proposed project generally meets consistency with RTP G6. US Highway 101 runs through the City. Also, the City is served by three bus lines, in addition to dial-a-ride and seasonal shuttle services.

GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents.

GV P1.1 *Encourage transportation investments and land use decisions that are mutually supportive.*
GV P1.2 *Locate new housing near existing jobs and new jobs near existing housing.*
GV P1.3 *Encourage transit-oriented development.*
GV P1.4 *Promote a variety of travel choices*

SCAG Staff Comments:

The proposed project generally meets consistency with Principle 1. GV P1.3 is not applicable as the City does not readily lend itself to transit accessibility.

The proposed project generally meets consistency with GV P1.1. As mentioned previously, US Highway 101 runs through the city, providing regional access while several roadways provide local access. And public transit service is provided by regular and seasonal bus, and dial-a-ride services.

With regard to GV P1.2, the proposed project generally meets consistency. The project makes provision for new housing and employment generating space. Of note is the City's projection for jobs/housing ratio in 2035 is 2.0, which is higher than SCAG's projection of 1.72 for the City and considerably higher than 1.26 projected for the region.

With regard to GV P1.4, the proposed project generally meets consistency. In addition to auto and public transit, the project provides provisions for pedestrians and bicyclists.

Principle 2: Foster livability in all communities.

GV P2.1 *Promote infill development and redevelopment to revitalize existing communities.*
GV P2.2 *Promote developments, which provide a mix of uses.*
GV P2.3 *Promote "people scaled," walkable communities.*
GV P2.4 *Support the preservation of stable, single-family neighborhoods.*

SCAG Staff Comments:

The proposed project meets consistency with Principle 2.

The proposed project meets consistency with GV P2.1. The project calls for new growth in areas of the City that are generally infill in nature.

With regard to GV P2.2, the proposed project meets consistency as several of the subareas in the General Plan suggest a mixture of uses.

The proposed project meets consistency with GV P2.3. Several subareas call for the creation of pedestrian-oriented developments.

With regard to GV P2.4, the proposed project meets consistency as it does not intend to generate new development in single-family neighborhoods.

Principle 3: Enable prosperity for all people.

GV P3.1 *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
GV P3.2 *Support educational opportunities that promote balanced growth.*
GV P3.3 *Ensure environmental justice regardless of race, ethnicity or income class.*
GV P3.4 *Support local and state fiscal policies that encourage balanced growth*
GV P3.5 *Encourage civic engagement.*

SCAG Staff Comments:

Principle 3 cannot be assessed based on the information provided in the General Plan Update DEIR.

Principle 4: Promote sustainability for future generations.

GV P4.1 *Preserve rural, agricultural, recreational, and environmentally sensitive areas*
GV P4.2 *Focus development in urban centers and existing cities.*
GV P4.3 *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
GV P4.4 *Utilize "green" development techniques*

SCAG Staff Comments:

SCAG staff finds that the project is consistent with Principle 4.

The proposed project generally meets consistency with GV P4.1, since it intends to promote growth in developed areas, in most cases.

With regard to GV P4.2, the proposed project meets consistency. The project largely intends to focus new growth in areas that are already developed within the City.

With regard to GV P4.3 and P4.4, the proposed project meets consistency. Several goals describe policies that are intended to be more energy efficient (Goal U-5), reduce pollution (Goal NR-10), reduce waste (Goal U-4), and utilize "green" development techniques (Goal LU-5).

CONCLUSION

Where applicable, the proposed project partially meets consistency with SCAG Regional Transportation Plan Goals and generally meets consistency with Compass Growth Visioning Principles.

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA. We recommend that you review the SCAG List of Mitigation Measures for additional guidance, and encourage you to follow them, where applicable to your project. The SCAG List of Mitigation Measures may be found here: http://www.scag.ca.gov/igr/documents/SCAG_IGRMMRP_2008.pdf

When a project is of statewide, regional, or areawide significance, transportation information generated by a required monitoring or reporting program shall be submitted to SCAG as such information becomes reasonably available, in accordance with CEQA, Public Resource Code Section 21018.7, and CEQA Guidelines Section 15097 (g).

Response to Letter 5

COMMENTER: Jacob Lieb, Manager, Assessment, Housing & EIR, Southern California Association of Governments

DATE: January 25, 2010

Response 5

This letter indicates that the Southern California Association of Governments (SCAG) has reviewed the General Plan Update based on the policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Vision (CGV). A list of recommended SCAG mitigation measures from the RTP is included in the letter to aid in demonstrating project consistency with regional plans and policies. The commenter concludes that the General Plan Update policies are consistent, generally consistent or partially consistent with the RTP and GCV. The General Plan Update sought to meet all requirements of the RTP and GCV, to the best ability. In some cases, the RTP and GCV policies and provisions do not apply to the General Plan Update, or apply only in part. Many of the mitigation measures identified in the RTP, and recommended by SCAG in this letter, have already been incorporated into the General Plan Update, where feasible. The City will continue consider the recommended list of SCAG mitigation measures for use in CEQA documents that are required as individual development projects are proposed in the future. No changes to the DEIR and no further comments are necessary.

6

RESOURCE MANAGEMENT AGENCY

county of ventura

Planning Division
Kimberly L. Rodriguez
Director

January 25, 2010

JAN 25 2010
BY ae

City of Agoura Hills
Planning & Community Development
30001 Ladyface Court
Agoura Hills, CA 91301
Attn.: Allison Cook

E-mail: acook@ci.agoura-hills.ca.us

Subject: Comments on DEIR for the Proposed 2006-2014 General Plan Housing Element Update

Dear Ms. Cook:

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document. Additional comments may have been sent directly to you by other County agencies.

Your proposed responses to these comments should be sent directly to the commenter, with a copy to Laura Hocking, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Laura Hocking at (805) 654-2443.

Sincerely,

Tricia Maier, Manager
Program Administration Section

Attachment

County RMA Reference Number 09-019-2

Response to Letter 6

COMMENTER: Tricia Maier, Manager, Program Administration Section, County of Ventura Resource Management Agency

DATE: January 25, 2010

Response 6

The commenter thanks the City for the opportunity to review and comment on the DEIR, and notes the inclusion of comment letters from various County departments. The specific comments are Letters 7 and 8, the responses to which follow. No further response to this letter is necessary.

7

JAN 2 5 2010

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PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division

MEMORANDUM

DATE: December 30, 2009

TO: RMA – Planning Division
Attention: Laura Hocking

FROM: Ben Emami, Engineering Manager II

SUBJECT: **REVIEW OF DOCUMENT 09-019** Notice of Availability (NOA) and Notice of Intent (NOI) to Adopt and Public Hearing for the Draft Environmental Impact Report (EIR)
City of Agoura Hills General Plan Update (GPU). (city)
Lead Agency: **City of Agoura Hills**

Pursuant to your request, the Public Works Agency -- Transportation Department has completed the review of the NOA and NOI to Adopt and Public Hearing for the Draft EIR for the City of Agoura Hills GPU. The Draft EIR was prepared to evaluate the environmental effects of the adoption of the GPU. The Draft EIR analyzes the following issue areas: aesthetics; air quality; biological resources; cultural resources; geology and soils; hazard and hazardous materials; hydrology and water quality; land use and planning; noise; population, housing, employment; public services; recreation; transportation/traffic; utilities and service systems; and climate change. The Draft EIR identifies less than significant, as well as potentially significant, but mitigatable, environmental effects of the project in the areas of: air quality; biological resources; cultural resources; geology and soils; hazard and hazardous materials; hydrology and water quality; land use and planning; noise; population, housing, employment; recreation; transportation/traffic; utilities and service systems; and climate change. The Draft EIR identifies significant and unavoidable impacts for which there is no feasible mitigation in the following areas: air quality; cultural resources; noise; population, housing, employment; and transportation/traffic. The GPU is a comprehensive long-range plan for the physical development of the City through 2035.

We offer these comments:

1. The Draft EIR indicates that this project would generate additional traffic to the Regional Road Network. Table 4.13-8, page 4.13-50, of the Draft EIR provides that the Proposed General Plan (GP) Trip Generation would be 45,302 daily trips.

2. When future developments are proposed, the projects may have site specific and/or cumulative impact on County roadways. The subsequent environmental document for these projects should include any site-specific or cumulative impact to the County Road Network and local roads. The project proponent will then be required to mitigate any adverse impacts this project may have on County Road Network. To address the cumulative adverse impacts of traffic on the Regional Road Network, Traffic Impact Mitigation Fees (TIMF) should be assessed on development projects in accordance with the terms of the Agreement between the City of Agoura Hills and the County dated February 12, 1992 (see attached). With payment of the TIMF, the level of service and safety of the existing roads with regards to cumulative impact would remain consistent with the County's GP.

3. Please provide us a copy of the Final EIR for our review and comments, when it becomes available.

Our review is limited to the impacts this project may have on the County's Regional Road Network.

Please contact me at 654-2087 if you have questions.

Response to Letter 7

COMMENTER: Ben Emami, Engineering Manager II, Ventura County Public Works Agency, Transportation Department

DATE: December 30, 2009

Response 7

The commenter reiterates the level of traffic that would result from implementation of the General Plan Update, as noted in the DEIR. Section 4.13 (Transportation/Traffic) adequately addresses potential impacts of the proposed General Plan implementation on the surrounding roadway system. Additionally, the commenter refers to an agreement between the City of Agoura Hills and the County of Ventura dated February 2, 1992, which requires the City to condition projects to mitigate traffic and circulation impacts along County roadways. These comments are noted. Individual development projects proposed in the City in the future would be required to assess specific potential traffic impacts to City and County roadways, and would be required to comply with all applicable City and County traffic mitigation programs. No further response is necessary.

8

JAN 25 2010

ae

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
WATERSHED PROTECTION DISTRICT

MEMORANDUM

Date: January 22, 2010

TO: Laura Hocking,
RMA Planning Technician

FROM: Robin Jester, P.E., Acting Permit Manager
Planning and Regulatory

SUBJECT: RMA 09-019-2 – City of Agoura Hills Draft General Plan Update
Los Angeles County

Project Description:

Notice the City of Agoura Hills Draft General Plan Update is available for review.

Comments:

The Planning and Regulatory Division has provided comments on May 29, 2009 and December 4, 2009 and the District has no further comments.

End of Text

Response to Letter 8

COMMENTER: Robin Jester, Acting Permit Manager, Planning and Regulatory, Ventura County Public Works Agency, Watershed Protection District

DATE: January 22, 2010

Response 8

The commenter states that the County of Ventura Planning and Regulatory Division has previously provided comments on May 29, 2009, and December 4, 2009, and has no further comments. This comment is noted. No further response is necessary.

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"
Russ Guiney, Director

January 25, 2010

Sent via email: acook@ci.agoura-hills.ca.us

Ms. Allison Cook
Principal Planner
Planning Department
City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 93010

Dear Ms. Cook:

CITY OF AGOURA HILLS
DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)
FOR THE GENERAL PLAN UPDATE

The Department of Parks and Recreation has reviewed the above project for potential impact on the facilities under the jurisdiction of the Department. As mentioned in the previous comment letter for the Notice of Preparation for the Draft EIR, the proposed joint County/ National Park Service (NPS) Zuma Ridge Trail is part of the General Plan Update. Please collaborate with this Department and NPS for any future plans for the trail.

Thank you for including this Department in the review process. If you have any trail related inquiries, please contact Andrew Lopez at (213) 639-6058 or anlopez@parks.lacounty.gov.

Sincerely,

Joan Rupert
Section Head
Environmental & Regulatory Permitting Section

JR:JY:tls/response Agoura Hills General Plan update DEIR

c: National Park Service (I. Nicholson)
Parks and Recreation (N. E. Garcia, L. Hensley, F. Moreno, A. Lopez, J. Yom)

Responses to Letter 9

COMMENTER: Joan Rupert, Section Head, Environmental & Regulatory Permitting Section, Los Angeles County Department of Parks and Recreation

DATE: January 25, 2010

Response 9

The commenter notes that the proposed County of Los Angeles/National Park Service (NPS) Zuma Ridge Trail is part of the General Plan Update, and asks for collaboration with the County of Los Angeles Department of Parks and Recreation for any future plans for the trail. The proposed Zuma Ridge (Simi-to-Sea) Trail is partially within the City of Agoura Hills. Figure 4.12-2 of the EIR shows existing and proposed trails in and adjacent to the City. Currently in the City, the southernmost portion of the Zuma Ridge Trail follows Agoura Road westerly from Dorothy Drive to Cornell Road, where it terminates. The Agoura Village Specific Plan (AVSP), adopted by the City Council in 2008, shows a conceptual continuation of this alignment along Cornell Road to south of the City, as does the Citywide Trails and Pathways Master Plan, adopted by the City Council in 2009. The General Plan Update, and the EIR, reference and follow the Citywide Trails and Pathways Master Plan. The specific additional alignment needed within the City in order to connect with the Zuma Ridge Trail south of the City would be coordinated with both of these agencies, and in consideration of the feasibility of being able to acquire permission of property owners and the practicality of trail construction given physical constraints. Goals and policies that address trails in the City are found in Chapter 3, Section C., of the General Plan Update. In particular, Policy CS-5.3 specifically calls for coordination of the City's trail system with regional jurisdictions and other public agencies. Policy CS-5.1 calls for linking the local trail and pathway system to existing and proposed regional trails. This comment does not address the adequacy of the DEIR as an environmental document. Therefore, no further response is necessary and no changes are proposed to the DEIR.

10

OLD AGOURA HOMEOWNERS ASSOCIATION
6064 CHESEBRO ROAD
AGOURA HILLS, CALIFORNIA 91301
818-889-9965

COMMENT ON DEIR GENERAL PLAN UPDATE 2010

Allison Cook – Principal Planner
City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 91301
acook@ci.agoura-hills.ca.us

JAN 26 2010
ac

25 JAN 2010

Dear Ms. Cook,

There are several inconsistencies in the DEIR that we would request to be resolved. Additionally, we have found that some longstanding problems lack inclusion for possible remedy and that some listed traffic circulation improvements should be reconsidered for alternative decisions. For these reasons, we find that the DEIR is deficient in stating and examining possible solutions to historic environmental problems in Old Agoura. 10a

DRIVER AVENUE

The designation of Driver is inconsistent at several places in the DEIR and those designations are inconsistent with the specifications given for the street's use. On page 4.13-6, Driver is listed as a "collector", and in Table 4.13-3 on page 4.13-17 it is called an "arterial". In the Fehr & Peers traffic study, in appendix B on page 10, Driver is termed a "collector street". 10b In the Draft General Plan document, Figure M-2 shows the design width and cross section specifications for the different street designations. Driver barely qualifies for the specs of a "local street", which are depicted as 32-40 feet of paving width, 2-lane undivided. 10c Now, according to the peak load counts Driver is being used as a secondary arterial, which is supposed to be 60-80 feet wide and either divided or undivided. Since Driver's width and capacity are substandard for its use, the DEIR must explore alternative routes and other ways to reduce the traffic load. 10d

The main problem for Old Agoura residents concerning Driver is not being able to exit from Colodny, Fairview, Lewis, or Foothill onto Driver during Agoura High rush hours. Placing stop signs on Driver at each of these locations would create enough gaps in traffic flow for residents to exit these feeder streets, as well as allow exit from the many private driveways on Driver. 10e

FLOOD CONTROL

Section 4.7 mentions the reliance on Palo Comado and Chesebro creeks to carry storm water runoff from Old Agoura to the lined channel South of Old Agoura Park. These creeks are not maintained to allow adequate flood control in major storms. Two jurisdictional interfaces combine to add to this problem. A three-fourths mile section of Chesebro Creek is in unincorporated Los Angeles County, and is on land owned by the Santa Monica Mountains National Recreation Area. Additionally, the California Department of Fish and Game regulates any activity within these seasonal creeks. Since the City contracts with the County Department of Public Works for maintenance of flood control, the DEIR should stress the need for developing a protocol between these entities for adequate flood control. Many residences along the Palo Comado section that feeds into the Chesebro creek are susceptible to flooding when major storms occur.

10f

PRIVATE SEWAGE SYSTEMS

Reference is made to section 4.14.8, Draft General plan Goals and Policies of the 4.14 Utilities and Service Systems section. Specifically, Policy U-2.2 advocates the potential for extending public sewer systems throughout Old Agoura. The DEIR should delve into the enormous complexity and expense of such an undertaking. Private septic system failures are relatively rare in Old Agoura. As incredibly expensive as modern private systems are, they are still much less than a share of the cost of an entire public system. All of the newer homes and significant re-models have installed the newer systems. Any study of the possibility of a blanket installation of public sewers should include the growth inducing and reduction in ground water recharging aspects of deleting private sewage systems. It is worth mentioning that the Old Topanga neighborhood of Calabasas has initiated a movement to secede from that city because of a heavy-handed, and technically uninformed, effort to impose a complete public system in their community. Old Agoura is aware of the present and pending State legislation regarding private sewage systems, and we appreciate the City's record of cooperation in tracking that intent and movement.

10g

CONCLUSION

This concludes our comment on the DEIR for the General Plan update, and we eagerly anticipate contributing to the development of the overall update.

Jess Thomas, President
Old Agoura Homeowners Association

Responses to Letter 10

COMMENTER: Jess Thomas, President, Old Agoura Homeowners' Association

DATE: January 25, 2010

Response 10A

The commenter notes that there are several inconsistencies in the DEIR to be resolved. He goes on to list these specifically further in the letter. Therefore, responses to each of the issues are included below.

Response 10B

The commenter notes that the DEIR and the General Plan Update contain inconsistencies in terms of the roadway classification given to Driver Avenue. The correct classification is "collector." For the most part, the General Plan Update and DEIR correctly identify the classification. There are two places where the reference has been corrected. Table 4.13-3 on page 4.13-17 and Table 4.13-9 on page 4.13-52 of the DEIR incorrectly refer to an "arterial classification," which has been changed in the tables as follows, and in the text of the FEIR:

Table 4.13-3 Existing Peak Hour & Daily Levels of Service

Street Segment		*Classification*	*# of Lanes*	*Peak Hour*	*Volume*	*LOS*
12	Kanan Rd (s/o Thousand Oaks Blvd)	Arterial	4D	AM	2,660	D
			4D	PM	2,360	D
			—	Daily	31,200	—
13	Driver Ave (e/o Argos St)	Collector	2U	AM	1,005	D
			2U	PM	625	C or better
			—	Daily	6,800	—
14	Agoura Rd (e/o Flintlock Ln)	Arterial	4D	AM	680	C or better
			4D	PM	880	C or better
			—	Daily	8,600	—
15	Reyes Adobe Rd (n/o Canwood St)	Arterial	4U	AM	1,280	C or better
			4U	PM	1,110	C or better
			—	Daily	13,400	—
16	Canwood St (w/o Reyes Adobe Rd)	Collector	2U	AM	420	C or better
			2U	PM	485	D
			—	Daily	5,500	—
17	Canwood St (e/o Reyes Adobe Rd)	Arterial	2U	AM	245	C or better
			2U	PM	265	C or better
			—	Daily	3,100	—

	Street Segment	Classification	# of Lanes	Peak Hour	Volume	LOS
18	Reyes Adobe Rd (n/o Agoura Rd)	Arterial	4D	AM	1,350	C or better
			4D	PM	1,165	C or better
			—	Daily	13,300	—
19	Agoura Rd (w/o Reyes Adobe Rd)	Arterial	4D	AM	775	C or better
			4D	PM	800	C or better
			—	Daily	9,150	—
20	Agoura Rd (e/o Reyes Adobe Rd)	Arterial	4D	AM	1,090	C or better
			4D	PM	1,095	C or better
			—	Daily	11,700	—
21	Kanan Rd (s/o Canwood St E)	Arterial	5D	AM	3,190	D
			5D	PM	3,065	D
			—	Daily	39,700	—
22	Canwood St (w/o Kanan Rd)	Arterial	2U	AM	325	C or better
			2U	PM	380	C or better
			—	Daily	4,150	—
23	Canwood St (e/o Kanan Rd)	Arterial	2U	AM	790	C or better
			2U	PM	855	C or better
			—	Daily	9,750	—
24	Kanan Rd (n/o Agoura Rd)	Arterial	4D	AM	1,705	C or better
			4D	PM	1,785	C or better
			—	Daily	21,800	—
25	Agoura Rd (w/o Kanan Rd)	Arterial	2U	AM	765	C or better
			2U	PM	795	C or better
			—	Daily	9,050	—
26	Agoura Rd (e/o Kanan Rd)	Arterial	2U	AM	390	C or better
			2U	PM	525	C or better
			—	Daily	6,250	—
27	Kanan Rd (s/o Agoura Rd)	Arterial	2U	AM	1,310	D
			2U	PM	1,345	D
			—	Daily	15,500	—
28	Roadside Dr (w/o Lewis Rd)	Collector	2U	AM	225	C or better
			2U	PM	250	C or better
			—	Daily	2,800	—
29	Agoura Rd (e/o Cornell Rd)	Arterial	2U	AM	385	C or better
			2U	PM	455	C or better
			—	Daily	5,300	—
30	Chesebro Rd (n/o Driver Ave)	Collector	2U	AM	255	C or better
			2U	PM	325	C or better

Street Segment		Classification	# of Lanes	Peak Hour	Volume	LOS
			—	Daily	3,450	—
31	Driver Ave (w/o Chesebro Rd)	Collector	2U	AM	1,100	D
			2U	PM	690	C or better
			—	Daily	8,200	—
32	Palo Comado Canyon (e/o Chesebro Rd)	Arterial	2U	AM	1,490	F
			2U	PM	1,080	D
			—	Daily	12,550	—

Table 4.13-9 Future Peak Hour Levels of Service

Street Segment		Classification	Peak Hour	Year 2035 Base		Year 2035 with Proposed General Plan Land use					Less than LOS
						Without Improvements			With Proposed Circulation Element		
				Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	# of Lanes	LOS	
11	Thousand Oaks Blvd (e/o Kanan Rd)	Arterial	AM	1,615	4D	C or better	1,665	4D	C or better	4D	C or better	
			PM	925	4D	C or better	1,000	4D	C or better	4D	C or better	
12	Kanan Rd (s/o Thousand Oaks Blvd)	Arterial	AM	2,895	4D	D	3,130	4D	F	4D	F	**
			PM	2,555	4D	D	2,895	4D	D	4D	D	**
13	Driver Ave (e/o Argos St)	Collector	AM	1,090	2U	D	1,130	2U	D	2U	D	**
			PM	635	2U	C or better	700	2U	C or better	2U	C or better	
14	Agoura Rd (e/o Flintock Ln)	Arterial	AM	710	4D	C or better	830	4D	C or better	4D	C or better	
			PM	885	4D	C or better	1,045	4D	C or better	4D	C or better	
15	Reyes Adobe Rd (n/o Canwood St)	Arterial	AM	1,280	4U	C or better	1,470	4U	C or better	4U	C or better	
			PM	1,110	4U	C or better	1,380	4U	C or better	4U	C or better	
16	Canwood St (w/o Reyes Adobe Rd)	Collector	AM	445	2U	C or better	445	2U	C or better	2U	C or better	
			PM	490	2U	D	490	2U	D	2U	D	**
17	Canwood St (e/o Reyes Adobe Rd)	Arterial	AM	245	2U	C or better	285	2U	C or better	2U	C or better	
			PM	265	2U	C or better	315	2U	C or better	2U	C or better	
18	Reyes Adobe Rd (n/o Agoura Rd)	Arterial	AM	1,355	4D	C or better	1,935	4D	C or better	5D	C or better	
			PM	1,165	4D	C or better	1,965	4D	C or better	5D	C or better	

	Street Segment	Classification	Peak Hour	Year 2035 Base		Year 2035 with Proposed General Plan Land use						Less than LOS
						Without Improvements			With Proposed Circulation Element			
				Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	# of Lanes	LOS	
19	Agoura Rd (w/o Reyes Adobe Rd)	Arterial	AM	810	4D	C or better	1,110	4D	C or better	4D	C or better	
			PM	805	4D	C or better	1,230	4D	C or better	4D	C or better	
20	Agoura Rd (e/o Reyes Adobe Rd)	Arterial	AM	1,120	4D	C or better	1,505	4D	C or better	4D	C or better	
			PM	1,100	4D	C or better	1,630	4D	C or better	4D	C or better	
21	Kanan Rd (s/o Canwood St E)	Arterial	AM	3,470	5D	D	3,970	5D	F	5D	F	**
			PM	3,315	5D	D	4,180	5D	F	5D	F	**
22	Canwood St (w/o Kanan Rd)	Arterial	AM	345	2U	C or better	630	2U	C or better	2U	C or better	
			PM	385	2U	C or better	730	2U	C or better	2U	C or better	
23	Canwood St (e/o Kanan Rd)	Arterial	AM	790	2U	C or better	1,110	2U	D	2.5U*	C or better	
			PM	855	2U	C or better	1,560	2U	F	2.5U*	D	**
24	Kanan Rd (n/o Agoura Rd)	Arterial	AM	1,990	4D	C or better	2,800	4D	D	4D	D	**
			PM	2,095	4D	D	3,300	4D	F	4D	F	**
25	Agoura Rd (w/o Kanan Rd)	Arterial	AM	795	2U	C or better	1,325	2U	D	4D	C or better	
			PM	805	2U	C or better	1,535	2U	F	4D	C or better	
26	Agoura Rd (e/o Kanan Rd)	Arterial	AM	425	2U	C or better	695	2U	C or better	2U	C or better	
			PM	530	2U	C or better	930	2U	D	2U	D	**
27	Kanan Rd (s/o Agoura Rd)	Arterial	AM	1,545	2U	F	1,880	2U	F	4U	C or better	
			PM	1,595	2U	F	2,115	2U	F	4U	D	**
28	Roadside Dr (w/o Lewis Rd)	Collector	AM	225	2U	C or better	300	2U	C or better	2U	C or better	
			PM	250	2U	C or better	350	2U	C or better	2U	C or better	
29	Agoura Rd (e/o Cornell Rd)	Arterial	AM	430	2U	C or better	700	2U	C or better	2U	C or better	
			PM	470	2U	C or better	875	2U	D	2U	D	**
30	Chesebro Rd (n/o Driver Ave)	Collector	AM	360	2U	C or better	360	2U	C or better	2U	C or better	

	Street Segment	Classification	Peak Hour	Year 2035 Base		Year 2035 with Proposed General Plan Land use						Less than LOS
						Without Improvements			With Proposed Circulation Element			
				Volume	# of Lanes	LOS	Volume	# of Lanes	LOS	# of Lanes	LOS	
			PM	335	2U	C or better	335	2U	C or better	2U	C or better	
31	Driver Ave (w/o Chesebro Rd)	Collector	AM	1,185	2U	D	1,225	2U	D	2U	D	**
			PM	700	2U	C or better	755	2U	C or better	2U	C or better	
32	Palo Comado Canyon (e/o Chesebro Rd)	Arterial	AM	1,495	2U	F	1,725	2U	F	4U	C or better	
			PM	1,080	2U	D	1,520	2U	F	4U	C or better	

In addition, Figure M-1 of the General Plan Update also incorrectly shows Driver Avenue as an arterial. Figure M-1 of the General Plan Update has been corrected to show Driver Avenue as a collector.

Response 10C

The commenter notes that Driver Avenue qualifies for the specifications of a local street, as defined in Figure M-2 of the General Plan Update, but that it is being used as a secondary arterial given peak load counts. It is not certain to which peak load counts the commenter is referring. Driver Avenue experiences heavy traffic flow primarily during the starting and ending times at the high school, but traffic flow eases outside of these hours.

In any case, the classification of a roadway is determined by how it is used, not by its width. The information in Figure M-2 of the General Plan Update is provided as general guidance for how roadways are commonly designed in terms of width. Local streets provide access directly from residences. Secondary arterials are similar to primary arterials, which are designed to move relatively high volumes of traffic between the freeway and local circulation system, but they tend to serve a more localized function. Driver Avenue is classified as a collector, since it serves as a connector between local residential streets and arterials. By its function, it would neither serve as a local street nor a secondary arterial. This comment does not pertain to the DEIR adequacy, therefore no changes are proposed to the document.

Response 10D

The commenter notes that the width and capacity of Driver Avenue are substandard for its use, and so the DEIR must explore alternative routes and other ways to reduce traffic. As noted above, the classification of Driver Avenue is as a collector street, and reflects the function of the roadway. There is no need to change this classification.

Section 4.13 (Transportation/Traffic) of the DEIR analyzes potential impacts to the roadways throughout the City. The General Plan Update proposes a series of roadway improvements, as feasible, which are reflected in the DEIR, to alleviate congestion throughout the City.

Driver Avenue is forecast to operate at Level of Service (LOS) D in the AM peak hour period. Both Driver Avenue east of Argos Street and Driver Avenue west of Chesebro Road are shown on page 4-13.62 of the DEIR, under "Future Conditions with Proposed General Plan Improvements" with these LOS, which primarily result from the traffic patterns currently created by the high school. Specifically for Driver Avenue, the DEIR notes on page 4.13-67 that traffic volumes along Driver Avenue are not expected to increase significantly under future conditions.

Page 4.13-62 under "Year 2035 (Future) with Project Locations Below LOS C," notes that some roadway segments in the City remain below LOS C with the General Plan Update implementation. The text lists several factors preventing the implementation of physical improvements on such roadways to alleviate congestion, including physical constraints, adverse impacts to neighborhood character/quality of life, and general policy. For Driver Avenue in particular, it goes on to state that the surrounding neighborhood of Old Agoura is low-density and the introduction of additional traffic lanes would detract from the overall neighborhood character. Therefore, no improvements to widen capacity are proposed along Driver Avenue. Therefore, per CEQA, a significant and unavoidable impact would occur along Driver Avenue, as well as select other City roadways. The impact is considered unavoidable, as there is no feasible mitigation measures to address this impact, in consideration of the quality of life issues noted above. Therefore, in order to adopt the proposed General Plan, the City Council must adopt a Statement of Overriding Considerations per CEQA regarding all significant and unavoidable environmental impacts, including those related to transportation/circulation.

Related to this, Policy M-1.3 of the General Plan Update identifies establishing flexible minimum acceptable LOS criteria for a series of roadways in the City, including Driver Avenue, by allowing an LOS less than C. It lists roadway segments adjacent to schools (Driver Avenue and Lake Lindero Road) due to heavy usage before and after school hours.

The General Plan Update and DEIR have adequately explored feasible methods to reduce the traffic load on Driver Avenue, as described above. No further changes to the DEIR are necessary.

Response 10E

The commenter notes that the problem for Old Agoura residents concerning Driver Avenue is not being able to exit from Colodny Drive, Fairview Avenue, Lewis Road or Foothill Road onto Driver Avenue during the high school "rush hours." The commenter suggests placing stop signs on Driver Avenue at each of the street intersections to allow exiting from these roads, as well as allowing exiting directly from residential driveways onto Driver Avenue.

Stop signs are recommended where there is a balanced traffic flow in all directions at the intersection so that there will not be delay on the side streets. This is not the case at any of the intersections noted in the letter. In addition, the placement of stop signs would likely negatively affect traffic by increasing delay due to more cars stopping along Driver Avenue.

This comment does not address the adequacy of the DEIR. Response 10D above addresses traffic congestion and flow along Driver Avenue. No changes are necessary to the DEIR.

Response 10F

The commenter notes that Palo Comado Creek and Chesebro Creek are not maintained to allow adequate flood control in major storms, and that many residences are susceptible to flooding when major storms occur. The commenter further notes that portions of Chesebro Creek are within Los Angeles County and Santa Monica Mountains National Recreation Area jurisdiction (in addition to portions within the City), which add to the problem.

The portions of Palo Comado Creek and Chesebro Creek mentioned in the letter are natural drainages. In some portions along these creeks, the existing residences are located within flood zones (Special Food Hazard Areas Subject to Inundation by a 1% Annual Chance of Flood – Zone AE) per the FEMA Federal Insurance Rate Maps (FIRM).

Section 4.7 (Hydrology and Water Quality) of the DEIR addresses potential flooding impacts due to implementation of the proposed General Plan. Impact 4.7-4 states that development under the proposed General Plan could alter the existing drainage patterns in the City and potentially result in increased downstream flooding through the addition of impervious surfaces. It goes on to state that this could exceed the capacity of existing or planned stormwater drainage systems. The text notes, however, that adherence to proposed General Plan policies and local, state and federal regulations would reduce impacts to a less than significant level. The DEIR section describes the applicable regulations pertaining to flooding and drainage, and lists the applicable General Plan Update goals and policies, particularly in the Community Safety, Infrastructure and Community Services, and Natural Resources elements. The policies address the City's desire to adequately maintain its storm drain system, including creeks, minimize further impacts to the storm drain system, and coordinate with relevant agencies to ensure flood protection.

The DEIR adequately addresses flood and storm water issues resulting from implementation of the General Plan, and no further changes to the document are necessary.

Response 10G

This comment pertains to General Plan Update Policy U-2.2, which the commenter states advocates the potential for extending public sewer systems throughout Old Agoura. The commenter believes that the DEIR should address the "enormous complexity and expense of such an undertaking." The commenter further notes that any study of the possibility of installing public sewers should include growth inducing issues, as well as any potential reduction in groundwater recharge.

This comment pertains primarily to the General Plan Update, Chapter 3: Infrastructure and Community Services. There, Policy U-2.2 states the following: "Explore the potential for extending sewer lines into the Old Agoura area with the Las Virgenes Municipal Water District (LVMWD), Los Angeles County Department of Public Works, and Old Agoura Homeowners Association (HOA)." The policy does not necessarily advocate for extending the sewer line, rather it supports studying the issue further, in coordination with the Old Agoura HOA, as well as the regulatory agencies. One of the reasons for considering extending the sewer system in Old Agoura is because of water quality issues often associated with individual private septic systems.

The DEIR analyzes wastewater, hydrology and water quality issues in Sections 4.7 Hydrology and Water Quality, and 4.14 Utilities and Service Systems. The extent of analysis of these issues is adequate in the DEIR. The extension of sewer lines in Old Agoura is not currently proposed as part of the General Plan Update. If exploration of Policy U-2.2 results in the recommendation to extend the sewer lines, then the City would undertake a sewer feasibility study at that time. If a sewer system is proposed in Old Agoura as a result of the study, separate CEQA review would be required for the proposed extension of lines. This would include addressing growth inducing impacts and groundwater recharge impacts of the project, as well as other environmental areas in compliance with CEQA. No changes to the DEIR are necessary.

10.2.11 Responses to Comments Received at the January 21, 2010, Planning Commission Hearing on the General Plan Update Draft EIR

The City of Agoura Hills Planning Commission held a public hearing to accept comments on the Draft EIR on January 21, 2010. The comments received at that hearing and responses thereto are included below.

Jess Thomas, Speaking on Behalf of the Old Agoura HOA

The following comments pertain to the General Plan Update, not the DEIR.

Comment

Mr. Thomas explains that he will have a detailed letter submitted by the Monday deadline. His main issues are traffic/circulation, Old Agoura, and flood control maintenance in the creeks in Old Agoura. He notes that the DEIR isn't specific enough to cover some historical problems in Old Agoura of circulation, flood control, etc.

Response

The commenter summarizes his general comments on the General Plan. The comments are noted. The commenter says that the DEIR isn't specific enough. However, the commenter provides no further information regarding the particular portions of the DEIR that are not sufficiently specific to which to respond to. The DEIR was prepared with an adequate level of specificity, given that the document was a Program DEIR, and was prepared in accordance with the California Environmental Quality Act and its Guidelines.

Comment

The commenter states that it was agreed upon to eventually return Driver Avenue to a local collector, but Figure M-1 in the General Plan shows it as the same designation as Thousand Oaks Boulevard, a four-lane divided road. He requests that the General Plan state the intention to use Canwood Street as the main east-west carrier of through traffic, not Driver Avenue.

Response

In the DEIR, information about transportation/traffic is found in Section 4.13. Figure M-1 of the General Plan corresponds to Figure 4.13-7 of the DEIR. The depiction of Driver Avenue as an arterial is a typographical error, and should be "collector." This correction has been made to Figure M-1 in the General Plan and Figure 4.13-7 of the DEIR. The statement about the General Plan stating the intention to use Canwood Street as the main east-west carrier of through traffic is not a comment that pertains to the DEIR. Nonetheless, it is not the purpose of the General Plan to instruct drivers on which roads to

use, rather it is to identify existing roads, their classifications and types of facilities, and any proposed improvements to the roadways.

Comment

Mr. Thomas notes that the description of Chesebro Road on page 3-8 of the General Plan is limited and inaccurate. It only describes a one-block portion of a 2-mile-long road. The General Plan says that the speed limit is 45 miles per hour, but it is actually 25 miles per hour on all but the short section noted in the General Plan.

Response

With regard to the speed limit on Chesebro Road, this correction has been made to p. 3-8 of the General Plan, and to p. 4.13-6 of the DEIR, last paragraph, which now reads:

- **Chesebro Road**—Chesebro Road is an east/west collector street between Canwood Street and Palo Comado Canyon Road north of the US-101 freeway and a north/south collector street between Agoura Road and the US-101 freeway eastbound on-ramp. One travel lane is provided in each direction. Sidewalk and street parking is provided on the north side of the road between Canwood Street and Palo Comado Canyon Road. Sidewalks and street parking are provided along both sides of the road south of Dorothy Drive and along the south side of the facility between Palo Comado Canyon Road south of the US-101 freeway and Agoura Road. The posted speed limit is ~~45~~35 miles per hour in some places, and 25 miles per hour in others, particularly for the segment that runs through Old Agoura.

Comment

The speaker notes that he will have extensive comments on the blanket proposal for the extension of public sewers into all of Old Agoura, as depicted in Goal U-2 of the General Plan.

Response

The comment is noted. No further response is necessary.

Comment

Mr. Thomas notes that Goal U-3 of the General Plan needs to be more specific about the County agency being able to clear debris in Chesebro Creek.

Response

This comment pertains to the General Plan, not the adequacy of the DEIR. Therefore, the comment is noted, and no further response is necessary. It should be noted that the General Plan is a broad document that guides policy in the City. Policy U-3.1 pertains to coordinating flood control planning with the County. It is not the purpose of the General Plan to specifically identify how debris should be cleared in specific drainages in the City.

Comment

The speaker notes that the comments he spoke of addressed the General Plan, but that they are the same concerns he has for the DEIR.

Response

As noted by the speaker, the comments pertain to the General Plan, not the adequacy of the DEIR that was the subject of the hearing on January 21, 2010. Where possible, the responses above attempt to address similar issues in the DEIR.

CHAPTER 11 Mitigation Monitoring and Reporting Program

11.1 INTRODUCTION

This section reflects the Mitigation Monitoring and Reporting Program (MMRP) requirements of Public Resources Code (PRC) Section 21081.6. The California Environmental Quality Act (CEQA) Guidelines Section 15097 states:

> … In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

11.2 ENFORCEMENT

In accordance with CEQA, the primary responsibility for making determinations with respect to potential environmental effects rests with the lead agency rather than the monitor or preparer. As such, the City of Agoura Hills is identified as the enforcement agency for this Mitigation Monitoring and Reporting Program.

11.3 PROGRAM MODIFICATION

After review and approval by the lead agency, minor changes to the MMRP are permitted but can only be made by the City of Agoura Hills. No deviations from this MMRP shall be permitted unless it continues to satisfy the requirements of PRC Section 21081.6, as determined by the lead agency.

11.4 MITIGATION MONITORING AND REPORTING PROGRAM

The organization of the MMRP follows the subsection formatting style as presented within the General Plan Update Environmental Impact Report (EIR). Only those subsections of the environmental issues presented in the EIR that have mitigation measures are provided below in Table 11-1 (Mitigation Monitoring and Reporting Program Matrix). All other subsections in the EIR do not contain mitigation measures.

Table 11-1 Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Action Required	Monitoring Phase	Responsible Agency/Party	Compliance Verification		
				Initial	Date	Comments
Air Quality						
MM4.2-1 The City shall require future development within City limits to implement the following measures to the extent feasible: Fugitive Dust Control Measures ■ Water trucks shall be used during construction to keep all areas of vehicle movements damp enough to prevent dust from leaving the site. At a minimum, this will require twice-daily applications (once in late morning and once at the end of the workday). Increased watering is required whenever wind speed exceeds 15 mph. Grading shall be suspended if wind gusts exceed 25 mph. ■ The amount of disturbed area shall be minimized and onsite vehicle speeds shall be limited to 15 mph or less. ■ If importation, exportation and stockpiling of fill material is involved, earth with 5% or greater silt content that is stockpiled for more than two days shall be covered, kept moist, or treated with earth binders to prevent dust generation. Trucks transporting material shall be tarped from the point of origin or shall maintain at least two feet of freeboard. ■ After clearing, grading, earth moving, or excavation is completed, the disturbed area shall be treated by watering, revegetation, or by spreading earth binders until the area is paved or otherwise developed. ■ All material transported off-site shall be securely covered to prevent excessive amounts of dust. NO_X Control Measures ■ When feasible, electricity from temporary power poles on site shall be utilized rather than temporary diesel or gasoline generators. ■ When feasible, on site mobile equipment shall be fueled by methanol or natural gas (to replace diesel-fueled equipment), or, propane or butane (to replace gasoline-fueled equipment). ■ Aqueous Diesel Fuel or biodiesel (B20 with retarded fuel injection timing), if available, shall be used in diesel fueled vehicles when methanol or natural gas alternatives are not available. VOC Control Measures ■ Low VOC architectural and asphalt coatings shall be used on site and shall comply with AQMD Rule 1113-Architectural Coatings. Other Ozone Precursor Control Measures ■ Equipment engines should be maintained in good condition and in proper tune as per manufacturer's specifications. ■ Schedule construction periods to occur over a longer time period (i.e., lengthen from 60 days to 90 days) during the smog season so as to minimize the number of vehicles and equipment operating simultaneously. Use new technologies to control ozone precursor emissions as they become readily available.	■ Require the following for future development projects, as specified: fugitive dust control; NO_X control measures; ozone precursor control measures; and low VOC coatings.	■ Prior to approval of future projects ■ At site inspection	City of Agoura Hills Planning and Community Development Department			