AGENDA
REGULAR MEETING
AGOURA HILLS CITY COUNCIL
Civic Center - Council Chambers
30001 Ladyface Court, Agoura Hills, California 91301
Wednesday, May 27, 2026
6:00 PM

Please silence all cell phones and other electronic devices during the meeting.

ATTEND OR WATCH THE MEETING

*For in-person attendance, the Council Chambers will open to the public at 5:30 p.m. To watch the live stream or archived meeting, visit the City's website at **agourahillscity.gov** and click the dark green "Watch Meetings" button under Quick Links or search "Agoura Hills City Council" on **YouTube** and select the meeting by date,*

PUBLIC PARTICIPATION (PUBLIC COMMENT)

Option A: To provide public comments in person in the Council Chambers
Members of the public may attend the meeting in person in the Council Chambers and speak or submit written comments on any item listed on the Agenda. To speak, complete a Speaker's Card for each item and submit it to the City Clerk before the public comment period of that item. Public testimony is limited to three (3) minutes per speaker and a speaker's time may not be transferred to another speaker. Written comments submitted by individuals at the meeting may not be read aloud by another speaker nor will be read aloud by the City.

Option B: To submit written public comments prior to the meeting
*Members of the public may submit written comments on any item listed on the Agenda. To ensure the City Council has time to review and/or consider the information prior to the meeting, please include the item number or topic in the subject line and **email comments@agourahillscity.gov by 4:00 p.m. on the meeting date.** Public comments are not read into the record by the City. Any comments submitted after the deadline may not be considered during the City Council's deliberations or included in the official record. However, the public may attend the meeting to make or submit comments in person.*

CALL TO ORDER

LAND ACKNOWLEDGEMENT

PLEDGE OF ALLEGIANCE

ROLL CALL

Mayor Jeremy Wolf
Mayor Pro Tem Deborah Klein Lopez
Councilmember Kate Anderson
Councilmember Chris Anstead
Councilmember Penny Sylvester

REPORT OF CLOSED SESSION

APPROVAL OF AGENDA

PRESENTATIONS

Business of the Month - Presentation to RMS Printing
Presentation from California Association of Public Information Officials (CAPIO)

INTERGOVERNMENTAL, SPECIAL PURPOSE COMMITTEE, AND DEPARTMENTAL REPORTS

Las Virgenes/Malibu Council of Governments Update
Santa Monica Mountains Conservancy Advisory Committee Update

PUBLIC COMMENTS

(This section is reserved for persons wishing to address items not listed on the Agenda that are under the subject matter jurisdiction of the City Council. Please refer to “Public Participation” above for full details on how to speak or submit written public comments under this category.)

CONSENT CALENDAR

(Items on the Consent Calendar may be approved by a single motion and vote. Unless pulled by the City Council, there will be no separate discussion of these items. This section is reserved for persons wishing to address items on the Consent Calendar. Please refer to “Public Participation” above for full details on how to speak or submit written public comments under this category.)

1. Approve the Minutes of the Regular City Council Meeting of May 13, 2026
   RECOMMENDATION: Approve the Minutes, as presented.

2. Approve Demand Warrant Register No. 952
   RECOMMENDATION: Approve Demand Warrant Register No. 952.

3. Approve Award of Design-Build Contract, to SitelogIQ, Inc., for the Civic Center Microgrid Project
   RECOMMENDATION: Approve Award of Design-Build Contract, to SitelogIQ, Inc., for the Civic Center Microgrid Project.

4. Approve Award of Four (4) Agreements for Contractor Services for Consultant and On-Call Environmental Services to: 1) Dudek; 2) Envicom Corporation; 3) FirstCarbon Solutions; and, 4) SWCA Incorporated
   RECOMMENDATION: Approve Award of Four (4) Agreements for Contractor Services for Consultant and On-Call Environmental Services to: 1) Dudek; 2) Envicom Corporation; 3) FirstCarbon Solutions; and, 4) SWCA Incorporated.

PUBLIC HEARING

(This section is reserved for persons wishing to address items listed under Public Hearing. Please refer to “Public Participation” above for full details on how to submit written public comments or speak under this category.)

5. Conduct a Public Hearing to Consider Adopting: 1) A Resolution Certifying and Adopting the Final Programmatic Environmental Impact Report (SCH No. 2025010338) for the Bicycle Master Plan, Vehicle Miles Traveled Mitigation Exchange and Banking Program, and General Plan Amendments (Case No. PZ-2026-61-GPA), and Adopting the Findings of Fact, the Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program; 2) A Resolution Adopting the Bicycle Master Plan; and 3) A Resolution Adopting a General Plan Amendment, amending Chapter 3: Infrastructure and Community Services, with Textual Revisions to Reference and Maintain Consistency with the Bicycle Master Plan, and to Revise General Plan Bikeways Exhibit (Figure M-7) to Provide an Updated Overview of the Bicycle Network within the City
   RECOMMENDATION: Adopt: 1) Resolution No. 26-2130; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA CERTIFYING AND ADOPTING THE FINAL PROGRAMMATIC ENVIRONMENTAL IMPACT REPORT (SCH NO. 2025010338) FOR THE BICYCLE MASTER PLAN, VEHICLE MILES TRAVELED MITIGATION EXCHANGE AND BANKING PROGRAM, AND GENERAL PLAN AMENDMENTS (CASE NO. PZ-2026-61-GPA), AND ADOPTING THE FINDINGS OF FACT, THE STATEMENT OF OVERRIDING CONSIDERATIONS, AND MONITORING AND REPORTING PROGRAM, 2) Resolution No. 26-2131; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA, ADOPTING THE CITY OF AGOURA HILLS BICYCLE MASTER PLAN, and Resolution No. 26-2132; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT (CASE NO. PZ-2026-61-GPA), AMENDING CHAPTER 3: INFRASTRUCTURE AND COMMUNITY SERVICES, WITH TEXTUAL REVISIONS TO REFERENCE AND MAINTAIN CONSISTENCY WITH THE BICYCLE MASTER PLAN, AND AMENDING THE GENERAL PLAN BIKEWAYS EXHIBIT (FIGURE M-7) TO PROVIDE AN UPDATED OVERVIEW OF THE BICYCLE NETWORK WITHIN THE CITY.

DISCUSSION / ACTION

(This section is reserved for persons wishing to address items listed under Discussion / Action. Please refer to “Public Participation” above for full details on how to submit written public comments or speak under this category.)

6. Conduct a Prescreen Review of a Proposed Sign Ordinance Amendment
   RECOMMENDATION: Review the proposed Sign Ordinance amendment and provide non-binding feedback to the Applicant.

7. Discussion to Consider Approval of Community Wildfire Protection Plan (CWPP)
   RECOMMENDATION: 1) Approve the Community Wildfire Protection Plan (CWPP); and 2) Authorize staff to implement the strategies, priorities, and recommendations identified within the CWPP, as funding becomes available and based on future City Council direction and priorities.

8. Update on Solid Waste Franchise Agreement Discussions with Waste Management (WM)
   RECOMMENDATION: 1) Direct Staff to Prepare a Successor Franchise Agreement with WM, or 2) Direct Staff to Initiate a Request for Proposals (RFP) Process, or 3) Direct Staff to Prepare an RFP While Concurrently Continuing Discussions with WM.

9. Discussion to Consider Options Regarding the ABOP (Anti-freeze, Batteries, Oil, Paint) Solid Waste Program
RECOMMENDATION: Discuss and provide direction on whether to continue or discontinue the City's ABOP program beyond the expiration of the current agreement through June 30, 2026.

CITY COUNCIL, STAFF COMMENTS

ADJOURNMENT

The next Regular City Council Meeting will be held at 6:00 p.m., on June 10, 2026, in the Council Chambers of the Civic Center. The Civic Center is located at 30001 Ladyface Court, Agoura Hills, California.

In accordance with the Americans with Disabilities Act, if you require special assistance to participate in a City Council meeting or to access other services offered by the City of Agoura Hills, please contact the City Clerk's Office at (818) 597-7300. To ensure that reasonable arrangements can be made to provide appropriate access, please provide notification at least 48 hours in advance of the meeting or time when services are needed.

Copies of staff reports or other written documentation related to each item of business on this Agenda are available on the City's website at ***agourahillscity.gov*** *and are on file in the Office of the City Clerk, Kimberly M. Rodrigues, at Agoura Hills City Hall, 30001 Ladyface Court, Agoura Hills, California, 91301.*

The telecast of Regular City Council Meeting held on Wednesday, May 27, 2026 will be broadcast on Channel 10 for Time Warner Cable subscribers and Channel 3 for Charter subscribers and air daily until the next regularly scheduled City Council meeting. The broadcast schedule is as follows: M-10a m; T-3pm; W-10am; Th-7pm; F-10am; S-3pm; and Su-7pm.

Date Posted: May 22, 2026

CITY OF AGOURA HILLS

REPORT TO CITY COUNCIL

DATE: MAY 27, 2026

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: NATHAN HAMBURGER, CITY MANAGER

BY: KIMBERLY RODRIGUES, CITY CLERK

SUBJECT: APPROVE THE MINUTES OF THE REGULAR CITY COUNCIL MEETING OF MAY 13, 2026

RECOMMENDATION

Approve the Minutes, as presented.

Attachments

CC Minutes 051326.pdf

MINUTES
REGULAR MEETING
AGOURA HILLS CITY COUNCIL
Civic Center – Council Chambers
30001 Ladyface Court, Agoura Hills, California 91301
Wednesday, May 13, 2026
6:00 p.m.

The City Council meeting was called to order at 6:00 p.m. by Mayor Wolf.

The Pledge of Allegiance was led by Cub Scout Pack 227.

Present were: Mayor Jeremy Wolf, Mayor Pro Tem Deborah Klein Lopez, Councilmember Kate Anderson, Councilmember Anstead, and Councilmember Penny Sylvester.

Also Present were: City Manager Nathan Hamburger, City Attorney Candice K. Lee, Community Development Director Robby Nesovic, Senior Planner Angela Georgeff, Associate Planner Eric Wang, Director of Public Works/City Engineer Charmaine Yambao, Consultant Traffic Engineer Matt Stewart, Kimley-Horn & Associates Engineering Consultant Sri Chakravarthy, Deputy City Manager Louis Celaya, Building Official Lukas Quach, Director of Finance Diego Ibañez, and City Clerk Kimberly M. Rodrigues.

REPORT OF CLOSED SESSION

No Closed Session was held.

APPROVAL OF AGENDA

ACTION: Councilmember Sylvester moved to approve the Agenda, as presented. Councilmember Anderson seconded. The motion carried 5-0, by the following roll call vote:

AYES: Mayor Wolf, Mayor Pro Tem Klein Lopez, and Councilmembers Anderson, Anstead, and Sylvester.

NOES: None.

ABSTAIN: None.

ABSENT: None.

PRESENTATIONS

There were no presentations.

INTERGOVERNMENTAL, SPECIAL PURPOSE COMMITTEE, & DEPARTMENTAL REPORTS

Mayor Pro Tem Klein Lopez noted there was no Clean Power Alliance (CPA) Update this evening, as the meeting was postponed to tomorrow.

Councilmember Sylvester reported she and Councilmember Anderson had attended both the UCLA Symposium on Urban Firestorms: Risk and Resilience and the Regional Firewise Leader Workshop held last week and announced the upcoming Fire Safe Festival this Saturday from 10:00 a.m. to 1:00 p.m. at the Wildlife Learning Center at Tapia Park in Malibu Canyon and encouraged everyone to attend.

PUBLIC COMMENTS

Mayor Wolf deferred to City Attorney Lee who announced: *"I wanted to provide a friendly reminder to everyone that tonight's Agenda includes separate opportunities for public comment. As the Mayor will explain in a moment, the next portion of the meeting is reserved for comments on items not on the City Council's meeting Agenda this evening, but within the City Council's jurisdiction. The City Council will later conduct a Public Hearing on Agenda Item No. 6, related to the evacuation analysis. If you wish to comment specifically on Item No. 6, regarding the evacuation analysis, please wait until that item is called. Note that comments presented during the Public Hearing for Item No. 6 must relate specifically to to that item. If you provide comments on that item during the general public comment period, you will not have another opportunity to speak again during the Public Hearing."*

Following distribution of the Agenda Packet, and prior to the City Council meeting, written correspondence was received from the following person(s), forwarded to the City Council, and made available for public review:

Steve Jacobsen, Agoura Hills
Robyn and Don Karr
Patrick Murray, Agoura Hills
Linda Brenden, Agoura Hills
Chris Cumbo
Gary and Joanne Wasserman, Oak Park
Elizabeth Moore, Agoura Hills

CONSENT CALENDAR

No public comments were received.

ACTION: Councilmember Anstead moved to approve Consent Calendar Item Nos. 1-5, as presented. Councilmember Anderson seconded. The motion carried 5-0, by the following roll call vote:

AYES: Mayor Wolf, Mayor Pro Tem Klein Lopez, and Councilmembers Anderson, Anstead, and Sylvester.

NOES: None.

ABSTAIN: None.

ABSENT: None.

1. Approve Minutes of the Regular City Council Meeting of April 22, 2026

2. Approve Demand Warrant Register No. 951

3. Approve One-Year Agreement Extensions, with Burear Veritas N.A., Inc., and m6 Consulting, Inc., for Plan Review and Inspection Services

4. Approve Design Professional Consultant Services Agreement, with m6 Consulting, Inc., for Construction Engineering Services Related to the Low Flow Storm Drain Diversion Project

5. Approve Agreement for Contractor Services, with Ray-Mac Painting, Inc., for Painting Services at Morrison Park

PUBLIC HEARING

6. Conduct a Public Hearing to Consider the Adoption of a Resolution Approving a General Plan Amendment to Revise the Table of Contents and the Safety Element (Chapter 5, Community Safety) with the Updated Multi- Jurisdictional Hazard Mitigation Plan, the Adopted Evacuation Plan, and the Updated Evacuation Analysis (Case No. GPA-2024-0007) and Make Findings of Exemption Under the California Environmental Quality Act

   Mayor Wolf deferred to City Attorney Lee who announced: "*Thank you, Mayor. Before we begin this item, I want to clarify that according to California law, which is the Brown Act, the City Council is limited to discussing only those matters that appear on tonight's Agenda and cannot address unrelated topics. This means for Item No. 6, the Council will be discussing only the Evacuation Analysis and related revisions to the Safety Element. Thank you."*

   Mayor Wolf opened the Public Hearing at 6:15 p.m.

   Following presentation of the staff report, and a question-and-answer period of staff, Mayor Wolf deferred to City Attorney Lee who announced, *"Thank you, Mayor. We do have a lot of public commenters this evening so I want to make a couple of notes to help things move along so that everyone has an opportunity to speak within a reasonable timeframe. When you are addressing the Council, please direct all your comments to the Mayor and the Councilmembers via the microphone; this way everyone can hear your comments. If we have random comments from the audience, not everyone can hear, certainly people on tv or in the overflow room are not able to hear you, so please direct your comments to the Council via the microphone. Also, this portion of the meeting is intended for the Council to receive public comment on the evacuation analysis and the Councilmembers will not engage in conversation with speakers, again, that will lengthen the time. What we are trying to do is make sure as many people are heard*

tonight, if you could just keep that in mind. And, I know I've repeated this multiple times, but, again, for the benefit of people in tv land and also in the overflow room, Council can only discuss the items listed on tonight's Agenda and they cannot discuss other unrelated items, that I think there are many residents that are legitimately concerned about, but we're only allowed to talk about the evacuation analysis at this time so please ensure that your comments are related to, specifically, the evacuation analysis and any related amendments to the Safety Element at this time. Thank you so much."

Mayor Wolf opened the floor for public testimony.

Following distribution of the Agenda Packet, and prior to the City Council meeting, written correspondence was received from the following person(s), forwarded to the City Council, and made available for public review:

Residents from Agoura Hills:

Sandy Toutz
Roberta Damiano
Christine Dale (2)
Patricia Aloi (2)
Steve Lee
Meredith O'Brien
Sandy Stivers
Chris Stivers (3)
Kira Krukowski
Nick J. Virzi
Robert Patton
Craig Reardon and Nancy Nee
Patricia M. Miller
Pat MacGregor
Joanne Ventresca (2)
Hilary Waldinger
Richard Marks
Nancy Loporchio
Floyd Crump
Frank Greico
Ron Squires
Marilyn Spiegel
Ken and Michelle Frazier
Sandra Matthew
Caren Levin (2)
Jackie LaCombe
Nona Green
Laura Beth Heisen
Gary R. Buzza
Amy Rippee
Jay Crutcher
Christine Richardson

Chris G.
Gary and Pat Mackenzie
Rae Greulich
Tara Farkash
Mary Wiesbrock, Agoura Hills, representing Save Open Space
Heleen Klein
Mary Ann Rush
Jess Thomas, Agoura Hills, representing Old Agoura Homeowners
Paria Sheibani 2)
Steve Littlejohn
William Margolin (2)

Resident from Agoura:

Grant A. Bitter, Ph.D.

Residents from Cornell:

Jean Klein
Theresa Cavalleri
Jason R. Sanders, Venskus & Associates A.P.C., representing Protectors and Residents in the Santa Monica Mountains

Residents from Oak Park:

Connie Feick
Iris Rozov
Miriam Gluzer
Jim Shahan
Judith Jasperson

Place of Residence not Provided:

Jason Blatt
Judy Rifkin
Russell and Barbara Stone
Eva Larson
Rami Brosh
Bernice Hayden
Garrett Williams
Heidi Algie
Hunter G.
Yvonne Hatherill
Melissa Marks
Marlene Williams
Cindy Bright
Jacqueline Tobin

The following person submitted a written public comment:

Gerald N. Silver, Old Agoura

The following person(s) spoke:

Cindy Larson, Old Agoura
Mary Wiesbrock, Agoura Hills, representing Save Open Space *(submitted documents)*
Carolyn Cass-Barton, Oak Park
Steve Goldman, Agoura
Robert Weinstein, Agoura Hills *(submitted documents)*
Colleen Holmes, representing Cornell Preservation Organization
Ron Troncatty, Agoura Hills
Lorraine Crawford, Agoura Hills
Steven Lloyd, Agoura
Gerald Cusanovich, Agoura
Yvonne Hatherill, Agoura
Jay Crutcher, Agoura
Dawn Hummer, Agoura Hills
Dr. Elizabeth Kolve, Agoura Hills
Rae Greulich
Morgan McGraw, Agoura Hills
Tony Wertenbruch
Cyrena Nouzille, Agoura Hills
Shannon Toma, Agoura Hills
Shannon Gem
Taryn Braband, Agoura
Rachel Spalding, Agoura Hills
Matt Shaw, Agoura Hills
Loreto Estridge, Agoura Hills

The City Council recessed at 8:27 p.m. and reconvened at 8:40 p.m.

Following the break, Mayor Wolf resumed the public testimony period.

Kirk Allegro, Agoura Hills
Larkin McLean-Schultz
Michael Held, Agoura Hills
Regan Luithly
Pat Henkel, representing Malibu Lake H.O.A.

There being no further public comment or any further questions from the City Council, Mayor Wolf closed the Public Hearing at 9:00 p.m.

Following deliberations, Mayor Wolf called for a motion and second to approve the staff recommendation to adopt **Resolution No. 26-2129**; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT TO AMEND THE SAFETY ELEMENT (CHAPTER 5, COMMUNITY SAFETY) TO INCLUDE AN UPDATED EVACUATION ANALYSIS, EVACUATION PLAN, AND THE UPDATED 2024 MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN, AND REVISE THE TABLE OF CONTENTS ACCORDINGLY, AND MAKE OTHER MINOR TEXTUAL

REVISIONS TO THE SAFETY ELEMENT (CASE NO. GPA2024-0007), AND MAKE FINDINGS OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

ACTION: Councilmember Sylvester moved to approve the staff recommendation. Mayor Pro Tem Klein Lopez seconded. The motion carried 5-0, by the following roll call vote:

AYES: Mayor Wolf, Mayor Pro Tem Klein Lopez, and Councilmembers Anderson, Anstead, and Sylvester.

NOES: None.

ABSTAIN: None.

ABSENT: None.

The City Council recessed at 9:33 p.m. and reconvened at 9:44 p.m.

DISCUSSION

7. Consider Supporting the Las Virgenes-Malibu Council of Governments Letter of Opposition to Proposed Changes to the Metro Board of Directors

Following presentation of the staff report, and a question-and-answer period of staff, Mayor Wolf opened the floor for public comment.

No public comment was received.

Following deliberations, Mayor Wolf called for a motion and second to approve the staff recommendation.

MOTION: Councilmember Sylvester moved to approve the staff recommendation. Councilmember Anderson seconded.

Mayor Wolf clarified and called for a motion and second to approve Option No. 1.

ACTION: Councilmember Sylvester amended the motion *"to approve sending the letter."* Councilmember Anderson seconded. The motion carried 5-0, by the following roll call vote:

AYES: Mayor Wolf, Mayor Pro Tem Klein Lopez, and Councilmembers Anderson, Anstead, and Sylvester.

NOES: None.

ABSTAIN: None.

ABSENT: None.

CITY COUNCIL, STAFF COMMENTS

City Manager Hamburger announced the Morrison Park Inclusive Play Area ribbon-cutting ceremony would be held this Saturday from 11:00 a.m. to 1:00 p.m. and invited the community to attend.

Councilmember Sylvester reported attending the City's Senior Expo and luncheon.

Councilmember Anstead thanked staff for their presentation and responses to Council questions.

Mayor Wolf expressed appreciation for the City Council's dedication and service to the City of Agoura Hills and the surrounding areas, stating he was *"incredibly proud" to* serve alongside the Council, and acknowledged their tireless work to protect the residents and the region.

ADJOURNMENT

At 9:57 p.m., Mayor Wolf announced the next Regular City Council Meeting was scheduled for 6:00 p.m., on Wednesday, May 27, 2026, in the Council Chambers of the Civic Center, and adjourned the meeting.

Kimberly M. Rodrigues, MPPA, MMC
City Clerk

CITY OF AGOURA HILLS

REPORT TO CITY COUNCIL

DATE:	**MAY 27, 2026**
TO:	**HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL**
FROM:	**NATHAN HAMBURGER, CITY MANAGER**
BY:	**ALEJANDRA KINCHELOE, ACCOUNTING SPECIALIST**
SUBJECT:	**APPROVE DEMAND WARRANT REGISTER NO. 952**

Demand Warrant Register No. 952 is hereby submitted for your approval.

FISCAL IMPACT

All items on the Demand Warrant Register are budgeted items; and all the items, when aggregated and annualized, are found to be within budget.

RECOMMENDATION

It is recommended the City Council approve Demand Warrant Register No. 952.

Attachments

DWR 952.pdf

MAY 27, 2026

DEMAND WARRANT REGISTER NO. NINE HUNDRED FIFTY-TWO

Pursuant to Section 2508, of the Agoura Hills Municipal Code (AHMC), the demands are herein presented, having been duly audited, and are hereby allowed and approved for payment in the amount as shown for the designated payees and charged to the appropriate funds as indicated.

Pursuant to Section 37202 of the Government Code, I certify the above demands are accurate and funds are available for payment thereof.

I hereby certify Demand Warrant Register No. 952 is a full, true, and correct statement.

Nathan Hamburger, City Manager

Demand Register 952

AGOURA HILLS

Payment Date	Number	Vendor Name	Payable Description	Payment Amount
05/07/2026	119828	Air Com Refrigeration Inc.	Ice Machine Repair - Event Center	603.40
05/07/2026	119829	All City Management	School Crossing Guard Services 04/12/26 - 04/25/26	9,823.49
05/07/2026	119830	American Family Care	TB Tests	280.00
05/07/2026	119831	Andrew Heath	Financial Consulting Services	4,440.00
05/07/2026	119832	Base Hill, Inc.	Janitorial Service & Event Set Up Apr 2026 - Rec Center	9,287.80
05/07/2026	119833	Blue Table	Catering - Student Art Show	715.00
05/07/2026	119834	Brennan Estimating Svcs.	Annual Monitoring Fees	420.00
05/07/2026	119835	Cal State Site Services	Portable Restroom 05/05/26-06/01/26 Morrison Park	427.93
05/07/2026	119836	Carla Pineda	Security Deposit Refund - Event 04/16/26	1,000.00
05/07/2026	119837	CivicPlus, LLC	SeeClickFix License & Media Archiving Economy 07/01/26 -	13,725.40
05/07/2026	119838	Conejo Valley Tourism Improvement District Inc	CV Tourism Fee 1st Quater 2026 (Pass Through)	127,282.91
05/07/2026	119839	CoStar Realty Information, Inc.	CoStar Suite	1,043.76
05/07/2026	119840	Executive Facilities Services, Inc	Janitorial Services May 2026	2,930.76
05/07/2026	119841	Glen A. Rick Engineering & Development Company	Professional Services 02/23/26 - 03/29/26	3,160.00
05/07/2026	119842	Gotem, Inc.	Monthly General Pest Control	495.00
05/07/2026	119843	GSG Protective Services	Security 04/13/26 - 04/19/26 Event Center	1,785.00
05/07/2026	119844	Jtb Supply Co.	Traffic Signal Switches	4,280.25
05/07/2026	119845	Laurie Baral	Student Art Show - Emergency Food Purchase	74.66
05/07/2026	119846	M & L Partnership	Fingerprinting	105.00
05/07/2026	119847	Mdg Associates	Morrison Park Rehabilitation Mar 2026	1,291.50
05/07/2026	119848	Michael Baker International, Inc.	Professional Services Mar 2026	8,790.86
05/07/2026	119849	Nextech Systems	Generator Bypass Switch	8,846.53
05/07/2026	119850	Ninjio LLC	Managed Services 05/01/26 - 04/30/27	1,778.40
05/07/2026	119851	Pegasus Studios	Broadcast Services Apr 2026	1,600.00
05/07/2026	119852	PermiTech Solutions Corporation	Professional Services Apr 2026	1,716.00
05/07/2026	119853	RMG Communications	Video Production & Editing	5,426.25
05/07/2026	119854	SaberDome Corp	Monthly Services May 2026	12,239.38
05/07/2026	119855	SCA of CA LLC	Street Sweeping Apr 2026	12,351.00
05/07/2026	119856	Senior Concerns	Senior Advocacy Services Apr 2026	833.00
05/07/2026	119857	Senior Concerns	Senior Advocacy Services Jan 2026	833.00
05/07/2026	119858	Smith Pipe & Supply Inc.	Supplies	532.44
05/07/2026	119859	Solid Waste Solutions, Inc.	AB 939 SB 1383 Apr 2026	7,341.75
05/07/2026	119860	Southern California Edison	Utilities 03/24/26 - 04/22/26	23,950.03
05/07/2026	119861	Staples	Office Supplies	1,078.82
05/07/2026	119862	The Acorn Newspapers	City Ads	2,325.40
05/07/2026	119863	The People Concern	COG Q3 & Q4 2025	46,197.00
05/07/2026	119868	Townsend Public Affairs, Inc.	Consulting Services Apr 2026	5,000.00
05/07/2026	119869	TPX Communications	Monthly Communication 04/23/26 - 05/22/26	882.53
05/07/2026	119870	Vant System	Security Service Call	253.50
05/07/2026	119871	Wageworks	FSA Admin Fee Mar 2026	211.00
			Total	**325,358.75**
		ACH Payment		
05/07/2026	DFT0007774	Spare Labs Inc.	Spare Base Platfrom Apr 2026	1,875.00
05/07/2026	DFT0007775	Spare Labs Inc.	Dial-A-Ride Apr 2026	17,677.32
			Total	**19,552.32**
05/14/2026	119872	Access Information Intermediate Holdings I, LLC	Storage May 2026	972.00
05/14/2026	119873	Adam Escalante	Security Deposit Refund - Event 05/02/26	1,000.00
05/14/2026	119874	Aljzana Hobdy-Clayton	Security Deposit Refund - Event 05/01/26	1,000.00
05/14/2026	119875	At&t Mobility	Ipad Connect Apr 2026	808.44
05/14/2026	119876	Brodersen Associates	Landscape Architectural Services Mar 2026	4,752.50
05/14/2026	119877	Brooke Gutierrez	Security Deposit Refund - Event Cancellation	2,029.50
05/14/2026	119879	Civica Law Group, APC	Professional Services Apr 2026	10,952.50
05/14/2026	119880	Cr Print	Letterhead	545.46
05/14/2026	119881	Dapeer, Rosenblit & Litvak Llp	Professional Services Apr 2026	2,635.23
05/14/2026	119882	Department Of Justice	Fingerprinting	245.00
05/14/2026	119883	Garett Ames	CAC "Excellence in the Arts" Scholarship	500.00
05/14/2026	119884	Geodynamics	Professional Services Apr 2026	2,821.25
05/14/2026	119885	GMZ Engineering, Inc.	61.02.19 Progress Pay No. 19 Mar 2026	788,491.13
05/14/2026	119886	Gotem, Inc.	Monthly General Pest Control	165.00
05/14/2026	119887	GSG Protective Services	Security 04/20/26 - 05/03/26 Event Center	1,620.00
05/14/2026	119888	HDL Coren & Cone	Tax Allocation & Lease Revenue Bonds 24-25 Reports	4,640.00
05/14/2026	119889	LA County Registrar-Recorder/County Clerk	Notice of Exemption/County Posting Fee	25.00
05/14/2026	119890	Las Virgenes Municipal Water	Water Usage 03/2026 - 04/20/26	8,178.33
05/14/2026	119891	Los Angeles County Sheriff Department	Wage Garnishment	760.74
05/14/2026	119892	Los Angeles County Sheriff's	Sheriff Services Apr 2026	482,182.07
05/14/2026	119893	m6 Consulting, Inc.	Professional Services Mar 2026	35,941.39
05/14/2026	119894	Magic Jump Rentals	Rock Wall Rental - Public Safety Day	1,794.10
05/14/2026	119895	Michael Lang	Event Center Layout Design	300.00
05/14/2026	119896	OhWattaNight Entertainment Inc.	DJ Services for Public Safety Day	1,000.00

05/14/2026	119897	Roberta Constantan	Mother's Day Luncheon Supplies Reimbursement	185.43
05/14/2026	119898	Skyler Owen Ingram	CAC "Excellence in the Arts" Scholarship	500.00
05/14/2026	119899	South Central Planning and Development Commission	Permitting and Planning & Zoning Modules	1,533.33
05/14/2026	119900	Southern California Edison	Utilities April 2026	676.59
05/14/2026	119901	Southern California Gas Comp	Utilities 04/06/26 - 05/05/26	182.49
05/14/2026	119902	Spectrum Enterprise	Cable Services 05/03/26 - 06/02/26	408.15
05/14/2026	119903	Staples	Office Supplies	442.60
05/14/2026	119904	Total Access Elevator LLC	Elevator Maintenance May 2026	155.00
05/14/2026	119905	Turbodata	Citation Processing Apr 2026	200.00
05/14/2026	119906	Twining Laboratories	Professional Services Apr 2026	1,761.86
05/14/2026	119907	Twist and Shout Events, Inc.	Balloon Artist & Face Painting	1,100.00
05/14/2026	119909	Us Bank Corp. Payment System	City Credit Card Payment May 2026	30,776.67
05/14/2026	119910	Ventura Transit Systems	Transportation Services Apr 2026	2,430.00
05/14/2026	119911	Waste Management	Disposal Green/Yard Waste 04/01/26 - 04/08/26	10,409.98
05/14/2026	119912	West Coast Arborists, Inc	Tree Maintenance Apr 2026	2,658.15
05/14/2026	119913	Youth Evolution Basketball	Instructor Payment - Apr 2026	411.60
			Total	**1,407,191.49**

	ACH Payment			
05/14/2026	DFT0007802	CalPERS	2026 Replacement Benefit Contribution	4,917.69
05/14/2026	DFT0007803	U.S. Bank	AH Improvement Authority Bonds Series 2024A, 2024B & 20	1,436,575.18
			Total	**1,441,492.87**
05/15/2026		**Payroll**	Payroll & Vendor Payments	**214,572.66**
			Grand Total	**3,408,168.09**

Demand Warrant Register No. 952

PASSED, APPROVED, AND ADOPTED this 27th day of May 2026, by the following vote to wit:

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

_____
Jeremy Wolf, Mayor

ATTEST:

_____
Kimberly M. Rodrigues, City Clerk

CITY OF AGOURA HILLS

REPORT TO CITY COUNCIL

DATE:	**MAY 27, 2026**
TO:	**HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL**
FROM:	**NATHAN HAMBURGER, CITY MANAGER**
BY:	**RAMIRO ADEVA, ASSISTANT CITY MANAGER**
SUBJECT:	**APPROVE AWARD OF DESIGN-BUILD CONTRACT, TO SITELOGIQ, INC., FOR THE CIVIC CENTER MICROGRID PROJECT**

In early May 2026, the City's selection panel for the Agoura Hills Civic Center Microgrid Project selected SitelogIQ, Inc. as the preferred design-build firm to complete the project. The selection followed an extensive competitive solicitation process that included separate Statement of Qualifications (SOQ) and Request for Proposals (RFP) phases designed to evaluate firm qualifications, technical expertise, project approach, federal compliance capabilities, and overall cost effectiveness. Pending City Council approval of the contract award, work on the project will begin immediately, with final completion and project close-out anticipated for September 2027.

The Agoura Hills Civic Center serves as a critical hub for municipal operations, public services, emergency coordination, and community access. The Civic Center houses City Hall functions as well as a branch of the Los Angeles County public library system. During emergency conditions such as wildfires, earthquakes, flooding incidents, and Public Safety Power Shutoff (PSPS) events, portions of the Civic Center may be activated to support Emergency Operations Center (EOC) functions and continuity of essential government operations.

To enhance the City's emergency preparedness capabilities and improve energy resiliency, the City initiated the Agoura Hills Civic Center Microgrid Project. The proposed project includes the design and construction of a resilient solar-powered microgrid system at the Agoura Hills Civic Center. The system will include solar photovoltaic (PV) generation, a battery energy storage system (BESS), microgrid controls, energy management systems, and associated electrical infrastructure necessary to support continued operation of essential Civic Center functions during utility outages.

In accordance with federal funding requirements, the City conducted a comprehensive multi-step procurement process as follows:

- January 16, 2026 – Release of Statement of Qualifications (SOQ)
- February 13, 2026 – SOQ Submittal Deadline
- February 16-18, 2026 – Evaluation of SOQ Submittals (Only pre-qualified firms were allowed to participate in the subsequent RFP process)
- February 19, 2026 – Release of Request for Proposals (RFP) to prequalified firms
- March 10, 2026 – Mandatory Pre-Bid Meeting / Site Walk
- April 16, 2026 – RFP Submittal Deadline
- April 20-22, 2026 – Evaluation Committee Review and Shortlist
- April 29-30, 2026 – Interviews / Follow-Up Discussions with Shortlisted firms

- May 4-5, 2026 – Final Ranking and Selection
- May 11-15, 2026 - Contract Discussions with Selected Firm and Council Mtg Prep
- May 27, 2027 - Contract Award

On April 16, 2026, the City received proposals from the following seven (7) pre-qualified firms (listed in alphabetical order):

Company	**Cost**
ABM Building Solutions, LLC.	Option 1: $9.3M (Full Facility; All loads) Option 2: $5.2M (Full Facility; Only critical loads)
Electric Service & Supply Co. (ESSCO)	$3.3M
Encored Inc.	$3.23M
Gridscape Solutions Inc.	Disqualifed. No Class A license.
Pacific Solar	Disqualified. Did not attend mandatory pre-bid meeting.
SitelogIQ, Inc.	Option 1: $2.6M (City Hall only; not entire Civic Center) Option 2: $3.3M (Full Facility)
Staten Solar Corporation	$2.8M

Based on the strength and overall quality of the proposals received, the following four firms were selected to advance to the oral interview phase of the evaluation process:

- ABM Building Solutions, LLC
- Gridscape Solutions Inc.
- SitelogIQ, Inc.
- Staten Solar Corporation

Following an extensive proposal review and interview process, the selection panel was unanimous in choosing SitelogIQ, Inc.

The project is being delivered using a Design-Build delivery model, under which SitelogIQ, Inc. assumes responsibility for project design, coordination, constructability, schedule management, permitting, construction, commissioning, and system performance. This approach provides the City with a single point of accountability and is intended to improve coordination and accelerate implementation within the federally mandated project timeline, which in the City's case is project completion by September 11, 2027.

Typically, this delivery method is intended to save time and, in doing so, save on overall project costs. That said, design-build contracts carry a degree of cost-variability risk in progressive design development, material procurement, market conditions, and final system configuration, all of which can influence the ultimate project cost as design details evolve throughout the project schedule. Staff will work alongside SitelogIQ, Inc. to closely monitor project costs, budget performance, and funding availability throughout all phases of the project to ensure responsible fiscal oversight. Should additional funding discussions become necessary at any point during project implementation, City staff will work collaboratively with SitelogIQ, Inc. and Cal OES staff administering the federal funding to evaluate available options and identify practical solutions that allow the project to continue moving forward in a manner that remains aligned with the project budget and the City's core resiliency objectives.

The proposed contract amount submitted by SitelogIQ, Inc. is $3,319,673.

As part of its proposal, SitelogIQ, Inc. also identified potential Inflation Reduction Act (IRA) incentive opportunities, or incentive tax credits (ITC), of up to $940,700, that may help offset eligible project costs upon project completion. The exact amount of IRA incentive credits is yet to be determined since that will be calculated and reimbursed at project completion.

Additionally, available funding for the project includes a federal earmark secured through Congresswoman Julia Brownley in the amount of $1,344,342.10. The City is also responsible for a local share of $500,000.

Therefore, the current estimated funding plan and projected cost offsets for the Agoura Hills Civic Center Microgrid Project are summarized below:

Funding Description	**Amount**
Proposed Design-Build Contract Amount Submitted by SitelogIQ, Inc.	$3,319,673.00
Federal Earmark Funding Secured Through Congresswoman Julia Brownley	($1,344,342.10)
Current Estimated City Match	($500,000.00)
Preliminary ***Estimated*** IRA / Direct Pay Incentive Offset	($940,700.00)
Remaining Estimated Funding Gap	$534,630.90

Staff is currently exploring additional funding opportunities, reimbursements, incentive programs, financing mechanisms, and other potential revenue sources to address the remaining estimated funding gap.

In the event additional funding sources are unable to be fully secured, City staff will work collaboratively with SitelogIQ, Inc. and Cal OES staff administering the federal funding to evaluate available options to keep the project moving forward. Such options could include refining or modifying portions of the project scope of work to align the project with available funding while still maintaining the core resiliency and emergency preparedness objectives of the Civic Center microgrid project.

The proposal submitted by SitelogIQ, Inc. demonstrated a strong understanding of the City's resiliency goals, operational needs, and specific requirements associated with a federally funded project. Staff believes the firm possesses the technical qualifications, design-build expertise, and project management capabilities necessary to successfully deliver the project, as reinforced by exceptional reference feedback received from agencies that previously worked with the firm on similar resiliency and infrastructure projects.

FISCAL IMPACT

Based on the current estimated project costs and anticipated reimbursements, a remaining funding gap has been identified that will need to be addressed through additional revenue sources. Accordingly, staff is actively looking into additional funding opportunities, reimbursement programs, financing mechanisms, grants, and other potential funding solutions to help offset project costs and support project cash flow needs during implementation. The ability to amend the project scope (due to this being a design-build project) is available as a viable option as well should additional funding not be identified.

It should also be noted that the currently identified federal earmark funding operates on a reimbursement basis and potential IRA / Direct Pay incentives are not realized until the project is completed, meaning the City will be required to initially front project expenditures prior to reimbursement and recovery of funds.

In the event project costs, project scope, reimbursement assumptions, or available funding signficantly change during the project, staff will return to the City Council with an updated fiscal analysis, an outline of available options, and recommendations for further Council direction regarding the continuation, modification, or refinement of the project scope and funding strategy.

RECOMMENDATION

Staff respectfully recommends that the City Council approve the Agreement for Design-Build Services, with SitelogIQ, Inc., in the amount not-to-exceed $3,319,673.

Attachments

AH-agreement SitelogIQ-Microgrid-Final.pdf

CITY OF AGOURA HILLS

STANDARD FORM OF AGREEMENT
between Owner and Design-Builder

Agoura Hills Civic Center Microgrid Project
30001 Ladyface Court, Agoura Hills, CA 91301

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Standard Form of Agreement Between Owner and Design-Builder

This **AGREEMENT** is made as of the 27th day of May in the year of 2026, by and between the following parties, for services in connection with the Project identified below.

OWNER:
(Name and address)

City of Agoura Hills, a Municipal Corporation
30001 Ladyface Court
Agoura Hills, CA 91301

DESIGN-BUILDER:
(Name and address)

SitelogIQ, Inc.
1651 Response Road, Ste 300
Sacramento, CA 95815

PROJECT:
(Include Project name and location as it will appear in the Contract Documents)

Project Name: Agoura Hills Civic Center Microgrid Project
Project Location: 30001 Ladyface Court, Agoura Hills, CA 91301

In consideration of the mutual covenants and obligations contained herein, Owner and Design-Builder agree as set forth herein.

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Article 1

Scope of Work

1.1 Design-Builder shall perform all design and construction services, and provide all material, equipment, tools and labor, necessary to complete the Work described in and reasonably inferable from the Contract Documents.

Article 2

Contract Documents

2.1 The Contract Documents are comprised of the following:

2.1.1 All written modifications, amendments, minor changes and Change Orders to this Agreement issued in accordance with DBIA Document No. 535, *Standard Form of General Conditions of Contract Between Owner and Design-Builder* (2022 Edition) ("General Conditions of Contract");

2.1.2 The Basis of Design Documents, including the Owner's Project Criteria, Design-Builder's Proposal, the original Request for Proposal (RFP) issued by the Owner, and the Deviation List, if any, contained in the Design-Builder's Proposal, which shall specifically identify any and all deviations from Owner's Project Criteria;

2.1.3 This Agreement, including all exhibits and attachments, executed by Owner and Design-Builder

2.1.4 The General Conditions of Contract; and

2.1.5 Construction Documents prepared and approved in accordance with Section 2.4 of the General Conditions of Contract.

Article 3

Interpretation and Intent

3.1 Design-Builder and Owner, prior to execution of the Agreement, shall carefully review all the Contract Documents, including the various documents comprising the Basis of Design Documents, for any conflicts or ambiguities. Design-Builder and Owner will discuss and resolve any identified conflicts or ambiguities prior to execution of the Agreement.

3.2 The Contract Documents are intended to permit the parties to complete the Work and all obligations required by the Contract Documents within the Contract Time(s) for the Contract Price. The Contract Documents are intended to be complementary and interpreted in harmony so as to avoid conflict, with words and phrases interpreted in a manner consistent with construction and design industry standards. In the event inconsistencies, conflicts, or ambiguities between or among the Contract Documents are discovered after execution of the Agreement, Design-Builder and Owner shall attempt to resolve any ambiguity, conflict or inconsistency informally, recognizing that the Contract Documents shall take precedence in the order in which they are listed in Section 2.1 hereof. Conflicts existing within Section 2.1.2

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shall be resolved by giving precedence first to the Deviation List, if any, then the Owner's Project Criteria, and then the Design-Builder's Proposal.

3.3 Terms, words and phrases used in the Contract Documents, including this Agreement, shall have the meanings given them in the General Conditions of Contract.

3.4 If Owner's Project Criteria contain design specifications: (a) Design-Builder shall be entitled to reasonably rely on the accuracy of the information represented in such design specifications and their compatibility with other information set forth in Owner's Project Criteria, including any performance specifications; and (b) Design-Builder shall be entitled to an adjustment in the Contract Price and/or Contract Time(s) to the extent Design-Builder's cost and/or time of performance have been adversely impacted by such inaccurate designspecification.

3.5 The Contract Documents form the entire agreement between Owner and Design-Builder and by incorporation herein are as fully binding on the parties as if repeated herein. No oral representations or other agreements have been made by the parties except as specifically stated in the Contract Documents.

Article 4

Ownership of Work Product

4.1 Work Product. All drawings, specifications and other documents and electronic data, including such documents identified in the General Conditions of Contract, furnished by Design-Builder to Owner under this Agreement ("Work Product") are deemed to be instruments of service and Design-Builder shall retain the ownership and property interests therein, including but not limited to any intellectual property rights, copyrights and/or patents, subject to the provisions set forth in Sections 4.2 through 4.5 below.

4.2 Owner's Limited License Upon Project Completion and Payment in Full toDesign-Builder.

Upon Owner's payment in full for all Work performed under the Contract Documents, Design-Builder: (a) grants Owner a perpetual, paid up, irrevocable license to use the Work Product in connection with Owner's occupancy of the Project; and (b) transfers all ownership and property interests, including but not limited to any intellectual property rights, copyrights and/or patents, in that portion of the Work Product that consists of architectural, engineering and other design elements and specifications that are unique to the Project. The parties shall specifically designate those portions of the Work Product for which ownership in the Work Product shall be transferred. Such grant and transfer are conditioned on Owner's express understanding that its alteration of the Work Product without the involvement of Design-Builder is at Owner's sole risk and without liability or legal exposure to Design-Builder or anyone working by or through Design-Builder, including Design Consultants of anytier.

4.3 Owner's Limited License upon Owner's Termination for Convenience or Design-Builder's Election to Terminate. If Owner terminates this Agreement for its convenience as set forth in Article 8 hereof, or if Design-Builder elects to terminate this Agreement in accordance with Section 11.4 of the General Conditions of Contract, Design-Builder shall, upon Owner's payment in full of the amounts due Design-Builder under the Contract Documents, grant Owner a limited license to use the Work Product to complete the Project and subsequently occupy the Project, and Owner shall thereafter have the same rights as set forth in Section 4.2 above, provided that use of the Work Product is at Owner's sole risk without liability or legal exposure toDesign-Builder;

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4.4 Owner's Limited License upon Design-Builder's Default. If this Agreement is terminated due to Design-Builder's default pursuant to Section 11.2 of the General Conditions of Contract, then Design-Builder grants Owner a perpetual, paid up, irrevocable license to use the Work Product to complete the Project and subsequently occupy the Project, and Owner shall thereafter have the same rights and obligations as set forth in Section 4.2 above. Notwithstanding the preceding sentence, if it is ultimately determined that Design-Builder was not in default, Owner shall be deemed to have terminated the Agreement for convenience, and Design-Builder shall be entitled to the rights and remedies set forth in Section 4.3 above.

Article 5

Contract Time

5.1 Date of Commencement. The Work shall commence within five (5) days of Design-Builder's receipt of Owner's Notice to Proceed ("Date of Commencement") unless the parties mutually agree otherwise in writing.

5.2 Substantial Completion and Final Completion.

5.2.1 Substantial Completion of the entire Work shall be achieved no later than (460) calendar days after the Date of Commencement ("Scheduled Substantial Completion Date").

5.2.2 Interim milestones and/or Substantial Completion of identified portions of the Work ("Scheduled Interim Milestone Dates") shall be achieved as agreed upon by the Owner and Design-Builder. The Design-Builder shall submit a proposed list of scheduled interim milestones and corresponding completion dates for each milestone that will be used in determining satisfactory progress of the work. If the schedule is in jeopardy of being adhered to or is delayed for any reason, the design-builder shall propose a new schedule to keep the project on track.

5.2.3 Final Completion of the Work or identified portions of the Work shall be achieved as expeditiously as reasonably practicable. Final Completion is the date when all Work is complete pursuant to the definition of Final Completion set forth in Section 1.2.8 of the General Conditions of Contract.

5.2.4 All of the dates set forth in this Article 5 (collectively the "Contract Time(s)") shall be subject to adjustment in accordance with the General Conditions of Contract.

5.3 Time is of the Essence. Owner and Design-Builder mutually agree that time is of the essence with respect to the dates and times set forth in the Contract Documents.

5.4 Liquidated Damages. Design-Builder understands that if Substantial Completion is not attained by the Scheduled Substantial Completion Date, Owner will suffer damages which are difficult to determine and accurately specify. Design-Builder agrees that if Substantial Completion is not attained by (10) ten calendar days after the Scheduled Substantial Completion Date (the "LD Date"), Design-Builder shall pay Owner two-thousand five hundred dollars ($2,500) as liquidated damages for each day that Substantial Completion extends beyond the LD Date.

5.5 Any liquidated damages assessed pursuant to this Agreement shall be in lieu of all liability for any and all extra costs, losses, expenses, claims, penalties and any other damages, whether special or consequential, and of whatsoever nature incurred by Owner which are occasioned by any delay in achieving the Contract Time(s).

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Owner and Design-Builder agree that the maximum aggregate liability Design-Builder has for any liquidated damages that may be assessed under this Agreement for failure to achieve the Contract Time(s) shall be no more than 10% of the contract price.

5.6 Owner's Review Time. The parties have established the following maximum and minimum amount of time for the Owner to review Design Submissions and the Project Schedule or any updates thereto unless the parties agree in writingotherwise.

5.6.1 The Owner shall have a minimum of (10) ten calendar days of receipt by the Owner to review all Design Submissions, the Project Schedule, and any updates thereto.

5.6.2 The Owner shall review and (if applicable) provide a response to Design-Builder on all Design Submissions, the Project Schedule, and any updates thereto within (21) twenty-one calendar days of receipt by the Owner.

The review period shall commence only upon receipt of a complete submittal.

Owner's review and/or approval shall not relieve Design-Builder of responsibility for the accuracy, completeness, or compliance of the design.

Article 6

Contract Price

6.1 Contract Price. Owner shall pay Design-Builder in accordance with Article 6 of the General Conditions of Contract the not-to-exceed sum of Three million, three hundred and nineteen thousand, six hundred and seventy three Dollars ($3,319,673) ("Contract Price"), subject to adjustments made in accordance with the General Conditions of Contract. Unless otherwise provided in the Contract Documents, the Contract Price is deemed to include all sales, use, consumer and other taxes mandated by applicable Legal Requirements.

6.2 Markups for Changes. If the Contract Price requires an adjustment due to changes in the Work, and the cost of such changes is determined under Section 9.4.1 of the General Conditions of Contract, the following markups shall be allowed on such changes:

6.2.1 For additive Change Orders, including additive Change Orders arising from both additive and deductive items, it is agreed that Design-Builder shall receive a Fee with mark-up caps no more than 10% for work directly performed by the contractor, 5% for work performed by subcontractors, and 3% if there are any sub-subcontractors.

6.2.2 For deductive Change Orders, including deductive Change Orders arising from both additive and deductive items, the deductive amounts shall include no additional reduction to account for Design-Builder's Fee or any other markup.

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Article 7

Procedure for Payment

7.1 Progress Payments.

7.1.1 Design-Builder shall submit to Owner on or before the tenth (10th) day of each month, beginning with the first month after the Date of Commencement, Design-Builder's Application for Payment in accordance with Article 6 of the General Conditions of Contract.

7.1.2 Owner shall make payment within ten (10) days after Owner's receipt of each properly submitted and accurate Application for Payment in accordance with Article 6 of the General Conditions of Contract, but in each case less the total of payments previously made, and less amounts properly withheld under Section 6.3 of the General Conditions of Contract.

7.2 Retainage on Progress Payments.

7.2.1 Owner will retain five percent (5%) from Design-Builder's Applications for Payment pursuant to state law.

7.2.2 Within fifteen (15) days after Substantial Completion of the entire Work or, if applicable, any portion of the Work, pursuant to Section 6.6 of the General Conditions of Contract, Owner shall release to Design-Builder all retained amounts relating, as applicable, to the entire Work or completed portion of the Work, less an amount equal to (a) the reasonable value of all remaining or incomplete items of Work as noted in the Certificate of Substantial Completion and (b) all other amounts Owner is entitled to withhold pursuant to Section 6.3 of the General Conditions of Contract.

7.3 Final Payment. Design-Builder shall submit its Final Application for Payment to Owner in accordance with Section 6.7 of the General Conditions of Contract. Owner shall make payment on Design-Builder's properly submitted and accurate Final Application for Payment within thirty (30) days after Owner's receipt of the Final Application for Payment, provided that Design-Builder has satisfied the requirements for final payment set forth in Section 6.7.2 of the General Conditions of Contract.

7.4 Interest. Payments due and unpaid by Owner to Design-Builder, whether progress payments or final payment, shall bear interest commencing fifteen (15) calendar days after payment is due at the rate of **Ten** percent (**10**%) per month until paid.

7.5 Record Keeping and Finance Controls. With respect to changes in the Work performed on a cost basis by Design-Builder pursuant to the Contract Documents, Design-Builder shall keep full and detailed accounts and exercise such controls as may be necessary for proper financial management, using accounting and control systems in accordance with generally accepted accounting principles and as may be provided in the Contract Documents. During the performance of the Work and for a period of three (3) years after Final Payment, Owner and Owner's accountants shall be afforded access to, and the right to audit from time-to-time, upon reasonable notice, Design-Builder's records, books, correspondence, receipts, subcontracts, purchase orders, vouchers, memoranda and other data relating to changes in the Work performed on a cost basis in accordance with the Contract Documents, all of which Design-Builder shall preserve for a period of three (3) years after Final Payment. Such inspection shall take place at Design-Builder's offices during normal business hours unless another location and time is agreed to by the parties. Any multipliers or markups agreed to by the Owner and Design-Builder as part of this Agreement are only subject to audit to confirm that such multiplier or markup has been charged in accordance with this Agreement, with the composition of such multiplier or markup not being subject to audit.

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Article 8

Termination for Convenience

8.1 Owner may terminate for convenience any part of the remaining work under the Contract at any time, or from time to time, by written notice to the Design-Builder. Such notice shall specify the extent to which the performance of work is terminated and the effective date of such termination.:

8.2 Upon receipt of such notice, the Design-Builder shall:

8.2.1 Immediately discontinue work on the date and to the extent specified in the notice and place no further orders or subcontracts for materials, services, or facilities, other than as may be required for completion of such portion of work that is not terminated;

8.2.2 Promptly obtain cancellation upon terms satisfactory to Owner of all purchase orders, subcontracts, rentals or any other contracts existing for the performance of the terminated work or assign those contracts to Owner as directed;

8.2.3 Assist Owner in the maintenance, protection, and disposition of work in progress, plant, tools, equipment, property, and materials acquired by the Design-Builder or furnished by the Design-Builder under this Contract; and

8.2.4 Complete performance of the Work which is not terminated.

8.3 Upon any such termination, the Design-Builder waives any claims for damages on account thereof; but as the sole right and remedy of the Design-Builder, Owner shall pay Design-Builder substantiated costs in accordance with the following:

8.3.1 All amounts due and not previously paid to the Design-Builder for work completed in accordance with the Contract prior to such notice of termination, and for work thereafter completed as specified in such notice, up to but not exceeding the contract value for the work using the progress schedule, schedule of values and other project controls as applicable;

8.3.2 Reasonable costs incurred in demobilization and the disposition of residual material, plant and equipment; and

8.3.3 There shall be no claim or right to lost profits on unperformed work under any theory or any circumstances. There shall be no other right or claim for loss, cost, damage, expense or liability. These limits apply to a termination for convenience and also to any termination for default subsequently determined wrongful and therefore treated as a termination for convenience.

Article 9

Representatives of the Parties

9.1 Owner's Representatives.

9.1.1 Owner designates the individual listed below as its Senior Representative ("Owner's Senior Representative"), which individual has the authority and responsibility for avoiding and resolving disputes under Section 10.2.3 of the General Conditions of Contract: *(Identify individual's name, title, address and telephone numbers.)*

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9.1.2 Owner designates the individual listed below as its Owner's Representative, which individual has the authority and responsibility set forth in Section 3.4 of the General Conditions of Contract: *(Identify individual's name, title, address and telephone numbers.)*

9.2 Design-Builder's Representatives.

9.2.1 Design-Builder designates the individual listed below as its Senior Representative ("Design-Builder's Senior Representative"), which individual has the authority and responsibility for avoiding and resolving disputes under Section 10.2.3 of the General Conditions of Contract: *(Identify individual's name, title, address and telephone numbers.)*

9.2.2 Design-Builder designates the individual listed below as its Design-Builder's Representative, which individual has the authority and responsibility set forth in Section 2.1.1 of the General Conditions of Contract: *(Identify individual's name, title, address and telephone numbers.)*

Article 10

Bonds and Insurance

10.1 Insurance. Design-Builder and Owner shall procure the insurance coverages set forth in the Insurance Exhibit attached hereto and in accordance with Article 5 of the General Conditions of Contract.

10.2 Bonds and Other Performance Security. Design-Builder shall provide the following performance bond and labor and material payment bond or other performance security:

Performance Bond - 100% of total contract price

Payment Bond - 100% total contract price

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Article 11

Other Provisions

11.1 Listing of Exhibits and documents which are incorporated by reference herein:

i. Exhibit A – Design-Builder's Proposal and fixed Design-Build Price
ii. Exhibit B – Permit List
iii. Exhibit C – Performance Standards and System Requirements
iv. Exhibit D – Performance Verification and Acceptance Criteria
v. Exhibit E – Statement of Qualifications (SOQ) – submitted as part of pre-qualification process
vi. Exhibit F – Federal Requirements
vii. Exhibit G – Performance Bond Form
viii. Exhibit H – Payment Bond Form (Material and Labor)
ix. Exhibit I – Insurance Requirements

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In executing this Agreement, Owner and Design-Builder each individually represents that it has the necessary financial resources to fulfill its obligations under this Agreement, and each has the necessary corporate approvals to execute this Agreement, and perform the services described herein.

OWNER:

City of Agoura Hills

(Name of Owner)

(Signature)

Jeremy Wolf

(Printed Name)

Mayor

(Title)

Date: May 27, 2026

CITY CLERK:

Kimberly M. Rodrigues, MMC
City Clerk

Date Approved by City Council: _____

DESIGN-BUILDER:

John Gajan
President

Signature

Zack Davis
Chief Finance Officer

Signature

[Pursuant to California Corporations Code Section 313, both signature lines must be executed unless the signatory holds at least one of the offices designated on each line.]

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STANDARD FORM OF GENERAL CONDITIONS OF CONTRACT between Owner and Design-Builder

Agoura Hills Civic Center Microgrid Project
Ladyface Court, Agoura Hills, CA 91301

Document No. 535
Third Edition, 2022

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Washington, D.C.



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Article 1

General

1.1 Mutual Obligations.

1.1.1 *Owner and Design-Builder* commit at all times to cooperate fully with each other and proceed on the basis of trust and good faith, to permit each party to realize the benefits afforded under the Contract Documents.

1.2 Basic Definitions.

1.2.1 *Agreement* refers to the executed contract between Owner and Design-Builder, DBIA Document No. 525, *Standard Form of Agreement Between Owner and Design-Builder – Lump Sum* (2024 Edition).

1.2.2 *Basis of Design Documents* are as follows: For DBIA Document No. 525, *Standard Form of Agreement Between Owner and Design-Builder – Lump Sum*.

1.2.3 *Construction Documents* are the documents, consisting of Drawings and Specifications, to be prepared or assembled by Design-Builder consistent with the Basis of Design Documents unless a deviation from the Basis of Design Documents is specifically set forth in a Change Order executed by both Owner and Design-Builder, as part of the design review process contemplated by Section 2.4 of these General Conditions of Contract.

1.2.4 *Day* or *Days* shall mean calendar days unless otherwise specifically noted in the Contract Documents.

1.2.5 *Design-Build Team* is comprised of Design-Builder, Design Consultant, and key Subcontractors identified by Design-Builder.

1.2.6 *Design Consultant* is a qualified, licensed design professional who is not an employee of Design-Builder, but is retained by Design-Builder, or employed or retained by anyone under contract with Design-Builder, to furnish design services required under the Contract Documents ("Design Services"). A Design Sub-Consultant is a qualified, licensed design professional who is not an employee of Design Consultant but is retained by Design Consultant or employed or retained by anyone under contract to Design Consultant, to furnish design services required under the Contract Documents.

1.2.7 *Design Submission* means any and all documents, shop drawings, electronic information, including computer programs and computer generated materials, data, plans, drawings, sketches, illustrations, specifications, descriptions, models, and other information developed, prepared, furnished, delivered or required to be delivered by, or for, Design-Builder.

1.2.8 *Final Completion* is the date on which all Work is complete in accordance with the Contract Documents, including but not limited to, any items identified in the punch list prepared under Section 6.6.1 and the submission of all documents set forth in Section 6.7.2.

1.2.9 *Force Majeure Events* are those events that are beyond the control of both Design-Builder and Owner, including the events of war, floods, labor disputes, earthquakes, epidemics, adverse weather conditions not reasonably anticipated, and other acts of God.

1.2.10 *General Conditions of Contract* refer to this DBIA Document No. 535, *Standard Form of General Conditions of Contract Between Owner and Design-Builder* (2022 Edition).

1.2.11 *Exhibit* means an exhibit attached to the *Agreement Between Owner and Design-Builder*.

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1.2.12 *Proposal* means that proposal submitted by Design-Builder in response to Owner's request for proposals which includes the Design-Builder's design of the Project upon which Design-Builder based its proposed price to complete the Project.

1.2.13 *Hazardous Conditions* are any materials, wastes, substances and chemicals deemed to be hazardous under applicable Legal Requirements, or the handling, storage, remediation, or disposal of which are regulated by applicable Legal Requirements.

1.2.14 *Legal Requirements* are all applicable federal, state and local laws, codes, ordinances, rules, regulations, orders and decrees of any government or quasi-government entity having jurisdiction over the Project or Site, the practices involved in the Project or Site, or any Work.

1.2.15 *Owner's Project Criteria* are developed by or for Owner to describe Owner's program requirements and objectives for the Project, including use, space, price, time, site and expandability requirements, as well as submittal requirements and other requirements governing Design-Builder's performance of the Work. Owner's Project Criteria may include conceptual documents, design criteria, design performance specifications, design specifications, and LEED® or other sustainable design criteria and other Project-specific technical materials and requirements.

1.2.16 *Project* means the design, engineering, procurement, construction, installation, testing, commissioning, and placing into service of a Civic Center microgrid system for the City of Agoura Hills, including solar generation, battery energy storage, control systems, and electrical interconnection infrastructure, together with all work necessary to achieve utility Permission to Operate (PTO) and to support continued operation of the Civic Center as an Emergency Operations Center in accordance with the Contract Documents.

1.2.16 *Site* is the land or premises on which the Project is located.

1.2.17 *Subcontractor* is any person or entity retained by Design-Builder as an independent contractor to perform a portion of the Work and shall include materialmen and suppliers.

1.2.18 *Sub-Subcontractor* is any person or entity retained by a Subcontractor as an independent contractor to perform any portion of a Subcontractor's Work and shall include materialmen and suppliers.

1.2.19 *Substantial Completion* or *Substantially Complete* means the date on which the Work, or an agreed upon portion of the Work, is sufficiently complete in accordance with the Contract Documents so that Owner can occupy and use the Project or a portion thereof for its intended purposes.

1.2.20 *Work* is comprised of all Design-Builder's design, construction and other services required by the Contract Documents, including procuring and furnishing all materials, equipment, services and labor reasonably inferable from the Contract Documents.

Article 2

Design-Builder's Services and Responsibilities

2.1 General Services.

2.1.1 Design-Builder's Representative shall be reasonably available to Owner and shall have the necessary expertise and experience required to supervise the Work. Design-Builder's Representative shall communicate regularly with Owner and shall be vested with the authority to act on behalf of Design-Builder. Design-Builder's Representative may be replaced only with the

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mutual agreement of Owner and Design-Builder.

2.1.2 Unless the parties agree on a different time period for submission of a status report, Design-Builder shall provide Owner with a monthly status report detailing the progress of the Work, including (i) whether the Work is proceeding according to schedule; (ii) whether discrepancies, conflicts, or ambiguities exist in the Contract Documents that require resolution; (iii) whether health and safety issues exist in connection with the Work; (iv) other items that require resolution so as not to jeopardize Design-Builder's ability to complete the Work for the Contract Price and within the Contract Time(s). Status reports shall be submitted with Design-Builder's draft Payment Applications as a pre-requisite to payment.

2.1.3 Unless a schedule for the execution of the Work has been attached to the Agreement as an exhibit at the time the Agreement is executed, Design-Builder shall prepare and submit, at least three (3) days prior to the meeting contemplated by Section 2.1.4 hereof, a schedule for the execution of the Work for Owner's review and response. The schedule shall indicate the dates for the start and completion of the various stages of Work, including the dates when Owner information and approvals are required to enable Design-Builder to achieve the Contract Time(s). The schedule shall be revised as required by conditions and progress of the Work, but such revisions shall not relieve Design-Builder of its obligations to complete the Work within the Contract Time(s), as such dates may be adjusted in accordance with the Contract Documents. Owner's review of, and response to, the schedule shall not be construed as relieving Design-Builder of its complete and exclusive control over the means, methods, sequences and techniques for executing the Work.

2.1.4 The parties will meet within seven (7) days after execution of the Agreement to discuss issues affecting the administration of the Work and to implement the necessary procedures, including those relating to submittals and payment, to facilitate the ability of the parties to perform their obligations under the Contract Documents.

2.1.5 Design-Builder has reviewed at the time of Proposal, and will throughout performance, carefully and adequately review the Contract Documents and acknowledges that these Contract Documents establish the scope, level of quality, construction intent and the procedures for the Design-Builder's design and construction of the Work to a state of 100% completion. Design-Builder shall carefully study and compare each of the Contract Documents with the others and with information furnished by Owner, and shall report in writing to Owner any errors, inconsistencies, or omissions in the Contract Documents or inconsistencies with program performance requirements or applicable Code requirements observed by Design-Builder.

2.1.6 Design-Builder has examined at the time of Proposal, and will throughout performance, carefully examine the Project Site and the adjacent areas, has adequately investigated the nature and location of the Work to be performed and has satisfied itself and will continue to satisfy itself as to the general and local conditions which will be applicable, including but not limited to:

2.1.6.1 Conditions related to Project Site access and topography, and to the transportation, disposal, handling and storage of materials;

2.1.6.2 The availability of labor, water, power and roads;

2.1.6.3 Observable physical conditions at the Project Site and existing Project Site conditions, including seasons and climate;

2.1.6.4 Size, utility capacities and connection options of external utilities;

2.1.6.5 The surface conditions of the ground, including normal and usual soil conditions;

2.1.6.6 The character and availability of the equipment and facilities which will be needed prior to and during the performance of the construction work; and

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2.1.6.7 All other conditions which may be material to the Design-Builder's performance of its obligations under this Contract.

2.1.7 Design-Builder has at the time of Proposal, and will throughout performance have, the experience and capability to efficiently and expeditiously accomplish the Work required under this Contract in a timely and satisfactory manner and at the standard of practice of a Design-Builder with substantial experience in the Work of the Contract.

2.1.8 Design-Builder shall supervise, coordinate, and direct the Work using Design-Builder's best skill and attention. Design-Builder shall be solely responsible for, and have control over the entire design effort, construction means, methods, techniques, sequences, procedures, and the coordination of all portions of the Work, including, but without limitation, site work, utilities, and building process systems.

2.1.9 The Design-Builder shall coordinate, sequence, and organize its work so as to minimize the inconvenience and disruption to the general public to the greatest extent reasonable. Such coordination and mitigation shall include dissemination of information and meeting with or notification to the parties who will be affected by the Work, as appropriate, and shall be undertaken in cooperation with Owner, and in accordance with any specific Contract Document provisions or direction from Owner. Prior to commencement of the Work, the Design-Builder shall hold pre-installation coordination meetings and prepare coordination drawings that document the pre•planning of the Work. This process shall ensure the installation of the Work is undertaken in an efficient and professional manner in accordance with the Contract Documents. In the event that the Owner in good faith determines that the Design-Builder has not complied with this provision, or has failed to properly address the inconvenience and/or a disruption to the general public, the Owner shall have the right to change the sequence of the Work by providing the Design-Builder with 48 hours' notice, and the Design-Builder will not be entitled to any additional time or compensation resulting from the change in the sequence of the Work. The Design-Builder's coordination shall include, but not be limited to, the following:

2.1.9.1 Coordinate use of Project space and sequence of installation of equipment or other work that is indicated on the Contract Documents. Utilize space efficiently to eliminate conflicts in the installation of the Work and to maximize accessibility for maintenance and repairs.

2.1.9.2 When necessary, prepare memoranda for distribution to each party involved in the Work outlining special procedures required for coordination and construction. Include such items as required notices, reports, construction restraints and attendance at meetings.

2.1.9.3 Coordinate schedule and timing of required administrative procedures with other construction activities to avoid conflicts and ensure orderly progress of the Work.

2.1.9.4 The Design-Builder shall obtain the approval of Owner and notify all other affected persons or "Other Contractors" at least forty-eight (48) hours before starting work which may block access or otherwise cause undue difficulty to occupants or users of property affected, and shall restore such access to a usable condition or, with Owner's permission, provide replacement access as soon as possible.

2.1.9.5 The Design-Builder shall obtain necessary information and identify equipment locations and other layouts, as available, to avoid interface conflicts and shall be familiar with applicable codes and requirements and perform its work in compliance therewith.

2.1.9.6 Coordinate execution of the Work with those public utilities, governmental bodies, private utilities and Other Contractors performing work on and adjacent to the worksites. Eliminate or minimize delays in the Work and conflicts with those utilities, bodies and Other Contractors.

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2.1.10 Design-Builder shall be responsible for inspection of all portions of the Work, including those portions already performed under this Contract, to determine that such portions conform to the requirements of the Contract Documents and are ready to receive subsequent Work.

2.1.11 The Design-Builder shall be solely responsible for any and all design errors including, but without limitation, errors, inconsistencies or omissions in the Construction Documents. Design-Builder shall take field measurements, verify field conditions, and carefully compare with the Contract Documents such field measurements, conditions, and other information known to Design-Builder before commencing the Work. Errors, inconsistencies, or omissions discovered at any time shall be promptly reported in writing to Owner.

2.1.12 Design-Builder further represents and warrants it will continuously furnish the necessary personnel to complete the Project on a timely basis as required in this Contract and that such personnel have the experience and expertise levels to adequately perform the work. Design-Builder's representations and warranties stated herein, shall also apply to Design-Builder's subcontractors.

2.2 Design Professional Services.

2.2.1 Design-Builder shall, consistent with applicable state licensing laws, provide through qualified, licensed design professionals employed by Design-Builder, or procured from qualified, independent licensed Design Consultants, the necessary design services, including architectural, engineering and other design professional services, for the preparation of the required drawings, specifications and other design submittals to permit Design-Builder to complete the Work consistent with the Contract Documents. Nothing in the Contract Documents is intended or deemed to create any legal or contractual relationship between Owner and any Design Consultant.

The Design-Builder represents it has the proper business and professional background, knowledge, experience and expertise necessary to provide all Design Services and Construction Services for the Project. Design-Builder further represents that it and all Design-Builder's subcontractors possess all required professional licenses in the State of California to provide all Design Services and Construction Services necessary for the Project. At all times herein, Design-Builder shall possess a California Contractor's license, Class A. Design-Builder's State Contractor's license number is 1054171.

2.2.2 Design-Builder shall employ only Design Consultants and/or Design Subconsultants who are duly licensed and qualified to perform the Work consistent with the Contract Documents. Prior to the date that Design Consultants and/or Design Subconsultants perform Work on the Project, Design-Builder shall identify in writing to Owner all Design Consultants and Design Subconsultants. To the extent that Design-Builder has not selected a Design Consultant or Design Subconsultant prior to performing the Work, Design-Builder shall provide Owner in writing a list of any subsequently added Design Consultants and/or Design Subconsultants and their scope of Work prior to their performing Work on the Project. Owner may reasonably object to Design-Builder's selection of any Design Consultant or Design Subconsultant, provided that the Contract Price and/or Contract Time(s) shall be adjusted to the extent that Owner's decision impacts Design-Builder's cost and/or time of performance. Design-Builder shall not substitute a listed Design Consultant or Subconsultant without obtaining Owner's prior written consent; such consent shall not be unreasonably withheld. Nothing in the Contract Documents is intended or deemed to create any legal or contractual relationship between Owner and any Design Consultant or Design Subconsultant, including but not limited to any third-party beneficiary rights.

2.3 Standard of Care for Design Professional Services.

2.3.1 All work performed in connection with this Contract shall be performed in a manner consistent with the standard of care ordinarily exercised by those who provide architectural, engineering, planning and design services for projects of similar size, scope and complexity for

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microgrid facilities in the United States, and consistent with the standard of care ordinarily exercised by those who specialize in such specialty services. In addition, all work is to be performed within the standard of care for California architects, engineers, planners and designers. Neither review nor approval of Design-Builder's work by Owner, any employee, any agent/consultant of Owner, or any other person shall in any way relieve Design-Builder from its duty to utilize this standard of care in the performance of its duties. Design-Builder agrees to provide its professional services in a manner that is in the Owner's economic and governmental best interests, consistent with this standard of care and the Design-Builder's professional obligations.

2.4 Design Development Services.

2.4.1 Design-Builder and Owner shall, consistent with any applicable provision of the Contract Documents, agree upon any interim Design Submissions that Owner may wish to review, which interim Design Submissions may include design criteria, drawings, diagrams and specifications setting forth the Project requirements.

2.4.1.1 Design Submissions shall be consistent with the Owner's Project Criteria as well as the Basis of Design Documents, as the Basis of Design Documents may have been changed or supplemented through the design process set forth in this Section 2.4.1. By submitting Design Submissions, Design-Builder represents to the Owner that the Work depicted and otherwise shown, contained, or reflected in Design Submissions may be constructed in compliance with the then current Contract Price and Contract Time. Notwithstanding the above, Design-Builder may propose Design Submissions that may alter the Basis of Design Documents, the Contract Price and/or Contract Time; however, Design-Builder must provide notice thereof in accordance with Article 10 of the General Conditions and obtain a Change Order before such proposed Design Submissions are incorporated into the Construction Documents.

2.4.1.2 On or about the time of the Design Submissions, Design-Builder and Owner shall meet and confer about the Design Submissions, with Design-Builder identifying during such meetings, among other things, the evolution of the design and any changes to the Basis of Design Documents, or, if applicable, previously submitted Design Submissions. Changes to the Basis of Design Documents, including those that are deemed minor changes under Section 9.3.1, shall be processed in accordance with Article 9. Minutes of the meetings, including a full listing of all changes, will be maintained by Design-Builder and provided to all attendees for review. Following the design review meeting, Owner shall review and approve the interim Design Submissions and meeting minutes in a time that is consistent with the turnaround times set forth in Design-Builder's schedule.

2.4.1.3 Owner shall review and respond to Design Submissions, providing any comments and/or concerns about the Design Submissions. Owner shall provide all comments on the Design Submissions within the time provided by the Contract Documents. Design-Builder shall revise the Design Submissions (and any other deliverables) in response to Owner's comments and incorporate said responses into the next submission of Design Submissions.

2.4.1.4 If incorporation of Owner's comments results in a design that is inconsistent with or otherwise gives rise to a change in Owner's Project Criteria, the Basis of Design Documents, the Contract Price and/or the Contract Time, Design-Builder shall provide notice thereof in accordance with Articles 9 and 10 of the General Conditions. Changes to the Basis of Design Documents, the Contract Price and/or the Contract Time, including those that are deemed minor changes, shall be processed in accordance with Article 9 of the General Conditions.

2.4.2 Design-Builder shall submit to Owner Construction Documents setting forth in detail drawings and specifications describing the requirements for construction of the Work. The Construction Documents shall be consistent with the latest set of interim Design Submissions, as

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such submissions may have been modified in a design review meeting and recorded in the meeting minutes. The parties shall have a design review meeting to discuss, and Owner shall review and approve, the Construction Documents in accordance with the procedures set forth in Section 2.4.1 above. Design-Builder shall proceed with construction in accordance with the approved Construction Documents and shall submit one set of approved Construction Documents to Owner prior to commencement of construction.

2.4.3 Owner's review and approval of interim Design Submissions, meeting minutes, and the Construction Documents is for the purpose of mutually establishing a conformed set of Contract Documents compatible with the requirements of the Work. Neither Owner's review nor approval of any interim Design Submissions, meeting minutes, and Construction Documents shall be deemed to transfer any design liability from Design-Builder to Owner. Design-Builder shall provide Owner with sufficient time in the Project Schedule to review and approve the Design Submissions.

2.4.4 To the extent not prohibited by the Contract Documents or Legal Requirements, Design-Builder may prepare interim Design Submissions and Construction Documents for a portion of the Work to permit construction to proceed on that portion of the Work prior to completion of the Construction Documents for the entire Work. Interim design submissions shall be consistent with the Basis of Design Documents, as the Basis of Design Documents may have been changed through the design process set forth in this Section. On or about the time of the scheduled submissions, Design-Builder and Owner shall meet and confer about the submissions, with Design-Builder identifying during such meetings, among other things, the evolution of the design and any changes to the Basis of Design Documents, or, if applicable, previously submitted design submissions. Following the design review meeting, Owner shall review and approve the interim design submissions and meeting minutes in a time that is consistent with the turnaround times set forth in Design-Builder's schedule.

2.5 Legal Requirements.

2.5.1 Design-Builder shall perform the Work in accordance with all Legal Requirements and shall provide all notices applicable to the Work as required by the Legal Requirements.

2.5.2 The Contract Price and/or Contract Time(s) shall be adjusted to compensate Design-Builder for the effects of any changes in the Legal Requirements enacted after the date of the Agreement affecting the performance of the Work, or if a Guaranteed Maximum Price is established after the date of the Agreement, the date the parties agree upon the Guaranteed Maximum Price. Such effects may include, without limitation, revisions Design-Builder is required to make to the Construction Documents because of changes in Legal Requirements.

2.5.3 California Air Resources Board (CARB): The Design-Builder shall comply with the all California Air Resources Board (CARB) In-Use Off-Road Diesel-Fueled Fleet Regulation [Title 13 CCR, Division 3, Chapter 9, Article 4.8, as amended, effective 10/1/23] and is responsible for maintaining compliance with said regulations for the duration of Project and for verifying compliance certificates for any subcontractors used throughout the contract term.. The Design-Builder shall acknowledge these requirements and provide compliance certificates with their Proposal.

1. The Design-Builder must obtain copies of the valid Certificates of Reported Compliance for the fleet selected for the contract and their listed subcontractors, if applicable, prior to entering into a new or renewed contract with that fleet.
2. The Design-Builder shall not enter into a contract with a fleet for which it does not have a valid Certificates of Reported Compliance for the fleet and its listed subcontractors, if applicable, prior to entering into a new or renewed contract with that fleet.

The Design-Builder shall collect new valid Certificates of Reported Compliance for the current compliance year, between March 1 and June 1 of each year, from all fleets that have an ongoing contract with the Design-Builder as of March 1 of that year.

2.6 Government Approvals and Permits.

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2.6.1 Except as otherwise agreed upon in writing, Design-Builder shall obtain and pay for all necessary permits, approvals, licenses, government charges and inspection fees required for the prosecution of the Work by any government or quasi-government entity having jurisdiction over the Project.

2.6.2 Design-Builder shall provide reasonable assistance to Owner in obtaining those permits, approvals and licenses that are Owner's responsibility.

2.7 Design-Builder's Construction Phase Services.

2.7.1 Unless otherwise provided in the Contract Documents to be the responsibility of Owner or a separate contractor, Design-Builder shall provide through itself or Subcontractors the necessary supervision, labor, inspection, testing, start-up, material, equipment, machinery, temporary utilities and other temporary facilities to permit Design-Builder to complete construction of the Project consistent with the Contract Documents.

2.7.2 Design-Builder shall perform all construction activities efficiently and with the requisite expertise, skill and competence to satisfy the requirements of the Contract Documents. Design-Builder shall at all times exercise complete and exclusive control over the means, methods, sequences and techniques of construction.

2.7.3 Design-Builder shall employ only Subcontractors who are duly licensed and qualified to perform the Work consistent with the Contract Documents. Design-Builder shall at all times comply with the requirements of Public Contract Code Section 22166 regarding the use and/or substitution of Subcontractors. Prior to the date that Subcontractors perform Work on the Project, Design-Builder shall identify in writing to Owner all Subcontractors. To the extent that Design-Builder has not selected a Subcontractor prior to performing the Work, Design-Builder shall provide Owner in writing a list of any subsequently added Subcontractors prior to their performing Work on the Project. Owner may reasonably object to Design-Builder's selection of any Subcontractor, provided that the Contract Price and/or Contract Time(s) shall be adjusted to the extent that Owner's decision impacts Design-Builder's cost and/or time of performance. Design-Builder may not substitute listed Subcontractors without Owner's prior written consent; such consent shall not be unreasonably withheld.

2.7.4 Design-Builder assumes responsibility to Owner for the proper performance of the Work of Subcontractors and any acts and omissions in connection with such performance. Nothing in the Contract Documents is intended or deemed to create any legal or contractual relationship between Owner and any Subcontractor or Sub-Subcontractor, including but not limited to any third-party beneficiary rights.

2.7.5 Design-Builder shall coordinate the activities of all Subcontractors. If Owner performs other work on the Project or at the Site with separate contractors under Owner's control, Design-Builder agrees to reasonably cooperate and coordinate its activities with those of such separate contractors so that the Project can be completed in an orderly and coordinated manner without unreasonable disruption.

2.7.6 Design-Builder shall use only Responsible (as defined in Public Contract Code section 1103) and qualified Subcontractors and material suppliers. Unless previously identified in Design-Builder's Proposal, before making an award to a Subcontractor or material supplier, the Design-Builder shall identify in writing to the Owner the name, qualifications, experience, contact and licensing information, and scope of work for each proposed Subcontractor or material supplier. The Design-Builder shall provide the Owner with a letter which provides all necessary information demonstrating that the proposed subcontractor or material supplier satisfies the Contract requirements, including but not limited to, insurance provisions. If requested, Design-Builder will promptly provide additional information requested by Owner pending concurrence from Owner. The Owner reserves the right, which shall be exercised in good faith, to reasonably deny or remove a Subcontractor, Sub-subcontractor, or material supplier in the event the Owner determines that the

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Subcontractor, Sub-subcontractor, or material supplier is not Responsible, or that the subcontractor or material supplier fails to satisfy or violates the requirements under the Contract Documents. Nothing herein shall be construed to relieve the Design-Builder from its obligations to properly manage, supervise, schedule, or coordinate its Subcontractors and material suppliers.

2.7.7 Design-Builder shall keep the Site reasonably free from debris, trash and construction wastes to permit Design-Builder to perform its construction services efficiently, safely and without interfering with the use of adjacent land areas. Upon Substantial Completion of the Work, or a portion of the Work, Design-Builder shall remove all debris, trash, construction wastes, materials, equipment, machinery and tools arising from the Work or applicable portions thereof to permit Owner to occupy the Project or a portion of the Project for its intended use.

2.8 Design-Builder's Responsibility for Project Safety.

2.8.1 Design-Builder recognizes the importance of performing the Work in a safe manner so as to prevent damage, injury or loss to (i) all individuals at the Site, whether working or visiting; (ii) the Work, including materials and equipment incorporated into the Work or stored on-Site or off-Site; and (iii) all other property at the Site or adjacent thereto. Design-Builder assumes responsibility for implementing and monitoring all safety precautions and programs related to the performance of the Work. Design-Builder shall, prior to commencing construction, designate a Safety Representative with the necessary qualifications and experience to supervise the implementation and monitoring of all safety precautions and programs related to the Work. Unless otherwise required by the Contract Documents, Design-Builder's Safety Representative shall be an individual stationed at the Site who may have responsibilities on the Project in addition to safety. The Safety Representative shall make routine daily inspections of the Site and shall hold weekly safety meetings with Design-Builder's personnel, Subcontractors and others as applicable.

2.8.2 Design-Builder and Subcontractors shall comply with all Legal Requirements relating to safety, including but not limited to, all pertinent safety laws and regulations and orders of the State of California, Department of Industrial Relations, Division of Industrial Safety, and U.S. Department of Labor, OSHA, as well as any Owner-specific safety requirements set forth in the Contract Documents, as well as any Owner-specific safety requirements set forth in the Contract Documents, provided that such Owner-specific requirements do not violate any applicable Legal Requirement. Design-Builder will immediately report in writing any safety-related injury, loss, damage or accident arising from the Work to Owner's Representative and, to the extent mandated by Legal Requirements, to all government or quasi-government authorities having jurisdiction over safety-related matters involving the Project or the Work.

2.8.3 Design-Builder's responsibility for safety under this Section 2.8 is not intended in any way to relieve Subcontractors and Sub-Subcontractors of their own contractual and legal obligations and responsibility for (i) complying with all Legal Requirements, including those related to health and safety matters; and (ii) taking all necessary measures to implement and monitor all safety precautions and programs to guard against injuries, losses, damages or accidents resulting from their performance of the Work.

2.8.4 The Design-Builder shall conduct all operations in a manner that will cause no interference with normal operations of the Owner. In all operations, the Design-Builder shall be governed by the regulations and rules of Owner and shall cooperate fully with Owner. All temporary blockages for the movement of construction materials or equipment shall be coordinated with and approved by Owner at least forty-eight (48) working hours in advance of any closure. The Design-Builder shall provide and maintain temporary and permanent fences, barriers, lights, bridges, and signs and provide such flaggers and guards as necessary to give adequate warning to the public and all individuals on or using the premises.

2.8.5 Within ten (10) Days after the date of the Notice to Proceed and before moving vehicles onto the Project Site, the Design-Builder shall submit to Owner the proposed Plan for vehicular and pedestrian traffic circulation, including the location and types of signs to be used. Thereafter, and

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not later than fifteen (15) Days prior to subsequent changes required by Owner for said circulation, sign locations and types, the Design-Builder shall submit revised plans to Owner.

2.8.6 The Design-Builder shall conduct the operations in a manner that avoids injury or damage to adjacent property and improvements. Property such as, but not limited to, buildings, trees, shrubbery, lawns, pole lines, fences, guard rails, guide posts, culvert and Project markers, signs, structures, and other objects on or adjacent to the Project Site, that are not designated for removal, shall be protected from injury or damage. If damaged or removed due to Design-Builder's operations, they shall be restored or replaced in as nearly the original condition and location as is reasonably possible. When ordered by Owner, the Design-Builder shall provide and install suitable safeguards to protect any object from injury or damage.

2.9 Design-Builder's Warranty.

2.9.1 Design-Builder warrants to Owner that the construction, including all materials and equipment furnished as part of the construction, shall be new unless otherwise specified in the Contract Documents, of good quality, in conformance with the Contract Documents and free of defects in materials and workmanship.

2.9.2 All Work shall be warranted by the Design-Builder against defective workmanship and materials for the warranty period specified elsewhere in the Contract or one (1) year after the date of the Final Acceptance of the Work by Owner, whichever is later. Neither Final Acceptance nor the final payment nor any provision in the Contract Documents shall relieve the Design-Builder of responsibility for faulty material or quality of Work. The Design-Builder shall replace or repair any such defective Work in a manner satisfactory to Owner, after notice to do so from Owner and within the time specified in the notice. Design-Builder's warranty obligation excludes defects caused by abuse, alterations, or failure to maintain the Work in a commercially reasonable manner. Nothing in this warranty is intended to limit any manufacturer's warranty which provides Owner with greater warranty rights than set forth in this Section 2.9 or the Contract Documents. Design-Builder will provide Owner with all manufacturers' warranties upon Substantial Completion.

2.9.3 Disclaimers and Limitations: Manufacturer's disclaimers and limitations on product warranties do not relieve Design-Builder of warranty on work that incorporates products. Manufacturer's disclaimers and limitations on product warranties do not relieve suppliers, manufacturers, and subcontractors required to countersign special warranties with Design-Builder.

2.9.4 Related Damages and Losses: When correcting failed or damaged warranted construction, remove and replace construction that has been damaged as a result of such failure or must be removed and replaced to provide access for correction of warranted construction.

2.9.5 Reinstatement of Warranty: When work covered by warranty has failed and been corrected by replacement or rebuilding, reinstate warranty by written endorsement. Reinstated warranty shall be equal to original warranty with equitable adjustment for depreciation.

2.9.6 Replacement Cost: Upon determination that work covered by warranty has failed, replace or rebuild work to acceptable condition complying with requirements of Contract Documents. Design-Builder is responsible for cost of replacing or rebuilding defective work regardless of whether Owner has benefited from use of work through portion of its anticipated useful service life.

2.9.7 Warranty for labor and materials required by the Contract Documents shall have their warranty period begin on the date of Final Acceptance or beneficial use by Owner for a period of one (1) year or as covered by special warranties, whichever is longer. Design-Builder's performance and payment bonds shall remain in effect throughout the warranty periods set forth in this Article. The Design-Builder shall provide any and all technical support necessary to provide oversight, training and coordination of Owner personnel who perform the maintenance for installations performed under these specifications such that the Warranty durations specified in

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those sections and elsewhere in the Contract Documents will not begin until Final Acceptance of all work required by the Contract. All arrangements required to be made with any supplier shall be made by the Design-Builder.

2.9.8 The Design-Builder shall replace or repair any such defective work in a manner satisfactory to Owner, after notice to do so from Owner and within the time specified in the notice.

2.9.9 Expressed warranties made to Owner are in addition to implied warranties and shall not limit duties, obligations, rights, and remedies otherwise available under law. Expressed warranty periods shall not be interpreted as limitations on time in which Owner can enforce such other duties, obligations, rights, or remedies.

2.9.10 Expressed warranties made to Owner shall not deprive Owner of other rights Owner may have under other provisions of Contract Documents and are in addition to and run concurrent with other warranties made by Design-Builder under requirements of Contract Documents.

2.9.11 Rejection of Warranties: Owner reserves right to reject warranties and to limit selection to products with warranties not in conflict with requirements of Contract Documents.

2.9.12 Where Contract Documents require special warranty, or similar commitment on work or part of work, Owner reserves right to refuse to accept work, until Design-Builder presents written evidence that entities required to countersign such commitments have done so or are willing to do so.

2.9.13 Warranty Submittals: Submit written warranties to Owner prior to date certified for Substantial Completion.

2.9.14 When a designated portion of work is completed and occupied or used by Owner, by separate agreement with Design-Builder during construction period, submit properly executed warranties to Owner within fifteen (15) days of completion of that designated portion of work.

2.9.15 When Contract Documents require Design-Builder, or Design-Builder and subcontractor, supplier or manufacturer to execute special warranty, prepare written document that contains appropriate terms and identification, ready for execution by required parties. Submit draft to Owner, for approval prior to final execution.

2.9.16 Form of Submittal: At Final Completion compile two (2) copies of each required warranty properly organized and executed by Design-Builder, or by Design-Builder, subcontractor, supplier, or manufacturer.

2.10 Correction of Defective Work.

2.10.1 Design-Builder agrees to correct any Work that is found to not be in conformance with the Contract Documents, including that part of the Work subject to Section 2.9 hereof, within a period of one year from the date of Substantial Completion of the Work or any portion of the Work, or within such longer period to the extent required by any specific warranty included in the Contract Documents.

2.10.2 Design-Builder shall, within seven (7) days of receipt of written notice from Owner that the Work is not in conformance with the Contract Documents, take meaningful steps to commence correction of such nonconforming Work, including the correction, removal or replacement of the nonconforming Work and any damage caused to other parts of the Work affected by the nonconforming Work. If Design-Builder fails to commence the necessary steps within such seven (7) day period, Owner, in addition to any other remedies provided under the Contract Documents, may provide Design-Builder with written notice that Owner will commence correction of such nonconforming Work with its own forces. If Owner does perform such corrective Work, Design-Builder shall be responsible for all reasonable costs incurred by Owner in performing such

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correction. If the nonconforming Work creates an emergency requiring an immediate response, the seven (7) day period identified herein shall be deemed inapplicable.

2.10.3 The one-year period referenced in Section 2.10.1 above applies only to Design-Builder's obligation to correct nonconforming Work and is not intended to constitute a period of limitations for any other rights or remedies Owner may have regarding Design-Builder's other obligations under the Contract Documents.

Article 3

Owner's Services and Responsibilities

3.1 Duty to Cooperate.

3.1.1 Owner shall, throughout the performance of the Work, cooperate with Design-Builder and perform its responsibilities, obligations and services in a timely manner to facilitate Design-Builder's timely and efficient performance of the Work and so as not to delay or interfere with Design-Builder's performance of its obligations under the Contract Documents.

3.1.2 Owner shall provide timely reviews and approvals of interim Design Submissions and Construction Documents consistent with the turnaround times set forth in Design-Builder's schedule.

3.1.3 Owner shall give Design-Builder timely notice of any Work that Owner notices to be defective or not in compliance with the Contract Documents.

3.2 Furnishing of Services and Information.

3.2.1 Unless expressly stated to the contrary in the Contract Documents, Owner shall provide, at its own cost and expense, for Design-Builder's information and use the following, all of which Design-Builder is entitled to rely upon in performing the Work:

3.2.1.1 Surveys describing the property, boundaries, topography and reference points for use during construction, including existing service and utility lines;

3.2.1.2 Geotechnical studies describing subsurface conditions, and other surveys describing other latent or concealed physical conditions at the Site;

3.2.1.3 Temporary and permanent easements, zoning and other requirements and encumbrances affecting land use, or necessary to permit the proper design and construction of the Project and enable Design-Builder to perform the Work;

3.2.1.4 A legal description of the Site;

3.2.1.5 To the extent available, record drawings of any existing structures at the Site; and

3.2.1.6 To the extent available, environmental studies, reports and impact statements describing the environmental conditions, including Hazardous Conditions, in existence at the Site.

3.2.2 Owner is responsible for securing and executing all necessary agreements with adjacent land or property owners that are necessary to enable Design-Builder to perform the Work. Owner is further responsible for all costs, including attorneys' fees, incurred in securing these necessary agreements.

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3.3 Financial Information.

3.3.1 Design-Builder shall cooperate with the reasonable requirements of Owner's lenders or other financial sources. Notwithstanding the preceding sentence, after execution of the Agreement Design-Builder shall have no obligation to execute for Owner or Owner's lenders or other financial sources any documents or agreements that require Design-Builder to assume obligations or responsibilities greater than those existing obligations Design-Builder has under the Contract Documents.

3.4 Owner's Representative.

3.4.1 Owner's Representative shall be responsible for providing Owner-supplied information and approvals in a timely manner to permit Design-Builder to fulfill its obligations under the Contract Documents. Owner's Representative shall also provide Design-Builder with prompt notice if it observes any failure on the part of Design-Builder to fulfill its contractual obligations, including any errors, omissions or defects in the performance of the Work. Owner's Representative shall communicate regularly with Design-Builder and shall be vested with the authority to act on behalf of Owner.

3.5 Government Approvals and Permits.

3.5.1 Owner shall obtain and pay for all necessary permits, approvals, licenses, government charges and inspection fees set forth in Owner's Permit List attached as an exhibit to the Agreement.

3.5.2 Owner shall provide reasonable assistance to Design-Builder in obtaining those permits, approvals and licenses that are Design-Builder's responsibility.

3.6 Owner's Separate Contractors.

3.6.1 Subject to the Design-Builder's coordination responsibilities of Other Contractors pursuant to Article 2.1.9, Owner is responsible for all work performed on the Project or at the Site by Other Contractors under Owner's control. In addition to Design-Builder's coordination obligations, Owner shall assist the Design-Builder and request that Other Contractors cooperate with, and coordinate their activities so as to enable Design-Builder to timely complete the Work consistent with the Contract Documents.

Article 4

Hazardous Conditions and Differing Site Conditions

4.1 Hazardous Conditions.

4.1.1 Except as otherwise permitted in the Contract Documents, the Design-Builder agrees to accept sole responsibility for full compliance with any and all applicable present and future rules, regulations, restrictions, ordinances, statutes, laws and/or other orders of any governmental entity regarding the use, storage, handling, distribution, processing and/or disposal of hazardous wastes, extremely hazardous wastes, hazardous substances, hazardous materials, hazardous chemicals, toxic chemicals, toxic substances, pollutants, contaminants, or other similarly regulated substances (hereinafter referred to as "hazardous substances") regardless of whether the obligation for such compliance or responsibility is placed on the Owner of the land, on the Owner of any improvements on the premises, on the user of the land, or on the user of the improvements. Said hazardous substances shall include, but shall not be limited to gasoline, diesel and other fuels, lubricating oils and solvents.

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4.1.2 Except for claims arising from Owner's sole or active negligence or willful misconduct, the Design-Builder agrees that any damages, penalties or fines levied against Owner and/or the Design-Builder as a result of noncompliance with any of the above shall be the sole responsibility of the Design-Builder and, further, that the Design-Builder shall indemnify and pay and/or reimburse Owner for any damages, penalties or fines that Owner incurs, or pays, as a result of Design-Builder's noncompliance with this General Condition. In the case of any hazardous substance spill, leak, discharge or improper storage on the premises, or contamination of same, by action or inaction of the Design-Builder, or anyone directly or indirectly employed or under contract to the Design-Builder, the Design-Builder agrees to make, or cause to be made, any necessary repairs or corrective actions, as well as to clean up and remove any leakage, contamination or contaminated ground. In the case of any hazardous substance spill, leak, discharge or contamination caused in whole or part by the Design-Builder, or by any of its subcontractors, employees, or agents, which affects Owner's property, or property (ies) of Owner's tenant(s), the Design-Builder agrees to make, or cause to be made, any necessary repairs, or take corrective actions, to clean-up and remove any such spill, leakage or contamination to the extent required by applicable law or regulation. If, after reasonable notice, the Design-Builder fails to repair, clean- up, properly dispose of, or take any other corrective action(s) as required by the Contract Documents, Owner may (but shall not be required to) take all steps it deems reasonably necessary to properly repair, clean-up or otherwise correct the condition(s) resulting from the spill, leak or contamination. Any such repair, clean-up or corrective action(s) taken by Owner shall be at Design- Builder's sole cost and expense, including any and all costs (including any administrative costs) which Owner incurs, or pays, as a result of any repair, clean-up or corrective action it takes.

4.1.3 Design-Builder shall be obligated to resume Work at the affected area of the Project after Design-Builder's expert provides Owner a written certification that (i) the Hazardous Conditions have been removed or rendered harmless; and (ii) all necessary approvals have been obtained from all government and quasi-government entities having jurisdiction over the Project or Site.

4.1.4 Design-Builder will be entitled, in accordance with these General Conditions of Contract, to an adjustment in its Contract Price and/or Contract Time(s) to the extent Design-Builder's cost and/or time of performance have been adversely impacted by the presence of Hazardous Conditions.

4.1.5 Notwithstanding the foregoing, and to the fullest extent permitted by law, Owner shall indemnify, defend and hold harmless Design-Builder, Design Consultants, Subcontractors, anyone employed directly or indirectly by any of them, and their officers, directors, employees and agents, from and against any and all claims, losses, damages, liabilities and expenses, including reasonable attorneys' fees and expenses, arising out of or resulting from the presence, removal or remediation of Hazardous Conditions existing on the Site prior to the effective date of the Contract.

4.1.6 Notwithstanding the preceding provisions of this Section 4.1, Owner is not responsible for Hazardous Conditions introduced to the Site by Design-Builder, Subcontractors or anyone for whose acts they may be liable. To the fullest extent permitted by law, Design-Builder shall indemnify, defend and hold harmless Owner and Owner's officers, directors, employees and agents from and against all claims, losses, damages, liabilities and expenses, including attorneys' fees and expenses, arising out of or resulting from those Hazardous Conditions introduced to the Site by Design-Builder, Subcontractors or anyone for whose acts they may be liable.

4.1.7 This General Condition and the obligation(s) contained therein, shall survive the expiration or earlier termination of this Contract.

4.2 Differing Site Conditions.

4.2.1 Concealed or latent physical conditions or subsurface conditions at the Site that (i) materially differ from the conditions indicated in the Contract Documents or (ii) are of an unusual nature, differing materially from the conditions ordinarily encountered and generally recognized as inherent in the Work, are collectively referred to herein as "Differing Site Conditions." If Design-

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Builder encounters a Differing Site Condition, Design-Builder will be entitled to an adjustment in the Contract Price and/or Contract Time(s) to the extent Design-Builder's cost and/or time of performance are adversely impacted by the Differing Site Condition.

4.2.2 Upon encountering a Differing Site Condition, Design-Builder shall provide prompt written notice to Owner of such condition, which notice shall not be later than fourteen (14) days after such condition has been encountered. Design-Builder shall, to the extent reasonably possible, provide such notice before the Differing Site Condition has been substantially disturbed or altered.

Article 5

Insurance and Bonds

5.1 Design-Builder's Insurance Requirements.

5.1.1 Design-Builder is responsible for procuring and maintaining the insurance for the coverage amounts all as set forth in the Exhibit "I" Insurance to the Agreement. Coverage shall be secured from insurance companies authorized to do business in the state in which the Project is located, and with a minimum rating set forth in the Agreement.

5.1.2 Design-Builder's insurance shall specifically delete any design-build or similar exclusions that could compromise coverages because of the design-build delivery of the Project.

5.1.3 Prior to commencing any construction services hereunder, Design-Builder shall provide Owner with certificates and original endorsements evidencing that (i) all insurance obligations required by the Contract Documents are in full force and in effect and will remain in effect for the duration required by the Contract Documents; and (ii) no insurance coverage will be canceled, renewal refused, or materially changed unless at least thirty (30) days' prior written notice is given to Owner. If any of the foregoing insurance coverages are required to remain in force after final payment is reasonably available, an additional certificate evidencing continuation of such coverage shall be submitted with the Final Application for Payment. If any information concerning reduction of coverage is not furnished by the insurer, it shall be furnished by Design-Builder with reasonable promptness according to Design-Builder's information and belief.

5.2 [Reserved]

5.3 [Reserved]

5.4 Bonds and Other Performance Security.

5.4.1 If Owner requires Design-Builder to obtain performance and labor and material payment bonds, or other forms of performance security, the amount, form and other conditions of such security shall be as set forth in the Agreement. Should any bond become insufficient, the Design-Builder shall renew the bond within 10 days after receiving notice from Owner. Changes in the Work or extensions of time made pursuant to the Contract shall in no way release the Design- Builder or surety from its obligations. Notice of such changes or extensions shall be waived by the surety.

5.4.2 All bonds furnished by Design-Builder shall be in a form satisfactory to Owner. The surety shall be a company qualified and registered to conduct business in the state in which the Project is located. Bonds issued by a surety who is listed in the latest version of U.S. Department of Treasury Circular 570, who is authorized to issue bonds in California, and whose bonding limitation shown in said circular is sufficient to provide bonds in the amount required by the Contract. Bonds from all other sureties shall be accompanied by all of the documents enumerated in Code of Civil Procedure 995.660(a). The Design-Builder shall pay all bond premiums, costs, and incidentals.

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Article 6

Payment

6.1 Schedule of Values.

6.1.1 Unless required by Owner upon execution of this Agreement, within ten (10) days of execution of the Agreement, Design-Builder shall submit for Owner's review and approval a schedule of values for all of the Work. The Schedule of Values will (i) subdivide the Work into its respective parts; (ii) include values for all items comprising the Work; and (iii) serve as the basis for monthly progress payments made to Design-Builder throughout the Work.

6.1.2 Owner will timely review and approve the schedule of values so as not to delay the submission of Design-Builder's first application for payment. Owner and Design-Builder shall timely resolve any differences so as not to delay Design-Builder's submission of its first application for payment.

6.2 Monthly Progress Payments.

6.2.1 On or before the date established in the Agreement, Design-Builder shall submit for Owner's review and approval its Application for Payment requesting payment for all Work performed as of the date of the Application for Payment, which shall include unconditional releases of lien in the statutory form for all subcontractors and suppliers, through the prior payment application. The Application for Payment shall be accompanied by all supporting documentation required by the Contract Documents and/or established at the meeting required by Section 2.1.4 hereof.

6.2.2 The Application for Payment may request payment for equipment and materials not yet incorporated into the Project, provided that (i) Owner is satisfied that the equipment and materials are suitably stored at either the Site or another acceptable location; (ii) the equipment and materials are protected by suitable insurance; and (iii) upon payment, Owner will receive the equipment and materials free and clear of all liens and encumbrances.

6.2.3 All discounts offered by Subcontractors, Sub-Subcontractors, and suppliers to Design-Builder for early payment shall accrue one hundred percent to Design-Builder to the extent Design-Builder advances payment. Unless Owner advances payment to Design-Builder specifically to receive the discount, Design-Builder may include in its Application for Payment the full undiscounted cost of the item for which payment is sought.

6.2.4 The Application for Payment shall constitute Design-Builder's representation that the Work described therein has been performed consistent with the Contract Documents, has progressed to the point indicated in the Application for Payment, and that title to all Work will pass to Owner free and clear of all claims, liens, encumbrances, and security interests upon the incorporation of the Work into the Project, or upon Design-Builder's receipt of payment, whichever occurs earlier.

6.3 Withholding of Payments.

6.3.1 On or before the date established in the Agreement, Owner shall pay Design-Builder all amounts properly due. If Owner determines that Design-Builder is not entitled to all or part of an Application for Payment as a result of Design-Builder's failure to meet its obligations hereunder, it will notify Design-Builder in writing at least five (5) days prior to the date payment is due. The notice shall indicate the specific amounts Owner intends to withhold, the reasons and contractual basis for the withholding, and the specific measures Design-Builder must take to rectify Owner's concerns. Design-Builder and Owner will attempt to resolve Owner's concerns prior to the date

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payment is due. If the parties cannot resolve such concerns, Design-Builder may pursue its rights under the Contract Documents, including those under Article 10 hereof.

6.3.2 Notwithstanding anything to the contrary in the Contract Documents, Owner shall pay Design-Builder all undisputed amounts in an Application for Payment within the times required by the Agreement.

6.4 {Reserved.]

6.5 Design-Builder's Payment Obligations.

6.5.1 Design-Builder will pay Design Consultants and Subcontractors, in accordance with its contractual obligations to such parties, all the amounts Design-Builder has received from Owner on account of their work. Design-Builder will impose similar requirements on Design Consultants and Subcontractors to pay those parties with whom they have contracted. Design-Builder will indemnify and defend Owner against any claims for payment, stop notices, and mechanic's liens as set forth in Section 7.3 hereof.

6.6 Substantial Completion.

6.6.1 Design-Builder shall notify Owner when it believes the Work, or to the extent permitted in the Contract Documents, a portion of the Work, is Substantially Complete. Within five (5) days of Owner's receipt of Design-Builder's notice, Owner and Design-Builder will jointly inspect such Work to verify that it is Substantially Complete in accordance with the requirements of the Contract Documents. If such Work is Substantially Complete, Owner shall prepare and issue a Certificate of Substantial Completion that will set forth (i) the date of Substantial Completion of the Work or portion thereof; (ii) the remaining items of Work that have to be completed before final payment; (iii) provisions (to the extent not already provided in the Contract Documents) establishing Owner's and Design-Builder's responsibility for the Project's security, maintenance, utilities and insurance pending final payment; and (iv) an acknowledgment that warranties commence to run on the date of Substantial Completion, except as may otherwise be noted in the Certificate of Substantial Completion. The Certificate of Substantial Completion shall not relieve the Design-Builder of the responsibility to complete all work in accordance with the Contract Documents. Failure to include any items on the punch list shall not alter the responsibility of the Design-Builder to complete all Work in accordance with the Contract Documents.

6.6.2 Substantial Completion occurs when all of the following conditions have been met:

6.6.2.1 The Design-Builder has submitted and Owner has approved in writing, such approval not to be unreasonably withheld, a certification by the Design-Builder and the lead Design Firm that construction of the Project, excepting the items on the Final Punch List, is complete and in all respects is in compliance with this Agreement.

6.6.2.2 A preliminary or temporary certificate of occupancy has been issued for the Project, where required by applicable law

6.6.2.3 The Design-Builder has delivered to Owner a red-lined set of "as-built" construction record drawings as required by the Contract Documents

6.6.2.4 All Utilities specified or required under this Agreement to be arranged for by the Design-Builder are connected and functioning properly

6.6.2.5 The Design-Builder and Owner have agreed in writing upon the Final Punch List (or, if they are unable to agree, Owner shall have prepared and issued the Final Punch List to the Design-Builder within 15 business days of the Design-Builder having submitted its proposed Final Punch List to Owner)

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6.6.2.6 The Design-Builder has delivered to Owner written certification from the equipment manufacturers (including information technology systems and instrumentation and controls) that all major items of machinery and equipment included in the Project have been properly installed, performance tested, and commissioned in accordance with the manufacturers' recommendations, warranties, and requirements

6.6.2.7 The Design-Builder has submitted written certification that all of the foregoing conditions have been satisfied and Owner has approved the Design-Builder's certification, which approval shall be effective as of the date of the Design-Builder's certification.

6.6.3 Upon Substantial Completion of the entire Work or, if applicable, any portion of the Work, Owner shall release to Design-Builder all retained amounts relating, as applicable, to the entire Work or completed portion of the Work, less an amount equal to the reasonable value of all remaining or incomplete items of Work as noted in the Certificate of Substantial Completion.

6.6.4 Owner, at its option, may use a portion of the Work which has been determined to be Substantially Complete, provided, however, that (i) a Certificate of Substantial Completion has been issued for the portion of Work addressing the items set forth in Section 6.6.1 above; (ii) Design-Builder and Owner have obtained the consent of their sureties and insurers, and to the extent applicable, the appropriate government authorities having jurisdiction over the Project; and (iii) Owner and Design-Builder agree that Owner's use or occupancy will not interfere with Design-Builder's completion of the remaining Work.

6.7 Final Completion and Final Payment.

6.7.1 When the Design-Builder considers that the Work is complete and ready for final inspection, it shall submit a Notice of Final Completion to Owner for inspection with certification that:

6.7.1.1 Work has been completed in accordance with Contract Documents and Certificate of Occupancy issued.

6.7.1.2 Work has been inspected by the Design-Builder for compliance with Contract Documents and all Punch List work has been completed.

6.7.1.3 All damaged or destroyed real, personal**,** public or private property has been repaired or replaced**.**

6.7.1.4 All required as-builts and close out documents have been submitted and accepted.

6.7.1.5 All operation and maintenance manuals and warranties have been submitted and accepted and all training and commissioning has been completed.

6.7.1.6 Work is ready for final inspection by Owner.

6.7.2 Owner will inspect to verify the status of completion with reasonable promptness after receipt of such certifications. The inspection of the Work will be done in accordance with the Contract provisions.

6.7.3 If Owner finds incomplete or defective work:

6.7.3.1 Owner may, at Owner's sole discretion, either terminate the inspection or prepare a punch list and notify the Design-Builder in writing, listing incomplete or defective work.

6.7.3.2 The Design-Builder shall take immediate steps to remedy stated deficiencies. Upon completion and correction of all stated deficiencies, the Design-Builder shall send a second written certification to Owner that work is complete.

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6.7.3.3 Owner will then re-inspect the Work.

6.7.3.4 Owner may, at Owner's sole discretion, have a separate contractor make corrections and deduct the cost of the corrections from the Design-Builder's final payment if the work is not promptly corrected.

6.7.4 Final Acceptance

6.7.4.1 Within 120 days after Substantial Completion, and after Owner has made the final inspection and is satisfied that the Work has been completed in accordance with the Agreement, and is satisfied that all submittals have been made and accepted, all as-builts and record documents have been completed and accepted, all Change Orders executed, all final quantities agreed to, and all other Contract requirements, except for possible future warranty and guarantee work have been accomplished, Owner shall issue a document evidencing Final Acceptance.

6.7.4.2 If Owner finds the Work to be complete, Owner will issue a letter of Final Acceptance to the Design-Builder.

6.7.4.3 The Work shall be under the charge and care of the Design-Builder until Owner issues the letter of Final Acceptance unless otherwise approved by Owner. The Design-Builder shall take every precaution against injury or damage to the Work from the action of the elements or any other cause, whether arising from the execution or non-execution of the Work. The Design-Builder shall rebuild, repair, restore, and make good, at the Design-Builder's expense, all injuries or damage to the Work occurring before acceptance of the Work.

6.7.5 Upon issuance of a letter of Final Acceptance, the Design-Builder shall submit a Final Application for Payment, and Owner shall make final payment by the time required in the Agreement, provided that Design-Builder has achieved Final Completion.

6.7.6 At the time of submission of its Final Application for Payment, Design-Builder shall provide the following information:

6.7.6.1 An affidavit that there are no claims, obligations or liens outstanding or unsatisfied for labor, services, material, equipment, taxes or other items performed, furnished or incurred for or in connection with the Work which will in any way affect Owner's interests;

6.7.6.2 A general release executed by Design-Builder waiving, upon receipt of final payment by Design-Builder, all claims, except those claims previously made in writing to Owner and remaining unsettled at the time of final payment;

6.7.6.3 Consent of Design-Builder's surety, if any, to final payment;

6.7.6.4 All operating manuals, warranties and other deliverables required by the Contract Documents; and

6.7.6.5 Certificates of insurance and endorsements confirming that required coverage's will remain in effect consistent with the requirements of the Contract Documents.

6.7.7 Upon making final payment, Owner waives all claims against Design-Builder except claims relating to (i) Design-Builder's failure to satisfy its payment obligations, if such failure affects Owner's interests; (ii) Design-Builder's failure to complete the Work consistent with the Contract Documents, including defects appearing after Substantial Completion; (iii) the terms of any special warranties required by the Contract Documents; and claims for indemnification arising hereunder. After the date of Final Acceptance of the Work by Owner, no additional claims or change requests may be submitted by Design-Builder.

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6.7.8 Deficiencies in the Work discovered after Substantial Completion, whether or not such deficiencies would have been included on the punch list if discovered earlier, shall be deemed warranty Work. Such deficiencies shall be corrected by Design-Builder under Sections 2.9 and 2.10 herein and shall not be a reason to withhold final payment from Design-Builder, provided, however, that Owner shall be entitled to withhold from the Final Payment the reasonable value of completion of such deficient work until such work is completed..

Article 7

Indemnification

7.1 Patent and Copyright Infringement.

7.1.1 Design-Builder shall defend any action or proceeding brought against Owner based on any claim that the Work, or any part thereof, or the operation or use of the Work or any part thereof, constitutes infringement of any United States patent or copyright, now or hereafter issued. Owner shall give prompt written notice to Design-Builder of any such action or proceeding and will reasonably provide authority, information and assistance in the defense of same. Design-Builder shall indemnify and hold harmless Owner from and against all damages and costs, including but not limited to attorneys' fees and expenses awarded against Owner or Design-Builder in any such action or proceeding. Design-Builder agrees to keep Owner informed of all developments in the defense of such actions.

7.1.2 If Owner is enjoined from the operation or use of the Work, or any part thereof, as the result of any patent or copyright suit, claim, or proceeding, Design-Builder shall at its sole expense take reasonable steps to procure the right to operate or use the Work. If Design-Builder cannot so procure such right within a reasonable time, Design-Builder shall promptly, at Design-Builder's option and at Design-Builder's expense, (i) modify the Work so as to avoid infringement of any such patent or copyright; or (ii) replace said Work with Work that does not infringe or violate any such patent or copyright.

7.1.3 Sections 7.1.1 and 7.1.2 above shall not be applicable to any suit, claim or proceeding based on infringement or violation of a patent or copyright (i) relating solely to a particular process or product of a particular manufacturer specified by Owner and not offered or recommended by Design-Builder to Owner; or (ii) arising from modifications to the Work by Owner or its agents after acceptance of the Work. If the suit, claim or proceeding is based upon events set forth in the preceding sentence, Owner shall defend, indemnify and hold harmless Design-Builder to the same extent Design-Builder is obligated to defend, indemnify and hold harmless Owner in Section 7.1.1 above.

7.1.4 The obligations set forth in this Section 7.1 shall constitute the sole agreement between the parties relating to liability for infringement of violation of any patent or copyright.

7.2 Tax Claim Indemnification.

7.2.1 If, in accordance with Owner's direction, an exemption for all or part of the Work is claimed for taxes, Owner shall indemnify, defend and hold harmless Design-Builder from and against any liability, penalty, interest, fine, tax assessment, attorneys' fees or other expenses or costs incurred by Design-Builder as a result of any action taken by Design-Builder in accordance with Owner's directive. Owner shall furnish Design-Builder with any applicable tax exemption certificates necessary to obtain such exemption, upon which Design-Builder may rely.

7.3 Payment Claim Indemnification.

7.3.1 Provided that Owner is not in breach of its contractual obligation to make payments to

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Design-Builder for the Work, Design-Builder shall indemnify, defend and hold harmless Owner from any claims, stop notices, or mechanic's liens brought against Owner or against the Project as a result of the failure of Design-Builder, or those for whose acts it is responsible, to pay for any services, materials, labor, equipment, taxes or other items or obligations furnished or incurred for or in connection with the Work. Within three (3) days of receiving written notice from Owner that such a claim, stop notice, or mechanic's lien has been filed, Design-Builder shall commence to take the steps necessary to discharge said claim or lien, including, if necessary, the furnishing of a mechanic's lien bond. If Design-Builder fails to do so, Owner will have the right to discharge the claim, stop notice, or lien and hold Design-Builder liable for costs and expenses incurred, including attorneys' fees.

7.4 Design-Builder's General Indemnification.

7.4.1 To the fullest extent permitted by law, Design-Builder shall defend, indemnify and hold harmless Owner and any and all of Owner's Council, Boards, officers, agents, employees, assigns and successors in interest from and against any and all suits, claims, causes of action, liability, losses, damages, demands or expenses (including, but not limited to, attorney's fees and costs of litigation), (collectively, "Loss") claimed by anyone (including Design-Builder and/or Design-Builder's agents or employees) by reason of injury to, or death of, any person(s) (including Design-Builder and/or Design-Builder's agents or employees), or for damage to, or destruction of, any property (including property of Design-Builder and/or Design-Builder's agents or employees) or for any and all other losses, founded upon or alleged to arise out of, pertain to, or relate to the Design-Builder's and/or subcontractor's performance of the Work on the Project, whether or not contributed to by any act or omission of Owner, or of any of Owner's Council, Boards, officers, agents or employees; Provided, however, that where such suits, claims, causes of action, liability, losses, damages, demands or expenses arise from or relate to Design-Builder's performance of a "Construction Contract" as defined by California Civil Code section 2783, this paragraph shall not be construed to require Design-Builder to indemnify or hold Owner harmless to the extent such suits, causes of action, claims, losses, demands and expenses are caused by the Owner's sole negligence, willful misconduct or active negligence; Provided further that where such suits, claims, causes of action, liability, losses, damages, demands or expenses arise from Design-Builder's design professional services as defined in California Civil Code section 2782.8, Design-Builder's indemnity obligations shall be limited to allegations, suits, claims, causes of action, liability, losses, damages, demands or expenses arising out of, pertaining to, or relating to the Design-Builder's negligence, recklessness or willful misconduct in the performance of the Agreement.

7.4.2 For indemnity obligations that arise from professional errors and omissions, Design-Builder, to the fullest extent permitted by law, shall indemnify Owner, its officers, directors, and employees from and against claims, losses, damages, liabilities, including attorneys' fees and expenses, for non-party bodily injury, sickness, or death and non-party property damage or destruction (other than to the Work itself) but only to the extent resulting from the negligent acts or omissions of Design-Builder, Design Consultants, Subcontractors, anyone employed directly or indirectly by any of them or anyone for whose acts any of them may be liable.

7.4.3 If an employee of Design-Builder, Design Consultants, Subcontractors, anyone employed directly or indirectly by any of them or anyone for whose acts any of them may be liable has a claim against Owner, its officers, directors, employees, or agents, Design-Builder's indemnity obligations set forth in Sections 7.4.1 and 7.4.2 above shall not be limited by any limitation on the amount of damages, compensation or benefits payable by or for Design-Builder, Design Consultants, Subcontractors, or other entity under any employee benefit acts, including workers' compensation or disability acts.

7.4.4 Design-Builder's obligation to defend the Owner and the other referenced indemnitees arises at the time such Loss is tendered to Design-Builder by the Owner and continues at all times until finally resolved, and/or decided by an adjudicatory body or a court of competent jurisdiction.

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7.5 Limited Recourse.

7.6.1 None of the obligations set forth in this Agreement (on behalf of any party) constitute personal obligations of any natural persons who are the officers, shareholders, members, partners, employees, or agents of any party unless the natural person is expressly identified as a contracting party. All Parties to this Agreement shall not seek recourse against any natural person described herein. This provision, however, shall not protect such natural persons from liability for willful misconduct, illegal acts or intentional violation of any duty of corporate loyalty.

7.6 Survival of Indemnities

7.6.1 The provisions of this Article 7 shall remain operative following a termination of all other performance under this Agreement unless specifically extinguished in a writing signed as approved by the Design-Builder, the Owner and its attorney.

Article 8

Time

8.1 Obligation to Achieve the Contract Times.

8.1.1 Design-Builder agrees that it will commence performance of the Work and achieve the Contract Time(s) in accordance with Article 5 of the Agreement.

8.2 Delays to the Work.

8.2.1 If Design-Builder is delayed on the critical path in the performance of the Work due to acts, omissions, conditions, events, or circumstances beyond its control and due to no fault of its own or those for whom Design-Builder is responsible, the Contract Time(s) for performance shall be reasonably extended by Change Order. By way of example, events that will entitle Design-Builder to an extension of the Contract Time(s) include acts or omissions of Owner or anyone under Owner's control (including separate contractors), changes in the Work, Differing Site Conditions, Hazardous Conditions, and Force Majeure Events.

8.2.2 In addition to Design-Builder's right to a time extension for those events set forth in Section 8.2.1 above, Design-Builder may be entitled to an appropriate adjustment of the Contract Price. A delay which is excusable must also meet the requirements for a compensable delay in order to be compensable. A Force Majeure delay is an excusable non-compensable delay. Owner shall make the final determination of Force Majeure delays. A delay due to financial issues of Design-Builder or any of its subcontractors or suppliers, including bankruptcy or insolvency, is not an excusable delay. A non-excusable delay is also non-compensable. A compensable delay must be excusable and meet all of the following requirements:

8.2.2.1 The costs of delay requested could not be mitigated;

8.2.2.2 It was a result of a change directed by Owner, a material breach of the Agreement by Owner or resulting from the active negligence of Owner;

8.2.2.3 The Contract Documents do not preclude the claim for compensation;

8.2.2.4 The delay is not concurrent with a delay caused in whole or part by Design-Builder;

8.2.2.5 Design-Builder has satisfied all requirements in the Contract Documents for making a claim for compensation pursuant to a compensable delay in a timely manner

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8.2.3 Claims for a compensable delay shall not be allowed for any costs incurred if the Design-Builder fails to notify Owner in writing within seven (7) calendar days of being made aware of the act or event causing the delay. The Design-Builder will have the burden of proving that the delay is both an excusable delay and a compensable delay. If an excusable delay is found to be a compensable delay, Owner will by Change Order extend the Work Completion Time for the increase in the time of performance and will adjust the total Contract Price. The Change Order will be the Design-Builder's sole remedy arising out of the compensable delay. Pursuant to California Civil Code section 1511, the Parties agree that any failure to submit a timely and properly documented notice of excusable or compensable delay shall constitute a waiver by Design-Builder of any claim for additional compensation, time or impact costs from Owner.

8.3 Force Majeure

8.3.1 The term "Force Majeure" as employed herein shall mean an excusable, non-compensable delay which is one of the below listed types, to the extent that the event(s) delays the progress of critical path activities, are beyond the Design-Builder's control, were not anticipatable by Design-Builder and could not be mitigated by Design-Builder, regardless of the cost of mitigation: acts of God (except as excluded herein), strikes (except those determined by Owner to be within the control of the Design-Builder), lockouts, or other industrial disturbances, acts of public enemies, terrorist acts, wars, blockades, insurrections, riots, epidemics, pandemics, earthquakes, hurricanes, tornadoes, orders by any court, board, department, commission or city or county of the United States or of any State, civil disturbances, explosions, rain or other adverse weather conditions, including fire (except fire which was the responsibility of the Design-Builder).

8.3.2 The Design-Builder's observance of non-sanctioned picket lines or other similar labor actions shall be considered a non-excusable delay under this Contract and, as such, is not a Force Majeure event.

8.3.3 Should either party be rendered unable, either wholly or in part, by an event of Force Majeure to fulfill its obligations under the Contract, the obligation(s) affected by such event of Force Majeure shall be suspended only during the continuance of the Force Majeure event. Suspension of Work is not required for a Force Majeure event. The party so affected shall give notice of the existence, extent and nature of such Force Majeure in writing to the other party within seven (7) calendar days after the commencement of the Force Majeure event. The party so affected shall remedy such inability with all reasonable dispatch and shall use due diligence in this regard. Failure to give such notice shall result in the continuance of such party's obligation regardless of the extent of any existing Force Majeure event. Pursuant to California Civil Code section 1511, the Parties agree that any failure to submit a timely and properly documented notice and description of a Force Majeure event shall constitute a waiver by Design-Builder of any claim for additional compensation, time or impact costs from Owner.

8.3.4 Nothing within this Article shall restrict the Owner's rights to pursue a termination or suspension pursuant to the Contract Documents.

8.4 Liquidated Damages [OPTIONAL]

Article 9

Changes to the Contract Price and Time

9.1 Change Orders.

9.1.1 A Change Order is a written instrument issued after execution of the Agreement signed by Owner and Design-Builder, stating their agreement upon all of the following:

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9.1.1.1 The scope of the change in the Work;

9.1.1.2 The amount of the adjustment to the Contract Price; and

9.1.1.3 The extent of the adjustment to the Contract Time(s).

9.1.2 All changes in the Work authorized by applicable Change Order shall be performed under the applicable conditions of the Contract Documents. Owner and Design-Builder shall negotiate in good faith and as expeditiously as possible the appropriate adjustments for such changes.

9.1.3 The Contract Pricing and Work Completion Time may only be changed by executed Change Order. Change Orders are generally bilateral signed by the Design-Builder and by Owner. Owner may also issue unilateral Change Orders, should there be an impasse on executing a bilateral agreement or time does not permit further negotiations.

9.1.4 No extra work or change in the Contract Documents shall be made unless by a written Change Order approved by Owner. No claim for any change to the Contract Pricing or Work Completion Time shall be valid unless so ordered. A Change Order signed by the Design-Builder conclusively establishes the Design-Builder's agreement therewith, including the adjustment in the Contract Pricing and the Work Completion Time. Owner reserves the right to contract with any person or firm other than the Design-Builder for any or all changed work.

9.1.5 Accord and Satisfaction. It is the intent of Owner to settle each Change Order full and final at the time the Change Order is issued. Therefore, the following language will be deemed incorporated into all Change Orders:

"The undersigned hereby proposes and agrees to furnish any and all labor, material and equipment, including all overhead and profit, in strict accordance with the requirements of the original Contract Documents except as specifically above noted otherwise for the sum stated above, and that are *required in connection with the above proposed change.*

By signing the Change Order, the Design-Builder acknowledges and agrees, on behalf of himself, all subcontractors, and all suppliers, that the stipulated compensation includes payment for all work contained in the Change Order, plus all payment for the interruption of schedules, extended overhead costs, delay, all impacts, and ripple effect of cumulative impact on all other work under this Contract. The signing of the Change Order indicates that the Change Order constitutes the compensation (time and cost) set forth in the Change Order and comprises the total compensation due the Design-Builder, all subcontractors, and all suppliers, for the Work or change defined in the Change Order, including impact on unchanged work. The Design-Builder is in full mutual accord and satisfaction with the change, and that the time and /or cost under the Change Order constitute the total equitable adjustment owed the Design-Builder, all subcontractors, and all suppliers, as a result of the changes. The Design-Builder. on behalf of the Design-Builder, all subcontractors, and all suppliers, agrees to waive all right, without exception or reservation of any kind whatsoever, to file any further Claim related to this Change Order *No further Claim or request for equitable adjustment of any type shall arise out of or as a result of this Change Order or the impact of this Change Order on the remainder of the Work under the Contract. The Design-Builder further agrees to indemnify and hold the Owner and its agents harmless from any further Claims, requests for equitable adjustment, or damages raised by subcontractors or suppliers at any tier, as a result of the Work under this Contract. The Design-Builder, on behalf of the Design-Builder, all subcontractors, and all suppliers, expressly waives the benefits of the provisions of Section 1542 of the Civil Code, which reads as follows: "A GENERAL RELEASE DOES NOT EXTEND* TO *CLAIMS WHICH THE CREDITOR DOES NOT KNOW* OR *SUSPECT* TO *EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR." The Owner and the Design-Builder hereby agree that this Change Order constitutes full mutual accord and satisfaction for all time, all costs, and all impacts related directly to this Change Order."*

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9.1.6 Unilateral Change Order. In case of failure on the part of Owner and the Design-Builder to arrive at an agreement on the amount of a credit or an extra cost for a proposed change to the Contract Documents, a unilateral Change Order will be processed in the amount believed by Owner to be reasonable and the Design-Builder shall proceed with the Work. If the Design-Builder believes that the amount set forth in the unilateral Change Order is not a reasonable payment for the Work required the Design-Builder may file a Claim and request for review in accordance with Article 10.

9.1.7 No oral statement of any person including the Design-Builder's personnel shall in any manner or degree, modify or otherwise affect the terms of this Contract.

9.1.8 Design-Builder's Overhead and Profit Limitation - For all negotiated Change Orders the allowance for overhead and profit shall include full compensation for superintendence, insurance premiums, taxes, field office expense, extended overhead, home office overhead, and all other items of expense or cost not included in the cost of labor, materials, or equipment provided for in this Article. The allowance for overhead and profit shall not exceed the following schedule:

	Overhead	Profit
Labor =	10 percent	5 percent
Materials =	10 percent	5 percent
Equipment =	10 percent	5 percent

9.1.9 Subcontractor Mark Up - It is understood that labor, materials, and equipment may be furnished by the Design-Builder or by a Subcontractor on behalf of the Design-Builder. When all or any part of the extra work is performed by a Subcontractor, the allowance specified herein shall be applied to the labor, materials, and equipment costs of the Subcontractor, to which the Design-Builder may add 5 percent of the Subcontractor's total cost for the extra work. Regardless of the number of hierarchical tiers of Subcontractors, the 5 percent increase above the performing subcontractor's total cost which includes the allowances for overhead and profit may be applied one time only.

9.1.10 Equipment Rental Rates – Rental equipment required specifically for the Additional Work. Whenever possible, changed work will be accomplished using equipment available on-site or owned by the Design-Builder. If no on-site equipment can be used and a specific piece of equipment must be rented to be used exclusively for the changed work, the rental rate that will apply will be the rate shown on the supplier's invoice.

9.1.11 No Additional Compensation for Overtime - Except as otherwise provided in this Article, the **Design-Builder** shall receive no additional compensation for overtime Work (i.e., work in excess of 8 hours in any one calendar day or 40 hours in any one calendar week), even though such overtime Work may be required under emergency conditions and may be ordered by the Owner in writing. Owner will pay additional compensation to the **Design-Builder** for overtime Work only in the event extra Work is ordered by the Owner, and the Change Order specifically authorizes the use of overtime Work and then only to such extent as overtime wages are regularly being paid by the **Design-Builder** for overtime Work of a similar nature in the same locality.

9.2 Work Change Directives.

9.2.1 A Work Change Directive is a written order prepared and signed by Owner directing a change in the Work prior to agreement on an adjustment in the Contract Price and/or the Contract Time(s).

9.2.2 Owner and Design-Builder shall negotiate in good faith and as expeditiously as possible the appropriate adjustments for the Work Change Directive. Upon reaching an agreement, the parties shall prepare and execute an appropriate Change Order reflecting the terms of the agreement.

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9.3 Minor Changes in the Work.

9.3.1 Minor changes in the Work do not involve an adjustment in the Contract Price and/or Contract Time(s) and do not materially and adversely affect the Work, including the design, quality, performance and workmanship required by the Contract Documents. Design-Builder may make minor changes in the Work consistent with the intent of the Contract Documents, provided, however, that Design-Builder shall promptly inform Owner, in writing, of any such changes and record such changes on the documents maintained by Design-Builder.

9.4 Contract Price Adjustments.

9.4.1 The increase or decrease in Contract Price resulting from a change in the Work shall be determined by one or more of the following methods:

9.4.1.1 Unit prices set forth in the Agreement or as subsequently agreed to between the parties;

9.4.1.2 A mutually accepted lump sum, properly itemized and supported by sufficient substantiating data to permit evaluation by Owner;

9.4.1.3 Costs, fees and any other markups set forth in the Agreement; or

9.4.1.4 If an increase or decrease cannot be agreed to as set forth in items 9.4.1.1 through 9.4.1.3 above and Owner issues a Work Change Directive, the cost of the change of the Work shall be determined by the reasonable expense and savings in the performance of the Work resulting from the change, including a reasonable overhead and profit, as may be set forth in the Agreement.

9.4.2 If unit prices are set forth in the Contract Documents or are subsequently agreed to by the parties, but application of such unit prices will cause substantial inequity to Owner or Design-Builder because of differences in the character or quantity of such unit items as originally contemplated, such unit prices shall be equitably adjusted.

9.5 Emergencies.

9.5.1 In any emergency affecting the safety of persons and/or property, Design-Builder shall act, at its discretion, to prevent threatened damage, injury or loss. Any change in the Contract Price and/or Contract Time(s) on account of emergency work shall be determined as provided in this Article 9.

Article 10

Contract Adjustments and Disputes

10.1 Requests for Contract Adjustments and Relief.

10.1.1 Claims. For purposes of this Article, "Claim" means a separate demand by the Design-Builder for one of more of the following: (A) a time extension, (B) payment of money or damages arising from Work done by or on behalf of the Design-Builder pursuant to the Contract, or (C) an amount the payment of which is disputed by the Owner. In accordance with California Public Contract Code Section 20104.2 and Public Contract Code Section 9204, presuming Design-Builder has diligently pursued and exhausted the administrative procedures of the Contract, the procedures in this Article apply to claims between the Design-Builder and the Owner.

10.1.2 If the Design-Builder believes that it is entitled to relief against the Owner for any event

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arising out of or related to the Work or Project, Design-Builder shall provide written notice to the Owner of the basis for its claim for relief, as provided for in Articles 8 and 9. In the event that the Design-Builder does not accept the Owner's decision on a Change Order Request, the Design-Builder must within 30 calendar days of a written rejection submit in writing and in electronic form to the Owner with all documentation which it believes relate to the issues it is raising ("Dispute Submittal"). All disputes and negotiations shall be documented by each Party in writing in accordance with the Agreement and shall state each claim specifically, show the calculation and basis for each claim for compensation and the schedule analysis for each schedule demand. Any claim that lacks specific calculation or documentary support will not be considered, and will be a waiver of that claim so that no further administrative or judicial action may be taken. Pursuant to California Civil Code section 1511, the Parties agree that any failure to submit a timely and properly documented Contractor Change Request or Dispute Submittal shall constitute a waiver by Design-Builder of any claim for additional compensation, time or impact costs from Owner.

10.1.3 Certification of Dispute Submittal. Any claim, including without limitation any claim filed on behalf of or having its source in a claim by subcontractor, sub-subcontractor, or supplier, at any tier, which the Design-Builder chooses to make to Owner, shall be accompanied by the certification language set forth below signed by a responsible managing officer of the Design-Builder's organization, who has the authority to sign subcontracts or Purchase Orders on behalf of the Design-Builder, and who has personally investigated and confirmed the truth and accuracy of the matters set forth in such certification. Submission of certification in accordance herewith is a condition precedent to Owner's consideration of or decision on the claim and to the filing and maintenance of any legal action or proceeding to enforce or recover monies under such claim. Failure to submit such a certification along with the claim shall result in the claim being returned to the Design-Builder without any decision, and shall waive the Design-Builder's right to pursue the claim either on its own behalf or on behalf of such subcontractor or supplier.

10.1.4 The certification shall state: "I hereby certify under penalty of perjury that I am a managing officer of (Design-Builder's name) and that I have reviewed the Claim presented herewith on Design-Builder's behalf and/or on behalf of (subcontractor's/supplier's name(s)) and that the following statements are true and correct:

10.1.4.1 The facts alleged in or that form the basis for the Claim are true and accurate; and, Design-Builder does not know of any facts or circumstances, not alleged in the Claim, that by reason of their not being alleged render any fact or statement alleged in the Claim materially misleading; and,

10.1.4.2 Design-Builder has, with respect to any request for money or damages alleged in or that forms the basis for the Claim, reviewed the job cost records (including those maintained by Design-Builder and by any subcontractor or supplier, of any tier, that is asserting all or any portion of the Claim) and confirmed with mathematical certainty that the losses or damages suffered by Design-Builder and /or such subcontractor or supplier were in fact suffered in the amounts and for the reasons alleged in the Claim; and,

10.1.4.3 Design-Builder has, with respect to any request for extension of time or claim of delay, disruption, hindrance or interference alleged in or that forms the basis for the Claim, reviewed the job schedules(including those maintained by Design-Builder and by any subcontractor or supplier, of any tier, that is asserting all or any portion of the Claim) and confirmed on an event-by-event basis that the delays or disruption suffered by Design-Builder and /or such subcontractor or supplier were in fact experienced for the durations, in the manner, and with the consequent effects on the time and/or sequence of performance of the Work, as alleged in the Claim; and,

10.1.4.4 Design-Builder has not received payment from Owner for, nor has Design-Builder previously released Owner from any portion of the Claim."

10.1.4.5 Design-Builder Signature Line_____

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10.1.5 Owner's Response. Upon receipt of a claim pursuant to this Article, the Owner shall conduct a reasonable review of the claim and provide a written response to the Design-Builder within 45 days of the date of the claim, identifying the portion of the claim that is disputed and the portion that is undisputed. Upon receipt of a claim, the Owner and the Design-Builder may, by mutual agreement, extend the time period provided in this subdivision.

10.1.5.1 All amounts that the Owner identifies in its response as undisputed must be processed and paid within 60 days of the Owner's response. Pursuant to Public Contract Code section 9204(d)(4), if the Owner fails to pay within 60 days, undisputed amounts not paid will bear interest at 7 percent per annum.

10.1.5.2 If the Owner needs approval from its governing body to provide the Design-Builder a written statement identifying the disputed portion and the undisputed portion of the claim, and the Owner's governing body does not meet within the 45 days or within the mutually agreed to extension of time following receipt of a claim sent by registered mail or certified mail, return receipt requested, the Owner shall have up to (3) three days following the next duly publicly noticed meeting of the Owner's governing body after the 45-day period, or extension, expires to provide the Design-Builder a written statement identifying the disputed portion and the undisputed portion.

10.1.6 Meet and Confer. If the Design-Builder disputes the Owner's written response, or the Owner fails to respond within the time prescribed, the Design-Builder may so notify the Owner, in writing, either within 15 days of receipt of the Owner's response or within 15 days of the Owner's failure to respond within the time prescribed, respectively, and demand an informal conference to meet and confer for settlement of the issues in dispute. Upon receipt of a demand, the Owner shall schedule a meet and confer conference within 30 days for settlement of the dispute.

10.1.7 Mediation. Within 10 business days following the conclusion of the meet and confer conference, if the claim or any portion of the claim remains in dispute, the Owner shall provide the Design-Builder a written statement identifying the portion of the claim that remains in dispute and the portion that is undisputed. Any payment due on an undisputed portion of the claim shall be processed and made within 60 days after the Owner issues its written statement. If the Owner fails to pay within 60 days, undisputed amounts not paid will bear interest at seven percent (7%) per annum. Any disputed portion of the claim, as identified by the Design-Builder in writing, shall be submitted to nonbinding mediation, with the Owner and the Design-Builder sharing the associated costs equally. The Owner and Design-Builder shall mutually agree to a mediator within 10 business days after the disputed portion of the claim has been identified in writing, unless the parties agree to select a mediator at a later time.

10.1.7.1 If the parties cannot agree upon a mediator, each party shall select a mediator and those mediators shall select a qualified neutral third party to mediate with regard to the disputed portion of the claim. Each party shall bear the fees and costs charged by its respective mediator in connection with the selection of the neutral mediator.

10.1.7.2 For purposes of this section, mediation includes any nonbinding process, including, but not limited to, neutral evaluation or a dispute review board, in which an independent third party or board assists the parties in dispute resolution through negotiation or by issuance of an evaluation. Any mediation utilized shall conform to the timeframes in this section.

10.1.7.3 Unless otherwise agreed to by the Owner and the Design-Builder in writing, the mediation conducted pursuant to this section shall excuse any further obligation under Public Contract Code Section 20104.4 to mediate after litigation has been commenced.

10.1.7.4 This section does not preclude the Owner from requiring arbitration of disputes under private arbitration or the Public Works Contract Arbitration Program, if mediation under this section does not resolve the parties' dispute.

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10.1.7.5 The mediation shall be held no earlier than the date the Design-Builder completes the Work or the date that the Design-Builder last performs Work, whichever is earlier. All unresolved claims shall be considered jointly in a single mediation, unless a new unrelated claim arises after mediation is complete.

10.1.8 Arbitration. Upon receipt of a claim, the Owner and the Design-Builder may mutually agree to waive, in writing, mediation and proceed directly to the commencement of a civil action or binding arbitration.

10.2 Legal Proceedings

10.2.1 Civil Actions. Procedures for civil actions to resolve claims of $375,000 or less between the City and the Design-Builder are governed pursuant to Public Contract Code Section 20104.4.

10.2.2 Government Code Claims. In addition to any and all contract requirements pertaining to notices of and requests for compensation or payment for extra Work, disputed Work, construction claims and/or changed conditions, the Design-Builder must comply with the claim procedures set forth in Government Code Section 900, et seq. prior to filing any lawsuit against the Owner. Such Government Code claims and any subsequent lawsuit based upon the Government Code claims shall be limited to those matters that remain unresolved after all procedures pertaining to the extra Work, disputed Work, construction claims, and/or changed conditions have been followed by the Design-Builder. If no such Government Code claim is submitted, or if the prerequisite contractual requirements are not satisfied, no action against the Owner may be filed. A Government Code claim must be filed no earlier than the date the Work is completed or the date the Design-Builder last performs Work on the Project, whichever occurs first. A Government Code claim shall be inclusive of all unresolved claims unless a new unrelated claim arises after the Government Code claim is submitted.

10.2.3 Non-Waiver. The Owner's failure to respond to a claim from the Design-Builder within the time periods described in this Article or to otherwise meet the time requirements of this Article shall result in the claim being deemed rejected in its entirety. A claim that is denied by reason of the Owner's failure to have responded to a claim, or its failure to otherwise meet the time requirements of this section, shall not constitute an adverse finding with regard to the merits of the claim or the responsibility or qualifications of the Design-Builder.

10.2.4 Forum for Dispute Resolution. It is the express intention of the parties that all legal proceedings related to this Agreement or to the Project or to any rights or any relationship between the parties arising therefrom shall be governed by the laws of the State of California, without regard for conflicts of laws principles, and shall be solely and exclusively initiated and maintained in Los Angeles County Superior Court. The Design-Builder and Owner each irrevocably consents to the jurisdiction of such courts in any such legal proceeding and waives any objection it may have to the laying of the jurisdiction of any such legal proceeding.

10.2.5 The prevailing party in any legal action or proceeding, or any other final, binding dispute proceeding upon which the parties may agree, shall be entitled to recover from the other party actual attorneys' fees and expenses incurred by the prevailing party.

10.3 Duty to Continue Performance.

10.3.1 Unless provided to the contrary in the Contract Documents, Design-Builder shall continue to perform the Work and Owner shall continue to satisfy its payment obligations for undisputed amounts to Design-Builder, pending the final resolution of any dispute or disagreement between Design-Builder and Owner.

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Article 11

Stop Work and Termination

11.1 Owner's Right to Stop Work.

11.1.1 Owner may suspend all or any part of the Work by written order signed by Owner ("Suspension Order"), without invalidating the Agreement, for such period or periods as it may deem necessary due to:

11.1.1.1 Any reason for the convenience of the Owner, with or without cause;

11.1.1.2 An order from a state or federal court or a government administrative agency; or

11.1.1.3 The Design-Builder's failure to perform any provision of the Contract Documents.

11.1.2 Upon receipt from Owner of a Suspension Order, the Design-Builder shall, unless the notice requires otherwise:

11.1.2.1 Immediately discontinue work on the date and to the extent specified in the notice;

11.1.2.2 Place no further orders or subcontracts for material, services, or facilities with respect to suspended work other than to the extent required in the notice;,

11.1.2.3 Promptly make every reasonable effort to obtain suspension in terms satisfactory to Owner of all orders, subcontracts and rental agreements to the extent they relate to performance of suspended work;

11.1.2.4 Continue to protect and maintain the Work including those portions on which work has been suspended; if the Design-Builder fails to properly provide for public safety, traffic, and protection of the Work during periods of suspension, Owner may elect to do so and back charge or deduct the cost thereof from monies due the Design-Builder. Such actions will not relieve the Design-Builder from liability.

11.1.2.5 Within three (3) days of the receipt of the Suspension Order, submit a suspension plan to Owner for acceptance. The plan shall describe how the Design-Builder will store all materials in a manner so that the materials will not become an obstruction or become damaged in any way, what cost effective methods it will employ to prevent damage to or deterioration of the Work and otherwise protect the Work, how suitable drainage will be provided, what temporary structures will be necessary, and how the Design-Builder will prepare for resuming the Work for the least possible remobilization cost. After the plan is accepted, the Design-Builder shall implement it in accordance with instructions received from Owner; and

11.1.2.6 Take any and all measures to minimize costs associated with such suspension.

11.1.3 Under no circumstance shall a suspension absolve the Design-Builder or the Design-Builder's sureties of the duties and responsibilities guaranteed under the performance and payment bond(s). The Design-Builder shall again proceed with the Work when it is ordered to do so in writing by Owner.

11.1.4 Design-Builder is entitled to seek an adjustment of the Contract Price and/or Contract Time(s) if its cost or time to perform the Work has been adversely impacted by any suspension of

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stoppage of the Work by Owner. If the Design-Builder intends to assert a claim for compensation or time extension under this Article, it must, and not withstanding any time limitations specified elsewhere in the Contract Documents, within seven (7) calendar days after receipt of notice to resume work, submit to Owner a Contractor Change Request setting forth the schedule impact and monetary impact of the suspension in sufficient detail to permit thorough analysis. Adjustment of work Completion Time, if appropriate, will be made pursuant to the provisions of the Contract Documents. Adjustment of the not to exceed contract amount, if any, will be within the Owner's sole discretion and shall not in any event, exceed the cost of the extra work resulting from such suspension. Such cost, if any, shall be determined in accordance with the Contract Documents. Pursuant to California Civil Code section 1511, the Parties agree that any failure to submit a timely and properly documented Contractor Change Request shall constitute a waiver by Design-Builder of any claim for additional compensation, time or impact costs from Owner.

11.1.5 Suspension due to a ruling of City, State or Federal Court -- The Suspension Order will identify the court or agency ruling which caused the suspension, and subject to Owner approval, may extend the Work Completion Time by the stated amount of time specified by the court or agency order. If the ruling causes suspension for an indefinite period of time and as a result a time extension cannot be established, the Suspension Order may also be for an indefinite period of time, subject to Owner approval. If the Suspension Order is issued because of acts or omissions of the Design-Builder, the Design-Builder shall not be entitled to a time extension or payment for any additional costs itincurs.

11.1.6 Suspension Resulting from Design-Builder's Failure to Perform -- If a Suspension Order results from the Design-Builder's failure to satisfactorily perform any of the provisions of the Agreement, including but not limited to faulty workmanship, safety concerns, improper or inadequate manpower, equipment, supplies or supervision, or failure to perform the Work or pay employees, subcontractors or suppliers in a timely manner, the Suspension Order will identify the reason, or reasons, for the order. In this circumstance, no time extension will be authorized for the Design-Builder and any costs to the Design-Builder resulting from such Suspension Order will not be reimbursed by Owner. A Suspension Order issued under these circumstances will remain in effect until the Design-Builder has removed or corrected the grounds for the suspension, or the Suspension Order expires by itsterms.

11.2 Owner's Right to Perform and Terminate for Cause.

11.2.1 If Design-Builder persistently fails to (i) provide a sufficient number of skilled workers, (ii) supply the materials required by the Contract Documents, (iii) comply with applicable Legal Requirements, (iv) timely pay, without cause, Design Consultants or Subcontractors, (v) prosecute the Work with promptness and diligence to ensure that the Work is completed by the Contract Time(s), as such times may be adjusted, or (vi) perform material obligations under the Contract Documents, then Owner, in addition to any other rights and remedies provided in the Contract Documents or by law, shall have the rights set forth in Sections 11.2.2 and 11.2.3 below.

11.2.2 Upon the occurrence of an event set forth in Section 11.2.1 above, Owner may provide written notice to Design-Builder that it intends to terminate the Agreement unless the problem cited is cured, or commenced to be cured, within seven (7) days of Design-Builder's receipt of such notice. If Design-Builder fails to cure, or reasonably commence to cure, such problem, then Owner may give a second written notice to Design-Builder of its intent to terminate within an additional seven (7) day period. If Design-Builder, within such second seven (7) day period, fails to cure, or reasonably commence to cure, such problem, then Owner may declare the Agreement terminated for default by providing written notice to Design-Builder of suchdeclaration.

11.2.3 Upon declaring the Agreement terminated pursuant to Section 11.2.2 above, Ownermay elect to:

11.2.3.1 Enter upon the premises and take possession, for the purpose of completingthe Work, of all materials, equipment, scaffolds, tools, appliances and other items thereon,

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which have been purchased or provided for the performance of the Work, all of which Design-Builder hereby transfers, assigns and sets over to Owner for such purpose, and to employ any person or persons to complete the Work and provide all of the required labor, services, materials, equipment and other items. In the event of such termination, Design-Builder shall not be entitled to receive any further payments under the Contract Documents until the Work shall be finally completed in accordance with the Contract Documents. At such time, if the unpaid balance of the Contract Price exceeds the cost and expense incurred by Owner in completing the Work, such excess shall be paid by Owner to Design-Builder. Notwithstanding the preceding sentence, Design-Builder will only be entitled to be paid for Work performed prior to its default. If Owner's cost and expense of completing the Work exceeds the unpaid balance of the Contract Price, then Design-Builder shall be obligated to pay the difference to Owner. Such costs and expense shall include not only the cost of completing the Work, but also losses, damages, costs and expense, including attorneys' fees and expenses, incurred by Owner in connection with the re-procurement and defense of claims arising from Design-Builder's default; or

11.2.3.2 Serve written notice upon the Design-Builder and its surety on its performance bond demanding satisfactory compliance with the Contract.

i. If the surety assumes the Contract, all money which may become due the Design-Builder shall be payable to the surety as the Work progresses, subject to the terms of the Contract.

ii. If the surety does not assume the Contract and commence performance of the Work within twenty-one (21) days after receiving the Owner's notice and demand, or fails to continue to comply, the Owner may remove the surety from the premises. If the surety bond has provisions contrary to this right, then the 60 day time limit stated elsewhere in this Contract shall apply.

iii. Upon any Surety default, Owner may then take possession of all material and equipment and complete the Work by use of its own forces, by letting the unfinished work to another Design-Builder, or by a combination of such methods. In any event, the cost of completing the Work shall be charged against the Design-Builder and its surety and may be deducted from any money due or becoming due from the Design-Builder. If the amount unpaid under the Agreement is insufficient for completion, the Design-Builder or surety shall pay to Owner within five (5) days after the completion and an itemized demand for payment from Owner, all costs and damages incurred by Owner in excess of the amount unpaid under the Agreement.

11.2.4 If Owner improperly terminates the Agreement for cause, the termination for cause will be converted to a termination for convenience in accordance with the provisions of Section 11.6 hereof.

11.3 Bankruptcy of Owner or Design-Builder.

11.3.1 If either Owner or Design-Builder institutes or has instituted against it a case under the United States Bankruptcy Code (such party being referred to as the "Bankrupt Party"), such event may impair or frustrate the Bankrupt Party's ability to perform its obligations under the Contract Documents. Accordingly, should such event occur:

11.3.1.1 The Bankrupt Party, its trustee or other successor, shall furnish, upon request of the non-Bankrupt Party, adequate assurance of the ability of the Bankrupt Party to perform all future material obligations under the Contract Documents, which assurances shall be provided within ten (10) days after receiving notice of the request; and

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11.3.1.2 The Bankrupt Party shall file an appropriate action within the bankruptcy court to seek assumption or rejection of the Agreement within sixty (60) days of the institution of the bankruptcy filing and shall diligently prosecute such action.

If the Bankrupt Party fails to comply with its foregoing obligations, the non-Bankrupt Party shall be entitled to request the bankruptcy court to reject the Agreement, declare the Agreement terminated and pursue any other recourse available to the non-Bankrupt Party under this Article 11.

11.3.2 The rights and remedies under Section 11.3.1 above shall not be deemed to limit the ability of the non-Bankrupt Party to seek any other rights and remedies provided by the Contract Documents or by law, including its ability to seek relief from any automatic stays under the United States Bankruptcy Code or the right of Design-Builder to stop Work under any applicable provision of these General Conditions.

11.3 [Reserved.]

11.4 Termination for Convenience.

11.4.1 Upon ten (10) days' written notice to Design-Builder, Owner may, for its convenience and without cause, elect to terminate this Agreement. In such event, Owner shall pay Design-Builder for the following:

11.4.1.1 All Work executed and for proven loss, cost or expense in connection with the Work;

11.4.1.2 The reasonable costs and expenses attributable to such termination, including demobilization costs and amounts due in settlement of terminated contracts with Subcontractors and Design Consultants; and

11.4.1.3 The amount set forth in Article 8 of the Agreement.

11.4.2 If Owner terminates this Agreement pursuant to Section 11.4.1 above and proceeds to design and construct the Project through its employees, agents or third parties, Owner's rights to use the Work Product shall be as set forth in Section 4.3 of the Agreement. Such rights may not be transferred or assigned to others without Design-Builder's express written consent and such third parties' agreement to the terms of Article 4 of the Agreement.

Article 12

Electronic Data

12.1 Electronic Data.

12.1.1 The parties recognize that Contract Documents, including drawings, specifications and three-dimensional modeling (such as Building Information Models) and other Work Product may be transmitted among Owner, Design-Builder and others in electronic media as an alternative to paper hard copies (collectively "Electronic Data").

12.2 Transmission of Electronic Data.

12.2.1 Owner and Design-Builder shall agree upon the software and the format for the transmission of Electronic Data. Each party shall be responsible for securing the legal rights to access the agreed-upon format, including, if necessary, obtaining appropriately licensed copies of the applicable software or electronic program to display, interpret and/or generate the Electronic

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Data.

12.2.2 Neither party makes any representations or warranties to the other with respect to the functionality of the software or computer program associated with the electronic transmission of Work Product. Unless specifically set forth in the Agreement, ownership of the Electronic Data does not include ownership of the software or computer program with which it is associated, transmitted, generated or interpreted.

12.2.3 By transmitting Work Product in electronic form, the transmitting party does not transfer or assign its rights in the Work Product. The rights in the Electronic Data shall be as set forth in Article 4 of the Agreement. Under no circumstances shall the transfer of ownership of Electronic Data be deemed to be a sale by the transmitting party of tangible goods.

12.3 Electronic Data Protocol.

12.3.1 The parties acknowledge that Electronic Data may be altered or corrupted, intentionally or otherwise, due to occurrences beyond their reasonable control or knowledge, including but not limited to compatibility issues with user software, manipulation by the recipient, errors in transcription or transmission, machine error, environmental factors, and operator error. Consequently, the parties understand that there is some level of increased risk in the use of Electronic Data for the communication of design and construction information and, in consideration of this, agree, and shall require their independent contractors, Subcontractors and Design Consultants to agree, to the following protocols, terms and conditions set forth in this Section 12.3.

12.3.2 Electronic Data will be transmitted in the format agreed upon in Section 12.2.1 above, including file conventions and document properties, unless otherwise agreed upon in writing.

12.3.3 The Electronic Data represents the information at a particular point in time and is subject to change. Therefore, the parties shall agree upon protocols for notification by the author to the recipient of any changes which may thereafter be made to the Electronic Data, which protocol shall also address the duty, if any, to update such information, data or other information contained in the electronic media if such information changes prior to Final Completion of the Project.

12.3.4 The transmitting party specifically disclaims all warranties, expressed or implied, including, but not limited to, implied warranties of merchantability and fitness for a particular purpose, with respect to the media transmitting the Electronic Data. However, transmission of the Electronic Data via electronic means shall not invalidate or negate any duties pursuant to the applicable standard of care with respect to the creation of the Electronic Data, unless such data is materially changed or altered after it is transmitted to the receiving party, and the transmitting party did not participate in such change or alteration.

Article 13

Miscellaneous

13.1 Confidential Information.

13.1.1 Confidential Information is defined as information which is determined by the transmitting party to be of a confidential or proprietary nature and: (i) the transmitting party identifies as either confidential or proprietary; (ii) the transmitting party takes steps to maintain the confidential or proprietary nature of the information; and (iii) the document is not otherwise available in or considered to be in the public domain. The receiving party agrees to maintain the confidentiality of the Confidential Information and agrees to use the Confidential Information solely in connection with the Project. For avoidance of doubt, all data and information provided or made accessible to Design-Builder by Owner, shall be deemed to be confidential information and may only be disclosed

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as required to perform the Work, or as required by law.

13.1.2 The parties understand that all the material provided or produced under this Agreement may be subject to the California Public Records Act, Cal. Government Code section 7920.000, et seq., and that in the event of a request to the Owner for disclosure of such information, the Owner shall advise the Design-Builder of such request in order to give the Design-Builder the opportunity to object to the disclosure of any of its proprietary or confidential material. In the event of the filing of a lawsuit to compel such disclosure, the Owner will tender all such material to the court for judicial determination of the issue of disclosure and the Design-Builder agrees to intervene in such lawsuit to protect and assert its claims of privilege against disclosure of such material. The Design-Builder further agrees to defend, indemnify and save and hold harmless the Owner, its council, officers, agents and employees, from any claim, damages, expense, loss or costs arising out of the Design-Builder's intervention to protect and assert its claims of privilege against disclosure under this Article including, but not limited to, prompt reimbursement to the Owner of all reasonable attorney fees, costs and damages that the Owner may incur directly or may be ordered to pay by such court.

13.2 Assignment.

13.2.1 Neither Design-Builder nor Owner shall, without the written consent of the other assign, transfer or sublet any portion or part of the Work or the obligations created by the Contract Documents.

13.3 Successorship.

13.3.1 Design-Builder and Owner intend that the provisions of the Contract Documents are binding upon the parties, their employees, agents, heirs, successors and assigns.

13.4 Governing Law.

13.4.1 The Agreement and all Contract Documents shall be governed by the laws of the State of California, without giving effect to its conflict of law principles.

13.5 Severability.

13.5.1 If any provision or any part of a provision of the Contract Documents shall be finally determined to be superseded, invalid, illegal, or otherwise unenforceable pursuant to any applicable Legal Requirements, such determination shall not impair or otherwise affect the validity, legality, or enforceability of the remaining provision or parts of the provision of the Contract Documents, which shall remain in full force and effect as if the unenforceable provision or part were deleted.

13.6 No Waiver.

13.6.1 The failure of either Design-Builder or Owner to insist, in any one or more instances, on the performance of any of the obligations required by the other under the Contract Documents shall not be construed as a waiver or relinquishment of such obligation or right with respect to future performance.

13.7 Headings.

13.7.1 The headings used in these General Conditions of Contract, or any other Contract Document, are for ease of reference only and shall not in any way be construed to limit or alter the meaning of any provision.

13.8 Notice.

13.8.1 Whenever the Contract Documents require that notice be provided to the other party, notice

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will be deemed to have been validly given (i) if delivered in person to the individual intended to receive such notice; (ii) four (4) days after being sent by registered or certified mail, postage prepaid to the address indicated in the Agreement; or (iii) if transmitted by facsimile, by the time stated in a machine-generated confirmation that notice was received at the facsimile number of the intended recipient.

13.9 Amendments.

13.9.1 The Contract Documents may not be changed, altered, or amended in any way except in writing signed by a duly authorized representative of each party.

13.10 Time is of the Essence. Time is of the essence in each term of this Agreement.

13.11 No Third Party Beneficiary

13.10.1 It is expressly understood and agreed that the enforcement of the terms and conditions of the Contract, and all rights of action relating to such enforcement, shall be strictly reserved to the Owner and the Design-Builder, and that nothing contained in the Contract shall give or allow any claim or right of action by any other or third person under the Contract. It is the express intention of the Owner and the Design-Builder that any member of the public, subcontractor, supplier, material man, tradesman, vendor or other person or entity other than the Owner or the Design-Builder receiving services or benefits under the Contract shall be deemed to be an incidental beneficiary only. The foregoing shall not, however, impair Owner's status as a third party beneficiary of subcontracts of any tier for the performance of work or delivery of services, material or equipment to the Project.

13.11 Labor and Prevailing Wages

13.11.1 California Labor Code Compliance

13.11.1.1 Public Work

The Design-Builder acknowledges that the Project is a "public work" as defined in Labor Code Section 1720 *et seq*. ("Chapter 1"), and that this Project is subject to (a) Chapter 1, including without limitation Labor Code Section 1771 and (b) the rules and regulations established by the Director of Industrial Relations ("DIR") implementing such statutes. The Design-Builder shall perform all Work on the Project as a public work. The Design-Builder shall comply with and be bound by all the terms, rules and regulations described in (a) and (b) as though set forth in full herein.

13.11.1.2 Copies of Wage Rates

Pursuant to Labor Code Section 1773.2, copies of the prevailing rate of per diem wages for each craft, classification, or type of worker needed to perform the Project are on file at City Hall and will be made available to any interested party on request. By initiating any Work, the Design-Builder acknowledges receipt of a copy of the DIR determination of such prevailing rate of per diem wages, and the Design-Builder shall post such rates at each job site covered by these Contract Documents.

The Design-Builder shall comply with and be bound by the provisions of Labor Code Sections 1774 and 1775 concerning the payment of prevailing rates of wages to workers and the penalties for failure to pay prevailing wages. The Design-Builder shall, as a penalty paid to the City, forfeit two hundred dollars ($200) for each calendar day, or portion thereof, for each worker paid less than the prevailing rates as determined by the DIR for the work or craft in which the worker is employed for any public work done pursuant to these Contract Documents by the Design-Builder or by any Subcontractor.

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13.11.1.3 Payroll Records

The Design-Builder shall comply with and be bound by the provisions of Labor Code Section 1776, which requires the Design-Builder and each Subcontractor to (1) keep accurate payroll records and verify such records in writing under penalty of perjury, as specified in Section 1776, (2) certify and make such payroll records available for inspection as provided by Section 1776, and (3) inform the City of the location of the records. The Design-Builder has ten (10) days in which to comply subsequent to receipt of a written notice requesting these records, or as a penalty to the City, the Design-Builder shall forfeit one hundred dollars ($100) for each Day, or portion thereof, for each worker, until strict compliance is effectuated. Upon the request of the Division of Labor Standards Enforcement, these penalties shall be withheld from progress payments then due.

The Design-Builder and each Subcontractor shall comply with and be bound by the provisions of Labor Code Section 1771.4(a)(3), which requires that each Design-Builder and each Subcontractor shall furnish the records specified in Section 1776 directly to the Labor Commissioner at least monthly, in a format prescribed by the Labor Commissioner.

13.11.1.4 Hours of Labor

The Design-Builder acknowledges that eight (8) hours labor constitutes a legal day's work. The Design-Builder shall comply with and be bound by Labor Code Section 1810. The Design-Builder shall comply with and be bound by the provisions of Labor Code Section 1813 concerning penalties for workers who work excess hours. The Design-Builder shall, as a penalty paid to the City, forfeit twenty-five dollars ($25) for each worker employed in the performance of this Project by the Design-Builder or by any Subcontractor for each calendar day during which such worker is required or permitted to work more than eight (8) hours in any one (1) calendar day and forty (40) hours in any one calendar week in violation of the provisions of Division 2, Part 7, Chapter 1, Article 3 of the Labor Code. Pursuant to Labor Code Section 1815, work performed by employees of the Design-Builder in excess of eight (8) hours per day, and forty (40) hours during any one week shall be permitted upon public work upon compensation for all hours worked in excess of eight (8) hours per day at not less than one and one-half (1-1/2) times the basic rate of pay.

13.11.1.5 Apprentices

The Design-Builder shall comply with and be bound by the provisions of Labor Code Sections 1777.5, 1777.6 and 1777.7 and California Code of Regulations Title 8, Section 200 *et seq*. concerning the employment of apprentices on public works projects. The Design-Builder shall be responsible for compliance with these Sections for all apprenticeable occupations. Before commencing Work on this Project, the Design-Builder shall provide the City with a copy of the information submitted to any applicable apprenticeship program. Within sixty (60) Days after concluding Work, Design-Builder and each of its Subcontractors shall submit to the City a verified statement of the journeyman and apprentice hours performed under this Contract. Design-Builder is also required to comply with the requirements of Public Contract Code Section 22164(c)(1) requiring the use of a skilled and trained workforce as defined in Public Contract Code Section 2600, et seq. See Section 13.12, below.

13.11.1.6 Debarment or Suspension

The Design-Builder shall not perform Work with any Subcontractor that has been debarred or suspended pursuant to California Labor Code Section 1777.1 or any other federal or State law providing for the debarment of contractors from public works. The Design-Builder and Subcontractors shall not be debarred or suspended throughout the duration of this Contract pursuant to Labor Code Section 1777.1 or any other federal or State law providing

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for the debarment of contractors from public works. If the Design-Builder or any Subcontractor becomes debarred or suspended during the duration of the Project, the Design-Builder shall immediately notify the City.

13.11.1.7 Registration with the DIR

In accordance with Labor Code Sections 1725.5 and 1771.1, no contractor or subcontractor shall be qualified to bid on, be listed in a bid proposal, subject to the requirements of Section 4104 of the Public Contract Code, or engage in the performance of any contract for public work, unless currently registered and qualified to perform public work pursuant to Section 1725.5.

13.11.1.8 Compliance Monitoring and Posting Job Sites

This Project is subject to compliance monitoring and enforcement by the DIR. The Design-Builder shall post job site notices, as prescribed by regulation.

13.11.1.9 Subcontractors

For every Subcontractor who will perform Work on the Project, the Design-Builder shall be responsible for such Subcontractor's compliance with the requirements set forth above, and Labor Code Sections 1860 and 3700, and the Design-Builder shall include in the written Contract between it and each Subcontractor a copy of these provisions and a requirement that each Subcontractor shall comply with those provisions. The Design-Builder shall be required to take all actions necessary to enforce such contractual provisions and ensure Subcontractor's compliance, including without limitation, conducting a periodic review of the certified payroll records of the Subcontractor and upon becoming aware of the failure of the Subcontractor to pay its workers the specified prevailing rate of wages, the Design-Builder shall diligently take corrective action to halt or rectify any failure.

13.12 Use of Skilled and Trained Workforce Required

13.12.1 At all times herein, Design-Builder shall comply with the provisions of Public Contract Code Section 22164(c)(1), which requires Design-Builder and its subcontractors at every tier to use a skilled and trained workforce to perform all work on this Project that falls within an apprenticeable occupation in the building and construction trades, in accordance with Public Contract Code Section 2600, et seq.

13.13 Mandatory Terms

13.13.1 Public Contract Code. Pursuant to Public Contract Code Section 7103.5, Design-Builder offers and agrees to assign to Owner all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Sec. 15) or under the Cartwright Act (Chapter 2 (commencing with Section 16700) of Part 2 of Division 7 of the California Business and Professions Code) arising from purchases of goods, services, or materials pursuant to the Contract. This assignment shall be made and become effective at the time the Owner tenders final payment to Design-Builder without further acknowledgment by the parties.

Pursuant to Public Contract Code Section 7104, if the project involves trenching more than four (4) feet deep, Design-Builder shall promptly and before the following conditions are disturbed notify the Owner in writing of any:

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a. Material that Design-Builder believes may be material that is hazardous waste, as defined in California Health and Safety Code Section 25117, that is required to be removed to a Class I, Class II, or Class III disposal site in accordance with provisions of existing law; and/or

b. Subsurface or latent physical conditions at the site differing from those indicated; and/or

c. Unknown physical conditions at the site of any unusual nature, different materially from those ordinarily encountered and generally recognized as inherent in work of the character provided for in the Contract.

The Owner shall promptly investigate the conditions, and if the Owner finds that the conditions do materially differ or do involve hazardous waste and cause a decrease or increase in Design-Builder's cost of or the time required for performance of any part of the work the Owner shall issue a change order.

Pursuant to Public Contract Code Section 9201, the Owner has full authority to compromise or otherwise settle any claim relating to this Contract at any time. The Owner shall timely notify Design-Builder of the receipt of any third-party claim relating to the Contract. The Owner shall be entitled to recover its reasonable costs incurred in providing the notification required by Public Contract Code Section 9201(b).

Additionally, pursuant to Government Code Section 8546.7, since this Contract involves the expenditure of public funds in excess of ten thousand dollars ($10,000), Design-Builder shall be subject to State Auditor examination and audit at the request of the Owner or as part of any audit of the Owner, for a period of three (3) years after final payment under this Contract.

13.13.2 Other Statutorily Required Terms.

As required by Labor Code Section 6705, and in addition thereto, whenever work under the Contract that involves an estimated expenditure in excess of twenty-five thousand dollars ($25,000) for the excavation of any trench or trenches five (5) feet or more in depth, Design-Builder shall submit for acceptance by Owner in advance of excavation, a detailed plan showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection from the hazard of caving ground during the excavation, of such trench or trenches. If such plan varies from the shoring system standards established by the Construction Safety Orders of the Division of Industrial Safety, the plan shall be prepared by a registered civil or structural engineer employed by Design-Builder, and all costs therefor shall be included in the price of the Contract. Nothing in this provision shall be deemed to allow the use of a shoring, sloping, or other protective system less effective than that required by the Construction Safety Orders. Nothing in this provision shall be construed to impose tort liability on the Owner or on any Owner officer, agent, consultant, representative, or employee. All plans, processing and shoring costs are Design-Builder's responsibility.

The methods used and costs involved to locate existing elements, points of connection and all construction methods are Design-Builder's sole responsibility. Accuracy of information furnished, as to existing conditions, is not guaranteed. Design-Builder, at its sole expense, must make all investigations necessary to determine locations of existing elements, which requires compliance with Government Code Section 4216, et seq., and includes, without limitation, contacting regional notification center(s) such as DigAlert, and other private underground locating firm(s), and/or utilizing potholes, specialized locating equipment and/or hand trenching. Pursuant to Government Code Section 4215, the Owner acknowledges its responsibilities with respect to locating, relocating, removing or protecting utility facilities on the site of the Project, if it entails construction and such utilities are not identified by the Owner in writing prior to commencement of construction.

Design-Builder agrees not to accept any employment or representation during the term of this

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Contract or within twelve (12) months after completion of the work under this Contract which is or may likely make Design-Builder “financially interested,” as provided in Government Code Section 1090 and 87100, in any decisions made by Owner on any matter in connection with which Design-Builder has been retained pursuant to this Contract.

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Exhibit A

Design-Builder’s Proposal and fixed Design-Build Price

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Efficiency Powered by Intelligence

City of Agoura Hills

PROJECT PROPOSAL FOR DESIGN/BUILD SERVICES FOR THE AGOURA HILLS CIVIC CENTER MICROGRID PROJECT

CITY OF AGOURA HILLS



April 16, 2026

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SitelogIQ | 1: Transmittal Letter

April 16, 2026

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

RE: Request for Proposals – Design/Build Services for the Agoura Hills Civic Center Microgrid Project

Dear Members of the Selection Committee,

SitelogIQ, Inc. ("SitelogIQ") is pleased to submit this proposal to deliver the Agoura Hills Civic Center Microgrid Project. We recognize the importance of this project in ensuring continuity of operations for critical City functions and Emergency Operations Center (EOC) activities and we are prepared to provide a resilient, performance-driven solution aligned with the City's objectives and federal funding requirements.

SitelogIQ commits the full availability of the key personnel identified in this proposal for the duration of the Project. Our team is intentionally structured to provide experienced leadership, technical expertise and disciplined execution, ensuring accountability across all phases of design, construction, commissioning and close-out.

The individual authorized to negotiate and execute a contract on behalf of SitelogIQ is:

John Gajan, PE
President, West Energy
SitelogIQ, Inc.
1651 Response Rd., Ste 300
Sacramento, CA 95815
Phone: 925.397.4461

The primary point of contact for this proposal and all follow-up correspondence is:

Jonathan Brown, PE, LEED AP
Vice President, West Energy
SitelogIQ, Inc.
Phone: 626.676.8601
Email: jonathan.brown@sitelogiq.com

This proposal is submitted by SitelogIQ and is executed by an authorized representative with full authority to bind the firm contractually.

SitelogIQ agrees that this proposal, including terms, conditions and pricing, shall remain a firm offer for a period of one hundred eighty (180) days from the date of submission.

We are ready to move forward immediately upon selection and partner with the City to deliver a reliable, compliant and fully operational microgrid within the required timeframe.

Sincerely,

SitelogIQ, Inc.



John Gajan, PE
President, West Energy

SitelogIQ | 2: Executive Summary



SECTION 2:
EXECUTIVE SUMMARY



SitelogIQ will deliver a fully integrated microgrid that ensures uninterrupted Civic Center operations for a minimum of 72 hours during extended power **outages, with full federal compliance and on-time project delivery.**

A Proven Path to 72-Hour Civic Center Resiliency

SitelogIQ will deliver an integrated microgrid that ensures the Agoura Hills Civic Center remains operational during extended power outages, enabling uninterrupted Emergency Operations Center (EOC) functionality and continuous delivery of critical City services when they are needed most.

This project requires certainty across three critical dimensions: system performance, federal compliance and schedule execution. SitelogIQ's approach is specifically structured to deliver all three under a single point of accountability, providing the City with a clear and reliable path from design through long-term operation.

Our solution is engineered to sustain essential Civic Center operations for a minimum of 72 consecutive hours under real-world outage conditions. The system integrates solar generation, battery energy storage and advanced microgrid controls to maintain continuity of operations during wildfire events, Public Safety Power Shutoffs and extended grid disruptions. The design is grounded in conservative load assumptions, operational flexibility and performance validation to ensure that critical systems—including EOC operations, communications, life safety and essential building functions—remain operational throughout the duration of an outage.

The proposed system includes approximately 155 kW of rooftop solar photovoltaic generation integrated with a 415 kW / 1,672 kWh battery energy storage system and advanced microgrid controls. The battery system is strategically located in an exterior, code-compliant configuration to simplify permitting, enhance safety and improve constructability. This architecture enables coordinated control of generation, storage and facility loads to ensure stable islanded operation, transition during outages and sustained performance throughout extended events.

SitelogIQ delivers this project through a disciplined, integrated design-build model that aligns engineering, procurement, construction and compliance from the outset. Critical path activities including load validation, utility coordination, permitting and long-lead



equipment procurement are advanced early to reduce schedule risk and maintain delivery certainty. This approach ensures the project is fully executable and aligned with the City's required completion date of September 11, 2027, with sufficient time for commissioning, acceptance and grant close-out.

Federal compliance is embedded directly into project delivery. Our team has extensive experience managing federally funded infrastructure projects, maintaining audit-ready documentation, aligning procurement with federal requirements and supporting successful reimbursement and close-out. This integrated approach reduces administrative burden on the City while ensuring full compliance with FEMA and Cal OES requirements and minimizing risk associated with funding eligibility.

To support the City's funding considerations, SitelogIQ has developed two implementation pathways. **Option A** provides a City Hall-focused resiliency solution that approaches available funding levels when combined with potential Inflation Reduction Act (IRA) incentives. **Option B** delivers a comprehensive microgrid solution supporting both City Hall and the Library, fully meeting the City's requirement for 72-hour resiliency across the Civic Center.

Based on current guidance, the Project may be eligible for IRA incentives of up to approximately 50 percent of qualifying project costs through direct pay provisions, assuming compliance with prevailing wage, domestic content and energy community requirements. These incentives significantly improve project affordability and provide a viable pathway to delivering a fully compliant solution within the City's broader funding strategy.

SitelogIQ recommends Option B as the solution that fully aligns with the City's performance requirements, operational priorities and long-term resiliency objectives. We are prepared to work collaboratively with the City to structure the Project in a manner that maximizes available funding while maintaining full compliance, performance assurance and delivery certainty.

The result is a practical, executable microgrid solution that strengthens resilience, reduces operational risk and ensures the Civic Center can continue to serve the community under all conditions. SitelogIQ provides the City with a clear, accountable path from project initiation through commissioning and long-term operation.

SitelogIQ | 3: Design-Build Team Structure and Key Personnel



SECTION 3:
DESIGN-BUILD TEAM STRUCTURE AND KEY PERSONNEL

Integrated Project Leadership and Design-Build Team

We have assembled a highly qualified, integrated design-build team structured to provide the City of Agoura Hills with clear accountability, consistent leadership and seamless coordination from project initiation through commissioning and closeout. Our team is intentionally organized to align technical execution, construction delivery and federal compliance under a unified management approach that supports schedule certainty, regulatory adherence and long-term system performance.

At the core of this structure is our dedicated Project Manager, Nate Gustus, who will serve as the City's primary point of contact and provide day-to-day leadership, coordination and oversight across all phases of the project. Nate will be fully engaged and readily available, ensuring that design progression, construction activities and stakeholder coordination remain aligned with City priorities, project milestones and operational needs.

Clear Leadership, No Gaps

Dedicated project leadership ensures fast decision-making, consistent communication and full alignment with City priorities.

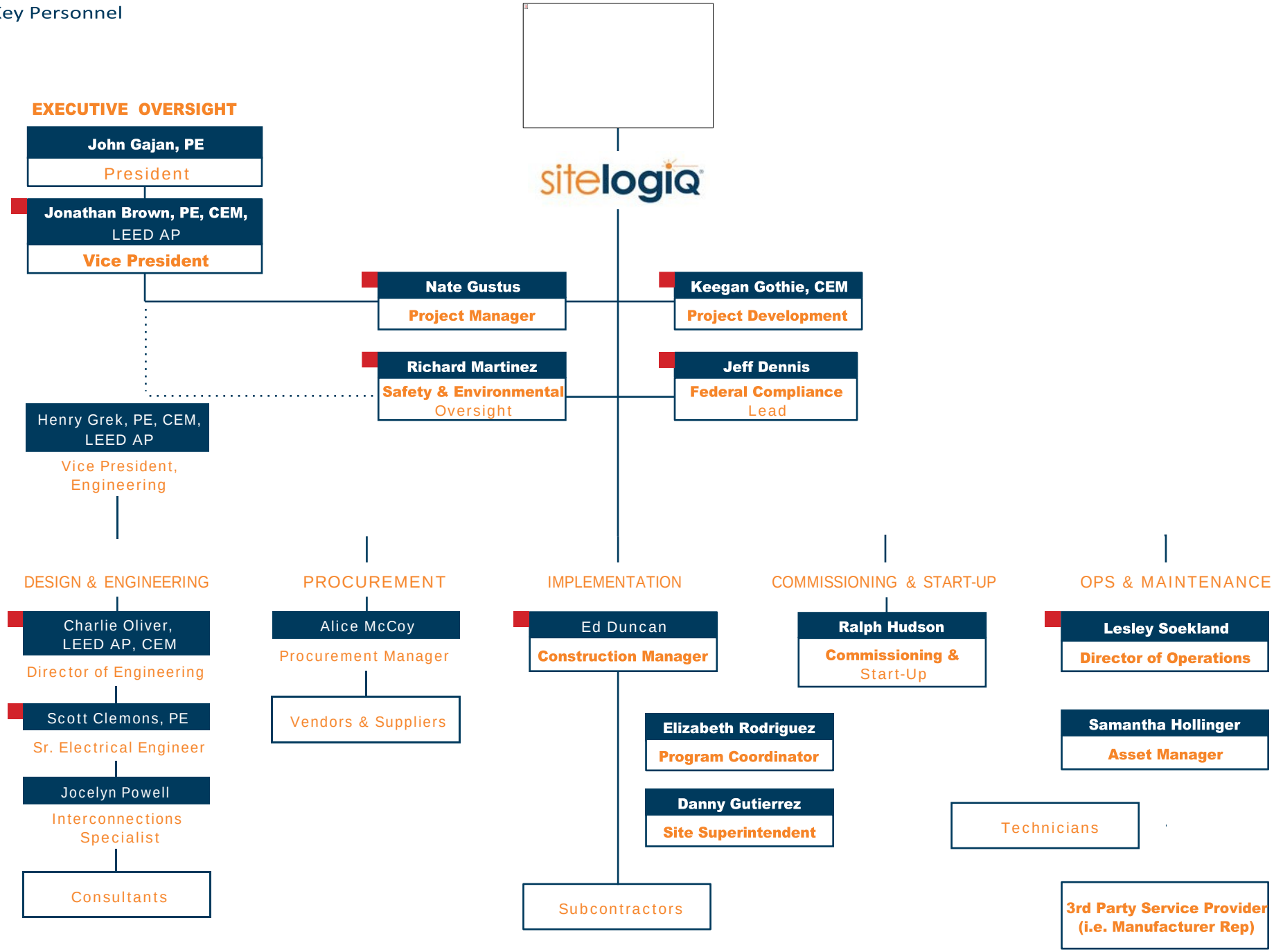
Supporting this effort, Jeff Dennis will serve as the Federal Compliance Lead, providing focused expertise in federally funded project delivery, documentation and audit readiness. Jeff will work closely with the project team to integrate compliance requirements into all phases of work, ensuring that funding conditions, reporting standards and documentation protocols are proactively managed and consistently maintained.

Together, this leadership structure is supported by a multidisciplinary team of in-house engineers, construction managers, energy specialists and technical experts who bring extensive experience delivering solar, battery storage and resilient energy infrastructure for California public agencies. Our design-build model ensures that all team members are aligned under a single contract and coordinated approach, reducing risk, streamlining communication and enabling efficient decision-making throughout the project lifecycle.

This team is specifically structured to address the City's highest priorities: reliable microgrid performance, strict federal compliance and on-time delivery within a non-extendable funding window. Each key member brings direct experience with public-sector energy infrastructure, ensuring the City receives both technical expertise and disciplined execution from project initiation through close-out.

Organizational Chart

Key Personnel





Length of Time with the Firm

6 Years

Percentage of Time Dedicated to the Agoura Hills Project

>85%

Education

BA, Environmental Studies Loyola University, Chicago

AS, Electrical Technology, Diablo Valley College

Nate Gustus, CEM, CMVP

Project Manager, West Energy

Background: Nate Gustus has spent more than eight years working in the solar and clean energy industry, focusing on project operations, construction management and day-to-day coordination with clients and field teams. He has managed complex projects for cities, counties and special districts, serving in both Program Manager and Construction Manager roles.

With both NABCEP and OSHA 30 certifications, Nate brings a strong understanding of safety, sequencing and field logistics. He's known for keeping teams organized, anticipating issues before they reach the jobsite and helping clients navigate technical decisions with clarity. His background blends hands-on construction knowledge with the ability to keep multi-disciplinary teams aligned and moving in the same direction.

Nate has extensive experience working with public agencies across California, managing solar, battery storage and energy efficiency projects for cities and counties.

Role and Responsibilities: Nate supports overall program and project strategy, leads construction planning and identifies the resources needed to keep work on schedule. He manages communication across teams, facilitates project updates and works closely with clients to ensure the project stays consistent with their goals. Nate oversees field coordination, helps resolve issues as they arise and maintains steady, clear communication from kickoff through closeout.

License/Certifications

3 OSHA 30-Hour



Length of Time with the Firm

4 Years

Percentage of Time Dedicated to the Agoura Hills Project

5%

Education

BS, Mechanical Engineering, California Polytechnic Institute, Pomona

Jonathan Brown, PE, CEM, LEED AP

Vice President, West Energy

Background: Jonathan Brown is a Professional Engineer (PE), Certified Energy Manager (CEM) and a LEED Accredited Professional (AP) for Building Design and Construction. He has 20+ years of industry experience, including with project development, design, implementation and O&M. Over the last five years, Jonathan has developed and implemented over 100 MWs of solar energy generation systems and 10 MWs of battery energy storage systems.

Role and Responsibilities: Jonathan will provide executive oversight throughout the project development and implementation process. Jonathan's primary responsibility is to ensure alignment between the City of Agoura Hills' objectives and our company's commitment to delivering high-value, sustainable energy solutions. He will serve as the key liaison between City leadership and our internal teams, facilitating clear communication, addressing stakeholder priorities and ensuring contractual and project goals are achieved. His role is to oversee strategic direction, maintain accountability and foster a collaborative partnership focused on long-term success.

License/Certifications

3 California Professional Engineer #M32835

3 Certified Energy Manager (CEM), Association of Energy Engineers

3 Leadership in Energy and Environmental Design Accredited Professional (LEED

AP), U.S. Green Building Council



John Gajan, PE

President, West Energy

Background: John Gajan is a senior executive with more than 30 years of experience in energy services, renewable energy and energy efficiency. He has a proven record of building market-leading organizations and delivering projects safely, on budget and with consistent results. His expertise covers the full project lifecycle including sales, project development, engineering, construction and long-term operations and maintenance (O&M).

John is a licensed Professional Engineer (Mechanical) with deep experience in design and construction, project management, project development and engineering and planning.

Role and Responsibilities: John provides executive oversight, ensuring alignment between project delivery, client objectives and SitelogIQ's performance standards. He supports strategic decision-making, resource allocation and executive-level coordination with City leadership.

Length of Time with the Firm

5 Years

Percentage of Time Dedicated to the Agoura Hills Project

As Needed

Education

BS, Engineering US Merchant Marine Academy

Licenses

- California Professional Engineer #M28891

Professional Memberships & Associations

- American Society of Heating, Refrigeration & Air Conditioning Engineers (ASHRAE)
- Construction Management Association of America (CMAA)



Jeff Dennis

Federal Compliance Lead

Background: Jeff Dennis offers over 28 years of experience in General and Government Contracting being a director and manager of IDIQ projects for clients like the FAA, DOE and USACE. Included with his portfolio of successfully delivered projects, are a number of challenging ESPC projects, Environmental Restorations (CERCLA), airports, hospitals and commercial real estate. By leading organizations to deliver obligations on time and on budget, his employers have received excellent CPARS reviews. While no two projects are alike, adherence to standard work, lean construction principles and a can-do attitude are the keys to success. Jeff is a Six Sigma Lean Expert and holds both a BS, Civil Engineering and a master's in Business Administration from the University of Alaska Anchorage.

Role and Responsibilities: Jeff is responsible for our Federal Project compliance and will ensure requirements are met to secure funding for this program.

Length of Time with the Firm

6 Years

Percentage of Time Dedicated to the Agoura Hills Project

Primary Focus, As Needed

Education

MBA, Business Administration, University of Alaska, Anchorage

BS, Civil Engineering



Keegan Gothie, CEM

Project Development, West Energy

Background: Keegan Gothie has over five years of engineering and consulting experience in the energy industry related to educational, municipal, commercial and residential developments. He earned his MS, degree in Energy and Environmental Management and a Graduate Certificate in Sustainable Environmental Planning and Management from the University of Connecticut.

Role and Responsibilities: Keegan identifies and builds opportunities for projects primarily in the local government and K-12 spaces. These projects incorporate photovoltaic systems, battery energy storage systems, EV chargers, HVAC systems, lighting fixtures, controls and other energy conservation measures. Specific responsibilities related to these projects include performing energy engineering analyses and assessments, calculating financial performance, pinpointing procurement opportunities, coordinating with clients and subcontractors and determining overall project feasibility.

Length of Time with the Firm

2 Years

Percentage of Time Dedicated to the Agoura Hills Project

25%

Education

MS, Energy and Environmental Management, University of Connecticut

Certifications/Registrations

- Certified Energy Manager (CEM) – Association of Energy Engineers
- EPA Section 608, Type II – CalCERTS, Inc.



Richard Martinez

Safety Manager, West Energy

Background: Richard Martinez is a U.S. Navy Seabee veteran with extensive expertise in construction management and project leadership. A results-oriented Project Manager, he brings decades of experience directing subcontractor teams through every phase of construction. As a Construction and Safety Manager, he has specialized in ESCO projects, collaborating with architects, engineers and field staff to deliver multimillion-dollar HVAC, solar and heavy construction projects successfully.

Role and Responsibilities: Richard ensures construction projects stay on track by coordinating daily reporting and site walks with Superintendents to maintain safety and quality standards. He plans and schedules field coverage, confirming site presence two weeks in advance and works closely with subcontractors to align schedules. Building strong relationships with project owners, he keeps projects within scope and ensures all work meets required plans and specifications. He also answers contractor questions in the field, submits RFIs when needed, tracks addendums and modifications and supports the team through every phase ofthe project from development and bidding to design, implementation, commissioning and warranty.

Length of Time with the Firm

4 Years

Percentage of Time Dedicated to the Agoura Hills Project

As Needed

Education

AS, Construction Management, San Joaquin Delta College

License/Certifications

- OSHA 30-Hour
- California Contractor B, C-36 General and Plumbing #819721



Scott Clemons, PE

Senior Electrical Engineer, West Energy

Background: Scott Clemons graduated from California Polytechnic State University with a Bachelor of Science in Electrical Engineering and focused in Power Systems, Photovoltaic Systems Design and Sustainable Energy Conversion.

He has over 10 years of experience designing projects including solar, advanced energy storage, fuel cell, electric vehicle charging, microgrid applications and general building industry design. He serves as a leading resource in electrical design, utility coordination and renewable power applications for public agencies, grant funded programs and private clientele.

Role and Responsibilities: Scott will be responsible for project design, coordination with subcontractors, quality control and quality assurance of solar installation, Microgrid coordination, electrical service assessments and energy storage validation.

License/Certifications

- California Professional Engineer #E23777
- OSHA 30-Hour

Length of Time with the Firm

2 Years

Percentage of Time Dedicated to the Agoura Hills Project

50% Through Engineering Phase

Education

BS, Electrical Engineering, California State University, San Luis Obispo



Ed Duncan

Construction Manager, West Energy

Background: Ed Duncan is a highly experienced construction professional with over 35 years of expertise across commercial and residential sectors. His skill set includes project management, site supervision, design/build delivery, permit processing and thorough knowledge of regulatory codes.

Ed is recognized for his strong leadership, customer service and safety-first approach. He is proficient in key project management tools including Procore and StructionSite and consistently delivers high-value projects while fostering lasting client relationships.

Role and Responsibilities: Ed is responsible for day-to-day site operations, ensuring that each jobsite is safe, compliant and progressing according to plan. Ed monitors contractor performance, oversees schedule adherence and manages on-site quality control to ensure all construction activities meet the City's standards and expectations. He resolves field issues in real time, coordinating among trades and project partners to maintain momentum and avoid costly delays. Ed facilitates regular site meetings and reporting with City's representatives, architects and inspectors, promoting transparency and accountability. From groundbreaking through final walkthrough, he serves as the City's eyes and ears on the ground, safeguarding project integrity and ensuring the delivery of high-quality environments for City staff.

License/Certifications

- OSHA 30-Hour
- CPR Certified

Length of Time with the Firm

3 Years

Percentage of Time Dedicated to the Agoura Hills Project

>90%

Education

BS, Administration/ Real Estate-Land Use, California State University, Sacramento



Length of Time with the Firm

11 Years

Percentage of Time Dedicated to the Agoura Hills Project

10%

Education

MBA, University of Phoenix

BS, General Engineering, California State University, San Luis Obispo

Lesley Soekland, MBA

Director of Operations, West Energy

Background: Known for her can-do attitude and ability to drive projects, Lesley Soekland has successfully executed over $140M in solar projects since starting with SitelogIQ in 2015, including a single $30M project built in just 9 months.

With varied experience across the construction industry (general contracting, mechanical, alarm, residential solar), Lesley is a leader in project planning and a natural coach for her colleagues. As a team member, Lesley is highly valued by all departments from Sales and Development through Construction, Operations and Maintenance.

In addition, from 2015-2020, she served as project manager (working with customers and design teams to get the project completed), construction manager (working in the field with subcontractors to resolve issues and coordinate with customer personnel onsite), quality control manager (validating installations were completed according to plan, code and to SitelogIQ standards) and commissioning agent (verifying the monitoring systems were operational and system performance met expectations) on all her projects.

Role and Responsibilities: Lesley drives SitelogIQ's best-in-class project delivery process and ensures the successful execution of projects to clients on-time and on-budget. As a working director, Lesley is both responsible for the operations team and for managing several of her own projects.

Certifications/Registrations

3 OSHA 30-Hour

SitelogIQ | 4: Firms Qualifications, Capacity and Experience

SECTION 4:
FIRMS QUALIFICATIONS, CAPACITY AND EXPERIENCE



350+
public-sector clients

$5B
total project value



11,100+
customer sites delivered

A Summary of the Firm's Experience Providing Similar Design-Build Services for California Cities or Public Agencies Within the Past Five (5) years, Including References

SitelogIQ has extensive experience delivering turnkey design-build energy solutions for California cities, counties and public agencies, with a strong focus on integrated solar, battery storage and microgrid systems that enhance resilience, reduce operating costs and support long-term sustainability goals.

These projects demonstrate our ability to deliver resilient, high-performance energy systems in complex municipal environments where continuity of operations is critical. Our experience includes integrating solar, battery energy storage and microgrid controls to support emergency operations, maintain essential services during outages and meet strict regulatory and funding requirements.

We bring a proven ability to navigate permitting, interconnection and federal compliance processes while maintaining schedule and cost control. This experience directly supports the successful delivery of the Agoura Hills Civic Center Microgrid, where reliability, accountability and timely completion are essential.

These projects reflect SitelogIQ's ability to deliver resilient energy infrastructure for public agencies where continuity of operations is critical.

Each project demonstrates our experience integrating solar, battery storage and microgrid controls to support essential services, reduce operational risk and maintain performance during grid outages.

1 Rincon del Diablo

Escondido, CA



- *Status: In construction (2024-Ongoing)*
- *Reference: Clint Baze, General Manager | 760.745.5522*

Project Description:

SitelogIQ is delivering a solar photovoltaic canopy system integrated with battery energy storage at the Harmony Grove Wastewater Treatment Plant to support critical infrastructure operations and improve energy resilience. The system is designed to maintain essential wastewater services during outages while reducing long-term energy costs.

Outcome: The project provides on-site renewable generation paired with battery storage to maintain continuous operation of critical treatment processes during grid disruptions.

Benefit to Client: Improved resilience for essential public health infrastructure, reduced operational risk during outages and long-term energy cost stability.

2 Yuba County Government Center Energy Project

Marysville, CA



- *Status: Completed (2022-2024)*
- *Reference: Sean Powers, Assistant County Administrative Officer | 530.749.7575 | spowers@co.yuba.ca.us*

Project Description:

SitelogIQ delivered a fully integrated microgrid at the Yuba County Government Center Campus, combining 625 kW of on-site solar generation with a 374 kW / 1,674 kWh battery energy storage system (BESS) and an existing 250 kW diesel generator to provide reliable, coordinated energy management. This system was designed to support critical County operations while improving overall energy resilience and efficiency.

Outcome: The integrated system enables seamless coordination between solar, battery storage and backup generation, providing reliable power and maintaining operations during grid interruptions.

Benefit to Client: Enhanced resilience for critical government services, reduced operational risk during outages and improved long-term energy management and cost control.

3 Middletown Rancheria Solar and Microgrid Project

Middletown, CA

Middletown Rancheria of Pomo Indians of California

- *Status: In construction (2025-Ongoing)*
- *Reference: Jose (Moke) Simon III, Tribal Chairman | 707.987.3670 | jsimon@middletownrancheria.com*

Project Description:

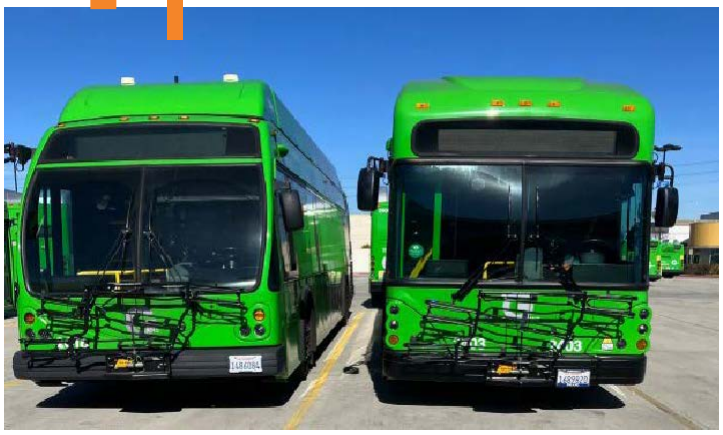
SitelogIQ is partnering with the Middletown Rancheria to design and implement a community microgrid anchored by a 696 kW solar photovoltaic (PV) system, developed to improve resilience in a wildfire-prone region vulnerable to Public Safety Power Shutoffs. The system provides reliable, renewable energy to support critical community operations and reduce dependence on external utilities.

Outcome: The microgrid delivers consistent on-site generation capable of sustaining essential services during extended outages and grid instability.

Benefit to Client: Increased community resilience, improved energy independence and enhanced safety and continuity of services during emergency conditions.

4 City of Gardena/GTrans Renewable Energy and Storage System

Gardena CA



- *Status: Ongoing*
- *Reference: Rachel Yoo, Transit Adminstrative Supervisor | 310.965.8803 | ryoo@gardenabus.com*

Project Description:

SitelogIQ is delivering a renewable energy and battery storage system for the City of Gardena's GTrans facility, integrating solar generation and energy storage to support continuous transit operations in a high-demand municipal environment. The system is designed to improve operational resilience while supporting the City's transition to more sustainable infrastructure.

Outcome: The project will provide reliable on-site energy generation and storage, supporting uninterrupted transit operations and reducing dependency on the utility grid.

Benefit to Client: Improved reliability of critical transportation services, reduced energy costs and enhanced resilience against power disruptions.

Additional Projects

5 City of Indian Wells Energy Infrastructure Program

Indian Wells, CA



Project Description:

SitelogIQ implemented a comprehensive energy infrastructure program for the City of Indian Wells, integrating solar photovoltaic systems, battery energy storage and HVAC improvements to enhance operational efficiency and resilience across municipal facilities.

Outcome: The project reduced overall energy demand while providing on-site generation and storage to support facility operations during peak demand periods and potential outages.

Benefit to Client: Lower operating costs, improved energy efficiency and increased resilience for critical municipal infrastructure.

6 City of Palmdale BESS & Microgrid Project

Palmdale, CA

Project Description:

SitelogIQ supported the City of Palmdale in implementing a battery energy storage and microgrid solution designed to strengthen operational reliability and improve energy management across municipal facilities. The system enhances the City's ability to manage load and respond to grid instability.

Outcome: The project provides improved load management capability and backup power support for essential services during grid disruptions.

Benefit to Client: Enhanced system reliability, reduced energy costs and improved continuity of operations during outages.

A Brief Description of the Firm's Technical and Managerial Capabilities Relevant to Solar, Battery Energy Storage, Microgrids and Federally Funded Projects

Our technical and managerial capabilities are rooted in an integrated delivery model that brings engineering, construction, commissioning and ongoing operations under a single team. We provide in-house expertise in solar PV design, battery energy storage systems, microgrid controls, utility interconnection and performance optimization. Our team is also experienced in delivering federally funded projects, with established processes for grant compliance, documentation, reporting and audit readiness. This approach supports efficient coordination, reduces administrative burden on the City and ensures alignment with funding requirements throughout the project lifecycle.

A Discussion of the Firm's Current Workload and how Sufficient Resources will be Allocated to Ensure Timely and Effective Performance of this Contract

SitelogIQ maintains the capacity to deliver projects of this scale while providing dedicated attention to each client. Our West Energy team includes experienced project managers, engineers, construction professionals and energy specialists supported by a broader national organization with additional technical, procurement and financial resources. We carefully manage our project portfolio to ensure that sufficient staffing and leadership are allocated to each project, allowing us to maintain schedule, responsiveness and quality from start to finish.

We actively manage a portfolio of energy and infrastructure projects across California and maintain the staffing depth and internal structure needed to take on new projects without impacting performance. Our current workload includes a mix of solar, battery storage, microgrid and energy efficiency projects for public agencies, all supported by dedicated project teams and a broader bench of technical and construction resources.

Each project we take on is assigned a dedicated team with clearly defined roles and responsibilities, ensuring focused attention and accountability from start to finish. These teams are supported by our larger California and national staff, allowing us to scale resources as needed to meet project demands, maintain schedule and address any challenges that arise.

Our in-house capabilities across engineering, project management, procurement and construction allow us to control critical aspects of delivery rather than relying heavily on third parties. This approach improves coordination, reduces delays and ensures we can shift resources quickly when priorities change.

We also plan resource allocation early in the project lifecycle, aligning staffing levels with key milestones and procurement timelines. This proactive approach allows us to stay ahead of potential constraints and maintain steady progress throughout design, construction and commissioning.

With a strong California presence and access to additional national resources, we are well positioned to dedicate the personnel and support needed to deliver this project on schedule while maintaining the level of quality and responsiveness the City expects.

The Firm's Ability to Prepare and Present Reports, Updates, Training, or Technical Information to City Staff, Elected Officials and the Public, as Needed

We also prioritize clear, effective communication with all project stakeholders. Our team regularly prepares and delivers technical reports, project updates and presentations tailored to a variety of audiences, including City staff, executive leadership and elected officials. We translate complex technical information into clear, actionable insights, supporting informed decision-making and community understanding of project benefits.

We focus on keeping communication clear, practical and easy to understand for every audience involved in the project. Our team regularly prepares progress updates, reports and presentations that translate technical information into what matters most—cost savings, system performance, reliability and overall project value.

We tailor our communication based on who we're speaking to. For City staff, we provide detailed technical updates and coordination. For leadership and elected officials, we focus on key outcomes, financial impacts and project status. When needed, we also support public-facing communication by helping develop clear, straightforward materials that explain the project and its benefits to the community.

Our team is comfortable presenting in a variety of settings, including staff meetings, council meetings and stakeholder briefings. We work closely with City staff to prepare presentation materials and ensure everyone feels confident in how the project is being communicated.

In addition, our California-based marketing team can support public outreach and communication efforts. We work alongside City staff to develop tailored outreach plans that align with project goals and community priorities. This can include assistance with press releases, project announcements, educational materials and community engagement strategies that help build awareness and support for the project.

We also make sure City staff are set up for long-term success. This includes hands-on training, clear system documentation and ongoing support so staff can operate and maintain the system with confidence.

By staying responsive, organized and easy to work with, we help keep everyone aligned and the project moving forward smoothly.

General Firm Information, Including Size, Office Locations and Availability of Support Staff and Specialized Resources

SitelogIQ is a national energy services company with a strong presence in California, supported by local teams who understand regional requirements, permitting processes and utility coordination. Our structure allows us to combine local expertise with national resources, providing the City of Agoura Hills with responsive service, specialized technical support and the capacity to successfully deliver this project.

We are a nationally recognized energy services and infrastructure solutions provider delivering turnkey projects that support resiliency, energy savings, operational efficiency and long-term sustainability for public sector clients. Formed through the merger of eight established firms with decades of experience, we bring the combined strength of a deep technical bench, proven delivery model and extensive project history across more than 11,000 customer sites representing over $5 billion in project value.

Our firm maintains a strong national presence with more than 30 offices across the United States, supported by a corporate headquarters in Minneapolis, Minnesota and a dedicated West Energy Division headquartered in Sacramento, California. Our California footprint includes offices in Sacramento, Los Angeles, San Diego, Ontario and Graton, allowing us to provide responsive, local support to clients throughout the state.

We employ more than 500 professionals nationwide, including more than 45 California-based team of engineers, project managers, construction professionals and energy specialists. This depth of in-house staff allows us to self-perform key aspects of project delivery while maintaining flexibility to scale resources based on project needs.

Our team includes licensed engineers, certified energy managers, NABCEP-certified professionals, architects, program managers and construction specialists, supported by dedicated energy management and technical support staff. These specialized resources enable us to deliver fully integrated solutions across solar, battery energy storage, microgrids, energy efficiency and infrastructure modernization projects.

We maintain a robust staffing and resource allocation approach that ensures qualified personnel are available throughout every phase of project delivery. Dedicated project teams are supported by a broader network of technical experts, procurement specialists and construction resources, allowing us to mobilize quickly, maintain schedule alignment and provide continuous support from design through long-term operations.

SitelogIQ | 5: Service Approach/ Scope of Work



SECTION 5:
SERVICE APPROACH/SCOPE OF WORK

Understanding of the Scope of Work

The City of Agoura Hills is seeking to establish a resilient energy infrastructure capable of maintaining critical Civic Center operations during extended utility outages, including wildfire events and Public Safety Power Shutoffs. At the core of this objective is the requirement to sustain essential functions, including Emergency Operations Center (EOC) activities, for a minimum of 72 consecutive hours.

SitelogIQ understands that achieving this level of resilience requires more than the addition of distributed energy resources. It requires a coordinated system that integrates solar generation, battery energy storage, microgrid controls and existing backup generation into a unified operating platform capable of stable islanded operation under real-world conditions.

This project presents several technical and regulatory considerations, including identification and validation of critical loads, integration with the existing electrical distribution system, compliance with Los Angeles County Fire requirements for battery energy storage systems, site constraints related to existing infrastructure and protected oak trees and coordination with utility interconnection requirements. These factors directly influence system design, performance and project delivery.

SitelogIQ addresses these considerations through a disciplined design-build process that combines early load validation, thoughtful system architecture and proactive coordination with permitting and utility agencies. This ensures that the final design is compliant, constructible and aligned with the City's operational priorities.

Technical Approach

SitelogIQ's technical approach is centered on delivering a microgrid system that meets the City's 72-hour resiliency requirement while aligning with available funding and site constraints.

To support this, we have developed two implementation pathways:

Option A – City Hall Resiliency (Partial): A reduced-scope solution focused on maintaining critical City Hall and EOC operations.

Option B – Full Civic Center Resiliency (Compliant Solution): A comprehensive solution supporting both City Hall and the Library, fully meeting the City's 72-hour resiliency requirement.

Option B forms the basis of SitelogIQ's recommended approach.

The proposed system includes approximately 155 kW of rooftop solar photovoltaic generation integrated with a 415 kW / 1,672 kWh battery energy storage system and advanced microgrid controls. The battery system is located in an exterior, code-compliant configuration, consistent with City guidance, to simplify permitting, enhance safety and improve constructability.

The system is designed to:

- Maintain stable islanded operation during outages
- Seamlessly transition between grid-connected and islanded modes
- Prioritize and maintain critical loads, including EOC operations, communications, life safety systems and essential building functions
- Support coordinated operation of solar, battery storage and existing backup generation

Electrical integration is achieved through strategic interconnection with the site's existing distribution system, enabling unified operation across both Civic Center buildings under the full resiliency configuration. The design incorporates appropriate switchgear, protection systems and controls to support safe, reliable and code-compliant operation.

Battery system placement, electrical routing and equipment layout have been developed to align with site constraints, including available exterior space, required safety clearances and preservation of existing site features such as protected oak trees. This approach minimizes disruption while maintaining full system performance.

SitelogIQ's design process includes detailed load analysis, system modeling and performance validation to ensure that the proposed configuration can reliably meet the 72-hour requirement under conservative operating assumptions. The system is further designed with operational flexibility to support both emergency conditions and normal grid-connected operation.

Inflation Reduction Act Considerations

The proposed system is structured to align with potential federal incentives under the Inflation Reduction Act (IRA), including direct pay Investment Tax Credit (ITC) provisions available to public agencies. Based on current guidance, the Project may be eligible for incentives of up to approximately 50 percent of qualifying project costs, assuming compliance with prevailing wage, domestic content and energy community requirements.

These incentives support the financial feasibility of the Project and provide a pathway to delivering a fully compliant, 72-hour resiliency solution within the City's broader funding framework.

Approach to Managing Design-Build Services

We manage design-build projects through a single, integrated delivery approach that keeps planning, design, procurement, construction and closeout aligned from the start. Our goal is to provide the City with one accountable team that can move the project forward efficiently, maintain clear communication and reduce the risk of disconnects between design intent and field execution.

SitelogIQ's in-house structure includes engineering, project management, procurement, construction, commissioning and operations support, allowing us to coordinate the full process under one organization rather than handing work off between disconnected parties.

Project Management and Team Oversight

Each project is led by a dedicated project manager supported by subject matter experts in engineering, construction, interconnection, commissioning and operations. Roles are clearly defined at the outset, ensuring the City understands responsibility for coordination, technical review, schedule management, cost control and issue resolution.

Our project manager serves as the primary point of contact and is responsible for keeping

all internal and external team members aligned with project goals, City priorities and required milestones. This structure is supported by senior leadership and a broader bench of in-house technical and construction staff, allowing us to bring in additional expertise when needed without disrupting project momentum.

Engineering, project management and construction leadership remain engaged throughout design and implementation to ensure constructability, procurement timing, utility coordination and site impacts are addressed early. This integrated oversight reduces rework, protects schedule and supports informed decision-making.

Coordination Among Design, Construction and Specialty Subcontractors

Coordination begins early and continues throughout the project lifecycle. Our design team works closely with project management and construction staff during design development so that drawings, specifications and phasing plans reflect real site conditions, operational constraints and installation sequencing.

Where specialty subcontractors are required, they are engaged with clearly defined scopes, deliverables and coordination expectations. Subcontractors are prequalified based on relevant experience, safety record and ability to perform in active public-sector environments. Once engaged, they are managed through a structured process that includes submittal review, schedule integration, field coordination and quality oversight.

Because we self-perform key portions of the work and maintain a large in-house team, we reduce reliance on outside parties for critical path activities. This improves coordination, accelerates response times and strengthens accountability across the project.

Methods for Tracking Scope, Schedule and Level of Effort

We use a disciplined project controls process to track scope, schedule, staffing and progress. At project initiation, we establish a clear scope baseline, key milestones, deliverables and responsibilities. Progress is monitored against this baseline, with adjustments made proactively to maintain alignment with project objectives.

A detailed project schedule is developed to track design, permitting, procurement, construction, commissioning and closeout activities. The schedule is regularly updated to reflect agency review durations, utility coordination and equipment procurement status. Our approach is proactive, with early planning and continuous monitoring to identify and address potential risks before they impact the schedule.

We utilize project management platforms such as Procore to track submittals, RFIs, daily reports and progress documentation. These tools support internal accountability and provide transparency to the City.

Communication Protocols with City Staff

SitelogIQ establishes a clear and consistent communication structure from project kickoff through closeout. This includes defined points of contact, meeting cadence, reporting expectations and escalation procedures.

Single Point of Accountability

One integrated team aligns engineering, construction and compliance to reduce risk and accelerate delivery.

Regular coordination meetings, written progress updates and focused technical working sessions ensure alignment throughout the project. Reporting is tailored to the audience, providing detailed updates for staff and high-level summaries for leadership.



Issues are documented, assigned and tracked through resolution, with clear recommendations provided to support timely decision-making. This approach ensures efficient communication, minimizes risk and maintains project momentum.

Overall, SitelogIQ's approach is built on accountability, transparency and coordination. By aligning design, construction and project management under a single delivery structure, we provide the City with a clear, reliable path to successful project completion.

Schedule Alignment with Federal Funding Requirements

We structure project delivery around the federally mandated completion deadline, with proactive schedule management, procurement planning and coordination with permitting and utility stakeholders to ensure timely completion and successful grant close-out.

Project Schedule

SitelogIQ's project schedule is purpose-built to meet the City's required completion deadline of September 11, 2027. All phases of work including design, permitting, procurement, construction, commissioning and close-out are fully aligned to that timeline.

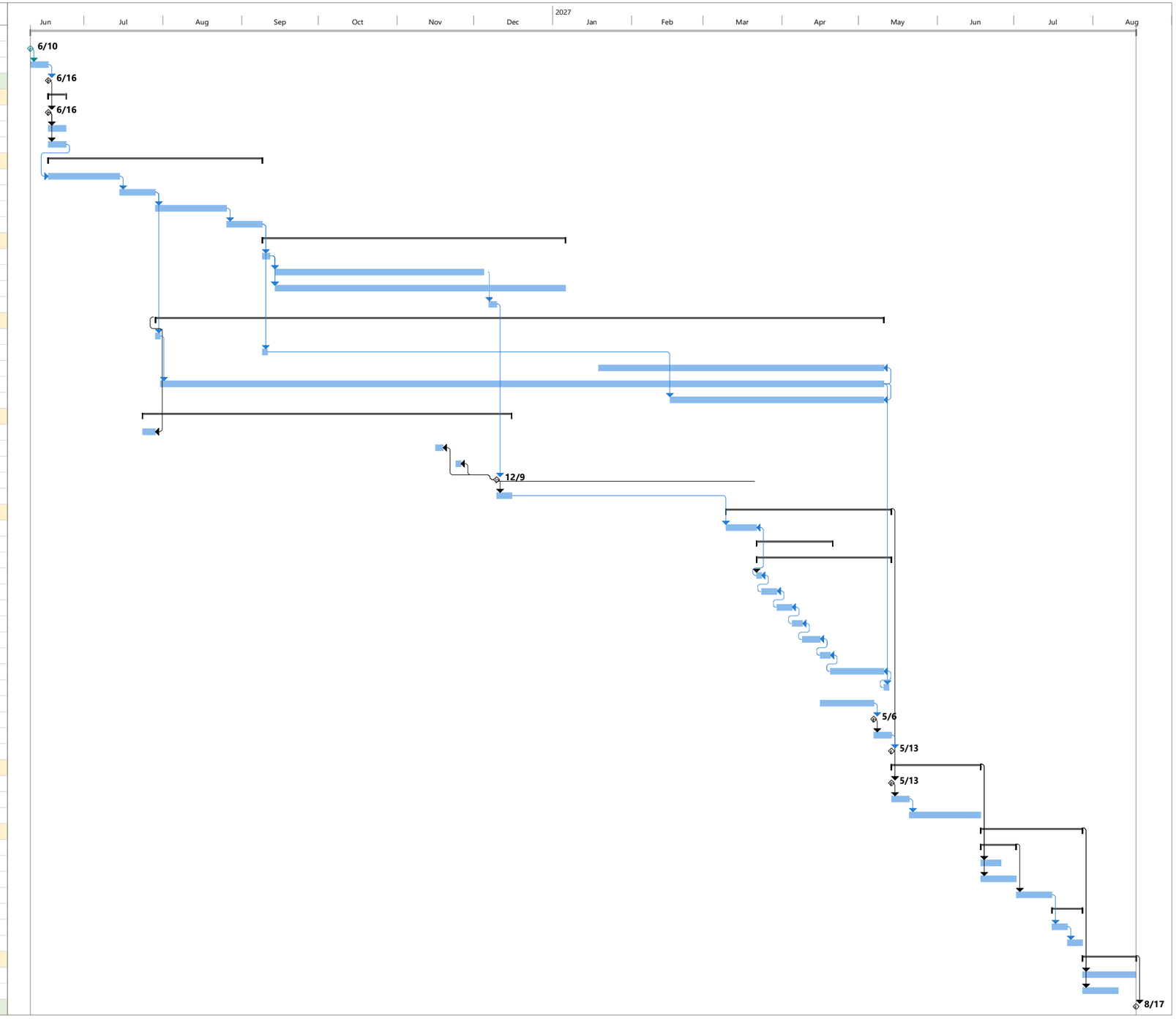
We prioritize early execution of critical path activities, including load validation, utility coordination, permitting and long-lead equipment procurement, reducing schedule risk and preserving flexibility as the project progresses. Our integrated design-build approach allows key phases to advance in parallel, accelerating delivery while maintaining coordination across engineering, construction and compliance.

The schedule clearly defines major milestones and incorporates contingency and recovery strategies to address potential risks related to permitting, interconnection and equipment lead times. This ensures the system is installed, tested and operationally ready with adequate time for final acceptance and grant close-out.

This approach provides the City with a clear, executable path to on-time project delivery with full accountability from start to finish.

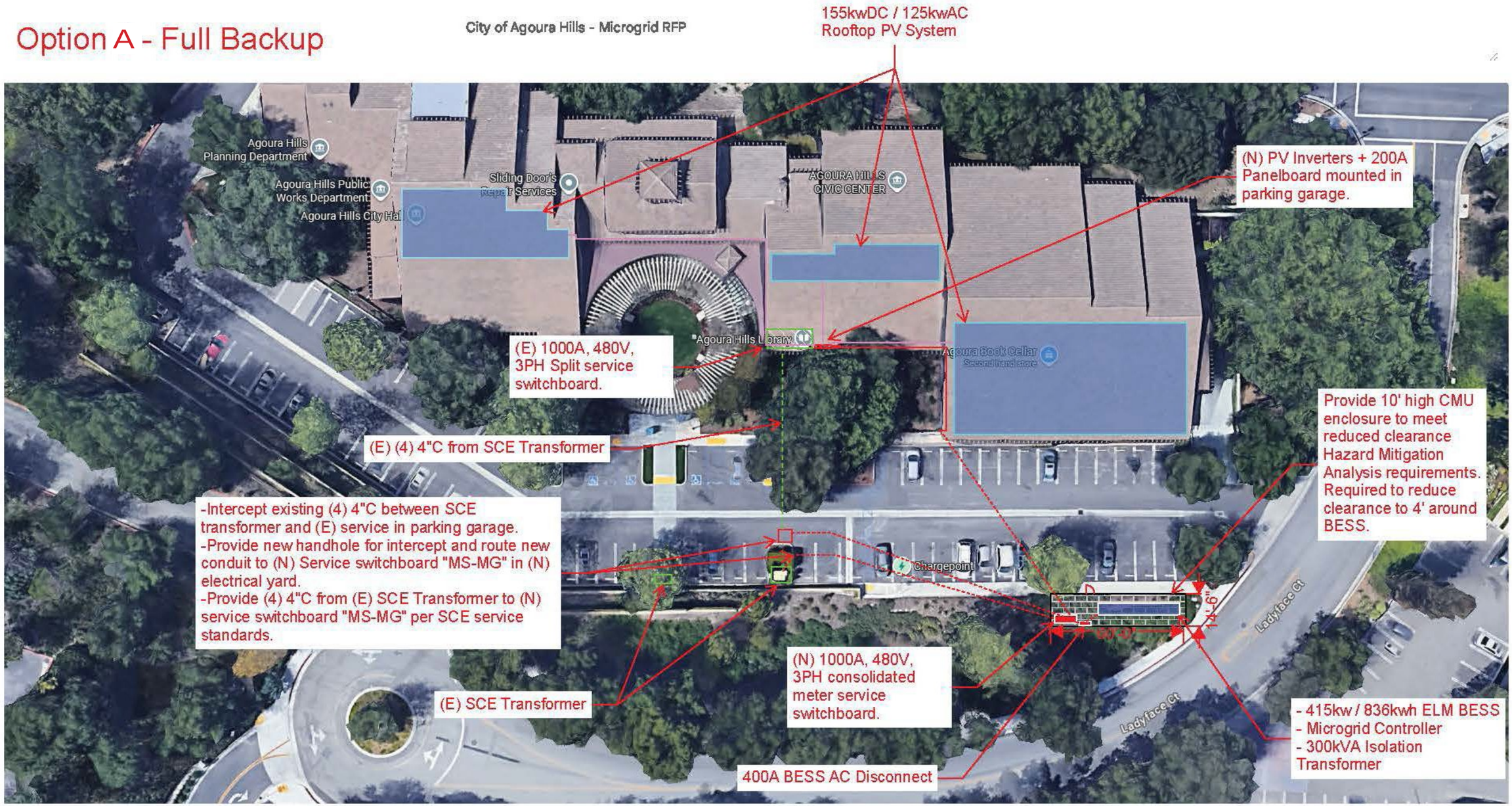
2026 Request for Proposal / Qualifications
City of Agoura Hills
Design/Build Services for the Agoura Hills Civic Center Microgrid Project

ID	Task Name	Duration	Start	Finish	Predecessors
0	**City of Agoura Hills - RFP for Microgrid**	**308 days**	**Wed 6/10/26**	**Tue 8/17/27**	
1	Contract Award	0 days	Wed 6/10/26	Wed 6/10/26	
2	Performance and Payment Bonds and Ins.	5 days	Wed 6/10/26	Tue 6/16/26	1
3	Project Kick-off Meeting	0 days	Tue 6/16/26	Tue 6/16/26	2
4	**Item No. 01 - Preliminary Engineering**	**5 days**	**Tue 6/16/26**	**Tue 6/23/26**	
5	Design NTP	0 days	Tue 6/16/26	Tue 6/16/26	3
6	Preliminary Engineering	5 days	Wed 6/17/26	Tue 6/23/26	5
7	Site Survey & UUL	5 days	Wed 6/17/26	Tue 6/23/26	5
8	**Item No. 02 - Design & Engineering**	**60 days**	**Wed 6/17/26**	**Tue9/8/26**	
9	Design Development	20 days	Wed 6/17/26	Tue 7/14/26	7FS-5 days
10	City & Stakeholders Review	10 days	Wed 7/15/26	Tue 7/28/26	9
11	Construction Docs> 90%	20 days	Wed 7/29/26	Tue 8/25/26	10
12	City & Stakeholders Review	10 days	Wed 8/26/26	Tue 9/8/26	11
13	**Item No. 03 - Permitting**	**83 days**	**Wed 9/9/26**	**Tue1/5/27**	
14	Prepare 100% CDsfor review	3 days	Wed 9/9/26	Fri 9/11/26	12
15	AHJ Review & Approval	3 mons	Mon 9/14/26	Fri 12/4/26	14
16	Utility Review	4 mons	Mon 9/14/26	Tue 1/5/27	14
17	Issued for Construction Dwgs	3 days	Mon 12/7/26	Wed 12/9/26	15
18	**Item No. 04 - Procurement**	**202 days**	**Wed 7/29/26**	**Mon 5/10/27**	
19	Material Submittals (for long lead)	2 days	Wed 7/29/26	Thu 7/30/26	10
20	Material Submittals (BOM)	2 days	Wed 9/9/26	Thu 9/10/26	12
21	Equipment: Solar-PV	4 mons	Tue 1/19/27	Mon 5/10/27	22FF
22	Equipment: BESS & Microgrid Controller	10 mons	Fri 7/31/26	Mon 5/10/27	19
23	Balance of Systems	3 mons	Tue 2/16/27	Mon 5/10/27	22FF,20
24	**Item No. 05 - Site Mobilization**	**103 days**	**Fri 7/24/26**	**Tue 12/15/26**	
25	Safety & Health Plan	3 days	Fri 7/24/26	Wed 7/29/26	18SF
26	Construction Management & Logistics Plan	3 days	Mon 11/16/26	Thu 11/19/26	28SF-15 days
27	Utility Check-in	2 days	Tue 11/24/26	Thu 11/26/26	28SF-10 days
28	NTP for Construction	0 days	Wed 12/9/26	Wed 12/9/26	17
29	Site Mob, Secure Laydown Area & Safety Orientation	4 days	Thu 12/10/26	Tue 12/15/26	28
30	**Item No. 06 - Construction & Installation**	**47 days**	**Wed 3/10/27**	**Thu 5/13/27**	
31	Initial Construction Fencing Staging & On-going	8 days	Wed 3/10/27	Mon 3/22/27	29,41SF
32	**Phase 1: Rooftop Solar**	**22 days**	**Mon 3/22/27**	**Tue 4/20/27**	
40	**Phase 2: BESS& Microgrid**	**39 days**	**Mon 3/22/27**	**Thu 5/13/27**	
41	Lay-out & Routing	2 days	Mon 3/22/27	Wed 3/24/27	42SF,28
42	Demo existing surface	4 days	Wed 3/24/27	Tue 3/30/27	43SF
43	Ground Preparation& Compaction	4 days	Tue 3/30/27	Mon 4/5/27	44SF
44	Structural Pads Framing / Forming	4 days	Mon 4/5/27	Fri 4/9/27	45SF
45	Conduit Routing	5 days	Fri 4/9/27	Fri 4/16/27	46SF
46	Pour Concrete Pads (& repair adjacent surface)	2 days	Fri 4/16/27	Tue 4/20/27	47SF
47	Concrete Cure Time	15 days	Tue 4/20/27	Tue 5/11/27	48SF
48	BESS Receive and Set	2 days	Tue 5/11/27	Wed 5/12/27	22
49	AC Wiring	15 days	Fri 4/16/27	Thu 5/6/27	37
50	Utility Shutdown & Tie-in	0 days	Thu 5/6/27	Thu 5/6/27	49
51	Punchlist & Resolution	5 days	Fri 5/7/27	Thu 5/13/27	50
52	Phase 2: Substantial Completion	0 days	Thu 5/13/27	Thu 5/13/27	51
53	**Item No. 07 - Utility Approval and PTO**	**25 days**	**Thu 5/13/27**	**Thu6/17/27**	
54	Request Review & Approval	0 days	Thu 5/13/27	Thu 5/13/27	30
55	[Final] Utility Review& Approval	5 days	Fri 5/14/27	Thu 5/20/27	54
56	PTO: BESS/Microgrid	20 days	Fri 5/21/27	Thu 6/17/27	55
57	**Item No. 08 - Start-up, Commissioning & Training**	**28 days**	**Fri 6/18/27**	**Tue 7/27/27**	
58	**Post-Utility Approval- Start-Up**	**10 days**	**Fri 6/18/27**	**Thu7/1/27**	
59	Solar-PV	6 days	Fri 6/18/27	Fri 6/25/27	53
60	BESS Systems & Microgrid	2 wks	Fri 6/18/27	Thu 7/1/27	53
61	Commissioning (Full Operation)	2 wks	Fri 7/2/27	Thu 7/15/27	58
62	**Training**	**8 days**	**Fri 7/16/27**	**Tue 7/27/27**	
63	Safety Training (in the event of)	4 days	Fri 7/16/27	Wed 7/21/27	61
64	Operator Training	4 days	Thu 7/22/27	Tue 7/27/27	63
65	**Item No. 09 - Program Close-out**	**15 days**	**Wed 7/28/27**	**Tue 8/17/27**	
66	Integrated System Check-out and Validation	15 days	Wed 7/28/27	Tue 8/17/27	57
67	Close-out Documentation and Certification	10 days	Wed 7/28/27	Tue 8/10/27	57
68	Final Construction Completion	0 days	Tue 8/17/27	Tue 8/17/27	65



Option A - Full Backup

City of Agoura Hills - Microgrid RFP



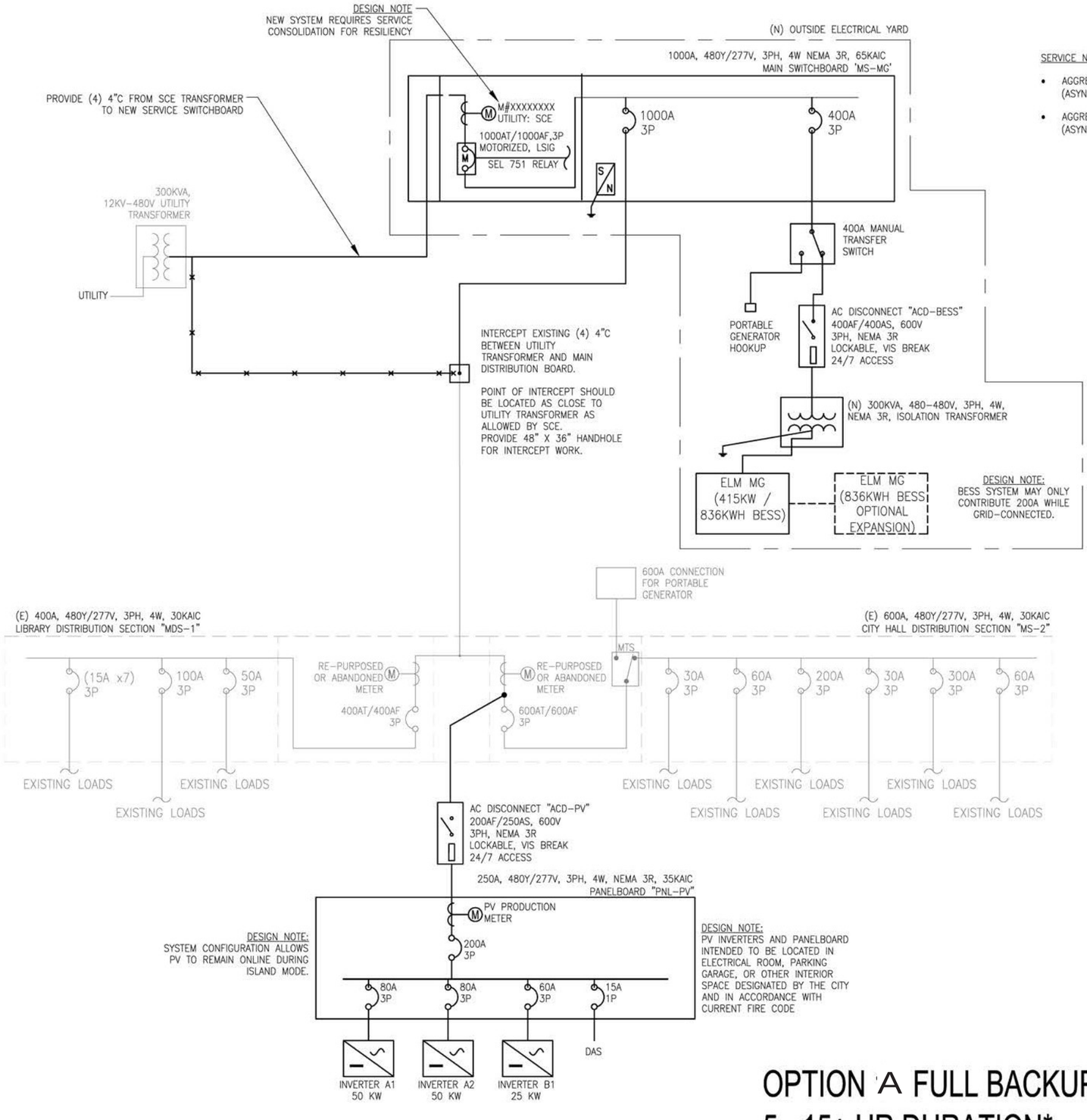
NOTES

1. System design allows full backup for minimum of 5 hours, up to 15 hours*.
2. System can be sustainable with less than 40kw average demand (960kwh/day)**.
3. System design assumes BESS is used only for resiliency.
4. BESS capacity can be expanded to 1672kwh for additional capacity and enhanced load support if desired.

NOTES

5. LA County requires all BESS systems greater than 600kwh to have Hazard Mitigation, which includes either 10' clearance or reduced clearance with 1-hour fire barrier. Further analysis may be required.

*Assumes summer production hours and 40-50kw demand during non-production hours



SERVICE NOTES

- AGGREGATE PEAK DEMAND ACROSS BOTH SERVICES (ASYNCHRONOUSLY) RECORDED AS 171.2KW.
- AGGREGATE PEAK ENERGY USAGE ACROSS BOTH SERVICES (ASYNCHRONOUSLY) RECORDED AS 163.6 KWH.

OPTION A FULL BACKUP (415KW / 836KWH), 5 - 15+ HR DURATION*

CONSULTANT
sitelogiq
1651 Response Road, Suite 300
Sacramento, CA 95815
844.892.8626

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PROJECT
CITY OF AGOURA HILLS - MICROGRID CONCEPT

CLIENT
ADDRESS

ISSUED

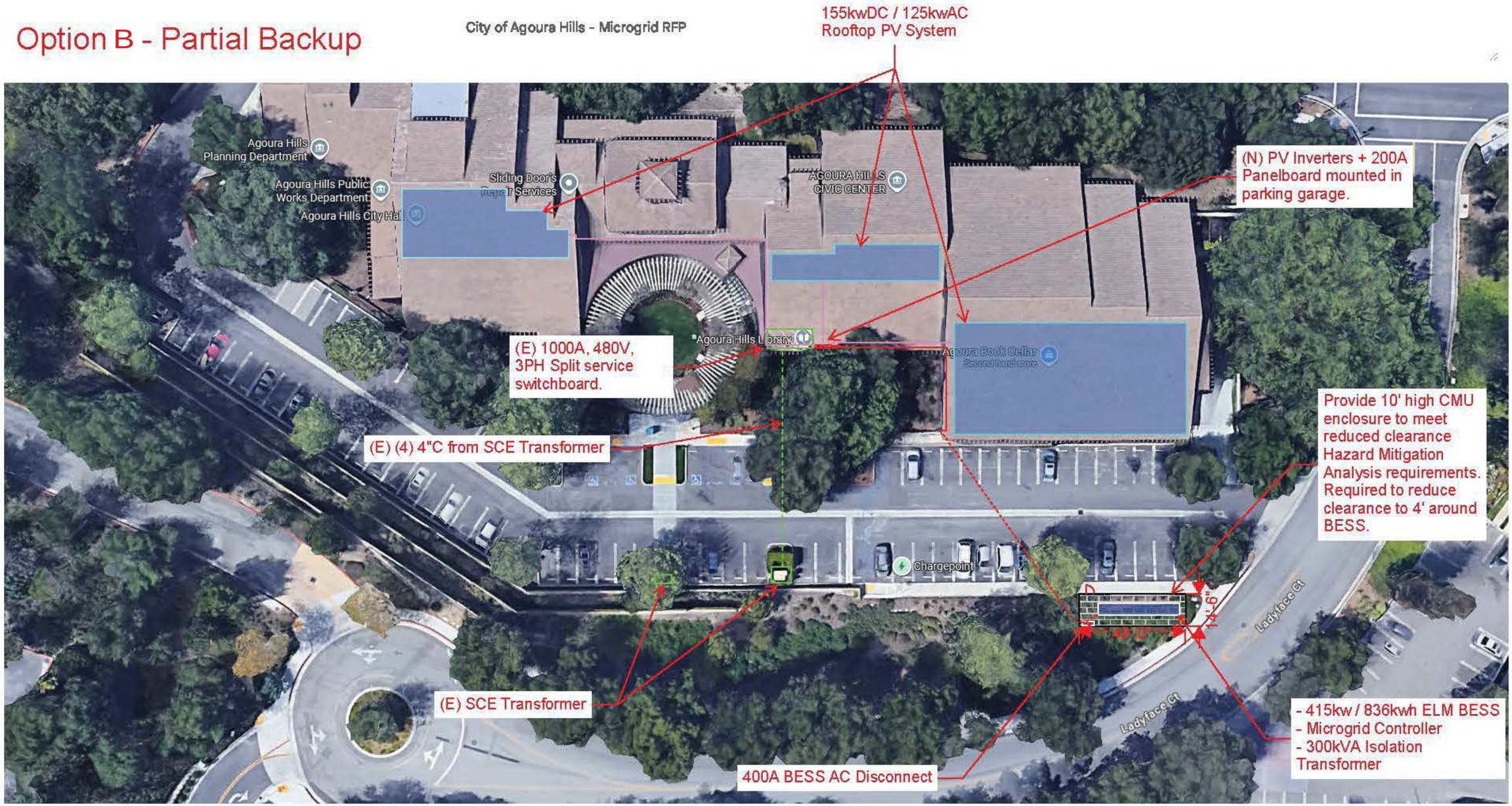
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DSA APPLICATION NO:
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10% CONCEPT PLAN

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SINGLE LINE DIAGRAM

Option B - Partial Backup

City of Agoura Hills - Microgrid RFP

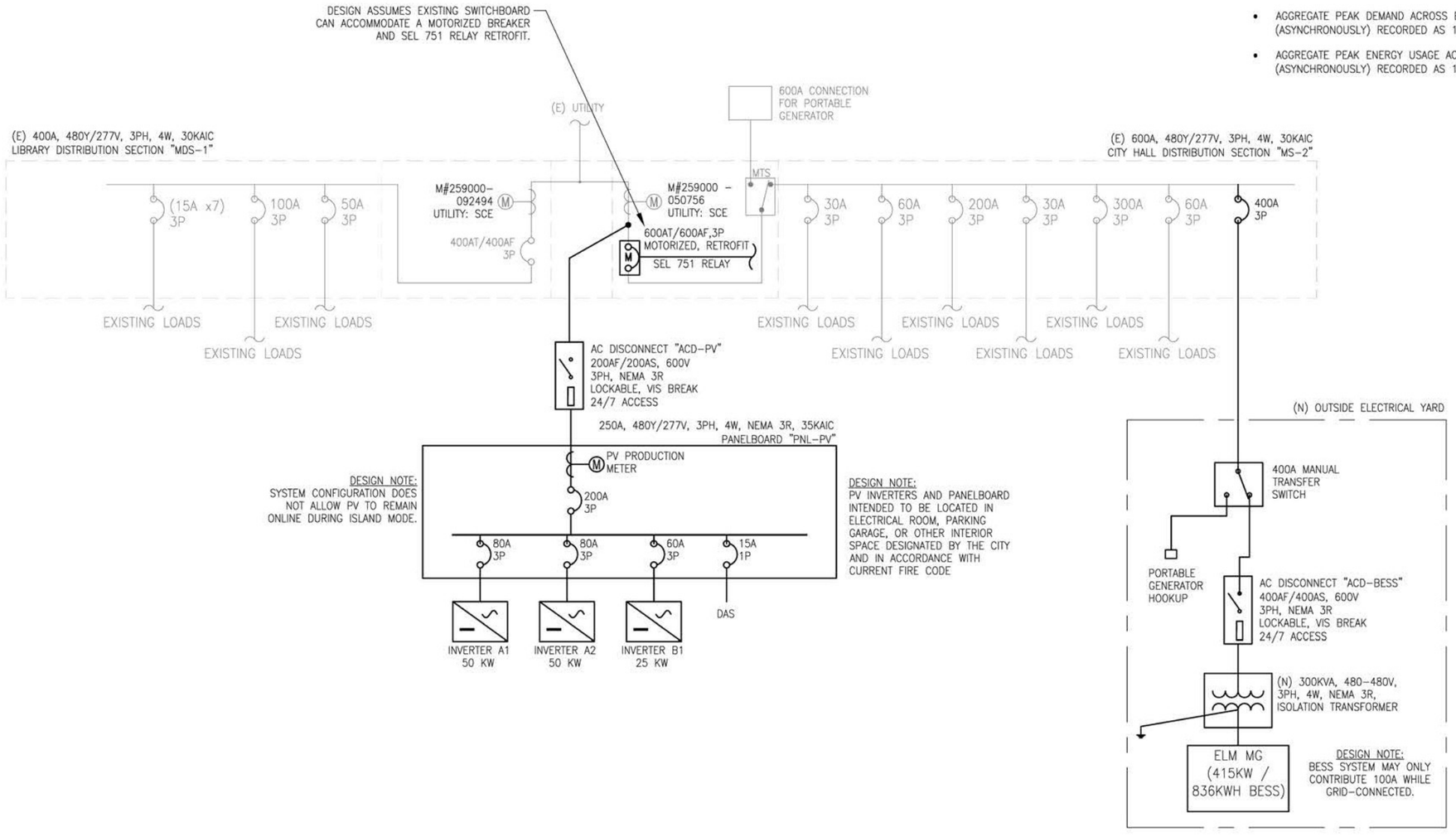


NOTES

1. System design allows partial backup for minimum of 6 hours, up to 16 hours*.
2. PV system is not resilient and does not support island mode operation.
3. System design assumes BESS is used only for resiliency.
4. BESS capacity can be expanded to 1672kwh for additional capacity and enhanced load support if desired.

NOTES

5. LA County requires all BESS systems greater than 600kwh to have Hazard Mitigation, which includes either 10' clearance or reduced clearance with 1-hour fire barrier. Further analysis may be required.



SERVICE NOTES

- AGGREGATE PEAK DEMAND ACROSS BOTH SERVICES (ASYNCHRONOUSLY) RECORDED AS 171.2KW.
- AGGREGATE PEAK ENERGY USAGE ACROSS BOTH SERVICES (ASYNCHRONOUSLY) RECORDED AS 163.6 KWH.

OPTION B: CITY HALL BACKUP (415KW / 836KWH), 6-16 HR DURATION*

CONSULTANT
sitelogiq
1651 Response Road, Suite 300
Sacramento, CA 95815
844.892.8626

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PROJECT
CITY OF AGOURA HILLS - MICROGRID CONCEPT

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10% CONCEPT PLAN

TITLE
SINGLE LINE DIAGRAM

SHEET
E2.1

SitelogIQ | 6: References



SECTION 6:
REFERENCES



The following references are from recent and current clients within the past five (5) years for whom we have delivered comparable design-build energy and resilient infrastructure services.

1

Rincon del Diablo Renewable Energy Project

Name: Clint Baze, General Manager
Contact Information: Ph: 760.745.5522
Scope of Services: Solar PV; BESS; Microgrid

2

Yuba County Government Center Energy Project

Name: Sean Powers, Assistant County Administrative Officer
Contact Information: Ph: 530.749.7575 | email: spowers@co.yuba.ca.us
Scope of Services: Lighting; BESS; Microgrid; Solar PV

3

City of Gardena/GTrans Renewable Energy and Storage System

Name: Rachel Yoo, Transit Administrative Supervisor
Contact Information: 310.965.8803 | ryoo@gardenbus.com
Scope of Services: Solar PV; BESS; EV Charging; mySiteIQ monitoring; Microgrid

4

Marysville Joint Unified Energy Infrastructure Program

Name: Jennifer Passaglia, Assistant Superintendent
Contact Information: Ph: 530-749-6115
Scope of Services: Solar PV; HVAC; Lighting; Controls; BESS

5

Middletown Rancheria Solar and Microgrid Project

Name: Jose (Moke) Simon III, Tribal Chairman
Contact Information: 707.987.3670 | email: jsimon@middletownrancheria.com
Scope of Services: Solar PV; Microgrid

SitelogIQ | 7: Conflict of Interest and Litigation



SECTION 7:
CONFLICT OF INTEREST AND LITIGATION



SitelogIQ West Energy affirms that, to the best of our knowledge, no actual or potential conflicts of interest exist in relation to the City of Agoura Hills' project under the California Political Reform Act, common law conflict of interest principles, or Government Code §1090.

We have reviewed our firm's relationships, including those of our employees, project team members and any proposed subcontractors and have identified no financial interests or other circumstances that would create a conflict or otherwise impair our ability to provide independent, objective services to the City.

SitelogIQ is committed to full compliance with all applicable conflict of interest laws and regulations. If any actual or potential conflict arises during the course of the project, we will promptly disclose it to the City in writing and work collaboratively to resolve the matter in accordance with applicable requirements.

As a nationwide organization, there have been situations where clients made a decision to go in a different direction after retaining our firm. Such matters are managed by our legal department in accordance with applicable laws and confidentiality obligations. All matters have been amicably resolved. There are no currently pending matters which would have a material adverse effect on our ability to perform under this engagement.

SitelogIQ | 8: Appendix & Supplemental Materials



SECTION 8:

APPENDIX AND SUPPLEMENTAL MATERIALS

N/A

3090 Bristol Street, Suite 400
Costa Mesa, CA 92626
SitelogIQ.com

CITY OF AGOURA HILLS



April 16, 2026

sitelogiQ®
Efficiency Powered by Intelligence

City of Agoura Hills

COST PROPOSAL FOR DESIGN/BUILD SERVICES FOR THE AGOURA HILLS CIVIC CENTER MICROGRID PROJECT

CITY OF AGOURA HILLS



April 16, 2026

Project Budget Proposal

SitelogIQ has developed two implementation options to support the City of Agoura Hills' resiliency objectives. These options reflect different approaches to balancing project scope, performance requirements, and available funding.

Option A provides a reduced-scope resiliency solution focused on City Hall operations. While this option delivers meaningful resilience benefits, it does not fully meet the RFP requirement to support both Civic Center buildings with 72-hour resiliency. However, it represents a lower-cost pathway that may align more closely with the City's currently identified funding levels when combined with potential federal incentives.

Option B represents a fully compliant solution that meets the City's stated performance requirements, including providing 72-hour resiliency for both City Hall and the Library, supported by a fully integrated microgrid system.

Summary of Options

OPTION	DESCRIPTION	SOLAR PV	BATTERY ENERGY STORAGE	KEY SCOPE ELEMENTS	TOTAL PROJECT BUDGET
Option A	City Hall Resiliency	155 kW DC	415 kW / 826 kWh	Supports City Hall essential loads; reduced scope microgrid configeration	$2,581,000
Option B	Full Civic Center Resiliency (Compliant Solution	155 kW	415 kW / 1,672 kWh	Supports City Hall and Library; includes additional electrical infrastructure to interconnect both buildings; designed to achieve 72-hour resiliency requirement	$3,319,673

Option Considerations

Option A – City Hall Resiliency (Partial):

This option focuses on maintaining critical City Hall functions, including Emergency Operations Center (EOC) capabilities, during extended outages. While it provides meaningful resilience benefits, it does not fully satisfy the RFP requirement to support both buildings for a 72-hour duration. When combined with potential federal incentives, this option may approach the City's target budget of approximately $1.8 million.

Option B – Full Civic Center Resiliency (Compliant Solution):

This option is designed to fully meet the City's project objectives and RFP requirements. It provides a comprehensive microgrid solution supporting both City Hall and Library operations for a minimum of 72 consecutive hours. The system includes additional battery capacity and the necessary electrical infrastructure to integrate both buildings into a unified, resilient microgrid.

Inflation Reduction Act (IRA) Incentive Considerations

SitelogIQ has evaluated the potential applicability of federal incentives under the Inflation Reduction Act (IRA) to support the Project's financial feasibility. Based on current program guidance and preliminary assumptions, both options may be eligible for Investment Tax Credit (ITC) benefits through direct pay provisions available to public agencies.

Our analysis assumes qualification for the base ITC with prevailing wage and apprenticeship requirements, along with potential bonus credits for Energy Community designation and Domestic Content compliance. Under these conditions, the Project may achieve an effective incentive level of up to approximately 50% of eligible project costs.

Based on this framework, the estimated potential IRA incentive values are as follows:

Option A – City Hall Resiliency (Partial): Up to $690,000

Option B – Full Civic Center Resiliency (Compliant Solution): Up to $940,700

These incentive values are preliminary and subject to final confirmation of eligibility, project structuring, and compliance with all applicable federal requirements, including prevailing wage, domestic content thresholds, and any additional guidance issued by the U.S. Department of the Treasury.

SitelogIQ will work closely with the City to validate eligibility, confirm documentation requirements, and structure the Project to maximize available incentives while maintaining full compliance with federal funding regulations. This approach is intended to reduce the City's net project cost and improve alignment with available funding.

OPTION	TOTAL PROJECT COST	ESTIMATED IRA INCENTIVE	ESTIMATED NET PROJECT COST
Option A - City Hall Resiliency	$2,581,000	Up to $690,000	$1,891,000
Option B - Full Civic Center Resiliency (Compliant Solution	$3,319,673	Up to $940,700	$2,378,978

Net Project Cost After IRA Incentives (Estimated)

The following table illustrates the estimated net project cost after applying potential IRA incentives, based on the assumptions outlined above.

These values are provided for planning purposes and are subject to final confirmation of eligibility, project structuring, and compliance with all applicable IRA requirements.

This analysis demonstrates that, with successful capture of available IRA incentives, Option A approaches the City's current funding level, while Option B significantly reduces the net cost of delivering a fully compliant, 72-hour resiliency solution for the entire Civic Center.

SitelogIQ recommends Option B as the solution that fully aligns with the City's stated performance requirements, long-term resiliency goals, and operational needs. We are prepared to work collaboratively with the City to evaluate funding strategies, phasing opportunities, or scope refinements to help bridge the gap between available funding and full project implementation.

Bid Bond Requirement

SitelogIQ acknowledges the City's requirement for a Bid Bond as part of this solicitation. Based on the progressive design-build nature of this project and the current stage of scope definition, SitelogIQ is not providing a Bid Bond with this proposal.

At this stage, the project scope, system configuration, and associated risk allocation will continue to be refined through the design development and contract negotiation process. As such, it is not yet possible to establish the fully defined construction scope and commercial terms necessary to support the financial commitment represented by a Bid Bond. SitelogIQ's approach is consistent with industry practice for design-build and energy infrastructure projects of this type, where bonding is appropriately provided following alignment on final scope, pricing, and contractual terms.

To ensure the City remains fully protected, SitelogIQ will provide the required Performance and Payment Bonds, and if requested, a Bid Bond, upon completion of contract negotiations and prior to City Council approval and contract execution. SitelogIQ has a perfect record of honoring its proposals and successfully executing negotiated agreements with public agencies throughout California. We are committed to working collaboratively with the City to finalize a mutually acceptable contract and to providing all required bonding at the appropriate stage of the project.

Exhibit B

Permit List

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Exhibit B

Owner's Permit List – Agoura Hills Civic Center Microgrid Project

Owner shall be responsible for obtaining or issuing the following approvals, as applicable:

1. City Council approvals and municipal authorizations required for the Project.
2. CEQA determinations and environmental approvals issued by Owner in its capacity as Lead Agency.
3. Utility interconnection agreements and service authorizations requiring Owner execution.
4. Approvals related to emergency operations designation of the Civic Center facility.
5. Building permits issued by the City of Agoura Hills acting in its regulatory capacity, provided that Design-Builder shall prepare and submit all required permit applications and technical documentation.

All other permits, approvals, and licenses required for design and construction shall be the responsibility of Design-Builder.

Exhibit C

Performance Standards and System Requirements

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Exhibit C

PERFORMANCE STANDARDS AND SYSTEM REQUIREMENTS

Agoura Hills Civic Center Microgrid Project

1. PURPOSE

This Exhibit establishes minimum performance standards, operational criteria, and system functionality requirements for the Agoura Hills Civic Center Microgrid Project ("Project"). These requirements are in addition to the Design Criteria, Drawings, and Specifications and are intended to ensure the completed Work achieves the City's resiliency, safety, and operational objectives.

Design-Builder shall be responsible for delivering a fully integrated system that meets or exceeds the performance standards set forth herein.

2. GENERAL PERFORMANCE OBLIGATION

2.1 Performance-Based Delivery

The Work shall be performed on a performance basis. Compliance with drawings or specifications alone shall not relieve Design-Builder from achieving the required operational outcomes described in this Exhibit.

2.2 Single Point of Responsibility

Design-Builder shall be solely responsible for design adequacy, system integration, constructability, and functional performance of all components comprising the microgrid system.

2.3 Verification

All performance requirements shall be demonstrated through testing, commissioning, or documented engineering analysis acceptable to Owner (City).

3. MICROGRID OPERATIONAL PERFORMANCE STANDARDS

3.1 Resiliency Operation

The completed system shall be capable of maintaining continuous operation of designated essential Civic Center loads during a utility outage.

Minimum requirements include, but are not limited to:

- Sustained operation for a minimum of **seventy-two (72) consecutive hours** without grid power.
- Automatic transition to island mode upon loss of utility service.
- Stable voltage and frequency regulation during islanded operation.

3.2 Black-Start Capability

The microgrid shall demonstrate the ability to initiate system startup without reliance on the utility grid following a full system shutdown.

3.3 Islanding Functionality

The system shall:

- Automatically detect grid outages.
- Safely disconnect from the utility grid.
- Maintain uninterrupted power to essential loads during transition.

3.4 Essential Load Prioritization

Design-Builder shall implement load management strategies ensuring that essential emergency and civic operations, as determined and/or approved by the City, remain energizedduringextendedoutages.

4. SYSTEM RELIABILITY AND AVAILABILITY

4.1 System Availability and Emergency Operational Readiness

4.1.1 Routine Operational Availability

Following Final Completion, the Microgrid System shall achieve a minimum operational availability of **ninety-eight percent (98%)** during normal operating conditions, excluding scheduled maintenance periods approved by Owner.

Operational availability shall mean the Microgrid System is capable of performing its intended functions under normal utility-connected operation.

4.1.2 Emergency Operational Performance Requirement

Notwithstanding the Routine Operational Availability requirement, the Microgrid System shall be capable of full functional operation during any utility power outage event.

Upon loss of utility service, the Microgrid System shall:

- Automatically transition to island mode;
- Maintain continuous power to designated essential loads;
- Support operation of the Civic Center as an Emergency Operations Center (EOC);
- Perform black-start and load prioritization functions as required by the Contract Documents.

Failure of the Microgrid System to perform required emergency functions during a utility outage shall constitute a failure to meet the Performance Standards regardless of routine availability metrics.

4.1.3 Measurement Period

Routine operational availability shall be measured over a rolling twelve-month period following Final Completion.

5. ENERGY PERFORMANCE REQUIREMENTS

5.1 Solar Generation Performance

Solar photovoltaic components shall be designed and installed to achieve performance consistent with industry standards and manufacturer specifications under expected site conditions.

5.2 Battery Energy Storage Performance

Battery systemsshall:

- Provide rated storage capacity as specified.
- Maintain operational safety parameters during charging and discharging cycles.
- Integrate with control systems to support load prioritization and resiliency operation.

6. SAFETY AND CODE COMPLIANCE PERFORMANCE

6.1 Fire andLife Safety

The system shall comply with all applicable fire, electrical, and building codes, including requirements associated with battery energy storage in enclosed or subterranean environments.

6.2 Thermal Management and Ventilation

Battery installations shall include appropriate ventilation, monitoring, and safety systems to maintain safe operating conditions.

7. CONTROL SYSTEM AND CYBERSECURITY PERFORMANCE

7.1 Monitoring and Control

Design-Builder shall provide a centralized control system capable of:

- Real-time monitoring of generation, storage, and load conditions.
- Remote operation by authorized City personnel.

7.2 Cybersecurity

System architecture shall incorporate reasonable industry-standard cybersecurity practices for networked energy infrastructure.

8. COMMISSIONINGANDPERFORMANCETESTING

8.1 Functional Testing

Design-Builder shall conduct comprehensive commissioning tests verifying:

- Islandingoperation
- Black-start capability
- Loadtransfer performance
- Battery discharge performance

8.2 Performance Demonstration

Performance shall be validated through witnessed testing procedures approved by City.

9. FEDERAL FUNDING COMPLIANCE PERFORMANCE

9.1 Documentation Requirements

Design-Builder shall maintain records sufficient to demonstrate that system performance aligns with federally funded resiliency objectives and applicable grant requirements.

9.2 Audit Support

Design-Builder shall provide documentation necessary to verify performance outcomes duringany typical audit (e.g. federal, state).

10. FAILURE TO MEET PERFORMANCESTANDARDS

If the completed Work fails to meet the performance standards described herein:

- Design-Builder shall promptly implement corrective measures at no additional cost to City.
- Substantial Completion shall not be achieved until required performance criteria are demonstrated.

11. RELATIONSHIP TO OTHER CONTRACT DOCUMENTS

This Exhibit supplements, but does not replace, the technical requirements contained in the Contract Documents. In the event of a conflict, the more stringent performance requirement shall govern unless otherwise directed by the City.

Exhibit D

Performance Verification and Acceptance Criteria

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Exhibit D

PERFORMANCE VERIFICATION AND ACCEPTANCE CRITERIA

Agoura Hills Civic Center Microgrid Project

1. PURPOSE

This Exhibit establishes the procedures, documentation requirements, and acceptance criteria used to verify compliance with the Performance Standards and System Requirements for the Project.

Successful completion of the verification activities described herein shall be a condition precedent to Substantial Completion.

2. GENERAL REQUIREMENTS

2.1 Testing Responsibility

Design-Builder shall plan, coordinate, and perform all testing necessary to demonstrate compliance with the Contract Documents.

2.2 Owner Participation

Owner and Owner's representatives shall be given reasonable advance notice of all performance tests and may witness testing activities.

2.3 Independent Verification

Owner reserves the right to retain third-party consultants to observe, review, or validate testing procedures and results.

2.4 Documentation

Design-Builder shall provide written test procedures, expected results, and acceptance thresholds at least fourteen (14) days prior to testing.

3. PRE-COMMISSIONING REQUIREMENTS

Prior to functional testing, Design-Builder shall demonstrate:

- Installation completion in accordance with approved design documents.
- Successful equipment startup and calibration.
- Verification of safety systems, alarms, and shutdown protocols.
- Completion of factory acceptance tests (where/if applicable).

4. FUNCTIONAL PERFORMANCE TESTS

4.1 Islanding Test

Design-Builder shall demonstrate:

- Automatic disconnection from utility power.
- Seamless transition to island mode.
- Stable system operation without interruption to essential loads.

Acceptance Criteria:

- Voltage and frequency maintained within acceptable operating ranges.
- No unintended system shutdown during transition.

4.2 Black-Start Test

Design-Builder shall demonstrate:

- Ability to start the microgrid system without utility power.
- Successful energization of designated essential loads.

Acceptance Criteria:

- System startup achieved without external grid assistance.

4.3 Resiliency Duration Test

Design-Builder shall demonstrate system operation under simulated outage conditions.

Minimum Requirements:

- Continuous operation of essential loads for at least **seventy-two (72) hours** or as otherwise specified in the Contract Documents.

Acceptance Criteria:

- No critical system faults.
- Loadprioritization operates as intended.

4.4 Load Management and Priority Control

Testing shall verify:

- Automatic load shedding orprioritization.
- Maintenance of essential operations under reduced generation or storage conditions.

4.5 Safety and Shutdown Testing

Design-Builder shall verify:

- Emergencyshutdownfunctionality.
- Fire and safety system integration.
- Batterymonitoring and thermal management response.

5. ENERGY PERFORMANCE VERIFICATION

5.1 Solar Generation Output

Design-Builder shall provide production modeling and measured performance data demonstrating system output consistent with design assumptions.

5.2 Battery Capacity Verification

Testing shall confirm:

- Usable storage capacity.
- Charging and discharging functionality.
- Integration with control systems.

6. CONTROLSYSTEMANDMONITORINGVERIFICATION

Design-Builder shall demonstrate:

- Real-timemonitoringcapability.
- Remote operational control by authorized Owner personnel.
- Alarm and eventloggingfunctionality.

7. DOCUMENTATION REQUIREMENTS

Design-Builder shall submit:

- Commissioning reports
- Test results and logs
- As-built systemdiagrams
- Operations and maintenancemanuals
- Training documentation

Documentation shall be sufficient to support federal audit and grant reporting requirements.

8. DEFICIENCY CORRECTION

If testing reveals performance deficiencies:

- Design-Builder shall implement corrective measures at no additional cost to Owner.
- Failedtestsshallberepeateduntilacceptancecriteriaareachieved.

9. SUBSTANTIAL COMPLETION CRITERIA

Substantial Completion shall not be achieved until:

- All required performance tests have been successfully completed.
- Required documentation has been submitted and accepted by Owner.
- System demonstrates operational capability consistent with Performance Standards Exhibit.

Exhibit E

Statement of Qualifications (SOQ)
(submitted as part of the pre-qualification process)

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Efficiency Powered by Intelligence

City of Agoura Hills

STATEMENT OF QUALIFICATIONS

AGOURA HILLS CIVIC CENTER MICROGRID PROJECT

CITY OF AGOURA HILLS



FEBRUARY 13, 2026

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SitelogIQ | 1: Transmittal Letter

1: Transmittal Letter

February 13, 2026

RE: City of Agoura Hills REQUEST FOR QUALIFICATIONS (RFQ) FOR DESIGN/BUILD SERVICES FOR THE AGOURA HILLS CIVIC CENTER MICROGRID PROJECT

Dear Agoura Hills Selection Committee,

SitelogIQ, Inc. (SitelogIQ) appreciates the opportunity to submit this Statement of Qualifications for the City of Agoura Hills Civic Center Microgrid Project.

We understand the Civic Center's role as a central hub for municipal services, public access and interagency coordination, including its function as an Emergency Operations Center (EOC) during utility outages and emergency conditions. The City's objective to enhance resiliency through a solar-powered microgrid with battery energy storage aligns directly with our experience supporting California public agencies where continuity of operations, safety and responsible stewardship of public funds are paramount.

SitelogIQ brings extensive experience delivering resiliency-focused energy infrastructure for public-sector facilities through a single point of accountability design-build delivery model. Our integrated approach aligns planning, engineering, procurement, construction, commissioning and long-term operational considerations under one accountable team. This structure supports disciplined execution, clear coordination with stakeholders and compliance with applicable regulatory and funding requirements throughout the project lifecycle.

We are experienced in delivering projects for California public agencies under design-build procurement frameworks, with a strong understanding of the controls, documentation and risk management practices expected for publicly funded infrastructure projects. Our teams regularly support projects incorporating federal and state funding sources and are accustomed to operating in environments requiring audit-ready documentation, transparent procurement practices and alignment with defined periods of performance.

This Statement of Qualifications is submitted by SitelogIQ, Inc. and is signed by an authorized representative. We hereby commit the availability of the proposed key personnel identified in this submission and designate an authorized negotiator with full authority to represent SitelogIQ in connection with this RFQ and any subsequent procurement phases.

We appreciate the City's leadership in advancing resiliency for critical public facilities and look forward to the opportunity to support the City of Agoura Hills through the next phase of this important initiative.

Respectfully submitted,

SitelogIQ, Inc.

John Gajan, PE
President, West Energy
925.397.4461 | john.gajan@SitelogIQ.com

Jonathan Brown, PE
Vice President, West Energy
626.676.8601 | jonathan.brown@SitelogIQ.com

SitelogIQ | 2: Design-Build Entity Information



SECTION 2:
DESIGN-BUILD ENTITY INFORMATION



2.1 Legal Structure and Ownership

SitelogIQ, Inc. is a privately held corporation organized under the laws of the State of Minnesota. The firm operates nationally, with SitelogIQ West Energy serving as the California-based division responsible for project development, design, construction and ongoing services throughout the state. SitelogIQ maintains full corporate authority to enter into contracts and perform design-build services for California public agencies.

SitelogIQ is wholly owned by AEA Investors LP, a private equity firm founded in 1968 with significant experience supporting long-term investments in infrastructure, industrial and service-oriented businesses. This ownership structure supports financial stability, disciplined governance and the capacity required to deliver complex public-sector projects.

2.2 Joint Venture or Teaming Arrangements

SitelogIQ proposes to serve as the sole design-build entity for this project. No joint venture or formal teaming arrangement is proposed.

As part of its turnkey design-build delivery model, SitelogIQ may engage qualified specialty consultants or subcontractors to support discrete technical scopes such as geotechnical services, structural engineering or utility coordination. All subcontractors and consultants will be managed directly by SitelogIQ and will operate under SitelogIQ's contractual responsibility, safety protocols, quality standards and compliance requirements.

2.3 Organizational Documents or Agreements

No joint venture or teaming agreements apply to this Statement of Qualifications. SitelogIQ will contract directly with the City of Agoura Hills and will retain full responsibility for coordination, performance and delivery of the project.

Corporate formation documents, licenses, bonding capacity and insurance documentation are provided in the appropriate section of this Statement of Qualifications..

SitelogIQ | 3: Relevant Experience and Past Performance



SECTION 3:
RELEVANT EXPERIENCE AND PAST PERFORMANCE



350+
public-sector clients

$5B
total project value



11,100+
customer sites delivered

SitelogIQ brings extensive experience delivering energy and resiliency-focused infrastructure projects for California public agencies operating critical facilities. Our portfolio includes projects supporting essential municipal, educational and community services that must remain operational during utility outages, emergency conditions and periods of grid instability.

Our experience includes projects that integrate on-site energy generation, battery energy storage and advanced electrical infrastructure to support continuity of operations. These projects are frequently delivered in active, occupied facilities, requiring careful coordination with facility staff, phased implementation and disciplined scheduling to avoid disruption to essential services.

Representative experience includes:

- *Design-build delivery of solar photovoltaic and Battery Energy Storage Systems for public agencies*
- *Projects supporting continuity of operations and emergency preparedness*
- *Facilities requiring coordination with utilities, authorities having jurisdiction and multiple stakeholders*
- *Projects delivered under single-point-of-responsibility frameworks emphasizing accountability, constructability and lifecycle performance*

3.1 Design-Build Project Experience of Similar Size, Scope and Complexity

SitelogIQ routinely delivers complex public-sector infrastructure projects through an integrated design-build delivery model. Engineering, procurement, construction management, commissioning and closeout activities are coordinated under one accountable team to support consistent execution and clear risk ownership.

This approach enables early identification of constructability considerations, alignment with permitting and regulatory requirements and integration of operational priorities into design decisions. By maintaining continuity across project phases, SitelogIQ supports realistic schedules, disciplined cost control and predictable outcomes for public owners.

3.2 Energy, Microgrid and Resiliency Infrastructure Experience

SitelogIQ has extensive experience planning, designing and implementing renewable energy and resiliency-focused infrastructure, including solar photovoltaic systems, battery energy storage systems, microgrid-ready electrical infrastructure and supporting distribution upgrades.

Our work frequently involves:

- *Load analysis and operational assessment to support critical facility needs*
- *Integration of energy generation and storage with backup power strategies*
- *Coordination of system controls to support grid-interactive and outage operating modes*
- *Utility interconnection studies and service upgrade coordination*

By combining technical engineering expertise with lifecycle and operational analysis, we help public agencies implement solutions that enhance resiliency, reduce exposure to utility volatility and support long-term sustainability goals while maintaining safe and reliable operations.

3.3 Experience with California Public Agencies

SitelogIQ has partnered with a broad range of California public agencies, including cities, counties, special districts and educational institutions. Our teams are familiar with public works requirements, prevailing wage compliance, Skilled and Trained Workforce provisions and the governance processes that guide public-sector decision-making.

We routinely support agency staff and leadership through evaluation, approval and implementation phases by providing documentation and communication suitable for staff reports, public meetings and governing body review. This experience enables efficient coordination with internal stakeholders and external reviewers throughout project delivery.

3.4 Experience with Federally Funded Projects

SitelogIQ has supported public agencies delivering energy and infrastructure projects incorporating federal funding sources and incentive programs, requiring disciplined documentation, eligibility verification and schedule alignment with defined periods of performance.

Our experience includes projects utilizing federal stimulus funding, federal incentive mechanisms and state-administered programs with federal oversight components. In these environments, SitelogIQ works closely with agency finance and program oversight staff to ensure that project scope, documentation and delivery align with funding requirements and compliance expectations.

This experience allows SitelogIQ to integrate funding considerations into project planning and execution, reducing administrative burden on agency staff while supporting audit-ready project delivery.

SitelogIQ | 4: Key Personnel and Team Qualifications



SECTION 4:
KEY PERSONNEL AND TEAM QUALIFICATIONS

SitelogIQ's design-build delivery approach is supported by a multidisciplinary team with deep experience delivering complex energy and infrastructure projects for California public agencies. Our organizational structure is intentionally aligned to provide clear accountability, disciplined coordination and consistent oversight from project initiation through construction, commissioning and closeout.

Key team members are long-tenured professionals with direct experience supporting public-sector projects requiring careful coordination with agency staff, utilities, regulators and funding stakeholders. The proposed team structure emphasizes single-point-of-responsibility delivery while integrating the technical, construction and compliance expertise necessary for federally supported infrastructure projects.

4.1 Project Manager

The proposed Project Manager will serve as the City's primary point of contact and will be responsible for overall project leadership, coordination and delivery. This role includes oversight of design development, permitting, procurement, construction activities, schedule management and quality control.

The Project Manager will coordinate closely with City representatives, design professionals, subcontractors, utilities and authorities having jurisdiction to ensure that project objectives are met in a safe, compliant and timely manner. The proposed Project Manager has extensive experience delivering public-sector energy and infrastructure projects in active facilities and is supported by SitelogIQ's internal engineering, construction and compliance resources.

4.2 Federal Compliance Lead

SitelogIQ will assign a dedicated Federal Compliance Lead responsible for supporting compliance with applicable federal funding and oversight requirements throughout project delivery. This role works in close coordination with the Project Manager and City staff to ensure that documentation, cost tracking and recordkeeping practices align with funding requirements and audit expectations.

The Federal Compliance Lead supports procurement transparency, documentation standards and record retention practices consistent with federally funded project environments. This role also assists with coordination between project delivery teams and agency finance or grant administration staff to ensure that compliance considerations are integrated into project execution rather than addressed retroactively.

4.3 Key Technical and Construction Personnel

SitelogIQ's project team includes experienced engineering, construction management and field supervision professionals responsible for executing the work in accordance with approved plans, safety requirements and quality standards. These team members bring direct experience delivering solar, battery energy storage and advanced electrical infrastructure projects for public agencies.

Key technical and construction personnel are supported by SitelogIQ's in-house engineering, safety and quality control teams, ensuring consistent standards and accountability across all phases of delivery.

4.4 Summary of Relevant Design-Build Experience

Collectively, the proposed team has delivered numerous public-sector design-build projects involving complex coordination, regulatory oversight and operational constraints. Team members have supported projects delivered within occupied facilities, under public works requirements and in environments requiring careful sequencing and stakeholder communication.

This experience enables the team to anticipate challenges, manage risk proactively and deliver projects in a manner consistent with the City's expectations for quality, safety and transparency.

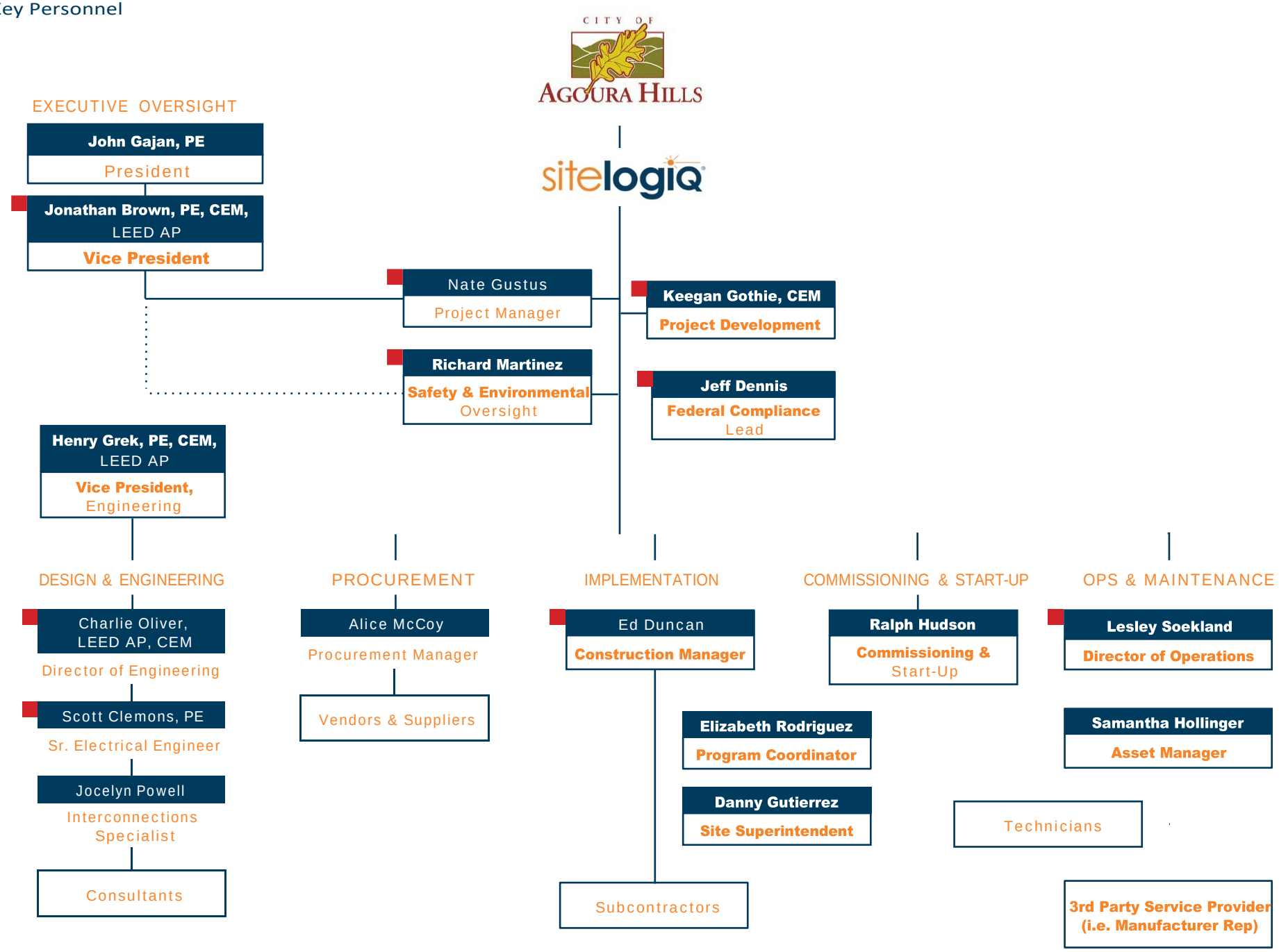
4.5 Length of Time with Firm and Comparable Project Roles

SitelogIQ's proposed key personnel have established tenure with the firm and have served in comparable roles on similar projects. This continuity supports institutional knowledge, consistent project execution and long-term accountability throughout delivery.

Details regarding individual tenure, roles and relevant project experience are provided in the attached resumes.

Organizational Chart

Key Personnel





Jonathan Brown, PE, CEM, LEED AP

Vice President, West Energy

Background: Jonathan Brown is a Professional Engineer (PE), Certified Energy Manager (CEM) and a LEED Accredited Professional (AP) for Building Design and Construction. He has 20+ years of industry experience, including with project development, design, implementation and O&M. Over the last five years, Jonathan has developed and implemented over 100 MWs of solar energy generation systems and 10 MWs of battery energy storage systems.

Responsibilities: Jonathan will provide executive oversight throughout the project development and implementation process. Jonathan's primary responsibility is to ensure alignment between the City of Agoura Hills' objectives and our company's commitment to delivering high-value, sustainable energy solutions. He will serve as the key liaison between City leadership and our internal teams, facilitating clear communication, addressing stakeholder priorities and ensuring contractual and project goals are achieved. His role is to oversee strategic direction, maintain accountability and foster a collaborative partnership focused on long-term success.

Industry Experience

20+ years

Education

Bachelor of Science, Mechanical Engineering, California Polytechnic Institute, Pomona

License/Certifications

- California Professional Engineer #M32835
- Certified Energy Manager (CEM), Association of Energy Engineers
- Leadership in Energy and Environmental Design Accredited Professional (LEED AP), U.S. Green Building Council



John Gajan, PE

President, West Energy

Background: John Gajan is a senior executive with more than 30 years of experience in energy services, renewable energy and energy efficiency. He has a proven record of building market-leading organizations and delivering projects safely, on budget and with consistent results. His expertise covers the full project lifecycle including sales, project development, engineering, construction and long-term operations and maintenance (O&M).

John is a licensed Professional Engineer (Mechanical) with deep experience in design and construction, project management, project development and engineering and planning.

Industry Experience

30+ years

Education

Bachelor of Science, Engineering US Merchant Marine Academy

Certifications/ Registrations

California Professional Engineer, CA #28891

Licenses

- California Professional Engineer #M32835

Professional Memberships & Associations

- American Society of Heating, Refrigeration & Air Conditioning Engineers (ASHRAE)
- Construction Management Association of America (CMAA)



Keegan Gothie, CEM

Project Development, West Energy

Background: Keegan Gothie has over five years of engineering and consulting experience in the energy industry related to educational, municipal, commercial and residential developments. He earned his Master of Science degree in Energy and Environmental Management and a Graduate Certificate in Sustainable Environmental Planning and Management from the University of Connecticut.

Responsibilities: Keegan identifies and builds opportunities for projects primarily in the local government and K-12 spaces. These projects incorporate photovoltaic systems, battery energy storage systems, EV chargers, HVAC systems, lighting fixtures, controls and other energy conservation measures. Specific responsibilities related to these projects include performing energy engineering analyses and assessments, calculating financial performance, pinpointing procurement opportunities, coordinating with clients and subcontractors and determining overall project feasibility.

Industry Experience

5+ years

Education

Master of Science in Energy and Environmental Management, University of Connecticut

Bachelor of Arts in Geography & GIS, University of California, Santa Barbara

Certifications/Registrations

- Certified Energy Manager (CEM) – Association of Energy Engineers
- EPA Section 608, Type II – CalCERTS, Inc.



Richard Martinez

Safety Manager, West Energy

Background: Richard Martinez is a U.S. Navy Seabee veteran with extensive expertise in construction management and project leadership. A results-oriented Project Manager, he brings decades of experience directing subcontractor teams through every phase of construction. As a Construction and Safety Manager, he has specialized in ESCO projects, collaborating with architects, engineers and field staff to deliver multimillion-dollar HVAC, solar and heavy construction projects successfully.

Responsibilities: Richard ensures construction projects stay on track by coordinating daily reporting and site walks with Superintendents to maintain safety and quality standards. He plans and schedules field coverage, confirming site presence two weeks in advance and works closely with subcontractors to align schedules. Building strong relationships with project owners, he keeps projects within scope and ensures all work meets required plans and specifications. He also answers contractor questions in the field, submits RFIs when needed, tracks addendums and modifications and supports the team through every phase of the project from development and bidding to design, implementation, commissioning and warranty.

Industry Experience

30+ years

Education

Associate of Science, Construction Management, San Joaquin Delta College

License

California Contractor B, C-36 General and Plumbing #819721

Certifications

- OSHA 30-Hour



Nate Gustus, CEM, CMVP

Project Manager, West Energy

Background: Nate Gustus has spent more than eight years working in the solar and clean energy industry, focusing on project operations, construction management and day-to-day coordination with clients and field teams. He has managed complex projects for cities, counties and special districts, serving in both Program Manager and Construction Manager roles.

With both NABCEP and OSHA 30 certifications, Nate brings a strong understanding of safety, sequencing and field logistics. He's known for keeping teams organized, anticipating issues before they reach the jobsite and helping clients navigate technical decisions with clarity. His background blends hands-on construction knowledge with the ability to keep multi-disciplinary teams aligned and moving in the same direction.

Nate has extensive experience working with education and public agencies across California, managing solar, battery storage and energy efficiency projects for K–12 districts, cities and counties. He understands how to plan and phase construction around school schedules, campus safety requirements and operational constraints. His steady communication style and familiarity with public-sector processes—procurement, reporting, stakeholder coordination and utility engagement—make him a dependable partner for agencies that need clear planning and predictable delivery.

Nate supports overall program and project strategy, leads construction planning and identifies the resources needed to keep work on schedule. He manages communication across teams, facilitates project updates and works closely with clients to ensure the project stays consistent with their goals. Nate oversees field coordination, helps resolve issues as they arise and maintains steady, clear communication from kickoff through closeout.

Industry Experience

8+ years

Education

Bachelor of Arts Environmental Studies Loyola University, Chicago

Associate of Science Electrical Technology, Diablo Valley College



Jeff Dennis

Federal Compliance Lead

Vice President of Operations, West Energy

Background: Jeff Dennis offers over 28 years of experience in General and Government Contracting being a director and manager of IDIQ projects for clients like the FAA, DOE and USACE. Included with his portfolio of successfully delivered projects, are a number of challenging ESPC projects, Environmental Restorations (CERCLA), airports, hospitals and commercial real estate. By leading organizations to deliver obligations on time and on budget, his employers have received excellent CPARS reviews. While no two projects are alike, adherence to standard work, lean construction principles and a can-do attitude are the keys to success. Jeff is a Six Sigma Lean Expert and holds both a BS, Civil Engineering and a master's in Business Administration from the University of Alaska Anchorage.

Responsibilities: Jeff is responsible for our Federal Project compliance and will ensure requirements are met to secure funding for this program.

Industry Experience

28+ years

Education

Master of Business Administration, Business Administration, University of Alaska, Anchorage

Bachelor of Science, Civil Engineering



Scott Clemons, PE

Senior Electrical Engineer, West Energy

Background: Scott Clemons graduated from California Polytechnic State University with a Bachelor of Science in Electrical Engineering and focused in Power Systems, Photovoltaic Systems Design and Sustainable Energy Conversion.

He has over 10 years of experience designing projects including solar, advanced energy storage, fuel cell, electric vehicle charging, microgrid applications and general building industry design. He serves as a leading resource in electrical design, utility coordination and renewable power applications for public agencies, grant funded programs and private clientele.

Responsibilities: Scott will be responsible for project design, coordination with subcontractors, quality control and quality assurance of solar installation, Microgrid coordination, electrical service assessments and energy storage validation.

Industry Experience

10+ years

Education

Bachelor of Science, Electrical Engineering, California State University, San Luis Obispo

Certifications

OSHA 30-Hour

License/Certifications

3 California Professional Engineer #E23777



Ed Duncan

Construction Manager, West Energy

Background: Ed Duncan is a highly experienced construction professional with over 35 years of expertise across commercial and residential sectors. His skill set includes project management, site supervision, design/build delivery, permit processing and thorough knowledge of regulatory codes.

Ed is recognized for his strong leadership, customer service and safety-first approach. He is proficient in key project management tools including Procore and StructionSite and consistently delivers high-value projects while fostering lasting client relationships.

Responsibilities: Ed is responsible for day-to-day site operations, ensuring that each jobsite is safe, compliant and progressing according to plan. Ed monitors contractor performance, oversees schedule adherence and manages on-site quality control to ensure all construction activities meet the City's standards and expectations. He resolves field issues in real time, coordinating among trades and project partners to maintain momentum and avoid costly delays. Ed facilitates regular site meetings and reporting with City's representatives, architects and inspectors, promoting transparency and accountability. From groundbreaking through final walkthrough, he serves as the City's eyes and ears on the ground, safeguarding project integrity and ensuring the delivery of high-quality environments for City staff.

Industry Experience

35+ years

Education

Bachelor of Science, Administration/ Real Estate-Land Use, California State University, Sacramento

Certifications

OSHA 30-Hour
CPR Certified



Lesley Soekland, MBA

Director of Operations, West Energy

Background: Known for her can-do attitude and ability to drive projects, Lesley Soekland has successfully executed over $140M in solar projects since starting with SitelogIQ in 2015, including a single $30M project built in just 9 months.

With varied experience across the construction industry (general contracting, mechanical, alarm, residential solar), Lesley is a leader in project planning and a natural coach for her colleagues. As a team member, Lesley is highly valued by all departments from Sales and Development through Construction, Operations and Maintenance.

In addition, from 2015-2020, she served as project manager (working with customers and design teams to get the project completed), construction manager (working in the field with subcontractors to resolve issues and coordinate with customer personnel onsite), quality control manager (validating installations were completed according to plan, code and to SitelogIQ standards) and commissioning agent (verifying the monitoring systems were operational and system performance met expectations) on all her projects.

Responsibilities: Lesley drives SitelogIQ's best-in-class project delivery process and ensures the successful execution of projects to clients on-time and on-budget. As a working director, Lesley is both responsible for the operations team and for managing several of her own projects.

Industry Experience

18+ years

Education

Master of Business Administration, University of Phoenix

Bachelor of Science, General Engineering, California State University, San Luis Obispo

Certifications/Registrations

3 OSHA 30-Hour

SitelogIQ | 5: Licenses, Registrations and Credentials



SECTION 5:
LICENSES, REGISTRATIONS AND CREDENTIALS



SitelogIQ will maintain all required professional and contractor licenses, registrations and credentials necessary to perform the services described in this RFQ.

License Status Disclosure:

SitelogIQ certifies that neither the firm nor its proposed key personnel have any current or pending suspension, revocation or disciplinary action that would impair performance of the services required under this procurement.

CONTRACTORS STATE LICENSE BOARD

Contractor's License Detail for License # 1054171

DISCLAIMER: A license status check provides information taken from the CSLB license database. Before relying on this information, you should be aware of the following limitations.

- CSLB complaint disclosure is restricted by law (B&P 7124.6) If this entity is subject to public complaint disclosure click on link that will appear below for more information. Click here for a definition of disclosable actions.
- Only construction related civil judgments reported to CSLB are disclosed (B&P 7071.17).
- Arbitrations are not listed unless the contractor fails to comply with the terms.
- Due to workload, there may be relevant information that has not yet been entered into the board's license database.

Data current as of 6/27/2025 10:52:40 AM

Business Information

SITELOGIQ INC
1151 N DEL RIO PLACE
ONTARIO, CA 91764
Business Phone Number:(916) 914-1929

Entity Corporation
Issue Date 05/31/2019
Expire Date **05/31/2027**

License Status

This license is current and active.

All information below should be reviewed.

Additional Status

- One or more of the classifications on this license may be removed at a future date if the qualifying person is not replaced by 08/29/2025.

Classifications

- C10 - ELECTRICAL
- A - GENERAL ENGINEERING
- B - GENERAL BUILDING



STATE OF CALIFORNIA

CONTRACTORS STATE LICENSE BOARD

Pursuant to Chapter 9 of Division 3 of the Business and Professions Code and the Rules and Regulations of the Contractors State License Board, the Registrar of Contractors does hereby issue this license to:

SITELOGIQ INC

License Number 1054171

to engage in the business or act in the capacity of a contractor in the following classifications:

C10 - ELECTRICAL
A - GENERAL ENGINEERING
B - GENERAL BUILDING

Witness my hand and seal this day,

July 15, 2021

Issued May 31, 2019

Susan Granzella

Susan Granzella, Board Chair

This license is the property of the Registrar of Contractors, is not transferable, and shall be returned to the Registrar upon demand when suspended, revoked, or invalidated for any reason. It becomes void if not renewed.

David R. Fogt, Registrar of Contractors

13L-24 (REV. 10/17)

Department of Industrial Relations
STATE OF CALIFORNIA

APPLICATION FOR
PUBLIC WORKS CONTRACTOR REGISTRATION

Registration Information

Type: Public Works

Period: 07/01/2023 06/30/2026

Contractor Information

Contractor Name: SitelogIQ Inc.

Trade Name:

License Type Number: PW-LR-1000394068

Contractor Physical Address

Physical Business Country: United States of America

Physical Business City/ Province: Ontario

Physical Business Address: 1151 N Del Rio Place

Physical Business State: CA

Physical Business Postal Code: 91764

Contractor Mailing Address

Mailing Country: United States of America

Mailing City/Province: Minneapolis

Mailing Address: 80 South 8th Street Ste 1850

Mailing State: MN

Mailing Postal Code: 55402

Contact Info

Daytime Phone:

Daytime Phone Ext.:

Mobile Phone:

Business Email: jim.yochum@sitelogiq.com

Applicant's Email: jim.yochum@sitelogiq.com



NAESCO ACCREDITED
Energy Service Provider

Certificate of Accreditation

This is to certify that

SitelogIQ

has participated in the Accreditation Program and Review and has been recognized by the National Association of Energy Service Companies to be an Accredited **Energy Service Provider**.

Michael Perna
Chairman

Timothy D. Unruh
Executive Director

November 2021
Certification of Accreditation covers a period of 24 months from date of issuance.
Accredited since 2021.

BOARD FOR PROFESSIONAL ENGINEERS, LAND SURVEYORS, AND GEOLOGISTS

ISSUANCE DATE
APRIL 23, 2004
EXPIRATION DATE
SEPTEMBER 30, 2026
CURRENT DATE / TIME
FEBRUARY 1, 2026
12:13:5 PM

LICENSING DETAILS FOR: 32835

NAME: BROWN, JONATHAN ANDREW
LICENSE TYPE: MECHANICAL ENGINEER
LICENSE STATUS: CLEAR

ADDRESS
2024 CRICKLEWOOD PATH
PASADENA CA 91107
LOS ANGELES COUNTY
MAP

BOARD FOR PROFESSIONAL ENGINEERS, LAND SURVEYORS, AND GEOLOGISTS

ISSUANCE DATE
FEBRUARY 4, 1994
EXPIRATION DATE
JUNE 30, 2026
CURRENT DATE / TIME
FEBRUARY 12, 2026
8:48:31 AM

LICENSING DETAILS FOR: 28891

NAME: GAJAN, JOHN
LICENSE TYPE: MECHANICAL ENGINEER
LICENSE STATUS: CLEAR

ADDRESS
5019 CAVIAR CT
FAIR OAKS CA 95628
SACRAMENTO COUNTY
MAP

BOARD FOR PROFESSIONAL ENGINEERS, LAND SURVEYORS, AND GEOLOGISTS

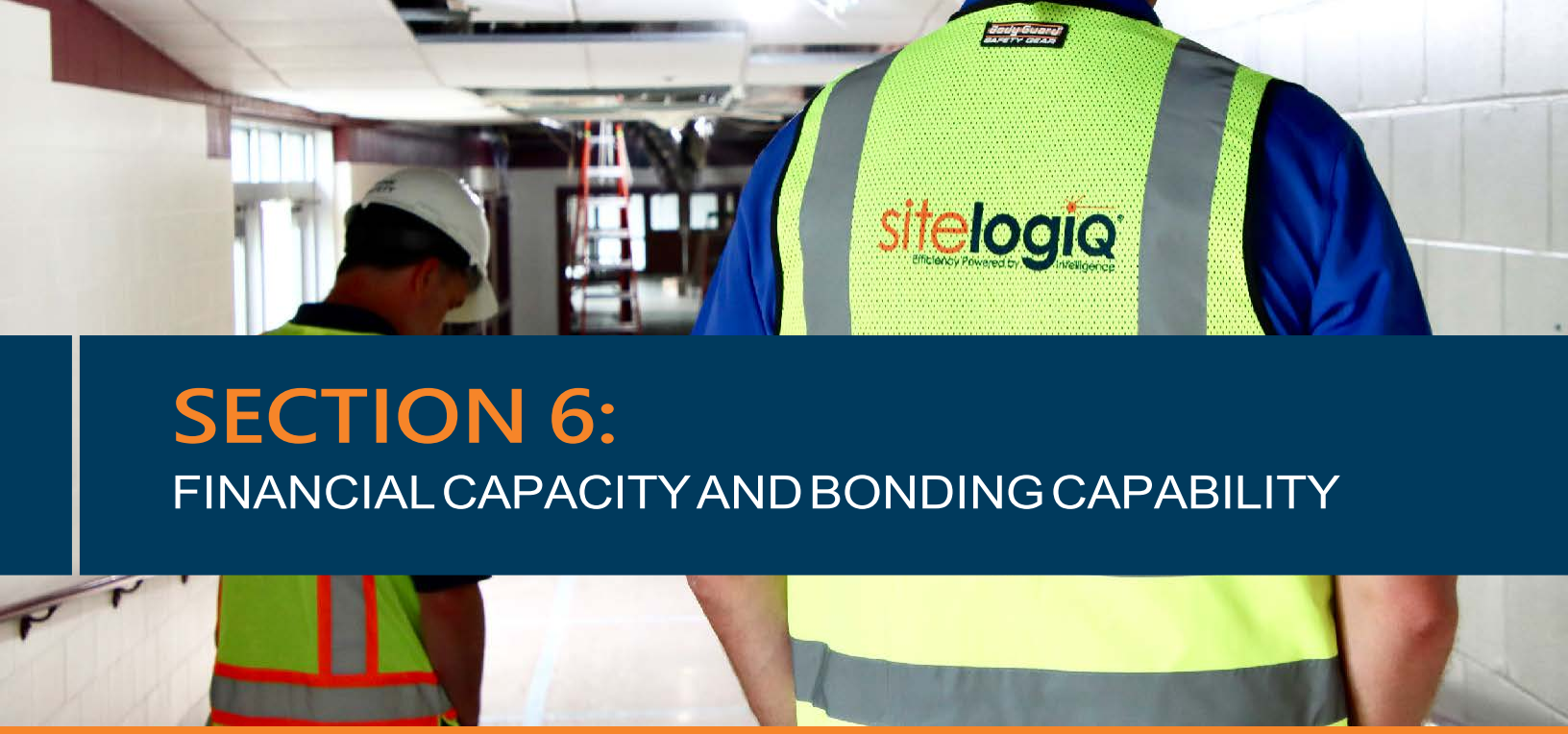
ISSUANCE DATE
AUGUST 27, 2021
EXPIRATION DATE
DECEMBER 31, 2027
CURRENT DATE / TIME
NOVEMBER 25, 2025
11:41:34 AM

LICENSING DETAILS FOR: 23777

NAME: CLEMONS, SCOTT WILLIAM JR
LICENSE TYPE: ELECTRICAL ENGINEER
LICENSE STATUS: CLEAR

ADDRESS
2011 POLLEY DR
ROSEVILLE CA 95661
PLACER COUNTY
MAP

SitelogIQ | 6: Financial Capacity and Bonding Capability



SECTION 6:
FINANCIAL CAPACITY AND BONDING CAPABILITY

6.1 Financial Capacity

SitelogIQ, Inc. has the financial strength, stability and resources necessary to successfully complete projects of this size and complexity for California public agencies. SitelogIQ maintains strong financial standing, with annual California revenues exceeding $100 million and no outstanding debt, providing the balance sheet strength required to manage procurement, construction and cash flow requirements without reliance on project advances or external financing.

SitelogIQ has successfully delivered hundreds of energy and infrastructure projects for California cities, counties, school districts and other public entities, many of which were executed concurrently and within active facilities. This experience demonstrates not only technical capability, but also the financial discipline required to procure materials, manage subcontractors and sustain project execution through completion.

6.2 Payment and Performance Bonding Capability

SitelogIQ has the demonstrated ability to obtain payment and performance bonds for public works projects in accordance with City of Agoura Hills and State of California requirements. SitelogIQ maintains a single-project bonding capacity of up to $30 million and an aggregate bonding capacity of up to $450 million, enabling support of this project and concurrent public-sector work without financial strain.

This bonding capacity reflects the confidence of SitelogIQ's surety partners in the firm's financial controls, project management practices and consistent record of successful delivery. SitelogIQ is prepared to furnish all required payment and performance bonds upon award and in accordance with the City's requirements.

AON

October 30, 2025

RE: SiteloglQ, Inc. Bonding Capacity

To Whom It May Concern:

This will confirm that Aon is the surety bond broker for SiteloglQ, Inc. ("SiteloglQ") AXA XL, Ascot, AXIS, Berkley, Hanover, Intact, Siriuspoint American Insurance Company, Sompo and Trisura ("Sureties") are current surety partners for SiteloglQ. SiteloglQ is a valued customer of each surety with ongoing relationships that, in some instances, exceed 5 years.

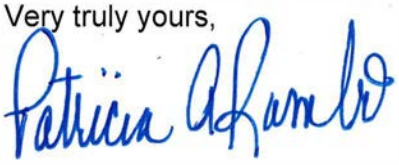
SiteloglQ has single project bond capacity in excess of $50 Million and a collective aggregate bond capacity in excess of $450 Million. Available capacity is dependent on what bonds are currently in force.

Please note that this letter is not an assumption of liability, nor is it a bid bond or performance bond. Any request for surety support would be subject to normal Surety underwriting procedures and is exclusively a matter between SiteloglQ and its Sureties. Therefore, there is no liability to you or to any third party if for any reason Sureties do not execute any bonds.

Patricia A. Rambo
Attorney-in-Fact

Contract Surety Services
Two Logan Square, Philadelphia, PA 19103

Very truly yours,



DocuSign Envelope ID: 6E34B9BD-91F9-49F1-B3A8-38AED211578C

Power of Attorney
XL Specialty Insurance Company
XL Reinsurance America Inc.

THIS IS NOT A BOND NUMBER
LIMITED POWER OF ATTORNEY
XL 1629433

KNOW ALL MEN BY THESE PRESENTS: That XL Specialty Insurance Company, a Delaware insurance companies with offices located at 505 Eagleview Blvd., Exton, PA 19341, and XL Reinsurance America Inc., a New York insurance company with offices located at 677 Washington Blvd., 10th Floor, Stamford, CT 06901, do hereby nominate, constitute, and appoint:

Wayne G. McVaugh, Patricia A. Rambo, Sara Owens, Kimberly G. Sherrod, Joanne C. Wagner, Cathy H Ho, Lori S. Shelton, Annmarie Breene, Babette Ward, Dana Donahue, Patrick Breene

each its true and lawful Attorney(s)-in-fact to make, execute, attest, seal and deliver for and on its behalf, as surety, and as its act and deed, where required, any and all bonds and undertakings in the nature thereof, for the penal sum of no one of which is in any event to exceed $100,000,000.00.

Such bonds and undertakings, when duly executed by the aforesaid Attorney (s) - in - Fact shall be binding upon each said Company as fully and to the same extent as if such bonds and undertakings were signed by the President and Secretary of the Company and sealed with its corporate seal.

The Power of Attorney is granted and is signed by facsimile under and by the authority of the following Resolutions adopted by the Board of Directors of each of the Companies on the 26th day of July 2017.

RESOLVED, that Gary Kaplan, Daniel Riordan, Maria Duhart, Gregory Boal and Kevin Mirsch are hereby appointed by the Board as authorized to make, execute, seal and deliver for and on behalf of the Company, any and all bonds, undertakings, contracts or obligations in surety or co-surety with others and that the Secretary or any Assistant Secretary of the Company be and that each of them hereby is authorized to attest the execution of any such bonds, undertakings, contracts or obligations in surety or co-surety and attach thereto the corporate seal of the Company.

RESOLVED, FURTHER, that Gary Kaplan, Daniel Riordan, Maria Duhart, Gregory Boal and Kevin Mirsch each is hereby authorized to execute powers of attorney qualifying the attorney named in the given power of attorney to execute, on behalf of the Company, bonds and undertakings in surety or co-surety with others, and that the Secretary or any Assistant Secretary of the Company be, and that each of them is hereby authorized to attest the execution of any such power of attorney, and to attach thereto the corporate seal of the Company.

RESOLVED, FURTHER, that the signature of such officers named in the preceding resolutions and the corporate seal of the Company may be affixed to such powers of attorney or to any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be thereafter valid and binding upon the Company with respect to any bond, undertaking, contract or obligation in surety or co-surety with others to which it is attached.

IN WITNESS WHEREOF, the XL SPECIALTY INSURANCE COMPANY has caused its corporate seal to be hereunto affixed, and these presents to be signed by its duly authorized officers this August 15th, 2024.

XL SPECIALTY INSURANCE COMPANY

XL SPECIALTY INSURANCE COMPANY CORPORATE SEAL DELAWARE

by: Gregory Boal, VICE PRESIDENT

STATE OF PENNSYLVANIA
COUNTY OF CHESTER

Attest: Kevin M. Mirsch, ASSISTANT SECRETARY

On this 15th day of August, 2024, before me personally came Gregory Boal to me known, who, being duly sworn, did depose and say: that he is Vice President of XL SPECIALTY INSURANCE COMPANY, described in and which executed the above instrument; that he knows the seals of said Companies; that the seals affixed to the aforesaid instrument is such corporate seals and were affixed thereto by order and authority of the Boards of Directors of said Companies; and that he executed the said instrument by like order.

Commonwealth of Pennsylvania - Notary Seal
S Grace Freed-Brown, Notary Public
Chester County
My commission expires March 5, 2026
Commission number 1322812
Member, Pennsylvania Association of Notaries

S. Grace Freed-Brown, NOTARY PUBLIC

DocuSign Envelope ID: 6E34B9BD-91F9-49F1-B3A8-38AED211578C

STATE OF PENNSYLVANIA
COUNTY OF CHESTER

I, Kevin M. Mirsch, Assistant Secretary of XL SPECIALTY INSURANCE COMPANY, a corporation of the State of Delaware, do hereby certify that the above and forgoing is a full, true and correct copy of a Power of Attorney issued by said Companies, and that I have compared same with the original and that it is a correct transcript therefrom and of the whole of the original and that the said Power of Attorney is still in full force and effect and has not been revoked.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Corporation, at the City of Exton, this 30th day of October 2025.

XL SPECIALTY INSURANCE COMPANY CORPORATE SEAL DELAWARE

Kevin M. Mirsch, ASSISTANT SECRETARY

IN WITNESS WHEREOF, XL REINSURANCE AMERICA INC. has caused its corporate seal to be hereunto affixed, and these presents to be signed by its duly authorized officers this 15th day of August, 2024.

XL REINSURANCE AMERICA INC CORPORATE SEAL NEW YORK

XL REINSURANCE AMERICA INC.

by:

Gregory Boal, VICE PRESIDENT

Attest:

Kevin M. Mirsch, ASSISTANT SECRETARY

STATE OF PENNSYLVANIA
COUNTY OF CHESTER

On this 15th day of August, 2024, before me personally came Gregory Boal to me known, who, being duly sworn, did depose and say: that he is Vice President of XL REINSURANCE AMERICA INC., described in and which executed the above instrument; that he knows the seal of said Corporation; that the seal affixed to the aforesaid instrument is such corporate seal and was affixed thereto by order and authority of the Board of Directors of said Corporation, and that he executed the said instrument by like order.

Commonwealth of Pennsylvania - Notary Seal
S Grace Freed-Brown, Notary Public
Chester County
My commission expires March 5, 2026
Commission number 1322812
Member, Pennsylvania Association of Notaries

S. Grace Freed-Brown, NOTARY PUBLIC

STATE OF PENNSYLVANIA
COUNTY OF CHESTER

I, Kevin M. Mirsch, Assistant Secretary of XL REINSURANCE AMERICA INC. a corporation of the State of New York, do hereby certify that the person who executed this Power of Attorney, with the rights, respectively of XL REINSURANCE AMERICA INC., do hereby certify that the above and forgoing is a full, true and correct copy of a Power of Attorney issued by said Corporation, and that I have compared same with the original and that it is a correct transcript therefrom and of the whole original and that the said Power of Attorney is still in full force and effect and has not been revoked.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Corporation, at the City of Exton, this 30th day of October 2025.

XL REINSURANCE AMERICA INC CORPORATE SEAL NEW YORK

Kevin M. Mirsch, ASSISTANT SECRETARY

This Power of Attorney may not be used to execute any bond with an inception date after 8/15/2026

Ascot Surety & Casualty Company
Ascot Insurance Company
1020 Highland Colony Parkway, Suite 700
Ridgeland, MS 39157

Power of Attorney

KNOW ALL MEN BY THE PRESENTS:
That **Ascot Surety & Casualty Company** and **Ascot Insurance Company**, each a corporation organized and existing under the laws of the State of Colorado (the "Companies"), do hereby constitute and appoint:

Sara Owens,Wayne G. McVaugh,Dana Donahue,Patricia A. Rambo,Lori S. Shelton,Cathy H. Ho,Annmarie Breene,Joanne C. Wagner,Kimberly G. Sherrod,Patricia Dorsaneo,Babette Ward,and Patrick Breene

of Philadelphia,PA (city, state) and each its true and lawful Attorney(s)-in-Fact, with full authority to sign, execute, seal, acknowledge and deliver for, and on its behalf, and as its act and deed any place within the United States, or, if the following line is filled in, only within the area and up to the amount therein designated, any and all bonds, undertakings, recognizances, and other contracts of indemnity or writings obligatory in the nature thereof, issued in the course of its surety business, and to bond the Companies as follows:

Any such obligations in the United States not to exceed $100,000,000.00.

The Companies hereby ratify and confirm all and whatsoever said Attorney(s)-in-fact may lawfully do in the premises by virtue of these presents. These appointments are made under and by authority Resolutions adopted by the Board of Directors of the Companies, which resolutions are still in effect:

RESOLVED, that any of the Chief Executive Office, the Chief Operating Officer or the Chief Underwriting Officer, acting in conjunction with the head of the surety business line for the Corporation (each an Authorized Individual" and, collectively, the Authorized Individuals"), are authorized to jointly appoint one or more attorneys-in-fact to represent and act for and on behalf of the Corporation in the transaction of the Corporation's surety business to execute (under the common seal of the Corporation if appropriate) bonds, undertakings, recognizances and other contracts of indemnity and writings obligatory in the nature thereof:

RESOLVED, that in conjunction with the Corporation's transaction of surety business the signatures and attestations of the Authorized Individuals and the seal of the Corporation be affixed to any such Power of Attorney or to any certificate relating thereto (electronic or otherwise) by facsimile and any such Power of Attorney or certificate bearing such facsimile signatures or facsimile seals (electronic or otherwise) shall be valid and bonding upon the Corporation when so affixed with respect to any bond, undertaking, recognizance or tother contract of indemnity or writing obligatory in the nature thereof;

RESOLVED, that in connection with the Corporation's transaction of surety business, the facsimile electronic or mechanically reproduced signature of any Authorized Individual, whether made heretofore or hereafter, whenever appearing upon a copy of any Power of Attorney of the Corporation, with signatures affixed as next above noted, shall be valid and binding upon the Corporation with the same force and effect as though manually affixed.

IN WITNESS WHEREOF, the Companies have caused these presents with the respective corporate seals and to be executed by the individuals named below who are duly authorized and empowered to execute the Power of Attorney on the Companies' behalf, this 13th day of March 2025.

ASCOT SURETY & CASUALTY COMPANY
ASCOT INSURANCE COMPANY

Matthew Conrad Kramer (Chief Executive Officer)

Tara North (Executive Vice President, Surety)

STATE OF CONNECTICUT)
COUNTY OF FAIRFIELD) ss.

On this 13th day of March 2025, before me came the above named Chief Executive Officer of each Ascot Surety & Casualty Company and Ascot Insurance Company and the head of the surety business line for each of Ascot Surety & Casualty Company and Ascot Insurance Company, to me personally known to be the individuals described herein, and acknowledged that the seals affixed to the preceding instrument and the corporate seals of each Ascot Surety & Casualty Company and Ascot Insurance Company, and that the said corporate seals and signatures were duly affixed and subscribed to said instrument by the authority and direction of said Companies.

KSENIA E. GUSEVA
NOTARY PUBLIC
STATE OF CONNECTICUT
My Commission Expires June 30, 2029

Notary Public Ksenia E Guseva
My commission expires on June 30, 2029

I, the undersigned Secretary of the Company, do hereby certify that the foregoing excerpts of the Resolution adopted by the Board of Directors of the Companies, and the Power of Attorney issued pursuant thereto, are true and correct, and further certify that both the Resolution and the Power of Attorney are still in full force and effect.

This Certificate may be signed by facsimile under and by the authority of the following resolution of the Board of Directors of the Companies.

RESOLVED, that in connection with the Corporation's transaction of surety business the signatures and attestations of the Authorized Individuals and the seal of the Corporation be affixed to any such Power of Attorney or to any certificate relating thereto (electronic or otherwise) by facsimile and any such Power of Attorney of certificate bearing such facsimile signatures or facsimile seal (electronic or otherwise) shall be valid and binding upon the Corporation when so affixed with respect to any bond, undertaking, recognizances or other contract of indemnity or writing obligatory in the nature thereof;

IN WITNESS WHEREOF; I have hereunto set my hand and affixed the seal of the Companies, this 30th day of October, 20 25.

ASCOT SURETY & CASUALTY COMPANY
ASCOT INSURANCE COMPANY

John Gill, Secretary

POWER OF ATTORNEY

Know All Men by These Presents: That **AXIS Insurance Company,** an Illinois property and casualty company, (the "Company") does hereby appoint:

Annmarie Breene, Babette Ward, Cathy H. Ho, Dana Donahue, Joanne C. Wagner, Kimberly G. Sherrod, Lori S. Shelton, Patricia Dorsaneo, Patricia A. Rambo, Patrick Breene, Sara Owens, and Wayne G. McVaugh.

as its true and lawful Attorney(s)-In-Fact, to make, execute, seal and deliver for and on its behalf as surety, bonds and undertakings, such documents to be valid as though executed by the Company on its own behalf. The Company may revoke this appointment at any time.

EXCEPTION: NO AUTHORITY is granted to make, execute, seal and deliver bonds or undertakings that guarantee the payment or collection of any promissory note, check, draft or letter of credit.

This Power of Attorney is signed, sealed and certified under and by the authority of resolutions adopted by unanimous written consent of the Board of Directors of the Company on September 27, 2023:

> RESOLVED, that in connection with the Agreements, any one of the Chief Executive Officer, President, any Executive Vice President, any Senior Vice President of the Company, or any Vice President - Surety (each an "Authorized Officer"), acting singly, shall have the power and authority to appoint and revoke Attorneys-In-Fact, and to allow such Attorneys-In-Fact to further delegate their power and authority pursuant to appropriate written agreements, to make, execute, seal and deliver for and on behalf of the Company as surety, bonds and undertakings, such documents to be valid as though executed by the Company on its own behalf; and
>
> RESOLVED FURTHER, that each of the each of the Authorized Officers and any Secretary or Assistant Secretary of the Company, hereby is, acting singly, authorized, empowered and directed to perform such acts and things as may be necessary or appropriate to carry out the foregoing resolution and the transactions contemplated thereby.

In Witness Whereof, AXIS Insurance Company has caused this instrument to be signed and its corporate seal to be affixed by a duly elected and qualified officer, this 10th day of October, 2023.

Attested and Certified
AXIS Insurance Company

By: _____

Printed Name: Andrew M. Weissert

Title: Senior Vice President

AXIS INSURANCE COMPANY CORPORATE SEAL ILLINOIS

STATE OF GEORGIA
COUNTY OF FULTON

Before me personally came **Andrew M. Weissert,** Senior Vice President of AXIS Insurance Company, to me known to be the individual and officer described herein, who acknowledged that they, being duly authorized, signed, sealed with the corporate seal and delivered the foregoing instrument by the authority and direction of said Company.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal.

Angela Grubbs
Notary Public

ANGELA GRUBBS NOTARY PUBLIC Exp. Dec. 13, 2025 FORSYTH COUNTY, GA

CERTIFICATION

I, **Frances R. Mathis**, Assistant Secretary of AXIS Insurance Company, do hereby certify that the attached Power of Attorney the 10th day of October, 2023, on behalf of the person(s) as listed above is a true and correct copy and the same has been in full force and effect since the date thereof and is in full force and effect on the date of this certificate; and I do further certify that the said **Andrew M. Weissert**, who executed the Power of Attorney, was a duly elected Senior Vice President of AXIS Insurance Company on the date of the execution of the attached Power of Attorney.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the corporate seal of AXIS Insurance Company on this the 30th day of October 2025

By: _____

Printed Name: Frances R. Mathis

Title: Assistant Secretary

AXIS INSURANCE COMPANY CORPORATE SEAL ILLINOIS

No. BI-7906n-el

POWER OF ATTORNEY
BERKLEY INSURANCE COMPANY
WILMINGTON, DELAWARE

KNOW ALL MEN BY THESE PRESENTS, that BERKLEY INSURANCE COMPANY (the "Company"), a corporation duly organized and existing under the laws of the State of Delaware, having its principal office in Greenwich, CT, has made, constituted and appointed, and does by these presents make, constitute and appoint: ***Wayne G. McVaugh; Patricia A. Rambo; Sara Owens; Joanne C. Wagner; Kimberly G. Sherrod; Cathy H. Ho; Annmarie Breene; Lori S. Shelton; Babette Ward; Patricia Dorsaneo; Dana Donahue; or Patrick Breene of Aon Risk Services Central, Inc. of Philadelphia, PA*** its true and lawful Attorney-in-Fact, to sign its name as surety only as delineated below and to execute, seal, acknowledge and deliver any and all bonds and undertakings, with the exception of Financial Guaranty Insurance, providing that no single obligation shall exceed **Fifty Million and 00/100 U.S. Dollars (U.S.$50,000,000.00),** to the same extent as if such bonds had been duly executed and acknowledged by the regularly elected officers of the Company at its principal office in their own proper persons.

This Power of Attorney shall be construed and enforced in accordance with, and governed by, the laws of the State of Delaware, without giving effect to the principles of conflicts of laws thereof. This Power of Attorney is granted pursuant to the following resolutions which were duly and validly adopted at a meeting of the Board of Directors of the Company held on January 25, 2010:

RESOLVED, that, with respect to the Surety business written by Berkley Surety, the Chairman of the Board, Chief Executive Officer, President or any Vice President of the Company, in conjunction with the Secretary or any Assistant Secretary are hereby authorized to execute powers of attorney authorizing and qualifying the attorney-in-fact named therein to execute bonds, undertakings, recognizances, or other suretyship obligations on behalf of the Company, and to affix the corporate seal of the Company to powers of attorney executed pursuant hereto; and said officers may remove any such attorney-in-fact and revoke any power of attorney previously granted; and further

RESOLVED, that such power of attorney limits the acts of those named therein to the bonds, undertakings, recognizances, or other suretyship obligations specifically named therein, and they have no authority to bind the Company except in the manner and to the extent therein stated; and further

RESOLVED, that such power of attorney revokes all previous powers issued on behalf of the attorney-in-fact named; and further

RESOLVED, that the signature of any authorized officer and the seal of the Company may be affixed by facsimile to any power of attorney or certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligation of the Company; and such signature and seal when so used shall have the same force and effect as though manually affixed. The Company may continue to use for the purposes herein stated the facsimile signature of any person or persons who shall have been such officer or officers of the Company, notwithstanding the fact that they may have ceased to be such at the time when such instruments shall be issued.

IN WITNESS WHEREOF, the Company has caused these presents to be signed and attested by its appropriate officers and its corporate seal hereunto affixed this 2nd day of May, 2024.

BERKLEY INSURANCE COMPANY CORPORATE SEAL 1975 DELAWARE

Attest:
By _____
Philip S. Welt
Executive Vice President & Secretary

Berkley Insurance Company
By _____
Jeffrey M. Hafter
Senior Vice President

STATE OF CONNECTICUT)
) ss:
COUNTY OF FAIRFIELD)

Sworn to before me, a Notary Public in the State of Connecticut, this 2nd day of May, 2024, by Philip S. Welt and Jeffrey M. Hafter who are sworn to me to be the Executive Vice President and Secretary, and the Senior Vice President, respectively, of Berkley Insurance Company.

MARIA C. RUNDBAKEN
NOTARY PUBLIC
CONNECTICUT
MY COMMISSION EXPIRES 04-30-2029

_____
Notary Public, State of Connecticut

CERTIFICATE

I, the undersigned, Assistant Secretary of BERKLEY INSURANCE COMPANY, DO HEREBY CERTIFY that the foregoing is a true, correct and complete copy of the original Power of Attorney; that said Power of Attorney has not been revoked or rescinded and that the authority of the Attorney-in-Fact set forth therein, who executed the bond or undertaking to which this Power of Attorney is attached, is in full force and effect as of this date.

BERKLEY INSURANCE COMPANY CORPORATE SEAL 1975 DELAWARE

Given under my hand and seal of the Company, this 30th day of October, 2025.

_____
Vincent P. Forte

BERKLEY INSURANCE COMPANY CORPORATE SEAL DELAWARE

THE HANOVER INSURANCE COMPANY
MASSACHUSETTS BAY INSURANCE COMPANY
CITIZENS INSURANCE COMPANY OF AMERICA

POWER OF ATTORNEY

THIS Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

KNOW ALL PERSONS BY THESE PRESENTS:

That THE HANOVER INSURANCE COMPANY and MASSACHUSETTS BAY INSURANCE COMPANY, both being corporations organized and existing under the laws of the State of New Hampshire, and CITIZENS INSURANCE COMPANY OF AMERICA, a corporation organized and existing under the laws of the State of Michigan, (hereinafter individually and collectively the "Company") does hereby constitute and appoint,

Wayne G. McVaugh, Patricia A. Rambo, Joanne C. Wagner, Marisa Thielen, Cathy H. Ho, Sara Owens, Patrick Breene, Kimberly G. Sherrod,Lori S. Shelton, Dana Donahue, Patricia Dorsaneo, Babette Ward and/or Annmarie Breene

Of **AON Risk Solutions of Philadelphia, PA** each individually, if there be more than one named, as its true and lawful attorney(s)-in-fact to sign, execute, seal, acknowledge and deliver for, and on its behalf, and as its act and deed any place within the United States, any and all surety bonds, recognizances, undertakings, or other surety obligations. The execution of such surety bonds, recognizances, undertakings or surety obligations, in pursuance of these presents, shall be as binding upon the Company as if they had been duly signed by the president and attested by the secretary of the Company, in their own proper persons. Provided however, that this power of attorney limits the acts of those named herein; and they have no authority to bind the Company except in the manner stated and to the extent of any limitation stated below:

Any such obligations in the United States, not to exceed Ten Million and No/100 ($10,000,000) in any single instance

That this power is made and executed pursuant to the authority of the following Resolutions passed by the Board of Directors of said Company, and said Resolutions remain in full force and effect:

RESOLVED: That the President or any Vice President, in conjunction with any Vice President, be and they hereby are authorized and empowered to appoint Attorneys-in-fact of the Company, in its name and as it acts, to execute and acknowledge for and on its behalf as surety, any and all bonds, recognizances, contracts of indemnity, waivers of citation and all other writings obligatory in the nature thereof, with power to attach thereto the seal of the Company. Any such writings so executed by such Attorneys-in-fact shall be binding upon the Company as if they had been duly executed and acknowledged by the regularly elected officers of the Company in their own proper persons.

RESOLVED: That any and all Powers of Attorney and Certified Copies of such Powers of Attorney and certification in respect thereto, granted and executed by the President or Vice President in conjunction with any Vice President of the Company, shall be binding on the Company to the same extent as if all signatures therein were manually affixed, even though one or more of any such signatures thereon may be facsimile. (Adopted October 7, 1981 – The Hanover Insurance Company; Adopted April 14, 1982 – Massachusetts Bay Insurance Company; Adopted September 7, 2001 – Citizens Insurance Company of America and affirmed by each Company on March 24, 2014)

IN WITNESS WHEREOF, THE HANOVER INSURANCE COMPANY, MASSACHUSETTS BAY INSURANCE COMPANY and CITIZENS INSURANCE COMPANY OF AMERICA have caused these presents to be sealed with their respective corporate seals, duly attested by two Vice Presidents, this **13th** day of **August, 2024**

The Hanover Insurance Company
Massachusetts Bay Insurance Company
Citizens Insurance Company of America

James H. Kawiecki, Vice President

The Hanover Insurance Company
Massachusetts Bay Insurance Company
Citizens Insurance Company of America

Joellen M. Mendoza, Vice President

STATE OF CONNECTICUT)
COUNTY OF HARTFORD) ss.

On this **13th** day of **August 2024** before me came the above named Executive Vice President and Vice President of The Hanover Insurance Company, Massachusetts Bay Insurance Company and Citizens Insurance Company of America, to me personally known to be the individuals and officers described herein, and acknowledged that the seals affixed to the preceding instrument are the corporate seals of The Hanover Insurance Company, Massachusetts Bay Insurance Company and Citizens Insurance Company of America, respectively, and that the said corporate seals and their signatures as officers were duly affixed and subscribed to said instrument by the authority and direction of said Corporations.

Wendy Latournes
Notary Public, State of Connecticut
My Commission Expires July 31, 2025

Wendy Latournes, Notary Public
My commission expires July 31, 2025

I, the undersigned Vice President of The Hanover Insurance Company, Massachusetts Bay Insurance Company and Citizens Insurance Company of America, hereby certify that the above and foregoing is a full, true and correct copy of the Original Power of Attorney issued by said Companies, and do hereby further certify that the said Powers of Attorney are still in force and effect.

GIVEN under my hand and the seals of said Companies, at Worcester, Massachusetts, this _30TH__ day of _OCTOBER_____ 2025_____.

CERTIFIED COPY

The Hanover Insurance Company
Massachusetts Bay Insurance Company
Citizens Insurance Company of America

John Rowedder, Vice President

intact INSURANCE

Power of Attorney

KNOW ALL MEN BY THESE PRESENTS, that ATLANTIC SPECIALTY INSURANCE COMPANY, a New York corporation with its principal office in Plymouth, Minnesota, does hereby constitute and appoint: **Annmarie Breene, Babette Ward, Cathy H. Ho, Dana Donahue, Joanne C. Wagner, Kimberly G. Sherrod, Lori S. Shelton, Patricia A. Rambo, Patricia Dorsaneo, Patrick Breene, Sara Owens, Wayne G. McVaugh**, each individually if there be more than one named, its true and lawful Attorney-in-Fact, to make, execute, seal and deliver, for and on its behalf as surety, any and all bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof; provided that no bond or undertaking executed under this authority shall exceed in amount the sum of: **unlimited** and the execution of such bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof in pursuance of these presents, shall be as binding upon said Company as if they had been fully signed by an authorized officer of the Company and sealed with the Company seal. This Power of Attorney is made and executed by authority of the following resolutions adopted by the Board of Directors of ATLANTIC SPECIALTY INSURANCE COMPANY on the twenty-fifth day of September, 2012:

Resolved: That the President, any Senior Vice President or Vice-President (each an "Authorized Officer") may execute for and in behalf of the Company any and all bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof, and affix the seal of the Company thereto; and that the Authorized Officer may appoint and authorize an Attorney-in-Fact to execute on behalf of the Company any and all such instruments and to affix the Company seal thereto; and that the Authorized Officer may at any time remove any such Attorney-in-Fact and revoke all power and authority given to any such Attorney-in-Fact.

Resolved: That the Attorney-in-Fact may be given full power and authority to execute for and in the name and on behalf of the Company any and all bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof, and any such instrument executed by any such Attorney-in-Fact shall be as binding upon the Company as if signed and sealed by an Authorized Officer and, further, the Attorney-in-Fact is hereby authorized to verify any affidavit required to be attached to bonds, recognizances, contracts of indemnity, and all other writings obligatory in the nature thereof.

This power of attorney is signed and sealed by facsimile under the authority of the following Resolution adopted by the Board of Directors of ATLANTIC SPECIALTY INSURANCE COMPANY on the twenty-fifth day of September, 2012:

Resolved: That the signature of an Authorized Officer, the signature of the Secretary or the Assistant Secretary, and the Company seal may be affixed by facsimile to any power of attorney or to any certificate relating thereto appointing an Attorney-in-Fact for purposes only of executing and sealing any bond, undertaking, recognizance or other written obligation in the nature thereof, and any such signature and seal where so used, being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

IN WITNESS WHEREOF, ATLANTIC SPECIALTY INSURANCE COMPANY has caused these presents to be signed by an Authorized Officer and the seal of the Company to be affixed this first day of January, 2023.

ATLANTIC SPECIALTY INSURANCE COMPANY CORPORATE SEAL 1986 NEW YORK

By _____
Sarah A. Kolar, Vice President and General Counsel

STATE OF MINNESOTA
HENNEPIN COUNTY

On this first day of January, 2023, before me personally came Sarah A. Kolar, Vice President and General Counsel of ATLANTIC SPECIALTY INSURANCE COMPANY, to me personally known to be the individual and officer described in and who executed the preceding instrument, and she acknowledged the execution of the same, and being by me duly sworn, that she is the said officer of the Company aforesaid, and that the seal affixed to the preceding instrument is the seal of said Company and that the said seal and the signature as such officer was duly affixed and subscribed to the said instrument by the authority and at the direction of the Company.

ALISON D. NASH-TROUT
NOTARY PUBLIC - MINNESOTA
My Commission Expires
January 31, 2030

_____
Notary Public

I, the undersigned, Secretary of ATLANTIC SPECIALTY INSURANCE COMPANY, a New York Corporation, do hereby certify that the foregoing power of attorney is in full force and has not been revoked, and the resolutions set forth above are now in force.

Signed and sealed. Dated 30th day of October, 2025.

ATLANTIC SPECIALTY INSURANCE COMPANY CORPORATE SEAL 1986 NEW YORK

This Power of Attorney expires
January 31, 2030

_____
Kara L.B. Barrow, Secretary

Please direct bond verifications to surety@intactinsurance.com

POWER OF ATTORNEY
SIRIUSPOINT AMERICA INSURANCE COMPANY
NEW YORK

AONPHI01_0323

KNOW ALL MEN BY THESE PRESENTS: That SiriusPoint America Insurance Company (the "Company"), a New York corporation, having its principal office in the City of New York, pursuant to the following Resolution, which was adopted on August 27,2024 by Unanimous Written Consent of the Board of the Directors of the Company, to wit:

RESOLVED, that the President, Senior Vice President, Chief Financial Officer, Secretary or the Assistant Secretary is hereby authorized to execute Powers of Attorney appointing as attorneys-in-fact selected employees of certain surety companies who shall have the power for and on behalf of the Company to execute and affix the seal of the Company to surety contracts as surety. Such authority can be executed by use of facsimile signature.

Does hereby nominate, constitute and appoint:

Patricia A. Rambo, Kimberly G. Sherrod, Cathy H. Ho, Sara Owens, Lori S. Shelton, Dana Donahue, Wayne G. McVaugh, Annmarie Breene, Joanne C.. Wagner, Patricia Dorsaneo, Babette Ward, Patrick Breene

Its true and lawful agent and attorney-in-fact, to make, execute, seal and deliver for and on its behalf, and its act and deed any and all bonds, contracts, agreements of indemnity and other undertakings in suretyship (NOT INCLUDING bonds without a fixed penalty or financial guarantee) and to bind the Company thereby as fully and to the same extent as of same were signed by the duly authorized officers of the Company, provided, however, that the penal sum of any one such instrument executed hereunder shall not exceed the sum of:

$63,971,000 single bond limit

All acts of said attorneys-in-fact pursuant to the authorities herein given are hereby ratified and confirmed. The President, Senior Vice President, Chief Financial Officer, Secretary or Assistant Secretary may from time to time and at any time remove such appointee and remove the power given to him or her.

The execution of such bonds or undertakings in pursuance of these presents, within one year of the date of these present, shall be binding under said Company, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the Company at its office in New York, New York, in their own proper persons.

IN WITNESS WHEREOF, SiriusPoint America Insurance Company has caused its corporate seal to be hereunto affixed and these presents to be signed by its President this tenth day of October, 2024.

SiriusPoint America Insurance Company

SIRIUSPOINT AMERICA INSURANCE COMPANY CORPORATE SEAL 1979 NEW YORK

Paul Mihulka
President

State of New York
County of New York

On this tenth day of October 2024, before me a Notary Public of the State of New York, in and for the County of New York, duly commissioned and qualified, came Paul Mihulka, President, of SiriusPoint America Insurance Company, to me personally known to be the individual and officer described in, and who executed the preceding instrument, and acknowledged the execution of the same, and being by me duly sworn, deposed and said that he is the officer of the said Company aforesaid, and that the seal affixed to the preceding instrument is the Corporate Seal of said Company, and the said Corporate seal and his signature as officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Company, referred to in the preceding instrument is now in force.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal.

SUSAN HISCOCK
Notary Public - State of New York
NO. 01HI6444797
Qualified in Richmond County
My Commission Expires Dec 5, 2026

Susan Hiscock
Notary Public
My Commission expires Dec. 5, 2026

STATE OF New York
COUNTY OF New York

I, Paul Mihulka, President of SiriusPoint America Insurance Company, a New York corporation, do hereby certify that the above and foregoing is a full, true and correct copy of Power of Attorney, is still in full force and effect and has not been revoked.

IN WITNESS WHEREOF, I have hereunto set my hand, and affixed the Seal of said Company, on the 30th day of October , 20 25

SIRIUSPOINT AMERICA INSURANCE COMPANY CORPORATE SEAL 1979 NEW YORK

Paul Mihulka
President

SOMPO INTERNATIONAL
INSURANCE

POWER OF ATTORNEY

11118

KNOW ALL BY THESE PRESENTS, that **Endurance Assurance Corporation, a Delaware corporation ('EAC'), Endurance American Insurance Company, a Delaware corporation ('EAIC'), Lexon Insurance Company, a Texas corporation ('LIC'), and/or Bond Safeguard Insurance Company, a South Dakota corporation ('BSIC'), each,** a "Company" and collectively, **"Sompo International,"** do hereby constitute and appoint: **Patricia Dorsaneo, Sara Owens, Lori S. Shelton, Patricia A. Rambo, Wayne G. McVaugh, Annmarie Breene, Babette Ward, Joanne C. Wagner, Kimberly G. Sherrod, Cathy H. Ho, Dana Donahue, Patrick Breene**

as true and lawful Attorney(s)-In-Fact to make, execute, seal, and deliver for, and on its behalf as surety or co-surety; bonds and undertakings given for any and all purposes, also to execute and deliver on its behalf as aforesaid renewals, extensions, agreements, waivers, consents or stipulations relating to such bonds or undertakings provided, however, that no single bond or undertaking so made, executed and delivered shall obligate the Company for any portion of the penal sum thereof in excess of the sum of **One Hundred Million ($100,000,000.00)**

Such bonds and undertakings for said purposes, when duly executed by said attorney(s)-in-fact, shall be binding upon the Company as fully and to the same extent as if signed by the President of the Company under its corporate seal attested by its Corporate Secretary.

This appointment is made under and by authority of certain resolutions adopted by the board of directors of each Company by unanimous written consent effective the 30th day of March, 2023 for BSIC and LIC and the 17th day of May, 2023 for EAC and EAIC, a copy of which appears below under the heading entitled "Certificate".

This Power of Attorney is signed and sealed by facsimile under and by authority of the following resolution adopted by the board of directors of each Company by unanimous written consent effective the 30th day of March, 2023 for BSIC and LIC and the 17th day of May, 2023 for EAC and EAIC and said resolution has not since been revoked, amended or repealed:

RESOLVED, that the signature of an individual named above and the seal of the Company may be affixed to any such power of attorney or any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signature or seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached.

IN WITNESS WHEREOF, each Company has caused this instrument to be signed by the following officers, and its corporate seal to be affixed this 25th day of May, 2023.

Endurance Assurance Corporation
By:
Richard Appel; SVP & Senior Counsel

Endurance American Insurance Company
By:
Richard Appel; SVP & Senior Counsel

Lexon Insurance Company
By:
Richard Appel; SVP & Senior Counsel

Bond Safeguard Insurance Company
By:
Richard Appel; SVP & Senior Counsel

Endurance Assurance Corporation CORPORATE SEAL 2002 DELAWARE

Endurance American Insurance Company CORPORATE SEAL 1996 DELAWARE

LEXON INSURANCE COMPANY CORPORATE SEAL MARCH 16, 1984 STATE OF TEXAS

BOND SAFEGUARD INSURANCE COMPANY A SOUTH DAKOTA INSURANCE COMPANY

ACKNOWLEDGEMENT

On this 25th day of May, 2023, before me, personally came the above signatories known to me, who being duly sworn, did depose and say that he/they is an officer of each of the Companies; and that he executed said instrument on behalf of each Company by authority of his office under the by-laws of each Company.

AMY TAYLOR NOTARY PUBLIC TENNESSEE DAVIDSON COUNTY

By:
Amy Taylor, Notary Public – My Commission Expires 3/9/27

CERTIFICATE

I, the undersigned Officer of each Company, DO HEREBY CERTIFY that:

1. That the original power of attorney of which the foregoing is a copy was duly executed on behalf of each Company and has not since been revoked, amended or modified; that the undersigned has compared the foregoing copy thereof with the original power of attorney, and that the same is a true and correct copy of the original power of attorney and of the whole thereof;
2. The following are resolutions which were adopted by the board of directors of each Company by unanimous written consent effective the 30th day of March, 2023 for BSIC and LIC and the 17th day of May, 2023 for EAC and EAIC and said resolutions have not since been revoked, amended or modified:
   "RESOLVED, that each of the individuals named below is authorized to make, execute, seal and deliver for and on behalf of the Company any and all bonds, undertakings or obligations in surety or co-surety with others: RICHARD M. APPEL, MATTHEW E. CURRAN, MARGARET HYLAND, SHARON L. SIMS, CHRISTOPHER L. SPARRO,
   and be it further
   RESOLVED, that each of the individuals named above is authorized to appoint attorneys-in-fact for the purpose of making, executing, sealing and delivering bonds,
   undertakings or obligations in surety or co-surety for and on behalf of the Company."
3. The undersigned further certifies that the above resolutions are true and correct copies of the resolutions as so recorded and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal this 30th day of October, 2025

By: Daniel S. Lude, Secretary

NOTICE: U. S. TREASURY DEPARTMENT'S OFFICE OF FOREIGN ASSETS CONTROL (OFAC)

No coverage is provided by this Notice nor can it be construed to replace any provisions of any surety bond or other surety coverage provided. This Notice provides information concerning possible impact on your surety coverage due to directives issued by OFAC. **Please read this Notice carefully.**

The Office of Foreign Assets Control (OFAC) administers and enforces sanctions policy, based on Presidential declarations of "national emergency". OFAC has identified and listed numerous foreign agents, front organizations, terrorists, terrorist organizations, and narcotics traffickers as "Specially Designated Nationals and Blocked Persons". This list can be located on the United States Treasury's website – https://www.treasury.gov/resource-center/sanctions/SDN-List.

In accordance with OFAC regulations, if it is determined that you or any other person or entity claiming the benefits of any coverage has violated U.S. sanctions law or is a Specially Designated National and Blocked Person, as identified by OFAC, any coverage will be considered a blocked or frozen contract and all provisions of any coverage provided are immediately subject to OFAC. When a surety bond or other form of surety coverage is considered to be such a blocked or frozen contract, no payments nor premium refunds may be made without authorization from OFAC. Other limitations on the premiums and payments may also apply.

Any reproductions are void.

Surety Claims Submission: LexonClaimAdministration@sompo-intl.com
Telephone: 615-553-9500 Mailing Address: Sompo International; 12890 Lebanon Road; Mount Juliet, TN 37122-2870

2 Stamford Plaza
Suite 1504, 281 Tresser Boulevard
Stamford, Connecticut 06901
us.surety@trisura.com

POWER OF ATTORNEY
TRISURA INSURANCE COMPANY

Bond # N/A

KNOW ALL MEN BY THESE PRESENTS: That **TRISURA INSURANCE COMPANY**, a corporation organized and existing under the laws of the State of Oklahoma, authorized to conduct a surety business, and having its principal place of business at 2 Stamford Plaza, Suite 1504, Tresser Boulevard, Stamford, Connecticut 06901, does hereby constitute and appoint:

Wayne G. McVaugh, Joanne C. Wagner, Cathy H. Ho, Kimberly G. Sherrod, Lori S. Shelton, Jennifer L. Jakaitis, Sara Owens, Patricia A. Rambo, Annmarie Breene, Nathaniel Jakaitis, Dana Donahue, Babette Ward, Patricia Dorsaneo, Patrick Breene

their true and lawful attorney(s)-in-fact to execute, seal and deliver for and on its behalf as surety, any and all bonds and undertakings, contracts of indemnity and other writings obligatory in the nature thereof, which are or may be allowed, required or permitted by law, statute, rule, regulation, contract or otherwise, and the execution of such instrument(s) in pursuance of these presents, shall be as binding upon the said **TRISURA INSURANCE COMPANY**, as fully and amply, to all intents and purposes, as if the same had been duly executed and acknowledged by their regularly elected officers at their principal offices.

This Power of Attorney is executed, and may be revoked, pursuant to and by authority of the By-Laws of **TRISURA INSURANCE COMPANY** and is granted under and by authority of the following resolution adopted by the Board of Directors of **TRISURA INSURANCE COMPANY.**

"**RESOLVED**, that (1) the Chief Executive Officer, President, Executive Vice President, Senior Vice President, Vice President, or Secretary of the Corporation shall have the power to appoint, and to revoke the appointments of, Attorneys-in-Fact or agents with power and authority as defined or limited in their respective powers of attorney, and to execute on behalf of the Corporation and affix the Corporation's seal thereto, bonds, undertakings, recognizances, contracts of indemnity and other written obligations in the nature thereof or related thereto; and (2) any such Officers of the Corporation may appoint and revoke the appointments of joint-control custodians, agents for acceptance of process, and Attorneys-in-fact with authority to execute waivers and consents on behalf of the Corporation; and (3) the signature of any such Officer of the Corporation and the Corporation's seal may be affixed by facsimile to any power of attorney or certification given for the execution of any bond, undertaking, recognizance, contract of indemnity or other written obligation in the nature thereof or related thereto, such signature and seals when so used whether heretofore or hereafter, being hereby adopted by the Corporation as the original signature of such officer and the original seal of the Corporation, to be valid and binding upon the Corporation with the same force and effect as though manually affixed."

IN WITNESS WHEREOF, **TRISURA INSURANCE COMPANY** have each executed and attested these presents on this **24th** day of **June, 2025**.

STATE OF Connecticut
County of Fairfield

George James, Chief Underwriting Officer, Surety

Trisura Insurance Company CORPORATE SEAL

On this **24th** day of **June, 2025**, before me came the individual who executed the preceding instrument, to me personally known, and, being by me duly sworn, said he is the therein described and authorized officer of **TRISURA INSURANCE COMPANY**; that the seals affixed to said instrument are the Corporate Seals of said Companies; that the said Corporate Seals and his signature were duly affixed by order of the Boards of Directors of said Companies

IN TESTIMONY WHEREOF, I have hereunto set my hand affixed Official Seal, at the County of Fairfield, State of Connecticut the day and year first above written.

Tysheena Holeyfield
, a Notary Public of Connecticut
My Commission Expires: 6-30-30

TYSHEENA HOLEYFIELD
Notary Public, Connecticut
My Commission Expires 06/30/2030

CERTIFICATION

I, the undersigned officer of **TRISURA INSURANCE COMPANY** do hereby certify that I have compared the foregoing copy of the Power of Attorney and affidavit, and the copy of the Sections of the By-Laws of said Companies as set forth in said Power of Attorney, with the originals on file in the home office of said companies, and that the same are correct transcripts thereof, and of the whole of the said originals, and that the said Power of Attorney has not been revoked and is now in full force and effect.

IN TESTIMONY WHEREOF, I have hereunto set my hand on this 30th day of October, 2025.

By: _____
Name: Terry Michalakos
Title: Senior Vice President

Trisura Insurance Company CORPORATE SEAL

TO CONFIRM AUTHENTICITY OF THIS BOND OR DOCUMENT EMAIL: us.surety@trisura.com

6.3 Insurance Coverage and Capacity

SitelogIQ maintains comprehensive insurance coverage appropriate for design-build and energy infrastructure projects, including commercial general liability, workers' compensation, automobile liability and professional liability (errors and omissions) insurance. Coverage limits are structured to meet or exceed typical California public agency requirements and support the full scope of design, construction and project management services provided.

Certificates of insurance evidencing required coverages and limits can be provided upon request and prior to contract execution. Sample Certificate is below.

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 5/1/2026 — 4/30/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER: Lockton Companies, LLC, 5500 Wayzata Blvd., Ste. 510, Minneapolis MN 55416, (763) 512-8600 kcasu@lockton.com

CONTACT NAME: | PHONE (A/C, No, Ext): | FAX (A/C, No): | E-MAIL ADDRESS:

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Zurich American Insurance Company	16535
INSURER B : American Guarantee and Liab. Ins. Co.	26247
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED 1443103: SitelogIQ, Inc., Reynolds Enterprises Inc. DBA SitelogIQ, IDS Tower, 80 South 8th Street, Suite 1850, Minneapolis MN 55402

COVERAGES — CERTIFICATE NUMBER: 19384013 — REVISION NUMBER: XXXXXXX

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE / X OCCUR X CONT. LIAB GEN'L AGGREGATE LIMIT APPLIES PER: POLICY / X PRO-JECT / X LOC OTHER:	N	N	GLO 3004954-04	5/1/2025	5/1/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 2,000,000 $ 100,000 $ 10,000 $ 2,000,000 $ 4,000,000 $ 4,000,000 $
A	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY / SCHEDULED AUTOS HIRED AUTOS ONLY / NON-OWNED AUTOS ONLY X COMP $10,000 X COLL $10,000	N	N	BAP 3004954-04	5/1/2025	5/1/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 2,000,000 $ XXXXXXX $ XXXXXXX $ XXXXXXX $ Not Applicable
B	X UMBRELLA LIAB / X OCCUR EXCESS LIAB / CLAIMS-MADE X DED / RETENTION $ $0	N	N	AUC 0777050-04	5/1/2025	5/1/2026	EACH OCCURRENCE AGGREGATE	$ 15,000,000 $ 15,000,000 $ XXXXXXX
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N: N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	N	WC 3004951-05	5/1/2025	5/1/2026	X PER STATUTE / OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER: 19384013 SAMPLE FOR PROPOSALS

CANCELLATION: SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE: Joseph M Agnello

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ACORD 25 (2016/03) — The ACORD name and logo are registered marks of ACORD

SitelogIQ | 7: Safety Record and Workforce Information



SECTION 7:
SAFETY RECORD AND WORKFORCE INFORMATION



7.1 Workers' Compensation Experience History

SitelogIQ maintains an effective workers' compensation program supported by disciplined safety planning, training and field oversight. Our Experience Modification Rate (EMR) has consistently remained better than the industry standard, reflecting a proactive approach to injury prevention and risk management.

7.2 Safety Program Overview

Safety is a foundational element of SitelogIQ's project delivery approach and is treated as a core operational responsibility at every level of the organization. Our safety program is designed to protect workers, facility occupants and the public while ensuring compliance with all applicable federal, state and local safety regulations.

SitelogIQ maintains a comprehensive Corporate Safety Manual governing all job site activities. All employees and subcontractors are required to formally acknowledge and comply with this manual prior to performing work. Safety expectations are reinforced through training, field supervision and regular job site safety meetings.

7.3 Safety Management and Oversight

For each project, SitelogIQ assigns qualified on-site supervision responsible for enforcing safety requirements, coordinating daily activities and maintaining a safe work environment. Project managers and field leadership conduct routine site inspections to verify compliance and proactively identify and correct potential hazards.

SitelogIQ's safety leadership conducts periodic audits, including unannounced inspections, to assess compliance and support continuous improvement. Safety concerns and near-miss incidents are encouraged to be reported and addressed promptly to prevent escalation.

7.4 Job Site Safety Practices

SitelogIQ's job site safety practices are tailored to the conditions of each facility and project. Typical measures include secure fencing and delineation of work areas, controlled access points, coordination with facility representatives and careful sequencing of work to maintain safe operations in occupied environments.

All personnel participate in a site-specific safety orientation prior to beginning work. Regular safety meetings are conducted to review ongoing activities, identify emerging risks and reinforce safety expectations.

7.5 Regulatory Compliance

SitelogIQ's safety program is implemented in accordance with California OSHA standards and applicable local regulations. Material safety is addressed through proper handling, storage and documentation, including maintenance of Safety Data Sheets (SDS) and training on safe material use.

Subcontractors are required to comply with SitelogIQ's safety standards and are monitored for adherence throughout the project.

7.6 Safety Performance Record

SitelogIQ maintains a strong safety performance record demonstrating the effectiveness of its safety program. SitelogIQ West has had no reportable OSHA incidents in the past five years and our EMR has consistently remained better than the industry standard.

This safety performance meets the definition of an acceptable safety record as required under California Public Contract Code Section 22164.



LOCKTON
UNCOMMONLY INDEPENDENT

March 7, 2024

Re: SitelogIQ, Inc.

To Whom it May Concern:

The California Workers' Compensation Insurance Rating Bureau (WCIRB) Experience Modification for SitelogIQ, Inc. and its related entities for the past five years are as follows:

Rating Effective Date	Entity	WCIRB
3/1/2024	SitelogIQ, Inc.	0.94
3/1/2023	SitelogIQ, Inc.	0.86
3/1/2022	SitelogIQ, Inc.	0.77
3/1/2021	SitelogIQ, Inc.	0.77
3/1/2020	SitelogIQ, Inc.	0.75
3/1/2019	Famand Inc. /Indoor Environmental Services Energy Retrofit Co. Monterey Energy Inc.	0.63

Should you have any questions, please do not hesitate to contact our office.

Regards,

Kendra Hegeholz

Kendra Hegeholz
Lockton Companies
Senior Account Manager

LOCKTON COMPANIES
5500 Wayzata Blvd., Suite 510, Minneapolis, MN 55416-3577
763.512.8600
lockton.com

SitelogIQ | 8: Skilled and Trained Workforce Commitment



SECTION 8:

SKILLED AND TRAINED WORKFORCE COMMITMENT

SitelogIQ hereby commits to comply with the Skilled and Trained Workforce requirements of California Public Contract Code Section 22164(c) for all applicable work performed under this project.

SitelogIQ will ensure that contractors and subcontractors at every tier performing work subject to these requirements meet the applicable skilled and trained workforce criteria, including apprenticeship graduation and workforce standards, as required by law. Compliance with Skilled and Trained Workforce requirements will be incorporated into subcontractor selection, contracting and project oversight processes.

In support of this commitment, SitelogIQ engages subcontractors through a deliberate selection process that prioritizes demonstrated performance, regulatory compliance and familiarity with California public works requirements. We maintain established relationships with qualified local and regional trade partners and actively monitor workforce compliance throughout project execution.

SitelogIQ | 9: Federal Grant Compliance Experience



SECTION 9:
FEDERAL GRANT COMPLIANCE EXPERIENCE

9.1 Experience Complying with 2 CFR Part 200 Requirements

SitelogIQ has extensive experience supporting public agencies in the delivery of energy and infrastructure projects funded through federal and state programs that require procurement transparency, disciplined cost controls, documentation and audit readiness consistent with the principles of 2 CFR Part 200 Uniform Guidance.

Across K–12, municipal and other public-sector projects, SitelogIQ has worked alongside agency finance, facilities and program oversight staff to support projects incorporating federally sourced funding and incentive mechanisms, including Inflation Reduction Act (IRA) Direct Pay incentives, ESSER stimulus funding, ARPA-supported projects and state-administered programs with federal oversight components. These funding frameworks require rigorous adherence to eligibility criteria, cost allowability, documentation standards, record retention and post-installation verification.

In these environments, SitelogIQ maintains structured internal controls and project documentation practices that align scope, costs and schedules with funding requirements. Project records are developed and maintained throughout design and construction to support agency review, reimbursement, closeout and long-term audit needs. This approach enables public agencies to pursue federally supported infrastructure projects with confidence that compliance obligations are integrated into delivery rather than treated as an afterthought.

9.2 Experience with FEMA, Cal OES or Similar Grant Programs

SitelogIQ has significant experience supporting public agencies implementing energy and infrastructure projects funded through state- and federally sponsored grant and incentive programs with compliance, documentation and reporting requirements comparable to those administered by FEMA and California Office of Emergency Services (Cal OES).

While SitelogIQ has not served as the prime administrator for FEMA or Cal OES disaster recovery grants, we have supported public-sector clients delivering projects funded through federal stimulus programs, federal incentive programs and California Energy Commission–administered programs, including CalSHAPE, SGIP, DEBA, Proposition 39 and the CEC 0% Loan Program. These programs require



detailed eligibility verification, coordination with administering agencies, inspection and verification processes and comprehensive recordkeeping throughout design and construction.

In these roles, SitelogIQ supports clients by aligning project scope with funding requirements, preparing technical and financial documentation, coordinating inspections and verifications and maintaining organized project records suitable for agency review and audit. This experience has positioned our team to operate effectively within grant-funded project environments that emphasize transparency, accountability and responsible stewardship of public funds.

9.3 Audit Support and Recordkeeping Experience

SitelogIQ has a demonstrated track record supporting audit and recordkeeping requirements associated with state- and federally influenced energy programs. Our teams routinely develop organize and maintain the documentation required to support agency oversight, verification and post-installation review, ensuring transparency and accountability throughout the project lifecycle.

A significant portion of this experience includes long-standing work under California Energy Commission audit and compliance processes, particularly Proposition 39–funded projects. This work has involved preparing application materials, tracking eligible costs, coordinating required inspections and assembling final reporting and closeout packages in alignment with CEC program requirements. Projects supported by SitelogIQ have successfully completed audit processes without failed audits.

By maintaining clear, well-organized records from project initiation through closeout, SitelogIQ enables public agencies to respond efficiently to audit inquiries and oversight reviews. This disciplined approach reduces administrative burden on agency staff while supporting compliance objectives and demonstrating responsible stewardship of public funds.

SitelogIQ | 10: References



SECTION 10:
REFERENCES



SitelogIQ has successfully delivered energy and infrastructure projects for California public agencies and other public-sector entities. The following references represent projects of comparable size, scope and complexity completed within the past five (5) years.

Hanford Elementary School District, Hanford, CA





1. Project Name & Location: Hanford Elementary School District – Hanford, CA
2. Project Size: 10 Level 2 19.2kW EV chargers, 1 BESS with 60 kW / 130 kWh DC capacity, multiple PV arrays and HVAC replacements.
3. Project Cost: $7,082,854
4. Year Completed: 2022
5. Name of Project Manager: Tyler Murphy
6. Name of Client & Contact Information: Joy Gabler, Superintendent – 559.585.3600
7. Brief Physical Description: (Model: Blink IQ 200 Level 2 AC), BESS (Model: Chint Power Systems ESS – 60/130)
8. Rule 21 Electrical Interconnection Experience: Typically long
9. Utility Provider Experience: Slow but smooth
10. Project Schedule Overview: Award date: 5/27/2020, Installation completion date: 6/2/2021, Commercial operation date: 11/13/2021.

Tulare County Office of Education, Tulare County, CA



1. Project Name & Location: Tulare County Office of Education Solar PV and Battery Storage
2. Project Cost: $5,788,141
3. Year Completed: 2025
4. Name of Project Manager: Mike Rubino
5. Name of Client & Contact Information: Tim Hire, Superintendent, 559.733.6300
6. Brief Physical Description: SitelogIQ is delivering a comprehensive Solar PV and Battery Energy Storage System project for the Tulare County Office of Education under a turnkey design-build model. This project is structured to strengthen long-term energy resilience, reduce operating costs and support TCOE's commitment to sustainable facility operations.

Wiseburn Unified School District, El Segundo, CA





1. Project Name & Location: WUSD Solar, EV and BESS Project – El Segundo, CA
2. Project Size: 16 Level 2 EV chargers, 4 BESS with 120kW / 258kWh DC capacity
3. Project Cost: $9,446,555
4. Year Completed: 2025
5. Name of Project Manager: James Chan
6. Name of Client & Contact Information: Noemi Avila-Zamudio, President & CEO, Naz Consulting, Inc. – 949.616.6530
7. Brief Physical Description: EV chargers (Model: Chargepoint CT4021-GW1 AND Chargepoint CT4011-GW1), BESS (Model: Socomec HES L 100/372).
8. Rule 21 Electrical Interconnection Experience: Aviation ES had address issues when applying for interconnection which lead to delays.
9. Utility Provider Experience: Long response times from SCE and different reviewers have different requirements.
10. Project Schedule Overview: Award date: contract executed 11/27/2023, Substantial completion Solar : 2/24/2025, substantial completion BESS: 6/3/2025 Commercial operation date: Solar PTO: 2/7/2025 BESS PTO: 6/9/2025.

SitelogIQ | 11: Certifications and Disclosures



SECTION 11:
CERTIFICATIONS AND DISCLOSURES



11.1 Certification Under Penalty of Perjury

I certify under penalty of perjury under the laws of the State of California that the information submitted in this Statement of Qualifications is true and correct to the best of my knowledge and belief and that I am authorized to submit this Statement of Qualifications on behalf of the entity identified below.

- Legal Name of Respondent: SitelogIQ, Inc.
- Authorized Representative: John Gajan
- Title: President, West Energy
- Signature:
- Date: February 13, 2026

11.2 Conflict of Interest Disclosure

SitelogIQ, Inc. certifies that no officer, employee or agent of the City of Agoura Hills has any financial interest, direct or indirect, in this Statement of Qualifications or in any agreement that may result from this solicitation and that no conflict of interest exists that would prevent SitelogIQ, Inc. from performing the services in an objective, independent and ethical manner.

11.3 Litigation History (Past Five Years)

SitelogIQ, Inc. certifies that it has disclosed all litigation, arbitration, mediation or claims involving public works performance within the past five (5) years.

[ ] No litigation, arbitration or mediation within the past five (5) years

[X] See disclosure below

Description:

SitelogIQ has no pending litigation, claims or disputes related to public works performance within the past five years. In 2025, a Wisconsin school district filed a declaratory judgment action solely to clarify a contract term. The matter was resolved amicably, with no finding of fault, performance deficiency or financial penalty. Other than this resolved matter, SitelogIQ has had no litigation, arbitration or mediation during the past five years.

Delaware

The First State

I, JEFFREY W. BULLOCK, SECRETARY OF STATE OF THE STATE OF DELAWARE, DO HEREBY CERTIFY THE ATTACHED IS A TRUE AND CORRECT COPY OF THE CERTIFICATE OF INCORPORATION OF "IES HOLDCO, INC.", FILED IN THIS OFFICE ON THE THIRD DAY OF MARCH, A.D. 2017, AT 4:13 O`CLOCK P.M.

A FILED COPY OF THIS CERTIFICATE HAS BEEN FORWARDED TO THE KENT COUNTY RECORDER OF DEEDS.

Jeffrey W. Bullock, Secretary of State

State of Delaware
Secretary of State
Division of Corporations
Delivered 04:13 PM 03/03/2017
FILED 04:13 PM 03/03/2017
SR 20171583534 - File Number 6323246

CERTIFICATE OF INCORPORATION
OF
IES HOLDCO, INC.

The undersigned, a natural person (the "Sole Incorporator"), for the purpose of organizing a corporation to conduct the business and promote the purposes hereinafter stated, under the provisions and subject to the requirements of the laws of the State of Delaware hereby certifies that:

I.

The name of this corporation is IES Holdco, Inc.

II.

The registered office of this corporation in the State of Delaware shall be 850 New Burton Road, Suite 201, City of Dover, County of Kent, 19904 and the name of the registered agent of this corporation in the State of Delaware at such address is National Corporate Research, Ltd.

III.

The purpose of this corporation is to engage in any lawful act or activity for which a corporation may be organized under the Delaware General Corporation Law.

IV.

This corporation is authorized to issue only one class of stock, to be designated Common Stock. The total number of shares of Common Stock presently authorized is 100, each having a par value of $0.0001.

V.

A. The management of the business and the conduct of the affairs of this corporation shall be vested in its Board of Directors. The number of directors which shall constitute the whole Board of Directors shall be fixed by the Board of Directors in the manner provided in the Bylaws.

B. Meetings of the stockholders may be held within or without the State of Delaware, as the Bylaws of this corporation may provide. The books of this corporation may be kept outside the State of Delaware at such place or places as may be designated from time to time by the Board of Directors or as set forth in the Bylaws of this corporation. Election of directors need not be by written ballot unless the Bylaws of this corporation so provide.

C. The Board of Directors is expressly empowered to adopt, amend or repeal the Bylaws of this corporation. The stockholders shall also have power to adopt, amend or repeal the Bylaws of this corporation; provided, however, that, in addition to any vote of the holders of any class or series of stock of this corporation required by law or by this Certificate of Incorporation, such action by stockholders shall require the affirmative vote of the holders of at least a majority of the voting power of all of the then-outstanding shares of the capital stock of this corporation entitled to vote generally in the election of directors, voting together as a single class.

VI.

A. The liability of the directors for monetary damages shall be eliminated to the fullest extent under applicable law.

B. To the fullest extent permitted by applicable law, this corporation is authorized to provide indemnification of (and advancement of expenses to) directors, officers and agents of this corporation (and any other persons to which applicable law permits this corporation to provide indemnification) through Bylaw provisions, agreements with such agents or other persons, vote of stockholders or disinterested directors or otherwise in excess of the indemnification and advancement otherwise permitted by such applicable law. If applicable law is amended after approval by the stockholders of this Article VI to authorize corporate action further eliminating or limiting the personal liability of directors, then the liability of a director to this corporation shall be eliminated or limited to the fullest extent permitted by applicable law as so amended.

C. Any repeal or modification of this Article VI shall only be prospective and shall not affect the rights or protections or increase the liability of any officer or director under this Article VI in effect at the time of the alleged occurrence of any act or omission to act giving rise to liability or indemnification.

VII.

This corporation expressly elects not to be governed by Section 203 of the General Corporation Law of the State of Delaware.

VIII.

This corporation reserves the right to amend, alter, change or repeal any provision contained in this Certificate of Incorporation, in the manner now or hereafter prescribed by statute, and all rights conferred upon the stockholders herein are granted subject to this reservation.

IX.

If any director of this corporation who is not, and has not previously been, an employee of this corporation or any subsidiary of this corporation (each such director, a "Non-Employee Director"), acquires knowledge of a potential transaction or matter which may be an investment or business opportunity or prospective economic or competitive advantage in which this corporation could have an interest or expectancy (a "Competitive Opportunity"), or otherwise is then exploiting any Competitive Opportunity, this corporation will have no interest in such Competitive Opportunity and no expectation that such Competitive Opportunity be offered to it, any such interest or expectation being hereby renounced so that each Non-Employee Director shall have (i) no duty to communicate or present such Competitive Opportunity to this corporation and (ii) the right to hold any such Competitive Opportunity for such Non-Employee Director's (and its agents', partners' or affiliates') own account and benefit, or to recommend, assign or otherwise transfer or deal in such Competitive Opportunity to or with persons or entities other than this corporation or any affiliate of this corporation. No amendment or repeal of this Article IX shall apply to or have any effect on the liability or alleged liability of any Non-Employee Director for or with respect to any opportunities of which such Non-Employee Director becomes aware prior to such amendment or repeal.

X.

The name and the mailing address of the Sole Incorporator is as follows:

Nima Javaherian
c/o Massumi + Consoli LLP
2029 Century Park East
Suite 280
Los Angeles, California 90067

[Remainder of Page Intentionally Left Blank; Signature Page Follows]

I, the undersigned, being the sole incorporator hereinbefore named, for the purpose of forming a corporation in accordance with the General Corporation Law of the State of Delaware, do make and file this certificate, hereby declaring and certifying that the facts herein stated are true, and accordingly have hereunto set my hand this 3rd day of March, 2017.

/s/ Nima Javaherian
Nima Javaherian, Sole Incorporator

Delaware

The First State

I, JEFFREY W. BULLOCK, SECRETARY OF STATE OF THE STATE OF DELAWARE, DO HEREBY CERTIFY THE ATTACHED IS A TRUE AND CORRECT COPY OF THE CERTIFICATE OF AMENDMENT OF "IES HOLDCO, INC.", CHANGING ITS NAME FROM "IES HOLDCO, INC." TO "SITELOGIQ, INC.", FILED IN THIS OFFICE ON THE TWENTY-EIGHTH DAY OF SEPTEMBER, A.D. 2018, AT 7:26 O`CLOCK P.M.

A FILED COPY OF THIS CERTIFICATE HAS BEEN FORWARDED TO THE NEW CASTLE COUNTY RECORDER OF DEEDS.

Jeffrey W. Bullock, Secretary of State

STATE OF DELAWARE
CERTIFICATE OF AMENDMENT
OF CERTIFICATE OF INCORPORATION

The corporation organized and existing under and by virtue of the General Corporation Law of the State of Delaware does hereby certify:

FIRST: That at a meeting of the Board of Directors of

IES Holdco, Inc.

resolutions were duly adopted setting forth a proposed amendment of the Certificate of Incorporation of said corporation, declaring said amendment to be advisable and calling a meeting of the stockholders of said corporation for consideration thereof. The resolution setting forth the proposed amendment is as follows:

RESOLVED, that the Certificate of Incorporation of this corporation be amended by changing the Article thereof numbered "I" so that, as amended, said Article shall be and read as follows:

The name of this corporation is SitelogIQ, Inc.

SECOND: That thereafter, pursuant to resolution of its Board of Directors, a special meeting of the stockholders of said corporation was duly called and held upon notice in accordance with Section 222 of the General Corporation Law of the State of Delaware at which meeting the necessary number of shares as required by statute were voted in favor of the amendment.

THIRD: That said amendment was duly adopted in accordance with the provisions of Section 242 of the General Corporation Law of the State of Delaware.

IN WITNESS WHEREOF, said corporation has caused this certificate to be signed this 28th day of September 2018.

By: _____
Authorized Officer

Title: President

Name: Jason Lee
Print or Type

State of Delaware
Secretary of State
Division of Corporations
Delivered 07:26 PM 09/28/2018
FILED 07:26 PM 09/28/2018
SR 20186902836 - File Number 6323246

3090 Bristol Street, Suite 400
Costa Mesa, CA 92626
SitelogIQ.com

sitelogiQ®
Efficiency Powered by Intelligence



February 13, 2026

Exhibit F

Federal Requirements

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EXHIBIT F
FEDERAL REQUIREMENTS

Equal Employment Opportunity

During the performance of this contract, the Contractor agrees as follows:
(1) The Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender identity, or national origin. The Contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following:
Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.
(2) The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.
(3) The Contractor will not discharge or in any other manner discriminate against any employee or applicant for employment because such employee or applicant has inquired about, discussed, or disclosed the compensation of the employee or applicant or another employee or applicant. This provision shall not apply to instances in which an employee who has access to the compensation information of other employees or applicants as a part of such employee's essential job functions discloses the compensation of such other employees or applicants to individuals who do not otherwise have access to such information, unless such disclosure is in response to a formal complaint or charge, in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or is consistent with the contractor's legal duty to furnish information.
(4) The Contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the Contractor's commitments under this section and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
(5) The Contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.
(6) The Contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
(7) In the event of the Contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.
(8) The Contractor will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (8) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance:

Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency, the Contractor may request the United States to enter such litigation to protect the interests of the United States.

The City further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under thecontract.

The City agrees that it will assist and cooperate actively with the administering agency and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor, that it will furnish the administering agency and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the administering agency in the discharge of the agency's primary responsibility for securing compliance.

The City further agrees that it will refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order and will carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the administering agency or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order. In addition, the City agrees that if it fails or refuses to comply with these undertakings, the administering agency may take any or all of the following actions: Cancel, terminate, or suspend in whole or in part this grant (contract, loan, insurance, guarantee); refrain from extending any further assistance to the City under the program with respect to which the failure or refund occurred until satisfactory assurance of future compliance has been received from such applicant; and refer the case to the Department of Justice for appropriate legal proceedings.

Davis-Bacon Act

Federal Prevailing Wage Requirements - Davis Bacon Act. To the extent this Project is subject to the requirements of the Davis-Bacon Act, Contractor and all subcontractors shall comply with federal prevailing wage requirements under the federal Davis-Bacon Act (40 U.S.C. Sections 3141-3144, and 3146-3148) as supplemented by Department of Labor regulations (29 CFR Part 5, “Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction”)and shall pay the higher of the state and federal wage rates for each labor classification necessary to perform the Project. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

Copeland “Anti-Kickback” Act.

Contractors and subcontractors are prohibited from inducing any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled and suspected or reported violations shall be immediately reported to the Federal awarding agency. The Contractor shall comply with 18 U.S.C. § 874, 40 U.S.C. § 3145, and the requirements of 29 C.F.R. Part 3 as may be applicable, which are incorporated by reference into this contract. The Contractor or subcontractor shall insert in any subcontracts the clause above and such other clauses as FEMA may by appropriate instructions require, and a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The Prime Contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all these contract clauses.

Breach. A breach of the contract clauses above may be grounds for termination of the contract, and for debarment as a contractor and subcontractor as provided in 29 C.F.R. § 5.

Compliance with the Contract Work Hours and Safety Standards Act.

To the extent this contract is subject to the Contract Work Hours and Safety Act, Contractor shall comply with the provisions of 29 C.F.R. § 5.5(b)(1)-(5) which are hereby incorporated by reference herein, and the following.

(1)The contractor or subcontractor must maintain regular payrolls and other basic records during the course of the work and must preserve them for a period of three years after all the work on the prime contract is completed for all laborers and mechanics, including guards and watchpersons, working on the contract. Such records must contain the name; last known address, telephone number, and email address; and social security number of each such worker; each worker's correct classification(s) of work performed; hourly rates of wages paid; daily and weekly number of hours actually worked; deductions made; and actual wages paid.

(2) Records to be maintained under this provision must be made available by the contractor or subcontractor for inspection, copying, or transcription by authorized representatives of the Department of Homeland Security, the Federal Emergency Management Agency, and the Department of Labor, and the contractor or subcontractor will permit such representatives to interview workers during working hours on the job.

Clean Air Act.

The contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. § 7401 *et seq.* The contractor agrees to report each violation to the City and understands and agrees that the City will, in turn, report each violation as required to assure notification to the Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office. The contractor agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with federal assistance provided by FEMA.

Suspension and Debarment

This contract is a covered transaction for purposes of 2 C.F.R. Part 180 and 2 C.F.R. Part 3000. As such, the contractor is required to verify that none of the contractor's principals (defined at 2 C.F.R. § 180.995) or its affiliates (defined at 2 C.F.R. § 180.905) are excluded (defined at 2 C.F.R. § 180.940) or disqualified (defined at 2 C.F.R. § 180.935).
The contractor must comply with 2 C.F.R. Part 180, subpart C and 2 C.F.R. Part 3000, subpart C, and must include a requirement to comply with these regulations in any lower tier covered transaction it enters.
This certification is a material representation of fact relied upon by City. If it is later determined that the contractor did not comply with 2 C.F.R. Part 180, subpart C and 2 C.F.R. Part 3000, subpart C, in addition to remedies available to the City, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment.
The bidder or proposer agrees to comply with the requirements of 2 C.F.R. Part 180, subpart C and 2 C.F.R. Part 3000, subpart C while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

Byrd Anti-Lobbying Certification, 31 U.S.C. § 1352.

The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that: (l) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement. (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in conformance with its instructions. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure. The prospective participant also agrees by submitting his or her bid or proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed $100,000 and that all such subrecipients shall certify and disclose accordingly.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that this declaration is executed on May 27, 2026, at Agoura Hills, California.

Name of Bidder SitelogIQ, Inc.

Signature_____

Name John Gajan

Title President

Procurement of Recovered Materials

In the performance of this contract, the Contractor shall make maximum use of products containing recovered materials that are EPA-designated items unless the product cannot be acquired—

a)Competitively within a timeframe providing for compliance with the contract performance schedule;
b)Meeting contract performance requirements; or
c)At a reasonable price.
Information about this requirement, along with the list of EPA-designated items, is available at Comprehensive Procurement Guideline (CPG) Program | US EPA. The Contractor also agrees to comply with all other applicable requirements of Section 6002 of the Solid Waste Disposal Act.

The Contactor should, to the greatest extent practicable and consistent with the law, purchase, acquire, or use products and services that can be reused, refurbished, or recycled; contain recycled content, are biobased, or are energy and water efficient; and are sustainable.

Prohibition on Contracting for Covered Telecommunications Equipment or Services.

(a)*Definitions.* As used in this clause, the terms backhaul; covered foreign country; covered telecommunications equipment or services; interconnection arrangements; roaming; substantial or essential component; and telecommunications equipment or services have the meaning as defined in FEMA Policy 405-143-1, Prohibitions on Expending FEMA Award Funds for Covered Telecommunications Equipment or Services, as used in this clause—

(b) Prohibitions.
1) Section 889(b) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019, Pub. L. No. 115-232, and 2 C.F.R. § 200.216 prohibit the head of an executive agency on or after Aug. 13, 2020, from obligating or expending grant, cooperative agreement, loan, or loan guarantee funds on certain telecommunications products or from certain entities for national security reasons.

2) Unless an exception in paragraph (c) of this clause applies, the contractor and its subcontractors may not use grant, cooperative agreement, loan, or loan guarantee funds from the Federal Emergency Management Agency to

i. Procure or obtain any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology of any system;

ii. Enter, extend, or renew a contract to procure or obtain any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology of any system;

iii. Enter, extend, or renew contracts with entities that use covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system; or

iv. Provide, as part of its performance of this contract, subcontract, or other contractual instrument, any equipment, system, or service that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system.

(c) Exceptions
1) This clause does not prohibit contractors from providing—
I .A service that connects to the facilities of a third-party, such as backhaul, roaming, or interconnection arrangements; or
ii. Telecommunications equipment that cannot route or redirect user data traffic or permit visibility into any user data or packets that such equipment transmits or otherwise handles.
2) By necessary implication and regulation, the prohibitions also do not apply to:
i. Covered telecommunications equipment or services that:
a. Are not used as a substantial or essential component of any system; and
b. Are not used as critical technology of any system
.ii. Other telecommunications equipment or services that are not considered covered telecommunications equipment or services.
3) Reporting requirement.
1) In the event the contractor identifies covered telecommunications equipment or services used as a substantial or essential component of any system, or as critical technology as part of any system, during contract performance, or the contractor is notified of such by a subcontractor at any tier or by any other source, the contractor shall report the information in paragraph (d)(2) of this clause to the recipient or subrecipient, unless elsewhere in this contract are established procedures for reporting the information.
2) The Contractor shall report the following information pursuant to paragraph (d)(1) of this clause:
i. Within one business day from the date of such identification or notification:
The contract number; the order number(s), if applicable; supplier name; supplier unique entity identifier (if known); supplier Commercial and Government Entity (CAGE) code (if known); brand; model number

(original equipment manufacturer number, manufacturer part number, or wholesaler number); item description; and any readily available information about mitigation actions undertaken or recommended.

ii. Within 10 business days of submitting the information in paragraph (d)(2)(i) of this clause: Any further available information about mitigation actions undertaken or recommended. In addition, the contractor shall describe the efforts it undertook to prevent use or submission of covered telecommunications equipment or services, and any additional efforts that will be incorporated to prevent future use or submission of covered telecommunications equipment or services.

(d) *Subcontracts.* The Contractor shall insert the substance of this clause, including this paragraph (e), in all subcontracts and other contractual instruments.

Domestic Preference for Procurements.

The Contractor should, to the greatest extent practicable and consistent with law, provide a preference for the purchase, acquisition, or use of goods, products, or materials produced in the United States. This includes, but is not limited to, iron, aluminum, steel, cement, and other manufactured products.
For purposes of this clause:
Produced in the United States means, for iron and steel products, that all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States.

Build America, Buy America Act (BABAA)

Contractors and their subcontractors who apply or bid for an award for an infrastructure project subject to the domestic preference requirement in the Build America, Buy America Act shall file the required certification to City with each bid or offer for an infrastructure project, unless a domestic preference requirement is waived by FEMA. Contractors and subcontractors certify that no federal financial assistance funding for infrastructure projects will be provided unless all the iron, steel, manufactured projects, and construction materials used in the project are produced in the United States. BABAA, Pub. L. No. 117-58, §§ 70901-52. Contractors and subcontractors shall also disclose any use of federal financial assistance for infrastructure projects that does not ensure compliance with BABAA domestic preference requirements. Such disclosures shall be forwarded to the recipient who, in turn, will forward the disclosures to FEMA, the federal agency; subrecipients will forward disclosures to the pass-through entity, who will, in turn, forward the disclosures to FEMA..

Required Self-Certification

The undersigned certifies, to the best of their knowledge and belief, that:
The Build America, Buy America Act (BABAA) requires that no federal financial assistance for "infrastructure" projects is provided "unless all of the iron, steel, manufactured products, and construction materials used in the project are produced in the United States." Section 70914 of Public Law No. 117-58, §§ 70901-52.
The undersigned certifies that for the Project that the iron, steel, manufactured products, and construction materials used in this contract are in full compliance with the BABAA requirements including:
1. All iron and steel used in the project are produced in the United States. This means all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States.

2. All manufactured products purchased with FEMA financial assistance must be produced in the United States. For a manufactured product to be considered produced in the United States, the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States is greater than 55% of the total cost of all components of the manufactured product, unless another standard for determining the minimum amount of domestic content of the manufactured product has been established under applicable law or regulation.

3. All construction materials are manufactured in the United States. This means that all manufacturing processes for the construction material occurred in the United States.

The (insert name of contractor or subcontractor), certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the (insert name of contractor or subcontractor) understands and agrees that the provisions of 31 U.S.C. Chap. 38, Administrative Remedies for False Claims and Statements, apply to this certification and disclosure, if any."

_____

Signature of (insert name of contractor or subcontractor) Authorized Official

_____

Name and Title of (insert name of contractor or subcontractor) Authorized Official

_____

Date

Exhibit G

Performance Bond form

© 2025 Design-Build Institute of America

Bond No. _____

PERFORMANCE BOND

KNOW ALL PERSONS BY THESE PRESENTS that:

WHEREAS the City of Agoura Hills ("Public Agency"), has awarded to _____ _____ ("Principal")

(Name and address of Contractor)

a contract (the "Contract") for the Work described as follows:

_____

(Project name)

WHEREAS, Principal is required under the terms of the Contract to furnish a Bond for the faithful performance of the Contract.

NOW, THEREFORE, we, the undersigned Principal, and _____ _____ _____

(Name and address of Surety)

("Surety") a duly admitted surety insurer under the laws of the State of California, as Surety, are held and firmly bound unto the Public Agency in the penal sum of _____ _____ Dollars ($_____), this amount being not less than the total Contract Price, in lawful money of the United States of America, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors executors and administrators, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH THAT, if the hereby bounded Principal, his, her or its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions and provisions in the Contract and any alteration thereof made as therein provided, on the Principal's part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the Public Agency, its officers, agents and employees, as therein stipulated, then this obligation shall become null and void; otherwise, it shall be and remain in full force and effect.

As a part of the obligation secured hereby and in addition to the face amount specified therefor, there shall be included costs and reasonable expenses and fees, including reasonable attorneys' fees, incurred by Public Agency in successfully enforcing such obligation, all to be taxed as costs and included in any judgment rendered. Surety hereby waives any statute of limitations as it applies to an action on this Bond.

The Surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Contract or of the Work to be performed thereunder or the specifications accompanying the same shall in anywise affect its obligations under this Bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the Contract or to the Work or to the specifications. Surety hereby waives the provisions of California Civil Code Sections 2845 and 2849. The City is the principal beneficiary of this Bond and has all rights of a party hereto.

IN WITNESS WHEREOF, two (2) identical counterparts of this instrument, each of which shall for all purposes be deemed an original hereof, have been duly executed by Principal and Surety, on the date set forth below, the name of each corporate party being hereto affixed and these presents duly signed by its undersigned representative(s) pursuant to authority of its governing body.

Dated:

"Principal"	"Surety"
_____	_____
_____	_____
By: _____ Its	By: _____ Its
By: _____ Its	By: _____ Its
(Seal)	*(Seal)*

Note: This Bond must be executed in duplicate and dated, all signatures must be notarized, and evidence of the authority of any person signing as attorney-in-fact must be attached. ***DATE OF BOND MUST NOT BE BEFORE DATE OF CONTRACT****. Surety companies executing Bonds must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in the State where the project is located.*

Exhibit H

Payment Bond (Labor & Materials) form

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Bond No. _____

PAYMENT BOND
(LABOR AND MATERIALS)

KNOW ALL PERSONS BY THESE PRESENTS that:

WHEREAS the City of Agoura Hills ("Public Agency"), State of California, has awarded to

("Principal")

(Name and address of Contractor)

a contract (the "Contract") for the Work described as follows:

(Project name)

WHEREAS, under the terms of the Contract, the Principal is required before entering upon the performance of the Work, to file a good and sufficient payment Bond with the Public Agency to secure the claims to which reference is made in Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the Civil Code.

NOW, THEREFORE, we, the undersigned Principal, and

(Name and address of Surety)

("Surety") a duly admitted surety insurer under the laws of the State of California, as Surety, are held and firmly bound unto the Public Agency and all contractors, subcontractors, laborers, material suppliers, and other persons employed in the performance of the Contract and referred to in Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the Civil Code in the penal sum of
Dollars ($), for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to this Work or labor, that the Surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this Bond, will pay, in addition to the face amount thereof, costs and reasonable expenses and fees, including reasonable attorneys' fees, incurred by Public Agency in successfully enforcing this obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

It is hereby expressly stipulated and agreed that this Bond shall inure to the benefit of any and all persons, companies, and corporations entitled to file claims under Title 3 (commencing with Section 9000) of Part 6 of Division 4 of the Civil Code, so as to give a right of action to them or their assigns in any suit brought upon this Bond.

Upon expiration of the time within which the California Labor Commissioner may serve a civil wage and penalty assessment against the principal, any of its subcontractors, or both the principal and its subcontractors pursuant to Labor Code Section 1741, and upon expiration of the time within which a joint labor management committee may commence an action against the principal, any of its subcontractors, or both the principal and its subcontractors pursuant to Labor Code Section 1771.2, if the condition of this Bond be fully performed, then this obligation shall become null and void; otherwise, it shall be and remain in full force and effect.

The Surety hereby stipulates and agrees that no change, extension of time, alteration, or addition to the terms of the Contract or the Specifications accompanying the same shall in any manner affect its obligations on this Bond, and it does hereby waive notice of any such change, extension, alteration, or addition.

IN WITNESS WHEREOF, two (2) identical counterparts of this instrument, each of which shall for all purposes be deemed an original hereof, have been duly executed by Principal and Surety, on the date set forth below, the name of each corporate party being hereto affixed and these presents duly signed by its undersigned representative(s) pursuant to authority of its governing body.

Dated:

"Principal"	"Surety"
_____	_____
_____	_____
By: _____	By: _____
Its	Its
By: _____	By: _____
Its	Its
(Seal)	*(Seal)*

Note: This Bond must be executed in duplicate and dated, all signatures must be notarized, and evidence of the authority of any person signing as attorney-in-fact must be attached. ***DATE OF BOND MUST NOT BE BEFORE DATE OF CONTRACT.*** Surety companies executing Bonds must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in the State where the project is located.

Exhibit I

Insurance

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Exhibit I

Insurance Requirements

FOR DESIGN PROFESSIONAL:

Prior to commencement of work, Consultant shall procure, provide, and maintain, at Consultant's own expense, for the duration of this Agreement, insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, or employees.

A. Minimum Scope of Insurance. Coverage shall be at least as broad as:

1) Insurance Services Office Commercial General Liability form No. CG 00 01 11 85 or 88, or equivalent.

2) Insurance Services Office Business Auto Coverage form CA 00 01 06 92, or equivalent, covering Automobile Liability, code 1 (any auto). If the Consultant owns no automobiles, a non-owned auto endorsement to the General Liability policy described above is acceptable.

3) Worker's Compensation insurance as required by the State of California and Employer's Liability Insurance. If the Consultant has no employees while performing under this Agreement, worker's compensation insurance is not required, but Consultant shall execute a declaration that it has no employees.

4) Professional Liability Insurance shall be written on a policy form providing professional liability for the Consultant's profession.

B. Minimum Limits of Insurance. Consultant shall maintain limits no less than:

1) General Liability: $1,000,000 per occurrence for bodily injury, personal injury and property damage, including without limitation, blanket contractual liability. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

2) Automobile Liability: $1,000,000 per accident for bodily injury and property damage for all activities of the Consultant arising out of or in connection with work to be performed under this Agreement, including coverage for any owned, hired, non-owned or rental vehicles.

3) Worker's Compensation as required by the State of California; Employer's Liability: One million dollars ($1,000,000) per accident for bodily injury or disease.

4) Professional Liability coverage: One million ($1,000,000) per claim and in aggregate.

C. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions must be declared to and approved by the City Manager. At the option of the City Manager, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, officials, employees and volunteers; or the Consultant shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

D. Requirements Not Limiting. Requirements of specific coverage features or limits contained in this Section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue and is not intended by any party or insured to be all inclusive, or to the exclusion of other coverage, or a waiver of any type. If the Vendor maintains higher limits than the minimums shown above, the Agency requires and shall be entitled to coverage for the higher limits maintained by the Vendor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the Agency.

E. Other Insurance Provisions. The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:

1) The City, its officers, officials, employees and volunteers are to be covered and named as additional insureds in respect to: liability arising out of activities performed by or on behalf of the Consultant; products and completed operations of the Consultant; premises owned, occupied or used by the Consultant; or automobiles owned, leased, hired or borrowed by the Consultant. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees or volunteers.

2) For any claims related to this project, the Consultant's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees and volunteers. Any insurance or self-insured maintained by the City, its officers, officials, employees or volunteers shall be excess of the Consultant's insurance and shall not contribute with it.

3) Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the City, its officers, officials, employees or volunteers.

4) The Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

5) Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days' prior written notice has been given to the City. Consultant agrees to oblige its insurance agent or broker and insurers to provide City with a thirty (30) day notice of cancellation (except for nonpayment for which a ten (10) day notice is required) or nonrenewal of coverage for each required coverage.

F. Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the City. Self insurance shall not be considered to comply with these insurance requirements.

G. Verification of Coverage. **Consultant shall furnish the City with original endorsements, specifically naming the City of Agoura Hills, its officers, officials, employees and volunteers as additional insured, effecting coverage required by this clause.** The endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf. The endorsements are to be on forms acceptable to the City. Insurance certificates and endorsements must be received and approved by City's Risk Manager prior to commencement of performance. Current insurance certificates and endorsements shall be kept on file with the City at all times during the term of this agreement. City reserves the right to require complete, certified copies of all required insurance policies, at any time.

H. Mailing Instructions. Insurance documents shall be mailed with the signed Agreement to the attention of the staff person indicated on the cover sheet of this Agreement, to the City of Agoura Hills, 30001 Ladyface Court, Agoura Hills, CA 91301. Executed Agreement(s) cannot be released nor may any work commence on a project until the signed Agreement and appropriate insurance documents are on file with the City Clerk.

FOR CONTRACTOR:

Prior to commencement of work, Contractor shall procure, provide, and maintain, at Contractor's own expense, for the duration of this Agreement, insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the work hereunder by the Contractor, its agents, representatives, or employees.

A. Minimum Scope of Insurance. Coverage shall be at least as broad as:

1) Insurance Services Office Commercial General Liability form No. CG 00 01 11 85 or 88, or equivalent.

2) Insurance Services Office Business Auto Coverage form CA 00 01 06 92, or equivalent, covering Automobile Liability, code 1 (any auto). If the Contractor owns no automobiles, a non-owned auto endorsement to the General Liability policy described above is acceptable.

3) Worker's Compensation insurance as required by the State of California and Employer's Liability Insurance. If the Contractor has no employees while performing under this Agreement, worker's compensation insurance is not required, but Contractor shall execute a declaration that it has no employees.

4) Professional Liability Insurance shall be written on a policy form providing professional liability for the Contractor's profession. SEE B(4) BELOW

B. Minimum Limits of Insurance. Contractor shall maintain limits no less than:

1) General Liability: $1,000,000 per occurrence for bodily injury, personal injury and property damage, including without limitation, blanket contractual liability. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

2) Automobile Liability: $1,000,000 per accident for bodily injury and property damage for all activities of the Contractor arising out of or in connection with work to be performed under this Agreement, including coverage for any owned, hired, non-owned or rental vehicles.

3) Worker's Compensation as required by the State of California; Employer's Liability: One million dollars ($1,000,000) per accident for bodily injury or disease.

4) Professional Liability coverage: One million ($1,000,000) per claim and in aggregate.

C. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions must be declared to and approved by the City Manager. At the option of the City Manager, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, officials, employees and volunteers; or the Contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

D. Requirements Not Limiting**.** Requirements of specific coverage features or limits contained in this Section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue and is not intended by any party or insured to be all inclusive, or to the exclusion of other coverage, or a waiver of any type. If the Vendor maintains higher limits than the minimums shown above, the Agency requires and shall be entitled to coverage for the higher limits maintained by the Vendor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the Agency.

E. Other Insurance Provisions. The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:

1) The City, its officers, officials, employees and volunteers are to be covered and named as additional insureds in respect to: liability arising out of activities performed by or on behalf of the Contractor; products and completed operations of the Contractor; premises owned, occupied or used by the Contractor; or automobiles owned, leased, hired or borrowed by the Contractor. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees or volunteers.

2) For any claims related to this project, the Contractor's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees and volunteers. Any insurance or self-insured maintained by the City, its officers, officials, employees or volunteers shall be excess of the Contractor's insurance and shall not contribute with it.

3) Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the City, its officers, officials, employees or volunteers.

4) The Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

5) Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days' prior written notice has been given to the City. Contractor agrees to oblige its insurance agent or broker and insurers to provide City with a thirty (30) day notice of cancellation (except for nonpayment for which a ten (10) day notice is required) or nonrenewal of coverage for each required coverage.

6) Waiver of subrogation. All insurance coverage maintainedor procured pursuant to this Agreement shall be endorsed to waive subrogation against the City, its elected or appointed officers, agents, officials, employees, and volunteers or shall specifically allow Contractor or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Contractor hereby waives its own right of recovery against the City and shall require similar written express waivers and insurance clauses from each of its subcontractors.

F. Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the City. Self insurance shall not be considered to comply with these insurance requirements.

G. Verification of Coverage. **Contractor shall furnish the City with original endorsements, specifically naming the City of Agoura Hills, its officers, officials, employees and volunteers as additional insured, effecting coverage required by this clause.**. The endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf. The endorsements are to be on forms acceptable to the City. Insurance certificates and endorsements must be received and approved by City's Risk Manager prior to commencement of performance. Current insurance certificates and endorsements shall be kept on file with the City at all times during the term of this Agreement. City reserves the right to require complete, certified copies of all required insurance policies, at any time.

H. Mailing Instructions. Insurance documents shall be mailed with the signed Agreement to the attention of the staff person indicated on the cover sheet of this Agreement, to the City of Agoura Hills, 30001 Ladyface Court, Agoura Hills, CA 91301. Executed Agreement(s) cannot be released nor may any work commence on a project until the signed Agreement and appropriate insurance documents are on file with the City Clerk.

CITY OF AGOURA HILLS

REPORT TO CITY COUNCIL

DATE:	**MAY 27, 2026**
TO:	**HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL**
FROM:	**NATHAN HAMBURGER, CITY MANAGER**
BY:	**ANGELA GEORGEFF, SENIOR PLANNER**
SUBJECT:	**APPROVE AWARD OF FOUR (4) AGREEMENTS FOR CONTRACTOR SERVICES FOR CONSULTANT AND ON-CALL ENVIRONMENTAL SERVICES TO: 1) DUDEK; 2) ENVICOM CORPORATION; 3) FIRSTCARBON SOLUTIONS; AND, 4) SWCA INCORPORATED**

The Community Development Department has development projects that require the preparation of CEQA documentation, such as a Negative Declaration (ND), Mitigated Negative Declaration (MND), or Environmental Impact Report (EIR), that cannot be prepared by City staff due to time constraints or the complexity of the project services to temporarily augment staff resources to fulfill increased workloads. The City sent out a request for proposals for consultant and staffing services related to Environmental Review and Planning services on February 9, 2026.

On March 20, 2026, the City received bids from potential consultants. A City staff review panel considered the bids by Dudek, Envicom Corporation, FirstCarbon Solutions, and SWCA Incorporated to be most aligned with the City's needs.

The four (4) contracts with Dudek, Envicom, FirstCarbon Solutions, and SWCA Incorporated will cost no more than $300,000 annually and last for three years (from May 27, 2026, to May 27, 2029) with optional annual extensions until May 27, 2032. The four consultant firms will be on-call and will provide services when needed by the City. Some large environmental documents, such as an EIR, can cost over $200,000 each which is why a $300,000 annual limit is needed for each consultant. Furthermore, the Planning Division consistently works on several projects concurrently that require environmental review, highlighting the need for multiple consulting firms. Having multiple consulting firms on-call will eliminate the need to spend staff time and resources drafting contracts for each individual development project, and will expedite permit processing timelines.

The City Attorney has reviewed the agreements and approved them as to form.

FISCAL IMPACT

There is no additional fiscal impact to the City Council 2026-27, 2027-28, or 2028-29 adopted Budget as both the cost of the preparation of environmental documents and the cost associated with managing the projects by staff will be paid by project applicants. The duration of the contractual agreement is three years.

RECOMMENDATION

Staff respectfully recommends the City Council approve the Agreements for Contractor Services with Four (4) Consultants; Dudek, Envicom Corporation, FirstCarbon Solutions, and SWCA Incorporated.

Attachments

Dudek Contract (final).docx.pdf
Envicom Contract (final).docx.pdf
FCS Contract (final).docx.pdf
SWCA Contract (final).docx.pdf

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AGREEMENT FOR CONTRACTOR SERVICES WITH THE CITY OF AGOURA HILLS

NAME OF CONTRACTOR:	Dudek
RESPONSIBLE PRINCIPAL OF CONTRACTOR:	Attn: Kristen Stoner
CONTRACTOR'S ADDRESS:	2280 Historic Decatur Road #200 San Diego, CA 92106
CITY'S ADDRESS:	City of Agoura Hills 30001 Ladyface Court Agoura Hills, CA 91301 Attn: City Manager
PREPARED BY:	Angela Georgeff
COMMENCEMENT DATE:	May 27, 2026
TERMINATION DATE:	May 27, 2029
CONSIDERATION:	Agreement Price: Not to Exceed: $300,000 /yr

ADDITIONAL SERVICES *(Describe Services, Amount, and Approval):*

_____

_____

_____

_____

Date: _____ Amount: $_____ Authorized By: _____
(Not to Exceed 10% of Agreement Price) City Manager

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AGREEMENT FOR CONTRACTOR SERVICES BETWEEN THE CITY OF AGOURA HILLS AND DUDEK

THIS AGREEMENT is made and effective as of May 27, 2026, between the City of Agoura Hills, a municipal corporation ("City") and Dudek ("Contractor"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. TERM

This Agreement shall commence on May 27, 2026, and shall remain and continue in effect until tasks described herein are completed, but in no event later than May 27, 2029, unless sooner terminated pursuant to the provisions of this Agreement.

The City may, at its option, extend this Agreement for one additional term of three (3) years upon providing written notice of its intent to extend this Agreement to the Contractor not less than thirty (30) days prior to the expiration of the initial Term. Upon mutual agreement, such extension shall be subject to a 5% rate escalation in year 4 and 3% rate escalations in years 5 and 6, which shall be processed by an Amendment to this Agreement and signed by both parties.

2. SERVICES

Contractor shall perform the services and tasks described and set forth in Exhibit A, attached hereto and incorporated herein as though set forth in full in a manner consistent with the generally accepted professional standard of care. Contractor shall complete the tasks according to the schedule of performance which is also set forth in Exhibit A subject to reasonable adjustments as may be necessary to comply with such standard of care.

3. PERFORMANCE

In meeting its obligations under this Agreement, Contractor shall perform all tasks described herein in accordance with the terms of this agreement and Exhibit A, in a manner reasonably consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions.

4. PAYMENT

A. The City agrees to pay Contractor monthly, in accordance with the payment rates and terms and the schedule of payment as set forth in Exhibit B, Payment Rates and Schedule, attached hereto and incorporated herein by this reference as though set forth in full, based upon actual time spent on the above tasks. Any terms in Exhibit B other than the payment rates and schedule of payment are null and void. This amount shall not exceed three hundred thousand dollars ($300,000) (“Agreement Price”) for the initial Term of the Agreement unless additional payment is approved as provided in this Agreement.

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The City Manager may approve additional work up to ten percent (10%) of the amount of the Agreement. Any additional work in excess of this amount shall be approved by the City Council.

B. Contractor shall not be compensated for any services rendered in connection with its performance of this Agreement which are in addition to those set forth herein, unless such additional services are authorized in advance and in writing by the City Manager. Contractor shall be compensated for any additional services in the amounts and in the manner as agreed to by the City Council and Contractor at the time City's written authorization is given to Contractor for the performance of said services.

C. Contractor shall submit invoices monthly for actual services performed. Invoices shall be submitted between the first and fifteenth business day of each month, for services provided in the previous month. Payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If the City disputes any of Contractor's fees, it shall give written notice to Contractor within thirty (30) days of receipt of an invoice of any disputed fees set forth on the invoice. For all reimbursements authorized by this Agreement, Contractor shall provide receipts on all reimbursable expenses in excess of Fifty Dollars ($50) in such form as approved by the Director of Finance.

5. SUSPENSION OR TERMINATION OF AGREEMENT WITHOUT CAUSE

A. The City may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon the Contractor at least ten (10) days prior written notice. Upon receipt of said notice, the Contractor shall immediately cease all work under this Agreement, unless the notice provides otherwise. If the City suspends or terminates a portion of this Agreement, such suspension or termination shall not make void or invalidate the remainder of this Agreement.

B. In the event this Agreement is terminated pursuant to this Section, the City shall pay to Contractor the actual value of the work performed consistent with the standard of care and Exhibit A up to the time of termination. Upon termination of the Agreement pursuant to this Section, the Contractor will submit an invoice to the City pursuant to Section entitled "**PAYMENT**" herein.

C. However, notwithstanding the foregoing and/or anything to the contrary herein, City agrees to provide or to require a party other than Dudek to provide a safe and compliant worksite and working conditions, free from threatening behavior or abuse, while Dudek's personnel are on the subject jobsite(s). Failure to comply with the above, failure to comply with relevant health and safety obligations, and/or a belief there is a risk to their health or safety affords Dudek, at its choosing, the ability to either a cease work on any project(s)/site(s) until said conditions are remedied or b/ terminate the contract with five (5) calendar days written notice and either option shall be acceptable to City and honored by Client without penalty or breach of contract by Dudek and with payment for services rendered prior to termination or cessation of work taking effect.

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6. DEFAULT OF CONTRACTOR

A. The Contractor's failure to comply with the provisions of this Agreement shall constitute a default. In the event that Contractor is in default for cause under the terms of this Agreement, City shall have no obligation or duty to continue compensating Contractor for any work performed after the date of default and can terminate this Agreement immediately by written notice to the Contractor. If such failure by the Contractor to make progress in the performance of work hereunder arises out of causes beyond the Contractor's control, and without fault or negligence of the Contractor, it shall not be considered a default.

B. If the City Manager or his delegate determines that the Contractor is in default in the performance of any of the terms or conditions of this Agreement, it shall serve the Contractor with written notice of the default. The Contractor shall have ten (10) days after service upon it of said notice in which to cure the default by rendering a satisfactory performance. In the event that the Contractor fails to cure its default within such period of time, the City shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this Agreement."

7. OWNERSHIP OF DOCUMENTS

A. Contractor shall maintain complete and accurate records with respect to sales, costs, expenses, receipts and other such information required by City that relate to the performance of services under this Agreement. Contractor shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Contractor shall provide free access to the representatives of City or its designees at reasonable times to such books and records, shall give City the right to examine and audit said books and records, shall permit City to make transcripts therefrom as necessary, and shall allow inspection of all work, data, documents, proceedings and activities related to this Agreement. Such records, together with supporting documents, shall be maintained for a period of three (3) years after receipt of final payment.

B. Upon completion of, or in the event of termination or suspension of this Agreement, and subject to payment in full of all undisputed amounts due and owing to Contractor, all original documents, designs, drawings, maps, models, computer files containing data generated for the work, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of the City upon such payment and may be used, reused or otherwise disposed of by the City for the purposes intended under this Agreement without the permission of the Contractor. Any reuse, modification, or reliance upon the deliverables or data by the City or third parties for purposes other than those contemplated by this Agreement, without Contractor's written consent, shall be at the City's sole risk, and Contractor shall have no liability arising from such unauthorized reuse or modification. Notwithstanding the foregoing, Contractor retains all right, title, and interest in and to its pre-existing intellectual property, proprietary materials, methodologies, know-how, tools, templates, software, and other works developed independently of this Agreement, whether

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or not incorporated into any deliverable. With respect to computer files containing data generated for the work, Contractor shall make available to the City, upon reasonable written request by the City, the necessary computer software and hardware for purposes of accessing, compiling, transferring and printing computer files.

8. INDEMNIFICATION

Contractor shall defend, indemnify, and hold the City, its officials, officers, employees, agents and independent contractors serving in the role of City officials, and volunteers (collectively "Indemnitees") free and harmless from any and all claims, demands, causes of action, proceedings, costs, expenses, liabilities, losses, damages or injuries, in law or equity, to property or persons, including wrongful death (collectively "Claims"), in any manner arising out of or incident to any acts or omissions of Contractor, its officials, officers, employees, agents or subcontractors in connection with the performance of this Agreement, including without limitation the payment of all consequential damages, reasonable attorneys' fees, and other related costs and expenses, except for such Claims arising out of the sole negligence or willful misconduct of the Indemnitees. With respect to any and all such Claims, Contractor shall defend Indemnitees at Contractor's own cost, expense, and risk and shall pay and satisfy any judgment, award, or decree that may be rendered against Indemnitees. Contractor shall reimburse Indemnitees for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Contractor's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by Contractor or Indemnitees. All duties of Contractor under this Section shall survive termination of this Agreement. Notwithstanding the foregoing, with respect to any professional liability claim or lawsuit, this indemnity does not include providing the primary defense of Indemnitees, provided, however, Consultant shall be responsible for Indemnities' defense costs to the extent such costs are incurred as a result of Consultant's negligence, recklessness or willful misconduct.

9. INSURANCE REQUIREMENTS

Prior to commencement of work, Contractor shall procure, provide, and maintain, at Contractor's own expense, for the duration of this Agreement, insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the work hereunder by the Contractor, its agents, representatives, or employees.

A. Minimum Scope of Insurance. Coverage shall be at least as broad as:

1) Insurance Services Office Commercial General Liability form No. CG 00 01 11 85 or 88, or equivalent.

2) Insurance Services Office Business Auto Coverage form CA 00 01 06 92, or equivalent, covering Automobile Liability, code 1 (any auto). If the Contractor owns no automobiles, a non-owned auto endorsement to the General Liability policy described above is acceptable.

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3) Worker's Compensation insurance as required by the State of California and Employer's Liability Insurance. If the Contractor has no employees while performing under this Agreement, worker's compensation insurance is not required, but Contractor shall execute a declaration that it has no employees.

4) Cyber Security and Privacy Liability shall be written on a policy form providing cyber security and privacy liability.

5) Cyber Technology Errors and Omissions shall be written on a policy providing cyber technology errors and omissions.

6) Professional Liability Insurance shall be written on a policy form providing professional liability for the Contractor's profession.

B. Minimum Limits of Insurance. Contractor shall maintain limits no less than:

1) General Liability: $1,000,000 per occurrence for bodily injury, personal injury and property damage, including without limitation, blanket contractual liability. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

2) Automobile Liability: $1,000,000 per accident for bodily injury and property damage for all activities of the Contractor arising out of or in connection with work to be performed under this Agreement, including coverage for any owned, hired, non-owned or rental vehicles.

3) Worker's Compensation as required by the State of California; Employer's Liability: One million dollars ($1,000,000) per accident for bodily injury or disease.

4) Cyber Liability Insurance: Contractor shall procure and maintain insurance with limits of $1,000,000 per occurrence/loss, $2,000,000 general aggregate, which shall include the following coverage:

a. Liability arising from the theft, dissemination and/or use of confidential or personally identifiable information; including, but not limited to personally identifiable information (PII), protected health information (PHI), security codes, access codes, passwords, etc.

b. Network security liability arising from the unauthorized use of, access to, or tampering with computer systems, including hacker or denial of service attacks.

c. Liability arising from introducing a computer virus into or otherwise causing damage to vendor’s (first-party) or customer’s (third party) computer, computer system,

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network, or similarly related property and the data, software, and programs.

d. Costs associated with restoring, updating, or replacing data.

e. Costs associated with a privacy breach, including notification costs, customer support, forensics, crises management, public relations consulting, legal services of a privacy attorney, credit monitoring, and identity fraud resolutions services for affected individuals.

f. If coverage is maintained on a claims-made basis, Contractor shall maintain such coverage for an additional three (3) years following termination of the contract.

5) Professional Liability coverage: One million ($1,000,000) per claim and in aggregate.

C. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions must be declared to and approved by the City Manager. At the option of the City Manager, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, officials, employees and volunteers; or the Contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

D. Requirements Not Limiting**.** Requirements of specific coverage features or limits contained in this Section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue and is not intended by any party or insured to be all inclusive, or to the exclusion of other coverage, or a waiver of any type. If the Vendor maintains higher limits than the minimums shown above, the Agency requires and shall be entitled to coverage for the higher limits maintained by the Vendor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the Agency.

E. Other Insurance Provisions. The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:

1) The City, its officers, officials, employees and volunteers are to be covered and named as additional insureds in respect to: liability arising out of activities performed by or on behalf of the Contractor; products and completed operations of the Contractor; premises owned, occupied or used by the Contractor; or automobiles owned, leased, hired or borrowed by the Contractor. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees or volunteers.

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2) For any claims related to this project, the Contractor's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees and volunteers. Any insurance or self-insured maintained by the City, its officers, officials, employees or volunteers shall be excess of the Contractor's insurance and shall not contribute with it.

3) Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the City, its officers, officials, employees or volunteers.

4) The Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

5) Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days' prior written notice has been given to the City. Contractor agrees to oblige its insurance agent or broker and insurers to provide City with a thirty (30) day notice of cancellation (except for nonpayment for which a ten (10) day notice is required) or nonrenewal of coverage for each required coverage.

6) Waiver of subrogation. All insurance coverage maintained or procured pursuant to this Agreement shall be endorsed to waive subrogation against the City, its elected or appointed officers, agents, officials, employees, and volunteers or shall specifically allow Contractor or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Contractor hereby waives its own right of recovery against the City and shall require similar written express waivers and insurance clauses from each of its subcontractors.

F. Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the City. Self insurance shall not be considered to comply with these insurance requirements.

G. Verification of Coverage. **Contractor shall furnish the City with original endorsements, specifically naming the City of Agoura Hills, its officers, officials, employees and volunteers as additional insured, effecting coverage required by this clause.** The endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf. The endorsements are to be on forms acceptable to the City. Insurance certificates and endorsements must be received and approved by City's Risk Manager prior to commencement of performance. Current insurance certificates and endorsements shall be kept on file with the City at all times during the term of this Agreement. City reserves the right to require complete, certified copies of all required insurance policies, at any time.

H. Mailing Instructions. Insurance documents shall be mailed with the signed Agreement to the attention of the staff person indicated on the cover sheet of this Agreement, to the City of Agoura Hills, 30001 Ladyface Court, Agoura Hills, CA 91301.

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Executed Agreement(s) cannot be released nor may any work commence on a project until the signed Agreement and appropriate insurance documents are on file with the City Clerk.

10. INDEPENDENT CONTRACTOR

A. Contractor is and shall at all times remain as to the City a wholly independent Contractor. The personnel performing the services and tasks under this Agreement on behalf of Contractor shall not be City employees and shall at all times be under Contractor's exclusive direction and control. Contractor and all of Contractor's personnel shall possess the qualifications, permits, and licenses required by state and local law to perform the services and tasks under this Agreement, including, without limitation, a City business license as required by the Agoura Hills Municipal Code. Contractor shall determine the means, methods, and details by which Contractor's personnel will perform the services and tasks. Contractor shall be solely responsible for the satisfactory work performance of all personnel engaged in performing the services and tasks, and compliance with the customary professional standards. Neither City nor any of its officers, employees, agents, or volunteers shall have control over the conduct of Contractor or any of Contractor's officers, employees, or agents.

B. Contractor shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of City. Contractor and Contractor's personnel shall not supervise any of City's employees; and City's employees shall not supervise Contractor's personnel. Contractor's personnel shall not wear or display any City uniform, badge, identification number, or other information identifying such individual as a City employee; and Contractor's personnel shall not use any City e-mail address or City telephone number in the performance of any of the services and tasks under this Agreement. Contractor shall acquire and maintain at its sole cost and expense such vehicles, equipment, and supplies as Contractor's personnel require to perform any of the services and tasks required by this Agreement. Contractor shall perform all services and tasks off of City premises at locations of Contractor's choice, except as otherwise may from time to time be necessary in order for Contractor's personnel to receive projects from City, review plans on file at City, pick up or deliver any work product related to Contractor's performance of any services and tasks under this Agreement, or as may be necessary to inspect or visit City locations and/or private property to perform the services and tasks. City may make a computer available to Contractor from time to time for Contractor's personnel to obtain information about, or to check on, the status of projects pertaining to the services and tasks performed under this Agreement. Contractor shall not incur or have the power to incur any debt, obligation or liability whatever against City, or bind City in any manner.

C. No employee benefits shall be available to Contractor in connection with the performance of this Agreement. Except for the fees paid to Contractor as provided in the Agreement, City shall not pay salaries, wages, or other compensation to Contractor for performing services and tasks hereunder for City. City shall not be liable for compensation or indemnification to Contractor for injury or sickness arising out of performing services and tasks hereunder. Contractor shall be responsible for and pay all salaries, wages, benefits and other amounts due to Contractor's personnel in connection with their performance of the services and tasks under this Agreement, and as required by law. Contractor shall be

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responsible for all reports and obligations respecting such additional personnel, including, but not limited to, Social Security taxes, other retirement or pension benefits, income tax withholding, unemployment insurance, disability insurance, and workers' compensation insurance. Notwithstanding any other agency, state, or federal policy, rule, regulation, statute, or ordinance to the contrary, Contractor and any of its officers, employees, agents, and subcontractors providing any of the services and tasks under this Agreement shall not become entitled to, and hereby waive any claims to, any wages, salaries, compensation, benefit, or any incident of employment by City, including, but not limited to, eligibility to enroll in, or reinstate to membership in, the California Public Employees Retirement System ("PERS") as a City employee, and entitlement to any contribution to be paid by City for employer contributions or employee contributions for PERS benefits.

D. Contractor shall indemnify and hold harmless City and its elected officials, officers, employees, servants, designated volunteers, and agents serving as independent contractors in the role of City officials, from any and all liability, damages, claims, costs, and expenses of any nature to the extent arising from, caused by, or relating to Contractor's personnel practices, or to the extent arising from, caused by, or relating to the violation of any of the provisions of this Section. In addition to all other remedies available under law, City shall have the right to offset against the amount of any fees due to Contractor under this Agreement any amount due to City from Contractor as a result of Contractor's failure to promptly pay to City any reimbursement or indemnification arising under this Section. This duty of indemnification is in addition to Contractor's duty to defend, indemnify, and hold harmless as set forth in any other provision of this Agreement.

11. PERS COMPLIANCE AND INDEMNIFICATION

A. General Requirements. The parties acknowledge that City is a local agency member of PERS, and as such has certain pension reporting and contribution obligations to PERS on behalf of qualifying employees. Contractor agrees that, in providing its employees and any other personnel to City to perform the services and tasks under this Agreement, Contractor shall assure compliance with the Public Employees' Retirement Law, commencing at Government Code Section 20000, the regulations of PERS, and the Public Employees' Pension Reform Act of 2013, as amended. Without limitation to the foregoing, Contractor shall assure compliance with regard to personnel who have active or inactive membership in PERS and to those who are retired annuitants and in performing this Agreement shall not assign or utilize any of its personnel in a manner that will cause City to be in violation of the applicable retirement laws and regulations.

B. Indemnification. Contractor shall defend (with legal counsel approved by City, whose approval shall not be unreasonably withheld), indemnify, and hold harmless City, and its City and its elected officials, officers, employees, servants, designated volunteers, and agents serving as independent contractors in the role of City officials, from any and all liability, damages, claims, costs and expenses of any nature to the extent arising from, caused by, or relating to Contractor's violation of any provisions of this Section. This duty of indemnification is in addition to Contractor's duty to defend, indemnify, and hold harmless as set forth in any other provision of this Agreement.

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12. LEGAL RESPONSIBILITIES

The Contractor shall keep itself informed of all applicable local, State and Federal ordinances, laws and regulations which in any manner affect those employed by it or in any way affect the performance of its service pursuant to this Agreement. The Contractor shall at all times observe and comply with all such ordinances, laws and regulations. The City, and its officers and employees, shall not be liable at law or in equity occasioned by failure of the Contractor to comply with this section.

13. RELEASE OF INFORMATION

A. All information gained by Contractor in performance of this Agreement shall be considered confidential and shall not be released by Contractor without City's prior written authorization. Contractor, its officers, employees, agents or subcontractors, shall not without written authorization from the City Manager or unless requested by the City Attorney, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories or other information concerning the work performed under this Agreement or relating to any project or property located within the City. Response to a subpoena or court order shall not be considered "voluntary" provided Contractor gives City notice of such court order or subpoena.

B. Contractor shall promptly notify City should Contractor, its officers, employees, agents or subcontractors be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions or other discovery request, court order or subpoena from any party regarding this Agreement and the work performed there under or with respect to any project or property located within the City. City retains the right, but has no obligation, to represent Contractor and/or be present at any deposition, hearing or similar proceeding. Contractor agrees to cooperate fully with City and to provide City with the opportunity to review any response to discovery requests provided by Contractor. However, City's right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response.

14. NOTICES

Any notices which either party may desire to give to the other party under this Agreement must be in writing and may be given either by: (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, that provides a receipt showing date and time of delivery, or (iii) mailing in the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by Notice. Notice shall be effective upon delivery to the addresses specified below or on the third business day following deposit with the document delivery service or United States Mail as provided above.

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To City:	City of Agoura Hills 30001 Ladyface Court Agoura Hills, California 91301 Attention: City Manager
To Contractor:	Dudek 2280 Historic Decatur Road #200, San Diego, CA 92106Attention: Kristen Stoner

15. ASSIGNMENT

The Contractor shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, without prior written consent of the City. Upon termination of this Agreement, Contractor's sole compensation shall be payment for actual services performed up to, and including, the date of termination or as may be otherwise agreed to in writing between the City Council and the Contractor.

16. LICENSES

At all times during the term of this Agreement, Contractor shall have in full force and effect, all licenses required of it by law for the performance of the services described in this Agreement.

17. GOVERNING LAW

The City and Contractor understand and agree that the laws of the State of California shall govern the rights, obligations, duties and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court with geographic jurisdiction over the City of Agoura Hills. In the event such litigation is filed by one party against the other to enforce its rights under this Agreement, the prevailing party, as determined by the Court's judgment, shall be entitled to reasonable attorney fees and litigation expenses for the relief granted.

18. PROHIBITED INTEREST

No officer, or employee of the City of Agoura Hills shall have any financial interest, direct or indirect, in this Agreement, the proceeds thereof, the Contractor, or Contractor’s subcontractors for this project, during his/her tenure or for one year thereafter. The Contractor hereby warrants and represents to the City that no officer or employee of the City of Agoura Hills has any interest, whether contractual, non-contractual, financial or otherwise, in this transaction, or in the business of the Contractor or Contractor’s subcontractors on this project. Contractor further agrees to notify the City in the event any such interest is discovered whether or not such interest is prohibited by law or this Agreement.

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19. EXHIBITS

Exhibits A and B constitute a part of this Agreement and are incorporated into this Agreement by this reference. If any inconsistency exists or arises between a provision of this Agreement and a provision of any exhibit, the provisions of this Agreement shall control.

20. ENTIRE AGREEMENT

This Agreement contains the entire understanding between the parties relating to the obligations of the parties described in this Agreement. All prior or contemporaneous agreements, understandings, representations and statements, oral or written, are merged into this Agreement and shall be of no further force or effect. Each party is entering into this Agreement based solely upon the representations set forth herein and upon each party's own independent investigation of any and all facts such party deems material.

21. AMENDMENT OF AGREEMENT

This Agreement may be amended only by a writing signed by both parties. The City Manager is authorized to sign an Amendment to this Agreement on the City Council's behalf and without the City Council's prior approval to make the following non-substantive modifications to the Agreement: (a) name changes; (b) extensions of time that do not result in monetary changes; (c) non-monetary changes in the scope of work; and (d) termination of the Agreement. All monetary changes to this Agreement require City Council approval.

22. AUTHORITY TO EXECUTE THIS AGREEMENT

The person or persons executing this Agreement on behalf of Contractor warrants and represents that he or she has the authority to execute this Agreement on behalf of the Contractor and has the authority to bind Contractor to the performance of its obligations hereunder. In lieu of a handwritten or wet signature from the Contractor, the City may electronically process and execute this Agreement and request that the Contractor sign the Agreement electronically via DocuSign or similar electronic signature software.

23. COUNTERPARTS

This Agreement may be executed in counterparts, all such executed counterparts shall constitute the same Agreement, and the signature of any party to any counterpart shall be deemed a signature to, and may be appended to, any other counterpart.

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IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed the day and year first above written.

CITY OF AGOURA HILLS

Jeremy Wolf,
Mayor

ATTEST:

Kimberly M. Rodrigues, MMC
City Clerk

Date Approved by City Council: _____

APPROVED AS TO FORM:

Candice K. Lee,
City Attorney

CONTRACTOR

Dudek
2280 Historic Decatur Road #200
San Diego, CA 92106
Kristen Stoner
(619) 591-1372
kstoner@dudek.com

By: Signed by: Joe Monaco
Name: Joe Monaco
Title: President

By: Signed by: Helder Guimaraes
Name: Helder Guimaraes
Title: CFO

[Signatures of Two Corporate Officers Required]

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EXHIBIT A

TASKS TO BE PERFORMED

The specific elements (scope of work) of this service include:

- Prepare all environmental documents and notices in the manner required by CEQA and the CEQA Guidelines, including, but not limited to Initial Studies; Draft NDs, MNDs and EIRs; Final NDs, MNDs, and EIRs; and Notices of Preparation, Intent, and Determination.

- As necessary, prepare any technical studies needed to complete the environmental review (e.g., geotechnical reports, traffic impact reports, oak tree reports, biological assessments and other studies).

- Prepare all notices and file (including fees) with the Los Angeles County Clerk and/or the State Clearinghouse.

- When required, attend all project hearings before the Planning Commission and City Council.

- Peer review of technical reports prepared by other consultants, including, but not limited to: oak tree reports, air quality studies, cultural resources surveys, biological assessments, geotechnical reports, traffic impact reports, visual impact analyses, noise studies, and hydrological studies.

- Work under the supervision of the Planning Division during the completion of the environmental work.

- Provide planning related services on an as-needed basis, including but not limited to review of projects for technical completeness and zoning code conformance, preparation of notices and correspondence with project applicants.

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EXHIBIT B

PAYMENT RATES AND SCHEDULE

Dudek Rates 2026 - 2028

Environmental Services	
Senior Project Director	$395.00/hr
Project Director	$370.00/hr
Senior Specialist V	$305.00/hr
Senior Specialist IV	$290.00/hr
Senior Specialist III	$275.00/hr
Senior Specialist II	$260.00/hr
Senior Specialist I	$245.00/hr
Specialist V	$235.00/hr
Specialist IV	$220.00 /hr
Specialist III	$205.00/hr
Specialist II	$195.00/hr
Specialist I	$185.00/hr
Analyst V	$175.00/hr
Analyst IV	$165.00/hr
Analyst III	$155.00/hr
Analyst II	$145.00/hr
Analyst I	$125.00/hr
Technician IV	$115.00/hr
Technician III	$100.00/hr
Technician II	$90.00/hr
Technician I	$80.00/hr

Hydrogeology/HazWaste Services	
Project Director	$370.00/hr
Principal Hydrogeologist/Engineer III	$350.00/hr
Principal Hydrogeologist/Engineer II	$340.00/hr
Principal Hydrogeologist/Engineer I	$330.00/hr
Sr. Hydrogeologist V/Engineer V	$300.00/hr
Sr. Hydrogeologist IV/Engineer IV	$290.00/hr
Sr. Hydrogeologist III/Engineer III	$280.00/hr
Sr. Hydrogeologist II/Engineer II	$270.00/hr
Sr. Hydrogeologist I/Engineer I	$260.00/hr
Project Hydrogeologist V/Engineer V	$250.00/hr
Project Hydrogeologist IV/Engineer IV	$240.00/hr
Project Hydrogeologist III/Engineer III	$230.00/hr
Project Hydrogeologist II/Engineer II	$220.00/hr
Project Hydrogeologist I/Engineer I	$205.00/hr
Hydrogeologist/Engineering Assistant	$160.00/hr
HazMat Field Technician	$150.00/hr

District Management & Operations	
District General Manager	$240.00/hr
District Engineer	$245.00/hr
Operations Manager	$180.00/hr
District Secretary/Accountant	$165.00/hr
Collections System Manager	$165.00/hr
Grade V Operator	$155.00/hr
Grade IV Operator	$140.00/hr
Grade III Operator	$130.00/hr
Grade II Operator	$110.00/hr
Grade I Operator	$100.00/hr
Operator in Training	$90.00/hr
Collection Maintenance Worker	$95.00/hr

Engineering Services	
Project Director	$370.00/hr
Principal Engineer III	$350.00/hr
Principal Engineer II	$330.00/hr
Principal Engineer I	$320.00/hr
Program Manager	$300.00/hr
Senior Project Manager	$300.00/hr
Project Manager	$290.00/hr
Engineering	$285.00/hr
Senior Engineer III	$275.00/hr
Senior Engineer II	$265.00/hr
Senior Engineer I	$255.00/hr
Project Engineer IV/Technician IV	$245.00/hr
Project Engineer III/Technician III	$230.00/hr
Project Engineer II/Technician II	$215.00/hr
Project Engineer I/Technician I	$235.00/hr
Travel Time	$235.00/hr
Senior Designer II	$225.00/hr
Senior Designer I	$205.00/hr
Designer	$200.00/hr
Assistant Designer	$225.00/hr
CADD Operator III	$220.00/hr
CADD Operator II	$175.00/hr
CADD Operator I	$175.00/hr
CADD Drafter	$195.00/hr
CADD Technician	$145.00/hr
Project Coordinator II	$175.00/hr
Project Coordinator I	$145.00/hr
Engineering Assistant	$140.00/hr

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Project Delivery Services	
Technology Specialist II	$260.00 /hr
Technology Specialist I	$200.00 /hr
GIS Analyst V	$235.00 /hr
GIS Analyst IV	$215.00 /hr
GIS Analyst III	$195.00 /hr
GIS Analyst II	$155.00 /hr
GIS Analyst I	$140.00 /hr
Creative Services IV	$200.00 /hr
Creative Services III	$175.00 /hr
Creative Services II	$160.00 /hr
Creative Services I	$145.00 /hr
Technical Editor IV	$200.00 /hr
Technical Editor III	$175.00 /hr
Technical Editor II	$165.00 /hr
Technical Editor I	$145.00 /hr
Publications Specialist IV	$150.00 /hr
Publications Specialist III	$140.00 /hr
Publications Specialist II	$130.00 /hr
Publications Specialist I	$120.00 /hr
Clerical Administration	$110.00 /hr
3D Production Manager	$240.00 /hr

Construction Management Services	
Principal Manager	$240.00 /hr
Senior Construction Manager	$205.00 /hr
Senior Project Manager	$200.00 /hr
Construction Manager	$200.00 /hr
Project Manager	$190.00 /hr
Resident Engineer	$190.00 /hr
Construction Engineer	$190.00 /hr
On-site Owner's Representative	$175.00 /hr
Prevailing Wage Inspector	$175.00 /hr
Construction Inspector	$165.00 /hr
Administrator/Labor Compliance	$160.00 /hr

Mapping and Surveying Services	
UAS Pilot	$190.00 /hr
Survey Lead	$330.00 /hr
Survey Manager	$285.00 /hr
Survey Crew Chief	$220.00 /hr
Survey Rod Person	$165.00 /hr
Surveying Mapping Technician	$155.00 /hr

Additional Charges

- Expert Witness: Court appearances, depositions, and interrogatories as expert witness will be billed at 2.00 times normal rates.
- Emergency and Holidays: Minimum charge of two hours will be billed at 1.75 times the normal rate.
- Material and Outside Services: Subcontractors, rental of special equipment, special reproductions and blueprinting, outside data processing and computer services, etc., are charged at 1.15 times the direct cost.
- Travel Expenses: Mileage at current IRS allowable rates. Per diem where overnight stay is involved is charged at cost.
- Invoices, Late Charges: All fees will be billed to Client monthly and shall be due and payable upon receipt. Invoices are delinquent if not paid within 30 days from the date of the invoice. Client agrees to pay interest at a 10% annual rate for amounts unpaid greater than 30 days after the date of the invoice.
- Prevailing Wage: The rates listed above assume prevailing wage rates do not apply. If this assumption is incorrect, Dudek reserves the right to adjust its rates accordingly.

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AGREEMENT FOR CONTRACTOR SERVICES WITH THE CITY OF AGOURA HILLS

NAME OF CONTRACTOR:	Envicom Corporation
RESPONSIBLE PRINCIPAL OF CONTRACTOR:	Attn: Travis Cullen
CONTRACTOR'S ADDRESS:	4165 E. Thousand Oaks Boulevard, Suite 290 Westlake Village, CA 91362
CITY'S ADDRESS:	City of Agoura Hills 30001 Ladyface Court Agoura Hills, CA 91301 Attn: City Manager
PREPARED BY:	Angela Georgeff
COMMENCEMENT DATE:	May 27, 2026
TERMINATION DATE:	May 27, 2029
CONSIDERATION:	Agreement Price: Not to Exceed: $300,000 /yr

ADDITIONAL SERVICES *(Describe Services, Amount, and Approval):*

_____

_____

_____

_____

Date: _____ Amount: $_____ Authorized By: _____
(Not to Exceed 10% of Agreement Price) City Manager

Docusign Envelope ID: 082E94C7-60AD-8115-8251-49C7D5CA04A2

AGREEMENT FOR CONTRACTOR SERVICES BETWEEN THE CITY OF AGOURA HILLS AND ENVICOM CORPORATION

THIS AGREEMENT is made and effective as of May 27, 2026, between the City of Agoura Hills, a municipal corporation ("City") and Envicom Corporation ("Contractor"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. TERM

This Agreement shall commence on May 27, 2026, and shall remain and continue in effect until tasks described herein are completed, but in no event later than May 27, 2029, unless sooner terminated pursuant to the provisions of this Agreement.

The City may, at its option, extend this Agreement for one additional term of three (3) years upon providing written notice of its intent to extend this Agreement to the Contractor not less than thirty (30) days prior to the expiration of the initial Term. Upon mutual agreement, such extension shall be subject to a 5% rate escalation in year 4 and 3% rate escalations in years 5 and 6, which shall be processed by an Amendment to this Agreement and signed by both parties.

2. SERVICES

Contractor shall perform the services and tasks described and set forth in Exhibit A, attached hereto and incorporated herein as though set forth in full. Contractor shall complete the tasks according to the schedule of performance which is also set forth in Exhibit A.

3. PERFORMANCE

In meeting its obligations under this Agreement, Contractor shall perform all tasks described herein in accordance with the terms of this agreement and Exhibit A, in a manner reasonably consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions.

4. PAYMENT

A. The City agrees to pay Contractor monthly, in accordance with the payment rates and terms and the schedule of payment as set forth in Exhibit B, Payment Rates and Schedule, attached hereto and incorporated herein by this reference as though set forth in full, based upon actual time spent on the above tasks. Any terms in Exhibit B other than the payment rates and schedule of payment are null and void. This amount shall not exceed three hundred thousand dollars ($300,000) (“Agreement Price”) for the initial

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Term of the Agreement unless additional payment is approved as provided in this Agreement.

The City Manager may approve additional work up to ten percent (10%) of the amount of the Agreement. Any additional work in excess of this amount shall be approved by the City Council.

B. Contractor shall not be compensated for any services rendered in connection with its performance of this Agreement which are in addition to those set forth herein, unless such additional services are authorized in advance and in writing by the City Manager. Contractor shall be compensated for any additional services in the amounts and in the manner as agreed to by the City Council and Contractor at the time City's written authorization is given to Contractor for the performance of said services.

C. Contractor shall submit invoices monthly for actual services performed. Invoices shall be submitted between the first and fifteenth business day of each month, for services provided in the previous month. Payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If the City disputes any of Contractor's fees, it shall give written notice to Contractor within thirty (30) days of receipt of an invoice of any disputed fees set forth on the invoice. For all reimbursements authorized by this Agreement, Contractor shall provide receipts on all reimbursable expenses in excess of Fifty Dollars ($50) in such form as approved by the Director of Finance.

5. SUSPENSION OR TERMINATION OF AGREEMENT WITHOUT CAUSE

A. The City may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon the Contractor at least ten (10) days prior written notice. Upon receipt of said notice, the Contractor shall immediately cease all work under this Agreement, unless the notice provides otherwise. If the City suspends or terminates a portion of this Agreement, such suspension or termination shall not make void or invalidate the remainder of this Agreement.

B. In the event this Agreement is terminated pursuant to this Section, the City shall pay to Contractor the actual value of the work performed consistent with the standard of care and Exhibit A up to the time of termination. Upon termination of the Agreement pursuant to this Section, the Contractor will submit an invoice to the City pursuant to Section entitled "**PAYMENT**" herein.

C. However, notwithstanding the foregoing and/or anything to the contrary herein, City agrees to provide or to require a party other than Envicom to provide a safe and compliant worksite and working conditions, free from threatening behavior or abuse, while Envicom's personnel are on the subject jobsite(s). Failure to comply with the above, failure to comply with relevant health and safety obligations, and/or a belief there is a risk to their health or safety affords Envicom, at its choosing, the ability to either a cease work on any project(s)/site(s) until said conditions are remedied or b/ terminate the contract with five (5) calendar days written notice and either option shall be acceptable to City and

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honored by Client without penalty or breach of contract by Envicom and with payment for services rendered prior to termination or cessation of work taking effect.

6. DEFAULT OF CONTRACTOR

A. The Contractor's failure to comply with the provisions of this Agreement shall constitute a default. In the event that Contractor is in default for cause under the terms of this Agreement, City shall have no obligation or duty to continue compensating Contractor for any work performed after the date of default and can terminate this Agreement immediately by written notice to the Contractor. If such failure by the Contractor to make progress in the performance of work hereunder arises out of causes beyond the Contractor's control, and without fault or negligence of the Contractor, it shall not be considered a default.

B. If the City Manager or his delegate determines that the Contractor is in default in the performance of any of the terms or conditions of this Agreement, it shall serve the Contractor with written notice of the default. The Contractor shall have ten (10) days after service upon it of said notice in which to cure the default by rendering a satisfactory performance. In the event that the Contractor fails to cure its default within such period of time, the City shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this Agreement."

7. OWNERSHIP OF DOCUMENTS

A. Contractor shall maintain complete and accurate records with respect to sales, costs, expenses, receipts and other such information required by City that relate to the performance of services under this Agreement. Contractor shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Contractor shall provide free access to the representatives of City or its designees at reasonable times to such books and records, shall give City the right to examine and audit said books and records, shall permit City to make transcripts therefrom as necessary, and shall allow inspection of all work, data, documents, proceedings and activities related to this Agreement. Such records, together with supporting documents, shall be maintained for a period of three (3) years after receipt of final payment.

B. Upon completion of, or in the event of termination or suspension of this Agreement, and subject to payment in full of all undisputed amounts due and owing to Contractor, all original documents, designs, drawings, maps, models, computer files containing data generated for the work, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of the City upon such payment and may be used, reused or otherwise disposed of by the City for the purposes intended under this Agreement without the permission of the Contractor. Any reuse, modification, or reliance upon the deliverables or data by the City or third parties for purposes other than those contemplated by this

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Agreement, without Contractor's written consent, shall be at the City's sole risk, and Contractor shall have no liability arising from such unauthorized reuse or modification. Notwithstanding the foregoing, Contractor retains all right, title, and interest in and to its pre-existing intellectual property, proprietary materials, methodologies, know-how, tools, templates, software, and other works developed independently of this Agreement, whether or not incorporated into any deliverable. With respect to computer files containing data generated for the work, Contractor shall make available to the City, upon reasonable written request by the City, the necessary computer software and hardware for purposes of accessing, compiling, transferring and printing computer files.

8. INDEMNIFICATION

Contractor shall defend, indemnify, and hold the City, its officials, officers, employees, agents and independent contractors serving in the role of City officials, and volunteers (collectively "Indemnitees") free and harmless from any and all claims, demands, causes of action, proceedings, costs, expenses, liabilities, losses, damages or injuries, in law or equity, to property or persons, including wrongful death (collectively "Claims"), in any manner arising out of or incident to any negligent acts, willful misconduct or omissions of Contractor, its officials, officers, employees, agents or subcontractors in connection with the performance of this Agreement, including without limitation the payment of all consequential damages, reasonable attorneys' fees, and other related costs and expenses, except for such Claims arising out of the sole negligence or willful misconduct of the Indemnitees. With respect to any and all such Claims, Contractor shall defend Indemnitees at Contractor's own cost, expense, and risk and shall pay and satisfy any judgment, award, or decree that may be rendered against Indemnitees. Contractor shall reimburse Indemnitees for reasonable legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Contractor's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by Contractor or Indemnitees. All duties of Contractor under this Section shall survive termination of this Agreement.

9. INSURANCE REQUIREMENTS

Prior to commencement of work, Contractor shall procure, provide, and maintain, at Contractor's own expense, for the duration of this Agreement, insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the work hereunder by the Contractor, its agents, representatives, or employees.

A. Minimum Scope of Insurance. Coverage shall be at least as broad as:

1) Insurance Services Office Commercial General Liability form No. CG 00 01 11 85 or 88, or equivalent.

2) Insurance Services Office Business Auto Coverage form CA 00 01 06 92, or equivalent, covering Automobile Liability, code 1 (any auto). If the Contractor

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owns no automobiles, a non-owned auto endorsement to the General Liability policy described above is acceptable.

3) Worker's Compensation insurance as required by the State of California and Employer's Liability Insurance. If the Contractor has no employees while performing under this Agreement, worker's compensation insurance is not required, but Contractor shall execute a declaration that it has no employees.

4) Cyber Security and Privacy Liability shall be written on a policy form providing cyber security and privacy liability.

5) Cyber Technology Errors and Omissions shall be written on a policy providing cyber technology errors and omissions.

6) Professional Liability Insurance shall be written on a policy form providing professional liability for the Contractor's profession.

B. Minimum Limits of Insurance. Contractor shall maintain limits no less than:

1) General Liability: $1,000,000 per occurrence for bodily injury, personal injury and property damage, including without limitation, blanket contractual liability. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

2) Automobile Liability: $1,000,000 per accident for bodily injury and property damage for all activities of the Contractor arising out of or in connection with work to be performed under this Agreement, including coverage for any owned, hired, non-owned or rental vehicles.

3) Worker's Compensation as required by the State of California; Employer's Liability: One million dollars ($1,000,000) per accident for bodily injury or disease.

4) Cyber Liability Insurance: Contractor shall procure and maintain insurance with limits of $1,000,000 per occurrence/loss, $2,000,000 general aggregate, which shall include the following coverage:

a. Liability arising from the theft, dissemination and/or use of confidential or personally identifiable information; including, but not limited to personally identifiable information (PII), protected health information (PHI), security codes, access codes, passwords, etc.

b. Network security liability arising from the unauthorized use of, access to, or tampering with computer systems, including hacker or denial of service attacks.

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c. Liability arising from introducing a computer virus into or otherwise causing damage to vendor's (first-party) or customer's (third party) computer, computer system, network, or similarly related property and the data, software, and programs.

d. Costs associated with restoring, updating, or replacing data.

e. Costs associated with a privacy breach, including notification costs, customer support, forensics, crises management, public relations consulting, legal services of a privacy attorney, credit monitoring, and identity fraud resolutions services for affected individuals.

f. If coverage is maintained on a claims-made basis, Contractor shall maintain such coverage for an additional three (3) years following termination of the contract.

5) Professional Liability coverage: One million ($1,000,000) per claim and in aggregate.

C. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions must be declared to and approved by the City Manager. At the option of the City Manager, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, officials, employees and volunteers; or the Contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

D. Requirements Not Limiting**.** Requirements of specific coverage features or limits contained in this Section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue and is not intended by any party or insured to be all inclusive, or to the exclusion of other coverage, or a waiver of any type. If the Vendor maintains higher limits than the minimums shown above, the Agency requires and shall be entitled to coverage for the higher limits maintained by the Vendor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the Agency.

E. Other Insurance Provisions. The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:

1) The City, its officers, officials, employees and volunteers are to be covered and named as additional insureds in respect to: liability arising out of activities performed by or on behalf of the Contractor; products and completed operations of the Contractor; premises owned, occupied or used by the Contractor; or automobiles owned, leased, hired or borrowed by the Contractor. The coverage shall contain no special

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limitations on the scope of protection afforded to the City, its officers, officials, employees or volunteers.

2) For any claims related to this project, the Contractor's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees and volunteers. Any insurance or self-insured maintained by the City, its officers, officials, employees or volunteers shall be excess of the Contractor's insurance and shall not contribute with it.

3) Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the City, its officers, officials, employees or volunteers.

4) The Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

5) Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days' prior written notice has been given to the City. Contractor agrees to oblige its insurance agent or broker and insurers to provide City with a thirty (30) day notice of cancellation (except for nonpayment for which a ten (10) day notice is required) or nonrenewal of coverage for each required coverage.

6) Waiver of subrogation. All insurance coverage maintained or procured pursuant to this Agreement shall be endorsed to waive subrogation against the City, its elected or appointed officers, agents, officials, employees, and volunteers or shall specifically allow Contractor or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Contractor hereby waives its own right of recovery against the City and shall require similar written express waivers and insurance clauses from each of its subcontractors.

F. Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the City. Self insurance shall not be considered to comply with these insurance requirements.

G. Verification of Coverage. **Contractor shall furnish the City with original endorsements, specifically naming the City of Agoura Hills, its officers, officials, employees and volunteers as additional insured, effecting coverage required by this clause.** The endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf. The endorsements are to be on forms acceptable to the City. Insurance certificates and endorsements must be received and approved by City's Risk Manager prior to commencement of performance. Current insurance certificates and endorsements shall be kept on file with the City at all times during the term of this Agreement. City reserves the right to require complete, certified copies of all required insurance policies, at any time.

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H. Mailing Instructions. Insurance documents shall be mailed with the signed Agreement to the attention of the staff person indicated on the cover sheet of this Agreement, to the City of Agoura Hills, 30001 Ladyface Court, Agoura Hills, CA 91301. Executed Agreement(s) cannot be released nor may any work commence on a project until the signed Agreement and appropriate insurance documents are on file with the City Clerk.

10. INDEPENDENT CONTRACTOR

A. Contractor is and shall at all times remain as to the City a wholly independent Contractor. The personnel performing the services and tasks under this Agreement on behalf of Contractor shall not be City employees and shall at all times be under Contractor's exclusive direction and control. Contractor and all of Contractor's personnel shall possess the qualifications, permits, and licenses required by state and local law to perform the services and tasks under this Agreement, including, without limitation, a City business license as required by the Agoura Hills Municipal Code. Contractor shall determine the means, methods, and details by which Contractor's personnel will perform the services and tasks. Contractor shall be solely responsible for the satisfactory work performance of all personnel engaged in performing the services and tasks, and compliance with the customary professional standards. Neither City nor any of its officers, employees, agents, or volunteers shall have control over the conduct of Contractor or any of Contractor's officers, employees, or agents.

B. Contractor shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of City. Contractor and Contractor's personnel shall not supervise any of City's employees; and City's employees shall not supervise Contractor's personnel. Contractor's personnel shall not wear or display any City uniform, badge, identification number, or other information identifying such individual as a City employee; and Contractor's personnel shall not use any City e-mail address or City telephone number in the performance of any of the services and tasks under this Agreement. Contractor shall acquire and maintain at its sole cost and expense such vehicles, equipment, and supplies as Contractor's personnel require to perform any of the services and tasks required by this Agreement. Contractor shall perform all services and tasks off of City premises at locations of Contractor's choice, except as otherwise may from time to time be necessary in order for Contractor's personnel to receive projects from City, review plans on file at City, pick up or deliver any work product related to Contractor's performance of any services and tasks under this Agreement, or as may be necessary to inspect or visit City locations and/or private property to perform the services and tasks. City may make a computer available to Contractor from time to time for Contractor's personnel to obtain information about, or to check on, the status of projects pertaining to the services and tasks performed under this Agreement. Contractor shall not incur or have the power to incur any debt, obligation or liability whatever against City, or bind City in any manner.

C. No employee benefits shall be available to Contractor in connection with the performance of this Agreement. Except for the fees paid to Contractor as provided in the Agreement, City shall not pay salaries, wages, or other compensation to Contractor for performing services and tasks hereunder for City. City shall not be liable for compensation

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or indemnification to Contractor for injury or sickness arising out of performing services and tasks hereunder. Contractor shall be responsible for and pay all salaries, wages, benefits and other amounts due to Contractor's personnel in connection with their performance of the services and tasks under this Agreement, and as required by law. Contractor shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to, Social Security taxes, other retirement or pension benefits, income tax withholding, unemployment insurance, disability insurance, and workers' compensation insurance. Notwithstanding any other agency, state, or federal policy, rule, regulation, statute, or ordinance to the contrary, Contractor and any of its officers, employees, agents, and subcontractors providing any of the services and tasks under this Agreement shall not become entitled to, and hereby waive any claims to, any wages, salaries, compensation, benefit, or any incident of employment by City, including, but not limited to, eligibility to enroll in, or reinstate to membership in, the California Public Employees Retirement System ("PERS") as a City employee, and entitlement to any contribution to be paid by City for employer contributions or employee contributions for PERS benefits.

D. Contractor shall indemnify and hold harmless City and its elected officials, officers, employees, servants, designated volunteers, and agents serving as independent contractors in the role of City officials, from any and all liability, damages, claims, costs, and expenses of any nature to the extent arising from, caused by, or relating to Contractor's personnel practices, or to the extent arising from, caused by, or relating to the violation of any of the provisions of this Section. In addition to all other remedies available under law, City shall have the right to offset against the amount of any fees due to Contractor under this Agreement any amount due to City from Contractor as a result of Contractor's failure to promptly pay to City any reimbursement or indemnification arising under this Section. This duty of indemnification is in addition to Contractor's duty to defend, indemnify, and hold harmless as set forth in any other provision of this Agreement.

11. PERS COMPLIANCE AND INDEMNIFICATION

A. General Requirements. The parties acknowledge that City is a local agency member of PERS, and as such has certain pension reporting and contribution obligations to PERS on behalf of qualifying employees. Contractor agrees that, in providing its employees and any other personnel to City to perform the services and tasks under this Agreement, Contractor shall assure compliance with the Public Employees' Retirement Law, commencing at Government Code Section 20000, the regulations of PERS, and the Public Employees' Pension Reform Act of 2013, as amended. Without limitation to the foregoing, Contractor shall assure compliance with regard to personnel who have active or inactive membership in PERS and to those who are retired annuitants and in performing this Agreement shall not assign or utilize any of its personnel in a manner that will cause City to be in violation of the applicable retirement laws and regulations.

B. Indemnification. Contractor shall defend (with legal counsel approved by City, whose approval shall not be unreasonably withheld), indemnify, and hold harmless City, and its City and its elected officials, officers, employees, servants, designated volunteers, and agents serving as independent contractors in the role of City officials, from any and all liability, damages, claims, costs and expenses of any nature to the extent arising

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from, caused by, or relating to Contractor's violation of any provisions of this Section. This duty of indemnification is in addition to Contractor's duty to defend, indemnify, and hold harmless as set forth in any other provision of this Agreement.

12. LEGAL RESPONSIBILITIES

The Contractor shall keep itself informed of all applicable local, State and Federal ordinances, laws and regulations which in any manner affect those employed by it or in any way affect the performance of its service pursuant to this Agreement. The Contractor shall at all times observe and comply with all such ordinances, laws and regulations. The City, and its officers and employees, shall not be liable at law or in equity occasioned by failure of the Contractor to comply with this section.

13. RELEASE OF INFORMATION

A. All information gained by Contractor in performance of this Agreement shall be considered confidential and shall not be released by Contractor without City's prior written authorization. Contractor, its officers, employees, agents or subcontractors, shall not without written authorization from the City Manager or unless requested by the City Attorney, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories or other information concerning the work performed under this Agreement or relating to any project or property located within the City. Response to a subpoena or court order shall not be considered "voluntary" provided Contractor gives City notice of such court order or subpoena.

B. Contractor shall promptly notify City should Contractor, its officers, employees, agents or subcontractors be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions or other discovery request, court order or subpoena from any party regarding this Agreement and the work performed there under or with respect to any project or property located within the City. City retains the right, but has no obligation, to represent Contractor and/or be present at any deposition, hearing or similar proceeding. Contractor agrees to cooperate fully with City and to provide City with the opportunity to review any response to discovery requests provided by Contractor. However, City's right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response.

14. NOTICES

Any notices which either party may desire to give to the other party under this Agreement must be in writing and may be given either by: (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, that provides a receipt showing date and time of delivery, or (iii) mailing in the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by Notice. Notice shall be effective upon delivery to the addresses specified below or on the third business day following deposit with the document delivery service or United States Mail as provided above.

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To City:	City of Agoura Hills 30001 Ladyface Court Agoura Hills, California 91301 Attention: City Manager
To Contractor:	Envicom Corporation 4165 E. Thousand Oaks Blvd., Ste. 290 Attention: Travis Cullen

15. ASSIGNMENT

The Contractor shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, without prior written consent of the City. Upon termination of this Agreement, Contractor's sole compensation shall be payment for actual services performed up to, and including, the date of termination or as may be otherwise agreed to in writing between the City Council and the Contractor.

16. LICENSES

At all times during the term of this Agreement, Contractor shall have in full force and effect, all licenses required of it by law for the performance of the services described in this Agreement.

17. GOVERNING LAW

The City and Contractor understand and agree that the laws of the State of California shall govern the rights, obligations, duties and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court with geographic jurisdiction over the City of Agoura Hills. In the event such litigation is filed by one party against the other to enforce its rights under this Agreement, the prevailing party, as determined by the Court's judgment, shall be entitled to reasonable attorney fees and litigation expenses for the relief granted.

18. PROHIBITED INTEREST

No officer, or employee of the City of Agoura Hills shall have any financial interest, direct or indirect, in this Agreement, the proceeds thereof, the Contractor, or Contractor’s subcontractors for this project, during his/her tenure or for one year thereafter. The Contractor hereby warrants and represents to the City that no officer or employee of the City of Agoura Hills has any interest, whether contractual, non-contractual, financial or otherwise, in this transaction, or in the business of the Contractor or Contractor’s subcontractors on this project. Contractor further agrees to notify the City in the event any such interest is discovered whether or not such interest is prohibited by law or this Agreement.

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19. EXHIBITS

Exhibits A and B constitute a part of this Agreement and are incorporated into this Agreement by this reference. If any inconsistency exists or arises between a provision of this Agreement and a provision of any exhibit, the provisions of this Agreement shall control.

20. ENTIRE AGREEMENT

This Agreement contains the entire understanding between the parties relating to the obligations of the parties described in this Agreement. All prior or contemporaneous agreements, understandings, representations and statements, oral or written, are merged into this Agreement and shall be of no further force or effect. Each party is entering into this Agreement based solely upon the representations set forth herein and upon each party's own independent investigation of any and all facts such party deems material.

21. AMENDMENT OF AGREEMENT

This Agreement may be amended only by a writing signed by both parties. The City Manager is authorized to sign an Amendment to this Agreement on the City Council's behalf and without the City Council's prior approval to make the following non-substantive modifications to the Agreement: (a) name changes; (b) extensions of time that do not result in monetary changes; (c) non-monetary changes in the scope of work; and (d) termination of the Agreement. All monetary changes to this Agreement require City Council approval.

22. AUTHORITY TO EXECUTE THIS AGREEMENT

The person or persons executing this Agreement on behalf of Contractor warrants and represents that he or she has the authority to execute this Agreement on behalf of the Contractor and has the authority to bind Contractor to the performance of its obligations hereunder. In lieu of a handwritten or wet signature from the Contractor, the City may electronically process and execute this Agreement and request that the Contractor sign the Agreement electronically via DocuSign or similar electronic signature software.

23. COUNTERPARTS

This Agreement may be executed in counterparts, all such executed counterparts shall constitute the same Agreement, and the signature of any party to any counterpart shall be deemed a signature to, and may be appended to, any other counterpart.

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IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed the day and year first above written.

CITY OF AGOURA HILLS

Jeremy Wolf,
Mayor

ATTEST:

Kimberly M. Rodrigues, MMC
City Clerk

Date Approved by City Council: _____

APPROVED AS TO FORM:

Candice K. Lee,
City Attorney

CONTRACTOR

Envicom Corporation
4165 E. Thousand Oaks Blvd., Ste. 290
Travis Cullen
(818) 879-4700
TCullen@envicomcorporationcom

By: DocuSigned by: Travis Cullen
Name: Travis Cullen
Title: President

By: Signed by: Primo Tapia
Name: Primo Tapia
Title: Vice President

[Signatures of Two Corporate Officers Required]

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EXHIBIT A

TASKS TO BE PERFORMED

The specific elements (scope of work) of this service include:

- Prepare all environmental documents and notices in the manner required by CEQA and the CEQA Guidelines, including, but not limited to Initial Studies; Draft NDs, MNDs and EIRs; Final NDs, MNDs, and EIRs; and Notices of Preparation, Intent, and Determination.

- As necessary, prepare any technical studies needed to complete the environmental review (e.g., geotechnical reports, traffic impact reports, oak tree reports, biological assessments and other studies).

- Prepare all notices and file (including fees) with the Los Angeles County Clerk and/or the State Clearinghouse.

- When required, attend all project hearings before the Planning Commission and City Council.

- Peer review of technical reports prepared by other consultants, including, but not limited to: oak tree reports, air quality studies, cultural resources surveys, biological assessments, geotechnical reports, traffic impact reports, visual impact analyses, noise studies, and hydrological studies.

- Work under the supervision of the Planning Division during the completion of the environmental work.

- Provide planning related services on an as-needed basis, including but not limited to review of projects for technical completeness and zoning code conformance, preparation of notices and correspondence with project applicants.

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EXHIBIT B

PAYMENT RATES AND SCHEDULE

PROFESSIONAL FEE SCHEDULE
January 1, 2026

The Envicom Professional Fee Schedule provides the rates for labor, expenses, and reimbursable costs that will be charged for our professional and support services. The following provides a breakdown for our Personnel, Project-Related Expenses, and Equipment Rates.

PERSONNEL

Principal	$250.00
Director	$200.00-240.00
Senior Project Manager	$130.00-$185.00
Principal/Senior Biologist	$150.00-180.00
Project Manager	$130.00-$165.00
Associate Project Manager	$115.00-$125.00
Environmental Analyst/Planner	$100.00-$125.00
Staff Biologist	$100.00-$130.00
Senior Restoration Ecologist/Arborist	$160.00
Arborist	$140.00
Staff Archaeologist	$120.00
Cultural Resource Field Technician/Monitor	$65.00-$95.00
GIS/Mapping	$130.00-$175.00
Data & Consulting Specialist	$140.00
Graphics	$130.00
Project Assistant/Production Specialist	$90.00
Accounting	$95.00
Intern	$60.00

Expert Witness testimony: One and one half times above listed rates (including depositions).

PROJECT-RELATED EXPENSES

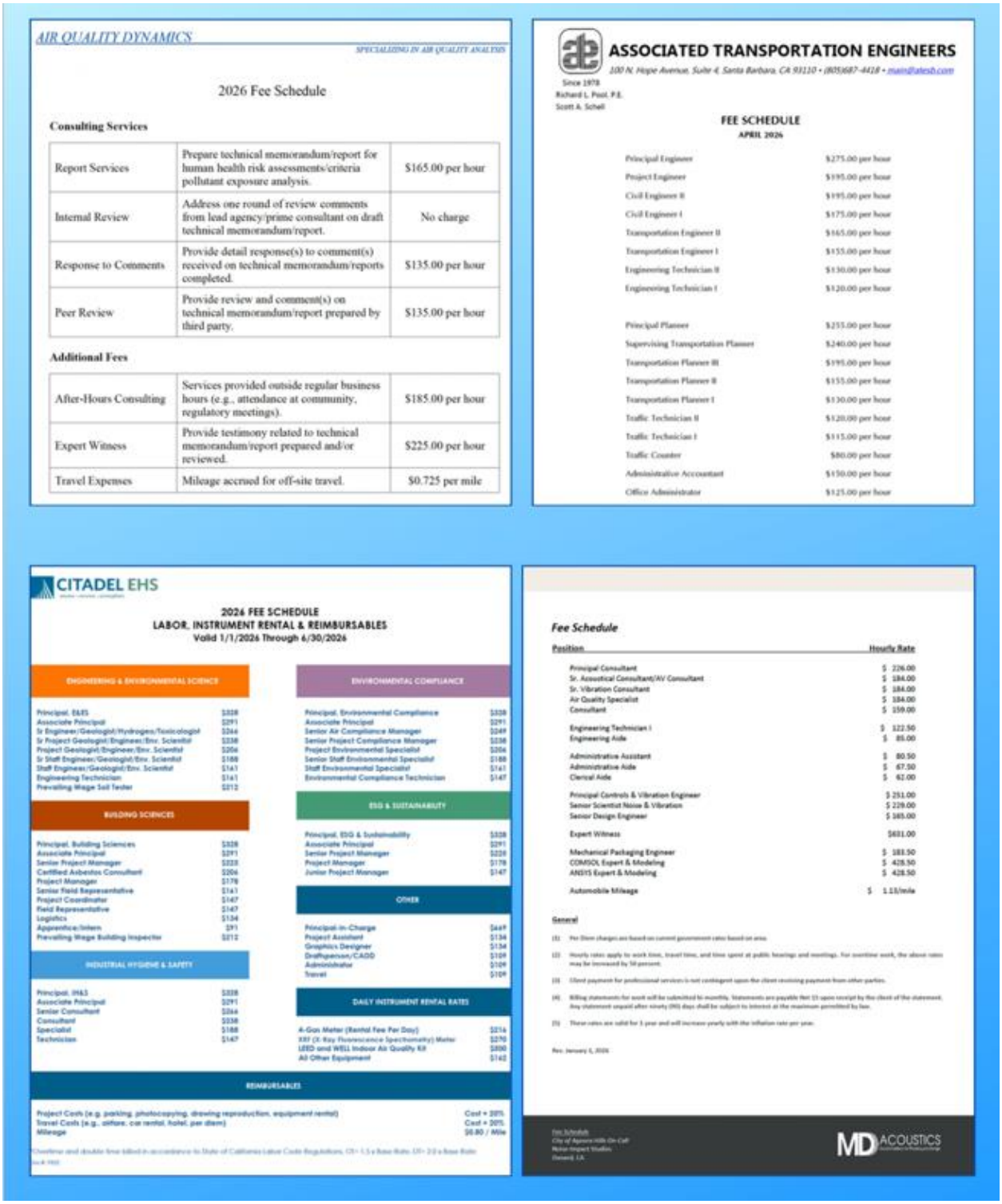
A **communication fee** of three percent (3%) of total labor billings will be charged for in-house costs for phone, fax, e-mail, postage, personal computer use, interim working copy reproductions and records maintenance/retention. **Travel expenses** - cost plus ten percent (10%). Per Diem charge may be billed in lieu of actual direct expenses for hotels/meals. **Printing/Reproduction** black and white copies - $0.15 per page and color copies at $1.00 per 8.5x11 and $1.50 per 11x17 copy. Oversized copies and plots will be as quoted. **Personal vehicle** mileage - $0.95 per mile. **Out of pocket direct expenses** - cost plus ten percent (10%). **Subcontractors and subconsultants** services - cost plus 10 percent (10%).

EQUIPMENT RATES

Envicom Corporation charges for consumable field materials and specialized equipment.

General Field Materials and Expenses	Cost + 10%
Water Quality Sampling (Temp, pH, DO, Turbidity)	$60.00/day
Noise Meter	$125.00/day
GPS/Data Collection Tablets	$100.00/day, $350.00/week, $1,000.00/month
4 x 4 Trucks	$100.00/day

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AIR QUALITY DYNAMICS

SPECIALIZING IN AIR QUALITY ANALYSIS

2026 Fee Schedule

Consulting Services

Report Services	Prepare technical memorandum/report for human health risk assessments/criteria pollutant exposure analysis.	$165.00 per hour
Internal Review	Address one round of review comments from lead agency/prime consultant on draft technical memorandum/report.	No charge
Response to Comments	Provide detail response(s) to comment(s) received on technical memorandum/reports completed.	$135.00 per hour
Peer Review	Provide review and comment(s) on technical memorandum/report prepared by third party.	$135.00 per hour

Additional Fees

After-Hours Consulting	Services provided outside regular business hours (e.g., attendance at community, regulatory meetings).	$185.00 per hour
Expert Witness	Provide testimony related to technical memorandum/report prepared and/or reviewed.	$225.00 per hour
Travel Expenses	Mileage accrued for off-site travel.	$0.725 per mile

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805)687-4418 • main@atesb.com

Since 1978
Richard L. Pool, P.E.
Scott A. Schell

FEE SCHEDULE
APRIL 2026

Principal Engineer	$275.00 per hour
Project Engineer	$195.00 per hour
Civil Engineer II	$195.00 per hour
Civil Engineer I	$175.00 per hour
Transportation Engineer II	$165.00 per hour
Transportation Engineer I	$155.00 per hour
Engineering Technician II	$130.00 per hour
Engineering Technician I	$120.00 per hour
Principal Planner	$255.00 per hour
Supervising Transportation Planner	$240.00 per hour
Transportation Planner III	$195.00 per hour
Transportation Planner II	$155.00 per hour
Transportation Planner I	$130.00 per hour
Traffic Technician II	$120.00 per hour
Traffic Technician I	$115.00 per hour
Traffic Counter	$80.00 per hour
Administrative Accountant	$150.00 per hour
Office Administrator	$125.00 per hour

CITADEL EHS

2026 FEE SCHEDULE
LABOR, INSTRUMENT RENTAL & REIMBURSABLES
Valid 1/1/2026 Through 6/30/2026

ENGINEERING & ENVIRONMENTAL SCIENCE

Principal, E&ES	$328
Associate Principal	$291
Sr Engineer/Geologist/Hydrogeo/Toxicologist	$266
Sr Project Geologist/Engineer/Env. Scientist	$238
Project Geologist/Engineer/Env. Scientist	$206
Sr Staff Engineer/Geologist/Env. Scientist	$188
Staff Engineer/Geologist/Env. Scientist	$161
Engineering Technician	$161
Prevailing Wage Soil Tester	$212

BUILDING SCIENCES

Principal, Building Sciences	$328
Associate Principal	$291
Senior Project Manager	$228
Certified Asbestos Consultant	$206
Project Manager	$178
Senior Field Representative	$161
Project Coordinator	$147
Field Representative	$147
Logistics	$134
Apprentice/Intern	$91
Prevailing Wage Building Inspector	$212

INDUSTRIAL HYGIENE & SAFETY

Principal, IH&S	$328
Associate Principal	$291
Senior Consultant	$266
Consultant	$238
Specialist	$188
Technician	$147

ENVIRONMENTAL COMPLIANCE

Principal, Environmental Compliance	$328
Associate Principal	$291
Senior Air Compliance Manager	$249
Senior Project Compliance Manager	$238
Project Environmental Specialist	$206
Senior Staff Environmental Specialist	$188
Staff Environmental Specialist	$161
Environmental Compliance Technician	$147

ESG & SUSTAINABILITY

Principal, ESG & Sustainability	$328
Associate Principal	$291
Senior Project Manager	$228
Project Manager	$178
Junior Project Manager	$147

OTHER

Principal-in-Charge	$669
Project Assistant	$134
Graphics Designer	$134
Draftsperson/CADD	$109
Administrator	$109
Travel	$109

DAILY INSTRUMENT RENTAL RATES

4-Gas Meter (Rental Fee Per Day)	$216
XRF (X-Ray Fluorescence Spectrometry) Meter	$270
LEED and WELL Indoor Air Quality Kit	$800
All Other Equipment	$162

REIMBURSABLES

Project Costs (e.g. parking, photocopying, drawing reproduction, equipment rental)	Cost + 20%
Travel Costs (e.g., airfare, car rental, hotel, per diem)	Cost + 20%
Mileage	$0.80 / Mile

Overtime and double time billed in accordance to State of California Labor Code Regulations. OT= 1.5 x Base Rate. DT= 2.0 x Base Rate

Fee Schedule

Position	Hourly Rate
Principal Consultant	$ 226.00
Sr. Acoustical Consultant/AV Consultant	$ 184.00
Sr. Vibration Consultant	$ 184.00
Air Quality Specialist	$ 184.00
Consultant	$ 159.00
Engineering Technician I	$ 122.50
Engineering Aide	$ 85.00
Administrative Assistant	$ 80.50
Administrative Aide	$ 67.50
Clerical Aide	$ 62.00
Principal Controls & Vibration Engineer	$ 251.00
Senior Scientist Noise & Vibration	$ 229.00
Senior Design Engineer	$ 185.00
Expert Witness	$631.00
Mechanical Packaging Engineer	$ 183.50
COMSOL Expert & Modeling	$ 428.50
ANSYS Expert & Modeling	$ 428.50
Automobile Mileage	$ 1.15/mile

General

(1) Per Diem charges are based on current government rates based on area.

(2) Hourly rates apply to work time, travel time, and time spent at public hearings and meetings. For overtime work, the above rates may be increased by 50 percent.

(3) Client payment for professional services is not contingent upon the client receiving payment from other parties.

(4) Billing statements for work will be submitted bi-monthly. Statements are payable Net 15 upon receipt by the client of the statement. Any statement unpaid after ninety (90) days shall be subject to interest at the maximum permitted by law.

(5) These rates are valid for 1 year and will increase yearly with the inflation rate per year.

Rev. January 1, 2026

Fee Schedule
City of Agoura Hills On-Call
Noise Impact Studies
Revised, CA

MD ACOUSTICS

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AGREEMENT FOR CONTRACTOR SERVICES WITH THE CITY OF AGOURA HILLS

NAME OF CONTRACTOR:	FCS International, Inc. doing business as FirstCarbon Solutions
RESPONSIBLE PRINCIPAL OF CONTRACTOR:	Attn: Jason Brandman
CONTRACTOR'S ADDRESS:	250 Commerce, Suite 210 Irvine, CA 92602
CITY'S ADDRESS:	City of Agoura Hills 30001 Ladyface Court Agoura Hills, CA 91301 Attn: City Manager
PREPARED BY:	Angela Georgeff
COMMENCEMENT DATE:	May 27, 2026
TERMINATION DATE:	May 27, 2029
CONSIDERATION:	Agreement Price: Not to Exceed: $300,000 /yr

ADDITIONAL SERVICES *(Describe Services, Amount, and Approval):*

_____

_____

_____

_____

Date: _____ Amount: $_____ Authorized By: _____
(Not to Exceed 10% of Agreement Price) City Manager

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AGREEMENT FOR CONTRACTOR SERVICES BETWEEN THE CITY OF AGOURA HILLS AND FCS INTERNATIONAL INC, DBA FIRSTCARBON SOLUTIONS

THIS AGREEMENT is made and effective as of May 27, 2026, between the City of Agoura Hills, a municipal corporation ("City") and FCS INTERNATIONAL, INC, DBA FirstCarbon Solutions ("Contractor"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. TERM

This Agreement shall commence on May 27, 2026, and shall remain and continue in effect until tasks described herein are completed, but in no event later than May 27, 2029, unless sooner terminated pursuant to the provisions of this Agreement.

The City may, at its option, extend this Agreement for one additional term of three (3) years upon providing written notice of its intent to extend this Agreement to the Contractor not less than thirty (30) days prior to the expiration of the initial Term. Upon mutual agreement, such extension shall be subject to a 5% rate escalation in year 4 and 3% rate escalations in years 5 and 6, which shall be processed by an Amendment to this Agreement and signed by both parties.

2. SERVICES

Contractor shall perform the services and tasks described and set forth in Exhibit A, attached hereto and incorporated herein as though set forth in full in a manner consistent with the generally accepted professional standard of care. Contractor shall complete the tasks according to the schedule of performance which is also set forth in Exhibit A subject to reasonable adjustments as may be necessary to comply with such standard of care.

3. PERFORMANCE

In meeting its obligations under this Agreement, Contractor shall perform all tasks described herein in accordance with the terms of this agreement and Exhibit A, in a manner reasonably consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions.

4. PAYMENT

A. The City agrees to pay Contractor monthly, in accordance with the payment rates and terms and the schedule of payment as set forth in Exhibit B, Payment Rates and Schedule, attached hereto and incorporated herein by this reference as though set forth in full, based upon actual time spent on the above tasks. Any terms in Exhibit B other than the payment rates and schedule of payment are null and void. This amount shall not exceed three hundred thousand dollars ($300,000) (“Agreement Price”) for the initial Term of the Agreement unless additional payment is approved as provided in this Agreement.

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The City Manager may approve additional work up to ten percent (10%) of the amount of the Agreement. Any additional work in excess of this amount shall be approved by the City Council.

B. Contractor shall not be compensated for any services rendered in connection with its performance of this Agreement which are in addition to those set forth herein, unless such additional services are authorized in advance and in writing by the City Manager. Contractor shall be compensated for any additional services in the amounts and in the manner as agreed to by the City Council and Contractor at the time City's written authorization is given to Contractor for the performance of said services.

C. Contractor shall submit invoices monthly for actual services performed. Invoices shall be submitted between the first and fifteenth business day of each month, for services provided in the previous month. Payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If the City disputes any of Contractor's fees, it shall give written notice to Contractor within thirty (30) days of receipt of an invoice of any disputed fees set forth on the invoice. For all reimbursements authorized by this Agreement, Contractor shall provide receipts on all reimbursable expenses in excess of Fifty Dollars ($50) in such form as approved by the Director of Finance.

5. SUSPENSION OR TERMINATION OF AGREEMENT WITHOUT CAUSE

A. The City may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon the Contractor at least ten (10) days prior written notice. Upon receipt of said notice, the Contractor shall immediately cease all work under this Agreement, unless the notice provides otherwise. If the City suspends or terminates a portion of this Agreement, such suspension or termination shall not make void or invalidate the remainder of this Agreement.

B. In the event this Agreement is terminated pursuant to this Section, the City shall pay to Contractor the actual value of the work performed consistent with the standard of care and Exhibit A up to the time of termination. Upon termination of the Agreement pursuant to this Section, the Contractor will submit an invoice to the City pursuant to Section entitled "**PAYMENT**" herein.

C. However, notwithstanding the foregoing and/or anything to the contrary herein, City agrees to provide or to require a party other than FCS to provide a safe and compliant worksite and working conditions, free from threatening behavior or abuse, while FCS's personnel are on the subject jobsite(s). Failure to comply with the above, failure to comply with relevant health and safety obligations, and/or a belief there is a risk to their health or safety affords FCS, at its choosing, the ability to either a cease work on any project(s)/site(s) until said conditions are remedied or b/ terminate the contract with five (5) calendar days written notice and either option shall be acceptable to City and honored by Client without penalty or breach of contract by FCS and with payment for services rendered prior to termination or cessation of work taking effect.

6. DEFAULT OF CONTRACTOR

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A. The Contractor's failure to comply with the provisions of this Agreement shall constitute a default. In the event that Contractor is in default for cause under the terms of this Agreement, City shall have no obligation or duty to continue compensating Contractor for any work performed after the date of default and can terminate this Agreement immediately by written notice to the Contractor. If such failure by the Contractor to make progress in the performance of work hereunder arises out of causes beyond the Contractor's control, and without fault or negligence of the Contractor, it shall not be considered a default.

B. If the City Manager or his delegate determines that the Contractor is in default in the performance of any of the terms or conditions of this Agreement, it shall serve the Contractor with written notice of the default. The Contractor shall have ten (10) days after service upon it of said notice in which to cure the default by rendering a satisfactory performance. In the event that the Contractor fails to cure its default within such period of time, the City shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this Agreement."

7. OWNERSHIP OF DOCUMENTS

A. Contractor shall maintain complete and accurate records with respect to sales, costs, expenses, receipts and other such information required by City that relate to the performance of services under this Agreement. Contractor shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Contractor shall provide free access to the representatives of City or its designees at reasonable times to such books and records, shall give City the right to examine and audit said books and records, shall permit City to make transcripts therefrom as necessary, and shall allow inspection of all work, data, documents, proceedings and activities related to this Agreement. Such records, together with supporting documents, shall be maintained for a period of three (3) years after receipt of final payment.

B. Upon completion of, or in the event of termination or suspension of this Agreement, and subject to payment in full of all undisputed amounts due and owing to Contractor, all original documents, designs, drawings, maps, models, computer files containing data generated for the work, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of the City upon such payment and may be used, reused or otherwise disposed of by the City for the purposes intended under this Agreement without the permission of the Contractor. Any reuse, modification, or reliance upon the deliverables or data by the City or third parties for purposes other than those contemplated by this Agreement, without Contractor's written consent, shall be at the City's sole risk, and Contractor shall have no liability arising from such unauthorized reuse or modification. Notwithstanding the foregoing, Contractor retains all right, title, and interest in and to its pre-existing intellectual property, proprietary materials, methodologies, know-how, tools, templates, software, and other works developed independently of this Agreement, whether or not incorporated into any deliverable. With respect to computer files containing data generated for the work, Contractor shall make available to the City, upon reasonable written

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request by the City, the necessary computer software and hardware for purposes of accessing, compiling, transferring and printing computer files.

8. INDEMNIFICATION

Contractor shall defend, indemnify, and hold the City, its officials, officers, employees, agents and independent contractors serving in the role of City officials, and volunteers (collectively "Indemnitees") free and harmless from any and all claims, demands, causes of action, proceedings, costs, expenses, liabilities, losses, damages or injuries, in law or equity, to property or persons, including wrongful death (collectively "Claims"), in any manner arising out of or incident to any acts or omissions of Contractor, its officials, officers, employees, agents or subcontractors in connection with the performance of this Agreement, including without limitation the payment of all consequential damages, attorneys' fees, and other related costs and expenses, except for such Claims arising out of the sole negligence or willful misconduct of the Indemnitees. With respect to any and all such Claims, Contractor shall defend Indemnitees at Contractor's own cost, expense, and risk and shall pay and satisfy any judgment, award, or decree that may be rendered against Indemnitees. Contractor shall reimburse Indemnitees for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Contractor's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by Contractor or Indemnitees. All duties of Contractor under this Section shall survive termination of this Agreement.

9. INSURANCE REQUIREMENTS

Prior to commencement of work, Contractor shall procure, provide, and maintain, at Contractor's own expense, for the duration of this Agreement, insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the work hereunder by the Contractor, its agents, representatives, or employees.

A. Minimum Scope of Insurance. Coverage shall be at least as broad as:

1) Insurance Services Office Commercial General Liability form No. CG 00 01 11 85 or 88, or equivalent.

2) Insurance Services Office Business Auto Coverage form CA 00 01 06 92, or equivalent, covering Automobile Liability, code 1 (any auto). If the Contractor owns no automobiles, a non-owned auto endorsement to the General Liability policy described above is acceptable.

3) Worker's Compensation insurance as required by the State of California and Employer's Liability Insurance. If the Contractor has no employees while performing under this Agreement, worker's compensation insurance is not required, but Contractor shall execute a declaration that it has no employees.

4) Cyber Security and Privacy Liability shall be written on a policy form providing cyber security and privacy liability.

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5) Cyber Technology Errors and Omissions shall be written on a policy providing cyber technology errors and omissions.

6) Professional Liability Insurance shall be written on a policy form providing professional liability for the Contractor's profession.

B. Minimum Limits of Insurance. Contractor shall maintain limits no less than:

1) General Liability: $1,000,000 per occurrence for bodily injury, personal injury and property damage, including without limitation, blanket contractual liability. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

2) Automobile Liability: $1,000,000 per accident for bodily injury and property damage for all activities of the Contractor arising out of or in connection with work to be performed under this Agreement, including coverage for any owned, hired, non-owned or rental vehicles.

3) Worker's Compensation as required by the State of California; Employer's Liability: One million dollars ($1,000,000) per accident for bodily injury or disease.

4) Cyber Liability Insurance: Contractor shall procure and maintain insurance with limits of $1,000,000 per occurrence/loss, $2,000,000 general aggregate, which shall include the following coverage:

a. Liability arising from the theft, dissemination and/or use of confidential or personally identifiable information; including, but not limited to personally identifiable information (PII), protected health information (PHI), security codes, access codes, passwords, etc.

b. Network security liability arising from the unauthorized use of, access to, or tampering with computer systems, including hacker or denial of service attacks.

c. Liability arising from introducing a computer virus into or otherwise causing damage to vendor’s (first-party) or customer’s (third party) computer, computer system, network, or similarly related property and the data, software, and programs.

d. Costs associated with restoring, updating, or replacing data.

e. Costs associated with a privacy breach, including notification costs, customer support, forensics, crises

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management, public relations consulting, legal services of a privacy attorney, credit monitoring, and identity fraud resolutions services for affected individuals.

f. If coverage is maintained on a claims-made basis, Contractor shall maintain such coverage for an additional three (3) years following termination of the contract.

5) Professional Liability coverage: One million ($1,000,000) per claim and in aggregate.

C. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions must be declared to and approved by the City Manager. At the option of the City Manager, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, officials, employees and volunteers; or the Contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

D. Requirements Not Limiting**.** Requirements of specific coverage features or limits contained in this Section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue and is not intended by any party or insured to be all inclusive, or to the exclusion of other coverage, or a waiver of any type. If the Vendor maintains higher limits than the minimums shown above, the Agency requires and shall be entitled to coverage for the higher limits maintained by the Vendor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the Agency.

E. Other Insurance Provisions. The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:

1) The City, its officers, officials, employees and volunteers are to be covered and named as additional insureds in respect to: liability arising out of activities performed by or on behalf of the Contractor; products and completed operations of the Contractor; premises owned, occupied or used by the Contractor; or automobiles owned, leased, hired or borrowed by the Contractor. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees or volunteers.

2) For any claims related to this project, the Contractor's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees and volunteers. Any insurance or self-insured maintained by the City, its officers, officials, employees or volunteers shall be excess of the Contractor's insurance and shall not contribute with it.

3) Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the City, its officers, officials, employees or volunteers.

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4) The Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

5) Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days' prior written notice has been given to the City. Contractor agrees to oblige its insurance agent or broker and insurers to provide City with a thirty (30) day notice of cancellation (except for nonpayment for which a ten (10) day notice is required) or nonrenewal of coverage for each required coverage.

6) Waiver of subrogation. All insurance coverage maintained or procured pursuant to this Agreement shall be endorsed to waive subrogation against the City, its elected or appointed officers, agents, officials, employees, and volunteers or shall specifically allow Contractor or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Contractor hereby waives its own right of recovery against the City and shall require similar written express waivers and insurance clauses from each of its subcontractors.

F. Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the City. Self insurance shall not be considered to comply with these insurance requirements.

G. Verification of Coverage. **Contractor shall furnish the City with original endorsements, specifically naming the City of Agoura Hills, its officers, officials, employees and volunteers as additional insured, effecting coverage required by this clause.** The endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf. The endorsements are to be on forms acceptable to the City. Insurance certificates and endorsements must be received and approved by City's Risk Manager prior to commencement of performance. Current insurance certificates and endorsements shall be kept on file with the City at all times during the term of this Agreement. City reserves the right to require complete, certified copies of all required insurance policies, at any time.

H. Mailing Instructions. Insurance documents shall be mailed with the signed Agreement to the attention of the staff person indicated on the cover sheet of this Agreement, to the City of Agoura Hills, 30001 Ladyface Court, Agoura Hills, CA 91301. Executed Agreement(s) cannot be released nor may any work commence on a project until the signed Agreement and appropriate insurance documents are on file with the City Clerk.

10. INDEPENDENT CONTRACTOR

A. Contractor is and shall at all times remain as to the City a wholly independent Contractor. The personnel performing the services and tasks under this Agreement on behalf of Contractor shall not be City employees and shall at all times be under Contractor's exclusive direction and control. Contractor and all of Contractor's personnel shall possess the qualifications, permits, and licenses required by state and local law to perform the services and tasks under this Agreement, including, without limitation, a

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City business license as required by the Agoura Hills Municipal Code. Contractor shall determine the means, methods, and details by which Contractor's personnel will perform the services and tasks. Contractor shall be solely responsible for the satisfactory work performance of all personnel engaged in performing the services and tasks, and compliance with the customary professional standards. Neither City nor any of its officers, employees, agents, or volunteers shall have control over the conduct of Contractor or any of Contractor's officers, employees, or agents.

B. Contractor shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of City. Contractor and Contractor's personnel shall not supervise any of City's employees; and City's employees shall not supervise Contractor's personnel. Contractor's personnel shall not wear or display any City uniform, badge, identification number, or other information identifying such individual as a City employee; and Contractor's personnel shall not use any City e-mail address or City telephone number in the performance of any of the services and tasks under this Agreement. Contractor shall acquire and maintain at its sole cost and expense such vehicles, equipment, and supplies as Contractor's personnel require to perform any of the services and tasks required by this Agreement. Contractor shall perform all services and tasks off of City premises at locations of Contractor's choice, except as otherwise may from time to time be necessary in order for Contractor's personnel to receive projects from City, review plans on file at City, pick up or deliver any work product related to Contractor's performance of any services and tasks under this Agreement, or as may be necessary to inspect or visit City locations and/or private property to perform the services and tasks. City may make a computer available to Contractor from time to time for Contractor's personnel to obtain information about, or to check on, the status of projects pertaining to the services and tasks performed under this Agreement. Contractor shall not incur or have the power to incur any debt, obligation or liability whatever against City, or bind City in any manner.

C. No employee benefits shall be available to Contractor in connection with the performance of this Agreement. Except for the fees paid to Contractor as provided in the Agreement, City shall not pay salaries, wages, or other compensation to Contractor for performing services and tasks hereunder for City. City shall not be liable for compensation or indemnification to Contractor for injury or sickness arising out of performing services and tasks hereunder. Contractor shall be responsible for and pay all salaries, wages, benefits and other amounts due to Contractor's personnel in connection with their performance of the services and tasks under this Agreement, and as required by law. Contractor shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to, Social Security taxes, other retirement or pension benefits, income tax withholding, unemployment insurance, disability insurance, and workers' compensation insurance. Notwithstanding any other agency, state, or federal policy, rule, regulation, statute, or ordinance to the contrary, Contractor and any of its officers, employees, agents, and subcontractors providing any of the services and tasks under this Agreement shall not become entitled to, and hereby waive any claims to, any wages, salaries, compensation, benefit, or any incident of employment by City, including, but not limited to, eligibility to enroll in, or reinstate to membership in, the California Public Employees Retirement System ("PERS") as a City employee, and entitlement to any contribution to be paid by City for employer contributions or employee contributions for PERS benefits.

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D. Contractor shall indemnify and hold harmless City and its elected officials, officers, employees, servants, designated volunteers, and agents serving as independent contractors in the role of City officials, from any and all liability, damages, claims, costs, and expenses of any nature to the extent arising from, caused by, or relating to Contractor's personnel practices, or to the extent arising from, caused by, or relating to the violation of any of the provisions of this Section. In addition to all other remedies available under law, City shall have the right to offset against the amount of any fees due to Contractor under this Agreement any amount due to City from Contractor as a result of Contractor's failure to promptly pay to City any reimbursement or indemnification arising under this Section. This duty of indemnification is in addition to Contractor's duty to defend, indemnify, and hold harmless as set forth in any other provision of this Agreement.

11. PERS COMPLIANCE AND INDEMNIFICATION

A. General Requirements. The parties acknowledge that City is a local agency member of PERS, and as such has certain pension reporting and contribution obligations to PERS on behalf of qualifying employees. Contractor agrees that, in providing its employees and any other personnel to City to perform the services and tasks under this Agreement, Contractor shall assure compliance with the Public Employees' Retirement Law, commencing at Government Code Section 20000, the regulations of PERS, and the Public Employees' Pension Reform Act of 2013, as amended. Without limitation to the foregoing, Contractor shall assure compliance with regard to personnel who have active or inactive membership in PERS and to those who are retired annuitants and in performing this Agreement shall not assign or utilize any of its personnel in a manner that will cause City to be in violation of the applicable retirement laws and regulations.

B. Indemnification. Contractor shall defend (with legal counsel approved by City, whose approval shall not be unreasonably withheld), indemnify, and hold harmless City, and its elected officials, officers, employees, servants, designated volunteers, and agents serving as independent contractors in the role of City officials, from any and all liability, damages, claims, costs and expenses of any nature to the extent arising from, caused by, or relating to Contractor's violation of any provisions of this Section. This duty of indemnification is in addition to Contractor's duty to defend, indemnify, and hold harmless as set forth in any other provision of this Agreement.

12. LEGAL RESPONSIBILITIES

The Contractor shall keep itself informed of all applicable local, State and Federal ordinances, laws and regulations which in any manner affect those employed by it or in any way affect the performance of its service pursuant to this Agreement. The Contractor shall at all times observe and comply with all such ordinances, laws and regulations. The City, and its officers and employees, shall not be liable at law or in equity occasioned by failure of the Contractor to comply with this section.

13. RELEASE OF INFORMATION

A. All information gained by Contractor in performance of this Agreement shall be considered confidential and shall not be released by Contractor without City's prior

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written authorization. Contractor, its officers, employees, agents or subcontractors, shall not without written authorization from the City Manager or unless requested by the City Attorney, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories or other information concerning the work performed under this Agreement or relating to any project or property located within the City. Response to a subpoena or court order shall not be considered "voluntary" provided Contractor gives City notice of such court order or subpoena.

B. Contractor shall promptly notify City should Contractor, its officers, employees, agents or subcontractors be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions or other discovery request, court order or subpoena from any party regarding this Agreement and the work performed there under or with respect to any project or property located within the City. City retains the right, but has no obligation, to represent Contractor and/or be present at any deposition, hearing or similar proceeding. Contractor agrees to cooperate fully with City and to provide City with the opportunity to review any response to discovery requests provided by Contractor. However, City's right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response.

14. NOTICES

Any notices which either party may desire to give to the other party under this Agreement must be in writing and may be given either by: (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, that provides a receipt showing date and time of delivery, or (iii) mailing in the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by Notice. Notice shall be effective upon delivery to the addresses specified below or on the third business day following deposit with the document delivery service or United States Mail as provided above.

To City:	City of Agoura Hills 30001 Ladyface Court Agoura Hills, California 91301 Attention: City Manager
To Contractor:	FCS INTERNATIONAL, INC DBA FirstCarbon Solutions 250 Commerce, Suite 210 Irvine, CA 92602 Attention: Jason Brandman

15. ASSIGNMENT

The Contractor shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, without prior written consent of the City. Upon termination of this Agreement, Contractor's sole compensation shall be payment

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for actual services performed up to, and including, the date of termination or as may be otherwise agreed to in writing between the City Council and the Contractor.

16. LICENSES

At all times during the term of this Agreement, Contractor shall have in full force and effect, all licenses required of it by law for the performance of the services described in this Agreement.

17. GOVERNING LAW

The City and Contractor understand and agree that the laws of the State of California shall govern the rights, obligations, duties and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court with geographic jurisdiction over the City of Agoura Hills. In the event such litigation is filed by one party against the other to enforce its rights under this Agreement, the prevailing party, as determined by the Court's judgment, shall be entitled to reasonable attorney fees and litigation expenses for the relief granted.

18. PROHIBITED INTEREST

No officer, or employee of the City of Agoura Hills shall have any financial interest, direct or indirect, in this Agreement, the proceeds thereof, the Contractor, or Contractor's subcontractors for this project, during his/her tenure or for one year thereafter. The Contractor hereby warrants and represents to the City that no officer or employee of the City of Agoura Hills has any interest, whether contractual, non-contractual, financial or otherwise, in this transaction, or in the business of the Contractor or Contractor's subcontractors on this project. Contractor further agrees to notify the City in the event any such interest is discovered whether or not such interest is prohibited by law or this Agreement.

19. EXHIBITS

Exhibits A and B constitute a part of this Agreement and are incorporated into this Agreement by this reference. If any inconsistency exists or arises between a provision of this Agreement and a provision of any exhibit, the provisions of this Agreement shall control.

20. ENTIRE AGREEMENT

This Agreement contains the entire understanding between the parties relating to the obligations of the parties described in this Agreement. All prior or contemporaneous agreements, understandings, representations and statements, oral or written, are merged into this Agreement and shall be of no further force or effect. Each party is entering into this Agreement based solely upon the representations set forth herein and upon each party's own independent investigation of any and all facts such party deems material.

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21. AMENDMENT OF AGREEMENT

This Agreement may be amended only by a writing signed by both parties. The City Manager is authorized to sign an Amendment to this Agreement on the City Council's behalf and without the City Council's prior approval to make the following non-substantive modifications to the Agreement: (a) name changes; (b) extensions of time that do not result in monetary changes; (c) non-monetary changes in the scope of work; and (d) termination of the Agreement. All monetary changes to this Agreement require City Council approval.

22. AUTHORITY TO EXECUTE THIS AGREEMENT

The person or persons executing this Agreement on behalf of Contractor warrants and represents that he or she has the authority to execute this Agreement on behalf of the Contractor and has the authority to bind Contractor to the performance of its obligations hereunder. In lieu of a handwritten or wet signature from the Contractor, the City may electronically process and execute this Agreement and request that the Contractor sign the Agreement electronically via DocuSign or similar electronic signature software.

23. COUNTERPARTS

This Agreement may be executed in counterparts, all such executed counterparts shall constitute the same Agreement, and the signature of any party to any counterpart shall be deemed a signature to, and may be appended to, any other counterpart.

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IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed the day and year first above written.

CITY OF AGOURA HILLS

Jeremy Wolf,
Mayor

ATTEST:

Kimberly M. Rodrigues, MMC
City Clerk

Date Approved by City Council: _____

APPROVED AS TO FORM:

Candice K. Lee,
City Attorney

CONTRACTOR

FCS INTERNATIONAL, INC DBA
FirstCarbon Solutions
250 Commerce, Suite 210
Irvine, CA 92602
Jason Brandman
(925) 200-1656
jbrandman@fcs-intl.com

By: DocuSigned by: Jason Brandman EC2D611A26BF4FF...
Name: Jason Brandman
Title: Vice President

By: DocuSigned by: B8A85BF24F864D6...
Name: Patrick Schultz
Title: COO

[Signatures of Two Corporate Officers Required]

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EXHIBIT A

TASKS TO BE PERFORMED

The specific elements (scope of work) of this service include:

- Prepare all environmental documents and notices in the manner required by CEQA and the CEQA Guidelines, including, but not limited to Initial Studies; Draft NDs, MNDs and EIRs; Final NDs, MNDs, and EIRs; and Notices of Preparation, Intent, and Determination.

- As necessary, prepare any technical studies needed to complete the environmental review (e.g., geotechnical reports, traffic impact reports, oak tree reports, biological assessments and other studies).

- Prepare all notices and file (including fees) with the Los Angeles County Clerk and/or the State Clearinghouse.

- When required, attend all project hearings before the Planning Commission and City Council.

- Peer review of technical reports prepared by other consultants, including, but not limited to: oak tree reports, air quality studies, cultural resources surveys, biological assessments, geotechnical reports, traffic impact reports, visual impact analyses, noise studies, and hydrological studies.

- Work under the supervision of the Planning Division during the completion of the environmental work.

- Provide planning related services on an as-needed basis, including but not limited to review of projects for technical completeness and zoning code conformance, preparation of notices and correspondence with project applicants.

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EXHIBIT B

PAYMENT RATES AND SCHEDULE

Cost Proposal

Compensation is based on the following fee schedule and charges. FCS has considered projected operational costs for the three-year term of the on-call contract.

FCS Personnel	2026–2027	2027–2028	2028–2029
President	$320–$340	$336–$357	$353–$375
Director/Vice President	$290–$330	$305–$347	$320–$364
Legal Counsel	$220–$290	$231–$305	$243–$320
Associate Director/Senior Team Leader	$220–$290	$231–$305	$243–$320
Senior Project Manager/Senior Scientist/Senior Regulatory Scientist	$200–$275	$210–$289	$221–$304
Project Manager/Scientist/Regulatory Scientist	$150–$200	$158–$210	$166–$221
Assistant Project Manager/Assistant Scientist/Assistant Regulatory Scientist	$130–$170	$137–$179	$144–$188
Environmental Analyst/Technical Analyst/Regulatory Analyst	$90–$130	$95–$137	$100–$144
Senior Graphic Designer/GIS Manager	$150–$210	$158–$221	$166–$232
Graphic Designer/GIS/Computer-aided Design and Drafting Specialist	$110–$150	$116–$158	$122–$166
Publications Coordinator/Technical Editor/Writer	$110–$175	$116–$184	$122–$193
Grant Manager/Writer	$125–$195	$132–$205	$138–$215
Word Processor	$95–$150	$100–$158	$105–$166
Archaeological/Paleontological Monitor I/II	$95–$150	$100–$158	$105–$166
Archaeological/Paleontological Monitor III	$130–$170	$137–$179	$144–$188
Biological Monitor I/II	$95–$150	$100–$158	$105–$166
Biological Monitor III	$130–$170	$137–$179	$144–$188
Reprographics Assistant/Intern	$70–$110	$74–$116	$78–$122
Administrative Assistant/Accounting/Clerical	$70–$125	$74–$132	$78–$138

Other Labor Rates

Labor rates for expert testimony, litigation support, and depositions/court appearances will be billed at a minimum of two times the above rates. If additional services are authorized during the performance of a contract, compensation will be based on the fee schedule in effect at the time the services are authorized.

Direct Expenses

Direct costs and out-of-pocket expenses are billed as follows:

1. Out-of-pocket expenses, including, but not limited to, travel, messenger service, reprographics, lodging, meals, blueprint, reproduction, and photographic services: Cost, as charged to FCS, plus a 10 percent administrative fee.
2. Subcontractors' fees: Cost, as charged to FCS, plus a 15 percent administrative fee.
3. Passenger Cars: $0.725 per mile.
4. Four-wheel-drive vehicles: $200.00 per day plus $0.725 per mile.
5. Records checks: Fees vary by facility and project.
6. Museum curation: Fees vary by city and project.
7. Cultural resources storage/curation of fossil and artifact collections: Cost, as charged to FCS, plus a 10 percent administrative fee.
8. Per Diem: Fees charged at the USA Federal (GSA) Rate. Lodging surcharge may apply in high-rate areas.
9. USFWS/CDFW impacts or mitigation fees: Cost, as charged to FCS, plus a 10 percent administrative fee.

Terms

Compensation and direct expenses are invoiced monthly and payable upon receipt or as codified in project-specific contract.

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AGREEMENT FOR CONTRACTOR SERVICES WITH THE CITY OF AGOURA HILLS

NAME OF CONTRACTOR:	SWCA, Incorporated
RESPONSIBLE PRINCIPAL OF CONTRACTOR:	Attn: Heather Gibson
CONTRACTOR'S ADDRESS:	320 N Halstead Street, Suite 120 Pasadena, CA 91107
CITY'S ADDRESS:	City of Agoura Hills 30001 Ladyface Court Agoura Hills, CA 91301 Attn: City Manager
PREPARED BY:	Angela Georgeff
COMMENCEMENT DATE:	May 27, 2026
TERMINATION DATE:	May 27, 2029
CONSIDERATION:	Agreement Price: Not to Exceed: $300,000 /yr

ADDITIONAL SERVICES *(Describe Services, Amount, and Approval):*

_____

_____

_____

_____

Date: _____ Amount: $_____ Authorized By: _____
(Not to Exceed 10% of Agreement Price) City Manager

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AGREEMENT FOR CONTRACTOR SERVICES BETWEEN THE CITY OF AGOURA HILLS AND SWCA, INCORPORATED

THIS AGREEMENT is made and effective as of May 27, 2026, between the City of Agoura Hills, a municipal corporation ("City") and SWCA Incorporated ("Contractor"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. TERM

This Agreement shall commence on May 27, 2026, and shall remain and continue in effect until tasks described herein are completed, but in no event later than May 27, 2029, unless sooner terminated pursuant to the provisions of this Agreement.

The City may, at its option, extend this Agreement for one additional term of three (3) years upon providing written notice of its intent to extend this Agreement to the Contractor not less than thirty (30) days prior to the expiration of the initial Term. Upon mutual agreement, such extension shall be subject to a 5% rate escalation in year 4 and 3% rate escalations in years 5 and 6, which shall be processed by an Amendment to this Agreement and signed by both parties.

2. SERVICES

Contractor shall perform the services and tasks described and set forth in Exhibit A, attached hereto and incorporated herein as though set forth in full in a manner consistent with the generally accepted professional standard of care. Contractor shall complete the tasks according to the schedule of performance which is also set forth in Exhibit A subject to reasonable adjustments as may be necessary to comply with such standard of care.

3. PERFORMANCE

In meeting its obligations under this Agreement, Contractor shall perform all tasks described herein in accordance with the terms of this agreement and Exhibit A, in a manner reasonably consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions.

4. PAYMENT

A. The City agrees to pay Contractor monthly, in accordance with the payment rates and terms and the schedule of payment as set forth in Exhibit B, Payment Rates and Schedule, attached hereto and incorporated herein by this reference as though set forth in full, based upon actual time spent on the above tasks. Any terms in Exhibit B other than the payment rates and schedule of payment are null and void. This amount shall not exceed three hundred thousand dollars ($300,000) (“Agreement Price”) for the initial

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Term of the Agreement unless additional payment is approved as provided in this Agreement.

The City Manager may approve additional work up to ten percent (10%) of the amount of the Agreement. Any additional work in excess of this amount shall be approved by the City Council.

B. Contractor shall not be compensated for any services rendered in connection with its performance of this Agreement which are in addition to those set forth herein, unless such additional services are authorized in advance and in writing by the City Manager. Contractor shall be compensated for any additional services in the amounts and in the manner as agreed to by the City Council and Contractor at the time City's written authorization is given to Contractor for the performance of said services.

C. Contractor shall submit invoices monthly for actual services performed. Invoices shall be submitted between the first and fifteenth business day of each month, for services provided in the previous month. Payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If the City disputes any of Contractor's fees, it shall give written notice to Contractor within thirty (30) days of receipt of an invoice of any disputed fees set forth on the invoice. For all reimbursements authorized by this Agreement, Contractor shall provide receipts on all reimbursable expenses in excess of Fifty Dollars ($50) in such form as approved by the Director of Finance.

5. SUSPENSION OR TERMINATION OF AGREEMENT WITHOUT CAUSE

A. The City may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon the Contractor at least ten (10) days prior written notice. Upon receipt of said notice, the Contractor shall immediately cease all work under this Agreement, unless the notice provides otherwise. If the City suspends or terminates a portion of this Agreement, such suspension or termination shall not make void or invalidate the remainder of this Agreement.

B. In the event this Agreement is terminated pursuant to this Section, the City shall pay to Contractor the actual value of the work performed consistent with the standard of care and Exhibit A up to the time of termination. Upon termination of the Agreement pursuant to this Section, the Contractor will submit an invoice to the City pursuant to Section entitled "**PAYMENT**" herein.

C. However, notwithstanding the foregoing and/or anything to the contrary herein, City agrees to provide or to require a party other than SWCA to provide a safe and compliant worksite and working conditions, free from threatening behavior or abuse, while SWCA's personnel are on the subject jobsite(s). Failure to comply with the above, failure to comply with relevant health and safety obligations, and/or a belief there is a risk to their health or safety affords SWCA, at its choosing, the ability to either a cease work on any project(s)/site(s) until said conditions are remedied or b/ terminate the contract with five (5) calendar days written notice and either option shall be acceptable to City and honored by Client without penalty or breach of contract by SWCA and with payment for services rendered prior to termination or cessation of work taking effect.

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6. DEFAULT OF CONTRACTOR

A. The Contractor's failure to comply with the provisions of this Agreement shall constitute a default. In the event that Contractor is in default for cause under the terms of this Agreement, City shall have no obligation or duty to continue compensating Contractor for any work performed after the date of default and can terminate this Agreement immediately by written notice to the Contractor. If such failure by the Contractor to make progress in the performance of work hereunder arises out of causes beyond the Contractor's control, and without fault or negligence of the Contractor, it shall not be considered a default.

B. If the City Manager or his delegate determines that the Contractor is in default in the performance of any of the terms or conditions of this Agreement, it shall serve the Contractor with written notice of the default. The Contractor shall have ten (10) days after service upon it of said notice in which to cure the default by rendering a satisfactory performance. In the event that the Contractor fails to cure its default within such period of time, the City shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this Agreement."

7. OWNERSHIP OF DOCUMENTS

A. Contractor shall maintain complete and accurate records with respect to sales, costs, expenses, receipts and other such information required by City that relate to the performance of services under this Agreement. Contractor shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Contractor shall provide free access to the representatives of City or its designees at reasonable times to such books and records, shall give City the right to examine and audit said books and records, shall permit City to make transcripts therefrom as necessary, and shall allow inspection of all work, data, documents, proceedings and activities related to this Agreement. Such records, together with supporting documents, shall be maintained for a period of three (3) years after receipt of final payment.

B. Upon completion of, or in the event of termination or suspension of this Agreement, and subject to payment in full of all undisputed amounts due and owing to Contractor, all original documents, designs, drawings, maps, models, computer files containing data generated for the work, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of the City upon such payment and may be used, reused or otherwise disposed of by the City for the purposes intended under this Agreement without the permission of the Contractor. Any reuse, modification, or reliance upon the deliverables or data by the City or third parties for purposes other than those contemplated by this Agreement, without Contractor's written consent, shall be at the City's sole risk, and Contractor shall have no liability arising from such unauthorized reuse or modification. Notwithstanding the foregoing, Contractor retains all right, title, and interest in and to its pre-existing intellectual property, proprietary materials, methodologies, know-how, tools,

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templates, software, and other works developed independently of this Agreement, whether or not incorporated into any deliverable. With respect to computer files containing data generated for the work, Contractor shall make available to the City, upon reasonable written request by the City, the necessary computer software and hardware for purposes of accessing, compiling, transferring and printing computer files.

8. INDEMNIFICATION

Contractor shall defend, indemnify, and hold the City, its officials, officers, employees, agents and independent contractors serving in the role of City officials, and volunteers (collectively "Indemnitees") free and harmless from any and all claims, demands, causes of action, proceedings, costs, expenses, liabilities, losses, damages or injuries, in law or equity, to property or persons, including wrongful death (collectively "Claims"), in any manner arising out of or incident to any acts or omissions of Contractor, its officials, officers, employees, agents or subcontractors in connection with the performance of this Agreement, including without limitation the payment of all consequential damages, attorneys' fees, and other related costs and expenses, except for such Claims arising out of the sole negligence or willful misconduct of the Indemnitees. With respect to any and all such Claims, Contractor shall defend Indemnitees at Contractor's own cost, expense, and risk and shall pay and satisfy any judgment, award, or decree that may be rendered against Indemnitees. Contractor shall reimburse Indemnitees for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Contractor's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by Contractor or Indemnitees. All duties of Contractor under this Section shall survive termination of this Agreement.

9. INSURANCE REQUIREMENTS

Prior to commencement of work, Contractor shall procure, provide, and maintain, at Contractor's own expense, for the duration of this Agreement, insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the work hereunder by the Contractor, its agents, representatives, or employees.

A. Minimum Scope of Insurance. Coverage shall be at least as broad as:

1) Insurance Services Office Commercial General Liability form No. CG 00 01 11 85 or 88, or equivalent.

2) Insurance Services Office Business Auto Coverage form CA 00 01 06 92, or equivalent, covering Automobile Liability, code 1 (any auto). If the Contractor owns no automobiles, a non-owned auto endorsement to the General Liability policy described above is acceptable.

3) Worker's Compensation insurance as required by the State of California and Employer's Liability Insurance. If the Contractor has no employees while

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performing under this Agreement, worker's compensation insurance is not required, but Contractor shall execute a declaration that it has no employees.

4) Cyber Security and Privacy Liability shall be written on a policy form providing cyber security and privacy liability.

5) Cyber Technology Errors and Omissions shall be written on a policy providing cyber technology errors and omissions.

6) Professional Liability Insurance shall be written on a policy form providing professional liability for the Contractor's profession.

B. Minimum Limits of Insurance. Contractor shall maintain limits no less than:

1) General Liability: $1,000,000 per occurrence for bodily injury, personal injury and property damage, including without limitation, blanket contractual liability. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

2) Automobile Liability: $1,000,000 per accident for bodily injury and property damage for all activities of the Contractor arising out of or in connection with work to be performed under this Agreement, including coverage for any owned, hired, non-owned or rental vehicles.

3) Worker's Compensation as required by the State of California; Employer's Liability: One million dollars ($1,000,000) per accident for bodily injury or disease.

4) Cyber Liability Insurance: Contractor shall procure and maintain insurance with limits of $1,000,000 per occurrence/loss, $2,000,000 general aggregate, which shall include the following coverage:

a. Liability arising from the theft, dissemination and/or use of confidential or personally identifiable information; including, but not limited to personally identifiable information (PII), protected health information (PHI), security codes, access codes, passwords, etc.

b. Network security liability arising from the unauthorized use of, access to, or tampering with computer systems, including hacker or denial of service attacks.

c. Liability arising from introducing a computer virus into or otherwise causing damage to vendor’s (first-party) or customer’s (third party) computer, computer system,

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network, or similarly related property and the data, software, and programs.

d. Costs associated with restoring, updating, or replacing data.

e. Costs associated with a privacy breach, including notification costs, customer support, forensics, crises management, public relations consulting, legal services of a privacy attorney, credit monitoring, and identity fraud resolutions services for affected individuals.

f. If coverage is maintained on a claims-made basis, Contractor shall maintain such coverage for an additional three (3) years following termination of the contract.

5) Professional Liability coverage: One million ($1,000,000) per claim and in aggregate.

C. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions must be declared to and approved by the City Manager. At the option of the City Manager, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, officials, employees and volunteers; or the Contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

D. Requirements Not Limiting**.** Requirements of specific coverage features or limits contained in this Section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue and is not intended by any party or insured to be all inclusive, or to the exclusion of other coverage, or a waiver of any type. If the Vendor maintains higher limits than the minimums shown above, the Agency requires and shall be entitled to coverage for the higher limits maintained by the Vendor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the Agency.

E. Other Insurance Provisions. The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:

1) The City, its officers, officials, employees and volunteers are to be covered and named as additional insureds in respect to: liability arising out of activities performed by or on behalf of the Contractor; products and completed operations of the Contractor; premises owned, occupied or used by the Contractor; or automobiles owned, leased, hired or borrowed by the Contractor. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees or volunteers.

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2) For any claims related to this project, the Contractor's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees and volunteers. Any insurance or self-insured maintained by the City, its officers, officials, employees or volunteers shall be excess of the Contractor's insurance and shall not contribute with it.

3) Any failure to comply with reporting or other provisions of the policies including breaches of warranties shall not affect coverage provided to the City, its officers, officials, employees or volunteers.

4) The Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

5) Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days' prior written notice has been given to the City. Contractor agrees to oblige its insurance agent or broker and insurers to provide City with a thirty (30) day notice of cancellation (except for nonpayment for which a ten (10) day notice is required) or nonrenewal of coverage for each required coverage.

6) Waiver of subrogation. All insurance coverage maintained or procured pursuant to this Agreement shall be endorsed to waive subrogation against the City, its elected or appointed officers, agents, officials, employees, and volunteers or shall specifically allow Contractor or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Contractor hereby waives its own right of recovery against the City and shall require similar written express waivers and insurance clauses from each of its subcontractors.

F. Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the City. Self insurance shall not be considered to comply with these insurance requirements.

G. Verification of Coverage. **Contractor shall furnish the City with original endorsements, specifically naming the City of Agoura Hills, its officers, officials, employees and volunteers as additional insured, effecting coverage required by this clause.** The endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf. The endorsements are to be on forms acceptable to the City. Insurance certificates and endorsements must be received and approved by City's Risk Manager prior to commencement of performance. Current insurance certificates and endorsements shall be kept on file with the City at all times during the term of this Agreement. City reserves the right to require complete, certified copies of all required insurance policies, at any time.

H. Mailing Instructions. Insurance documents shall be mailed with the signed Agreement to the attention of the staff person indicated on the cover sheet of this Agreement, to the City of Agoura Hills, 30001 Ladyface Court, Agoura Hills, CA 91301.

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Executed Agreement(s) cannot be released nor may any work commence on a project until the signed Agreement and appropriate insurance documents are on file with the City Clerk.

10. INDEPENDENT CONTRACTOR

A. Contractor is and shall at all times remain as to the City a wholly independent Contractor. The personnel performing the services and tasks under this Agreement on behalf of Contractor shall not be City employees and shall at all times be under Contractor's exclusive direction and control. Contractor and all of Contractor's personnel shall possess the qualifications, permits, and licenses required by state and local law to perform the services and tasks under this Agreement, including, without limitation, a City business license as required by the Agoura Hills Municipal Code. Contractor shall determine the means, methods, and details by which Contractor's personnel will perform the services and tasks. Contractor shall be solely responsible for the satisfactory work performance of all personnel engaged in performing the services and tasks, and compliance with the customary professional standards. Neither City nor any of its officers, employees, agents, or volunteers shall have control over the conduct of Contractor or any of Contractor's officers, employees, or agents.

B. Contractor shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of City. Contractor and Contractor's personnel shall not supervise any of City's employees; and City's employees shall not supervise Contractor's personnel. Contractor's personnel shall not wear or display any City uniform, badge, identification number, or other information identifying such individual as a City employee; and Contractor's personnel shall not use any City e-mail address or City telephone number in the performance of any of the services and tasks under this Agreement. Contractor shall acquire and maintain at its sole cost and expense such vehicles, equipment, and supplies as Contractor's personnel require to perform any of the services and tasks required by this Agreement. Contractor shall perform all services and tasks off of City premises at locations of Contractor's choice, except as otherwise may from time to time be necessary in order for Contractor's personnel to receive projects from City, review plans on file at City, pick up or deliver any work product related to Contractor's performance of any services and tasks under this Agreement, or as may be necessary to inspect or visit City locations and/or private property to perform the services and tasks. City may make a computer available to Contractor from time to time for Contractor's personnel to obtain information about, or to check on, the status of projects pertaining to the services and tasks performed under this Agreement. Contractor shall not incur or have the power to incur any debt, obligation or liability whatever against City, or bind City in any manner.

C. No employee benefits shall be available to Contractor in connection with the performance of this Agreement. Except for the fees paid to Contractor as provided in the Agreement, City shall not pay salaries, wages, or other compensation to Contractor for performing services and tasks hereunder for City. City shall not be liable for compensation or indemnification to Contractor for injury or sickness arising out of performing services and tasks hereunder. Contractor shall be responsible for and pay all salaries, wages, benefits and other amounts due to Contractor's personnel in connection with their performance of

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the services and tasks under this Agreement, and as required by law. Contractor shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to, Social Security taxes, other retirement or pension benefits, income tax withholding, unemployment insurance, disability insurance, and workers' compensation insurance. Notwithstanding any other agency, state, or federal policy, rule, regulation, statute, or ordinance to the contrary, Contractor and any of its officers, employees, agents, and subcontractors providing any of the services and tasks under this Agreement shall not become entitled to, and hereby waive any claims to, any wages, salaries, compensation, benefit, or any incident of employment by City, including, but not limited to, eligibility to enroll in, or reinstate to membership in, the California Public Employees Retirement System ("PERS") as a City employee, and entitlement to any contribution to be paid by City for employer contributions or employee contributions for PERS benefits.

D. Contractor shall indemnify and hold harmless City and its elected officials, officers, employees, servants, designated volunteers, and agents serving as independent contractors in the role of City officials, from any and all liability, damages, claims, costs, and expenses of any nature to the extent arising from, caused by, or relating to Contractor's personnel practices, or to the extent arising from, caused by, or relating to the violation of any of the provisions of this Section. In addition to all other remedies available under law, City shall have the right to offset against the amount of any fees due to Contractor under this Agreement any amount due to City from Contractor as a result of Contractor's failure to promptly pay to City any reimbursement or indemnification arising under this Section. This duty of indemnification is in addition to Contractor's duty to defend, indemnify, and hold harmless as set forth in any other provision of this Agreement.

11. PERS COMPLIANCE AND INDEMNIFICATION

A. General Requirements. The parties acknowledge that City is a local agency member of PERS, and as such has certain pension reporting and contribution obligations to PERS on behalf of qualifying employees. Contractor agrees that, in providing its employees and any other personnel to City to perform the services and tasks under this Agreement, Contractor shall assure compliance with the Public Employees' Retirement Law, commencing at Government Code Section 20000, the regulations of PERS, and the Public Employees' Pension Reform Act of 2013, as amended. Without limitation to the foregoing, Contractor shall assure compliance with regard to personnel who have active or inactive membership in PERS and to those who are retired annuitants and in performing this Agreement shall not assign or utilize any of its personnel in a manner that will cause City to be in violation of the applicable retirement laws and regulations.

B. Indemnification. Contractor shall defend (with legal counsel approved by City, whose approval shall not be unreasonably withheld), indemnify, and hold harmless City, and its City and its elected officials, officers, employees, servants, designated volunteers, and agents serving as independent contractors in the role of City officials, from any and all liability, damages, claims, costs and expenses of any nature to the extent arising from, caused by, or relating to Contractor's violation of any provisions of this Section. This duty of indemnification is in addition to Contractor's duty to defend, indemnify, and hold harmless as set forth in any other provision of this Agreement.

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12. LEGAL RESPONSIBILITIES

The Contractor shall keep itself informed of all applicable local, State and Federal ordinances, laws and regulations which in any manner affect those employed by it or in any way affect the performance of its service pursuant to this Agreement. The Contractor shall at all times observe and comply with all such ordinances, laws and regulations. The City, and its officers and employees, shall not be liable at law or in equity occasioned by failure of the Contractor to comply with this section.

13. RELEASE OF INFORMATION

A. All information gained by Contractor in performance of this Agreement shall be considered confidential and shall not be released by Contractor without City's prior written authorization. Contractor, its officers, employees, agents or subcontractors, shall not without written authorization from the City Manager or unless requested by the City Attorney, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories or other information concerning the work performed under this Agreement or relating to any project or property located within the City. Response to a subpoena or court order shall not be considered "voluntary" provided Contractor gives City notice of such court order or subpoena.

B. Contractor shall promptly notify City should Contractor, its officers, employees, agents or subcontractors be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions or other discovery request, court order or subpoena from any party regarding this Agreement and the work performed there under or with respect to any project or property located within the City. City retains the right, but has no obligation, to represent Contractor and/or be present at any deposition, hearing or similar proceeding. Contractor agrees to cooperate fully with City and to provide City with the opportunity to review any response to discovery requests provided by Contractor. However, City's right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response.

14. NOTICES

Any notices which either party may desire to give to the other party under this Agreement must be in writing and may be given either by: (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, that provides a receipt showing date and time of delivery, or (iii) mailing in the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by Notice. Notice shall be effective upon delivery to the addresses specified below or on the third business day following deposit with the document delivery service or United States Mail as provided above.

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To City:	City of Agoura Hills 30001 Ladyface Court Agoura Hills, California 91301 Attention: City Manager
To Contractor:	SWCA, Incorporated 320 N Halstead Street, Suite 120 Pasadena, CA 9107 Attention: Heather Gibson

15. ASSIGNMENT

The Contractor shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, without prior written consent of the City. Upon termination of this Agreement, Contractor's sole compensation shall be payment for actual services performed up to, and including, the date of termination or as may be otherwise agreed to in writing between the City Council and the Contractor.

16. LICENSES

At all times during the term of this Agreement, Contractor shall have in full force and effect, all licenses required of it by law for the performance of the services described in this Agreement.

17. GOVERNING LAW

The City and Contractor understand and agree that the laws of the State of California shall govern the rights, obligations, duties and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court with geographic jurisdiction over the City of Agoura Hills. In the event such litigation is filed by one party against the other to enforce its rights under this Agreement, the prevailing party, as determined by the Court's judgment, shall be entitled to reasonable attorney fees and litigation expenses for the relief granted.

18. PROHIBITED INTEREST

No officer, or employee of the City of Agoura Hills shall have any financial interest, direct or indirect, in this Agreement, the proceeds thereof, the Contractor, or Contractor’s subcontractors for this project, during his/her tenure or for one year thereafter. The Contractor hereby warrants and represents to the City that no officer or employee of the City of Agoura Hills has any interest, whether contractual, non-contractual, financial or otherwise, in this transaction, or in the business of the Contractor or Contractor’s subcontractors on this project. Contractor further agrees to notify the City in the event any such interest is discovered whether or not such interest is prohibited by law or this Agreement.

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19. EXHIBITS

Exhibits A and B constitute a part of this Agreement and are incorporated into this Agreement by this reference. If any inconsistency exists or arises between a provision of this Agreement and a provision of any exhibit, the provisions of this Agreement shall control.

20. ENTIRE AGREEMENT

This Agreement contains the entire understanding between the parties relating to the obligations of the parties described in this Agreement. All prior or contemporaneous agreements, understandings, representations and statements, oral or written, are merged into this Agreement and shall be of no further force or effect. Each party is entering into this Agreement based solely upon the representations set forth herein and upon each party's own independent investigation of any and all facts such party deems material.

21. AMENDMENT OF AGREEMENT

This Agreement may be amended only by a writing signed by both parties. The City Manager is authorized to sign an Amendment to this Agreement on the City Council's behalf and without the City Council's prior approval to make the following non-substantive modifications to the Agreement: (a) name changes; (b) extensions of time that do not result in monetary changes; (c) non-monetary changes in the scope of work; and (d) termination of the Agreement. All monetary changes to this Agreement require City Council approval.

22. AUTHORITY TO EXECUTE THIS AGREEMENT

The person or persons executing this Agreement on behalf of Contractor warrants and represents that he or she has the authority to execute this Agreement on behalf of the Contractor and has the authority to bind Contractor to the performance of its obligations hereunder. In lieu of a handwritten or wet signature from the Contractor, the City may electronically process and execute this Agreement and request that the Contractor sign the Agreement electronically via DocuSign or similar electronic signature software.

23. COUNTERPARTS

This Agreement may be executed in counterparts, all such executed counterparts shall constitute the same Agreement, and the signature of any party to any counterpart shall be deemed a signature to, and may be appended to, any other counterpart.

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IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed the day and year first above written.

CITY OF AGOURA HILLS

Jeremy Wolf,
Mayor

ATTEST:

Kimberly M. Rodrigues, MMC
City Clerk

Date Approved by City Council: _____

APPROVED AS TO FORM:

Candice K. Lee,
City Attorney

CONTRACTOR

SWCA, Incorporated
320 N Halstead Street, Suite 120
Heather Gibson
(626) 489-3542
hgibson@swca.com

By: Signed by: Joseph Fluder 218C9C19E81247E...
Name: Joseph Fluder
Title: Chief Executive Officer / President

By: Signed by: Norma Crumbley A00BC859B7944CD...
Name: Norma Crumbley
Title: Chief Delivery Officer

[Signatures of Two Corporate Officers Required]

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EXHIBIT A

TASKS TO BE PERFORMED

The specific elements (scope of work) of this service include:

- Prepare all environmental documents and notices in the manner required by CEQA and the CEQA Guidelines, including, but not limited to Initial Studies; Draft NDs, MNDs and EIRs; Final NDs, MNDs, and EIRs; and Notices of Preparation, Intent, and Determination.

- As necessary, prepare any technical studies needed to complete the environmental review (e.g., geotechnical reports, traffic impact reports, oak tree reports, biological assessments and other studies).

- Prepare all notices and file (including fees) with the Los Angeles County Clerk and/or the State Clearinghouse.

- When required, attend all project hearings before the Planning Commission and City Council.

- Peer review of technical reports prepared by other consultants, including, but not limited to: oak tree reports, air quality studies, cultural resources surveys, biological assessments, geotechnical reports, traffic impact reports, visual impact analyses, noise studies, and hydrological studies.

- Work under the supervision of the Planning Division during the completion of the environmental work.

- Provide planning related services on an as-needed basis, including but not limited to review of projects for technical completeness and zoning code conformance, preparation of notices and correspondence with project applicants.

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EXHIBIT B

PAYMENT RATES AND SCHEDULE

SWCA | Consultant and On-Call Services Related to Environmental Review Services, City of Agoura Hills, California

FEE PROPOSAL

SWCA provides the following hourly rates for this on-call contract, which will be held firm for the first 3-year term of the contract but may be escalated thereafter upon mutual agreement, subject to contract amendment (see proposed contract revisions submitted as part of the SOQ Appendix). SWCA key personnel and support staff will bill at their hourly rate at the time of service in accordance with Table 3. SWCA reserves the right to move staff to different labor categories to account for staff promotions. Rates are inclusive of all overhead rates. Direct expenses will be expressly listed in each individual project scope of work. Any direct expenses not expressly listed in Table 3 will be billed at cost plus markup and identified in each individual project scope of work. Table 4 presents subconsultant rates.

Table 3. SWCA Labor Rate Categories, Hourly Rates, and Direct Costs

LABOR CATEGORY	HOURLY RATE	LABOR CATEGORY	HOURLY RATE
Cultural Resources, Environmental Resources, Paleontology, Planning, Air Quality, Landscape Architecture, Ecological Restoration, Disaster Recovery, GIS/CADD Resources, Technical Writing/Editing, Administrative			
Subject Matter Expert	$225	Specialist VI	$141
Specialist XII	$220	Specialist V	$127
Specialist XI	$213	Specialist IV	$117
Specialist X	$195	Specialist III	$107
Specialist IX	$174	Specialist II	$94
Specialist VIII	$163	Specialist I	$79
Specialist VII	$151		
DIRECT COSTS			
EXPENSE	**COST**	**EXPENSE**	**COST**
Lodging, rental car, fuel	At cost plus markup	Subcontractors	10% markup
Per diem	GSA rate at time of billing		

Notes: Direct expenses are subject to a 5% markup, and subcontractor expenses are subject to a 10% markup. Overtime is invoiced at 1.2 times standard rates. The City shall not pay overtime rates for Contractor's salaried employees. Per diem is billed at the GSA rate in place at the time of billing.

Table 4. Subconsultant Hourly Rates and Additional Charges

LABOR CATEGORY	HOURLY RATE	LABOR CATEGORY	HOURLY RATE
AMBIENT Air Quality & Noise Consulting			
Principal Air Quality & Noise Specialist	$185	Air Quality & Noise Analyst	$75
Air Quality & Noise Specialist	$90		
Geosyntec Consultants			
Senior Principal	$370	Senior Technician II	$147
Principal	$348	Senior Technician I	$132
Senior Professional	$320	Technician II	$120
Project Professional	$290	Technician I	$110
Professional	$258	Senior Designer	$237
Senior Staff Professional	$225	Designer	$205
Staff Professional	$195	Senior Drafter/Senior CADD Operator	$185
Construction Manager II	$205	Drafter/CADD Operator/Artist	$168
Construction Manager I	$195	Project Administrator	$110

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SWCA | Consultant and On-Call Services Related to Environmental Review Services, City of Agoura Hills, California

LABOR CATEGORY	HOURLY RATE	LABOR CATEGORY	HOURLY RATE
Site Manager II	$176	Clerical	$90
Site Manager I	$155		
Other Costs			
Direct Expenses	Cost plus 12%	Specialized Computer Applications (per hour)	$24
Subcontract Services	Cost plus 15%	Photocopies (per page)	$0.10
Technology/Communications Fee	3% of Professional Fees	Personal Automobile (per mile)	Current government rate
Kittelson & Associates			
Senior Principal Engineer/Planner	$340	Data Scientist/Developer	$235
Principal Engineer/Planner	$305	Data Analyst/Software Developer	$180
Associate Engineer/Planner	$265	Software Technician	$125
Senior Engineer/Planner	$230	Associate Technician	$205
Engineer/Planner	$195	Senior Technician	$185
Transportation Analyst	$175	Technician II	$160
Principal Data Scientist/ Developer	$275	Technician I	$135
Senior Data Scientist/Developer	$255	Office Support	$115
Other Costs			
Mileage	Current IRS mileage rate	Subconsultants, Travel & Other Direct Costs	Actual Costs
Ninyo & Moore			
Principal Engineer/Geologist/Environmental Scientist/Certified Industrial Hygienist	$250	Field Operations Manager	$150
Senior Engineer/Geologist/Environmental Scientist	$235	Nondestructive Examination Technician (UT, MT, LP)	$145
Senior Project Engineer/Geologist/ Environmental Scientist	$220	Supervisory Technician	$140
Project Engineer/Geologist/Environmental Scientist	$210	Special Inspector (Concrete, Masonry, Structural Steel, Welding, and Fireproofing)	$135
Senior Staff Engineer/Geologist/Environmental Scientist	$200	Senior Technician	$135
Staff Engineer/Geologist/Environmental Scientist	$180	Technician	$130
GIS Analyst	$160	Information Specialist	$120
Technical Illustrator/CAD Operator	$140	Geotechnical/Environmental/Laboratory Assistant	$120
Certified Asbestos/Lead Technician	$220	Data Processor	$95
Other Costs			
Concrete Coring Equipment (includes technician)	$190/hr	Nuclear Density Gauge	$12/hr
Anchor Load Test Equipment	$190/hr	X-Ray Fluorescence	$70/hr
GPR Equipment	$180/hr	PID/FID	$25/hr
Inclinometer	$100/hr	Air Sampling Pump	$10/hr
Hand Auger Equipment	$80/hr	Field Vehicle	$15/hr
Rebar Locator (Pachometer)	$25/hr	Expert Witness Testimony	$450/hr
Vapor Emission Kit	$65/kit	Direct Expenses	Cost plus 15%

Notes: Special equipment charges will be provided upon request. For field and laboratory technicians and special inspectors, overtime rates at 1.5 times the regular rates will be charged for work performed in excess of 8 hours in one day Monday through Friday and all day on Saturday. Rates at twice the regular rates will be charged for all work in excess of 12 hours in one day, all day Sunday and on holidays. Field technician and special inspection hours are charged at a 4-hour minimum, and 8-hour minimum for hours exceeding 4 hours. Invoices are payable upon receipt. A service charge of 1.5 percent per month may be charged on accounts not paid within 30 days. Our rates will be adjusted in conjunction with the increase in the Prevailing Wage Determination during the life of the project, as applicable.

CITY OF AGOURA HILLS

REPORT TO CITY COUNCIL

DATE: MAY 27, 2026

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: NATHAN HAMBURGER, CITY MANAGER

BY: CHARMAINE YAMBAO, DIRECTOR OF PUBLIC WORKS / CITY ENGINEER
ERIC WANG, ASSOCIATE PLANNER

SUBJECT: CONDUCT A PUBLIC HEARING TO CONSIDER ADOPTING: 1) A RESOLUTION CERTIFYING AND ADOPTING THE FINAL PROGRAMMATIC ENVIRONMENTAL IMPACT REPORT (SCH NO. 2025010338) FOR THE BICYCLE MASTER PLAN, VEHICLE MILES TRAVELED MITIGATION EXCHANGE AND BANKING PROGRAM, AND GENERAL PLAN AMENDMENTS (CASE NO. PZ-2026-61-GPA), AND ADOPTING THE FINDINGS OF FACT, THE STATEMENT OF OVERRIDING CONSIDERATIONS, AND THE MITIGATION MONITORING AND REPORTING PROGRAM; 2) A RESOLUTION ADOPTING THE BICYCLE MASTER PLAN; AND 3) A RESOLUTION ADOPTING A GENERAL PLAN AMENDMENT, AMENDING CHAPTER 3: INFRASTRUCTURE AND COMMUNITY SERVICES, WITH TEXTUAL REVISIONS TO REFERENCE AND MAINTAIN CONSISTENCY WITH THE BICYCLE MASTER PLAN, AND TO REVISE GENERAL PLAN BIKEWAYS EXHIBIT (FIGURE M-7) TO PROVIDE AN UPDATED OVERVIEW OF THE BICYCLE NETWORK WITHIN THE CITY

The item before the City Council this evening is comprised of multiple actions including: 1) Certification and adoption of a final programmatic environmental impact report (Final PEIR); 2) adoption of the Bicycle Master Plan (BMP); and 3) textual and graphical revisions Chapter 3: Infrastructure and Community Services of the General Plan to maintain consistency with the BMP and to provide an updated overview of the City's existing and planned bicycle network.

In June 2020, the City Council adopted VMT as an evaluation metric for environmental impact analysis under the California Environmental Quality Act (CEQA) pursuant to Senate Bill 743. When a development project that exceeds set VMT thresholds of significance is identified, mitigation strategies can be implemented that allow for quantifiable VMT reduction. Bicycle infrastructure strategies are included as part of the City's Transportation Demand Mitigation program that a developer can choose to implement to reduce VMT. The new VMT standards took effect July 2020.

In the fall of 2021, the City began developing the draft BMP to build upon the City's existing bicycle routes and bicycle lanes, developing a citywide network that ensures residents have access to safe bicycle facilities, meets both commuter and recreations needs, provides connectivity to regional bicycle facilities, and provides standard design details for typical bicycle facility types and treatments. The development of the BMP has been an ongoing process with community engagement being integral to the success of the plan. The community engagement strategies utilized for the plan included an online survey, project space on the City's website, two community workshops with activities, online engagement tools (Strava), social media announcements, and stakeholder outreach with Los Angeles County Sheriff, Las Virgenes Unified School District, Community Services, local city and county partners, and local homeowner associations.

In August 2022, a draft of the BMP was released to the public for review and input. On September 28, 2022, a draft of the BMP was presented to City Council for feedback. The final draft BMP was released in August 2025. The final draft BMP proposes a vision of a diverse network of interconnected bicycle corridors and support facilities that aim to link local and regional destinations and make biking more practical and desirable for a broader range of people. The BMP proposes 30.1 miles of new bikeways and bikeway improvements to build upon the City's existing 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes.

On May 7, 2026, at a duly noticed public hearing, the Planning Commission voted 4 to 0 to adopt Resolution 26-1320, recommending the City Council to: 1) certify and adopt the Final PEIR for the BMP, VMT Mitigation Exchange and Banking Program, and adopt the Findings of Fact and Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program; 2) adopt the BMP; and 3) adopt a general plan amendment to amend Chapter 3 of the General Plan with textual revisions to reference and maintain consistency with the BMP, and to revise the General Plan Figure M-7 to provide an updated overview of the bicycle network within the City.

The purpose of the BMP is to provide safer streets for City residents who are dependent on bicycling for everyday transportation. The BMP provides recommended actions that are meant to support and increase bicycling in the City, to enhance non-motorized travel infrastructure, and to create options to support the existing and future population.

The BMP was developed to be consistent with regional, citywide, and neighborhood-specific plans, and proposes new bicycle facility projects to enhance the safety and connectivity of existing bicycle infrastructure. Proposed bicycle facilities included within the BMP are categorized in to classes defined by the California Department of Transportation (Caltrans) as the following:

- **Class I Bicycle Path.** Class I facilities are used to serve corridors not served by streets and highways or where wide right-of-way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bicycle paths offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct commute routes if cross flow by motor vehicles and pedestrian conflicts can be minimized.
- **Class II Bike Lane.** Class II facilities are established along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. Bicycle lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each.

- **Class III Bicycle Route.** Class II routes are shared facilities which serve either to provided continuity to other bicycle facilities (usually Class II bicycle lanes) or to designate preferred routes through high demand corridors. Normally, bicycle routes are shared with motor vehicles.
- **Class IV Separated Bicycle Lane.** A separated bicycle lane is a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

The development of a VMT Mitigation Exchange and Banking Program would include the identified bicycle improvement projects in the BMP and other potential VMT banking projects. Through the VMT Banking Program, developers would be able to purchase VMT reduction credits, and the fees applied to the construction of improvement projects, such as those identified in the Bicycle Master Plan.

The BMP proposes new bicycle facility projects, and therefore, the City must amend its existing General Plan to ensure consistency with the proposed BMP. These amendments would primarily shift the focus from prioritizing automobile mobility to VMT reduction through alternative transportation modes, like walking and biking, as guided by the BMP. Pursuant to Agoura Hills Municipal Code (AHMC) § 9821.4 (Changes to plan approved by commission), the City Council must amend the General Plan by adopting a resolution.

The Project proposes a general plan amendment modifying language in Chapter 3 and the General Plan Bikeways Exhibit (Figure M-7) to ensure consistency between the proposed BMP and General Plan. If the BMP is adopted, the proposed amendment would be consistent with all other elements of the General Plan, including the Housing Element, Community Conservation and Development Element, and the Community Safety Element as summarized below. While the Project would potentially result in significant and unavoidable impact to cultural and recreational resources, as explained below, the benefits of adopting the BMP outweigh these potential effects. By adopting the BMP, the City would meet its objectives, including providing a mechanism for VMT mitigation.

Housing Element. The amendment furthers Housing Program Number 8 by implementing measures identified in the City's Climate Action Adaptation Plan (CAAP) and Goal 7 (Decrease GHG Emissions by Reducing Vehicle Miles Traveled) by implementing the BMP, which will increase alternative trip types thereby decreasing VMT and greenhouse gas emissions throughout the City.

Community Conservation and Development. The amendment is consistent with Goals LU-1, -4, -18, -26, -27, and -30 as updates to Chapter 3 ensures consistency between the General Plan and the BMP which provides consistent planning for future Public Right-of-Way improvements, ensuring that the roadway network continues to support the vision of the General Plan and BMP. The update would promote the development of complete bicycle connections that provide residents with access to other uses including the citywide network of open spaces while reducing automobile dependence. The update would also ensure that streetscape improvements are implemented, and adequate public community-supportive facilities are located throughout the City, specifically bicycle support facilities.

Community Safety. The amendment is consistent with Goals S-3, -1, and NR-10 as it would ensure that future development and the roadway network throughout the City promotes a cohesive vision to provide for efficient bicycle and vehicle circulation. Maintaining efficient bicycle and vehicle circulation helps reduce potential future residents in the City limit their VMT by reducing automobile dependence. Maintaining a high-quality bicycle route and road network would also continue to ensure safer access for emergency vehicles by reducing the average number of vehicles on a roadway at a given time.

For the reasons outlined above, the proposed General Plan Amendment is consistent with all other elements of the General Plan, and ensures that Chapter 3 is consistent the BMP. Therefore, staff recommends that the City Council adopt the Draft Resolution for the proposed General Plan Amendment based on the findings set forth therein (Attached).

ENVIRONMENTAL REVIEW

A PEIR was prepared for the Project. At the duly noticed Public Hearing on May 7, 2026, the Planning Commission adopted Resolution 26-1320, which recommended the City Council adopt and certify the FPEIR and adopt the Findings of Fact and Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Program.

A Programmatic EIR is prepared when the analyzed Project encompasses a series of actions that can be characterized as one large project. The Project includes the BMP document and its multiple planned bicycle improvements, such as new bikepaths, that would be designed and constructed in a series of future actions. These planned improvements are not finalized and are currently conceptual in design. A Programmatic EIR provides a high-level analysis of potential impacts associated with implementing the overall Project and does not authorize construction of any individual project. Therefore, a PEIR is warranted to capture the Project in its whole, pursuant to State CEQA Guidelines § 15168(a). Since the analysis is based off of conceptually feasible designs which may not fully represent the final design of these planned improvements, future projects undertaken by the City that the PEIR identifies as potentially resulting in a significant environmental impact will require further individual environmental analysis under CEQA.

As noted above, the Final PEIR identifies potentially significant environmental effects that could result from the Project but would be reduced to a less than significant level through implementation of mitigation measures. It also identified significant and unavoidable impacts associated with cultural resources (impacts related to historical structures and archaeological resources) and recreation (due to construction or expansion of recreational facilities that could cause significant environmental effects) because mitigation measures would not reduce potential impacts to a less than significant level. Consequently, the City has prepared a Statement of Overriding Considerations and found that the benefits of the Project outweigh the potentially unavoidable environmental effects. The adoption of the Project would fulfill City objectives to increase transportation choices, improve accessibility and safety, and enhance sustainability and public health, improve community character, and provide a mechanism for VMT mitigation. Although the Project encompasses the Bike Master Plan, improvements based on the plan (most notably the planned bikepaths) will require further individual project-level environmental review under CEQA once the individual segmenst have definitive designs.

FISCAL IMPACT

The Project is included in the adopted FY 2025-26 & FY 2026-27 Biennial City Budget, and there is no additional fiscal impact associated with the Project.

RECOMMENDATION

Staff respectfully recommends the City Council adopt: 1) Resolution No. 26-2130; A Resolution of the City Council of the City of Agoura Hills, California certifying and adopting the Final Programmatic Environmental Impact Report (Sch. No. 2025010338) for the Bicycle Master Plan, Vehicle Miles Traveled Mitigation Exchange and Banking Program, and general plan amendments (Case No. PZ-2026-61-GPA), and adopting the Findings of Fact and Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program; 2) Resolution No. 26-2131; A Resolution of the City Council of the City Agoura Hills, California adopting the the City of Agoura Hills Bicycle Master Plan; and 3) Resolution No. 26-2132; A Resolution of the City Council of the City of Agoura Hills, California, approving a General Plan Amendment (Case No. PZ-2026-61-GPA), amending Chapter 3: Infrastructure and Community Services, with textual revisions to reference and maintain consistency with the Bicycle Master Plan, and amending the General Plan Bikeways Exhibit (Figure M-7) to provide an updated overview of the bicycle network within the City.

Attachments

1. Resolution 26-2130.pdf
1a. Final PEIR .pdf
1b. Findings of Fact and Statement of Overriding Considerations .pdf
2. Resolution 26-2131.pdf
2a. Bicycle Master Plan.pdf
3. Resolution 26-2132.pdf
3a. Textual changes to General Plan Chapter 3.pdf
3b. Updated Gneeral Plan Bikeways Exhibit.pdf

RESOLUTION NO. 26-2130

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA CERTIFYING AND ADOPTING THE FINAL PROGRAMMATIC ENVIRONMENTAL IMPACT REPORT (SCH NO. 2025010338) FOR THE BICYCLE MASTER PLAN, VEHICLE MILES TRAVELED MITIGATION EXCHANGE AND BANKING PROGRAM, AND GENERAL PLAN AMENDMENTS (CASE NO. PZ-2026-61-GPA), AND ADOPTING THE FINDINGS OF FACT, THE STATEMENT OF OVERRIDING CONSIDERATIONS, AND THE MITIGATION MONITORING AND REPORTING PROGRAM.

WHEREAS, in June 2020, the City Council adopted Resolution Number 20-1942, updating the transportation thresholds of significance for purposes of analyzing transportation impacts under CEQA , pursuant to State law, including a Transportation Demand Mitigation program that developers can choose to implement to reduce VMT by strategies that include implementing bicycle infrastructure; and

WHEREAS, in the Fall of 2021, the City of Agoura Hills began developing the draft Bicycle Master Plan to build upon the City's existing bicycle routes and bicycle lanes, developing a citywide network that ensures residents have access to safe bicycle facilities, meets both commuter and recreational needs, provides connectivity to regional bicycle facilities, and provides standard design details for typical bicycle facility types and treatments; and

WHEREAS, in August 2025, the final draft Bicycle Master Plan was released. The Bicycle Master Plan proposes a vision of a diverse network of interconnected bicycle corridors and support facilities that aim to link local and regional destinations and make biking more practical and desirable for a broader range of people. The Bicycle Master Plan proposes 30.1 miles of new bikeways and bikeway improvements to build upon the City's existing 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes; and

WHEREAS, the City Council of the City of Agoura Hills shall review and consider adoption of the Bicycle Master Plan at a duly noticed hearing on May 27, 2026; and

WHEREAS, in connection with the adoption of the Bicycle Master Plan and Transportation Demand Mitigation program, the City of Agoura Hills also has initiated legislative actions to update the General Plan 2035 to amend Section A. Mobility (M), of Chapter 3: Infrastructure and Community Services and amend the General Plan Bikeways Exhibit (Figure M-7) to graphically depict an updated overview of the existing and planned bicycle network within the City of Agoura Hills (the Bicycle Master Plan, the VMT Mitigation Exchange and Banking Program, and the General Plan Amendments are collectively referred to as the "Project"); and

WHEREAS, the above noted application requests have been processed in the time and manner prescribed in state and local law, including the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the City's local CEQA guidelines, and, pursuant to CEQA, the City is the Lead Agency for the Project; and

WHEREAS, in accordance with CEQA, the State CEQA Guidelines, and the City's local CEQA Guidelines, a Draft Programmatic Environmental Impact Report ("Draft PEIR") was prepared. The following environmental issue areas were addressed in the Draft PEIR: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire; and

WHEREAS, the following issue areas were found to have no potentially significant impact: aesthetics, air quality, agriculture and forestry resources, energy, greenhouse gas emissions, hydrology and water quality, land use planning, population and housing, public services, transportation, tribal cultural resources, utilities and service systems, and wildfire; and

WHEREAS, the following issue areas were found to have potentially significant impacts that can be reduced to a less than significant level with incorporation of mitigation measures identified in the Draft PEIR: biological resources, geology and soils, hazards and hazardous materials, and noise; and

WHEREAS, the following issue areas were found to have potentially significant and unavoidable impacts even with incorporation of mitigation measures identified in the Draft PEIR: cultural resources and recreation; and

WHEREAS, along with the Draft PEIR, a Notice of Availability (NOA) for the Draft PEIR was circulated for public review from November 25, 2025 to January 31, 2026, as required by law. The NOA, with the availability of the Draft PEIR for public review noted, was duly noticed in the local newspaper, and posted at City Hall, the City Recreation Center, and the Agoura Hills Library in accordance with state law, and filed with the Los Angeles County Clerk. A digital copy of the Draft PEIR was also made available on the City's public website, and offered to be printed, if requested. The Draft PEIR and Notice of Completion (NOC) was circulated to the State Clearinghouse of the State of California's Office of Land Use and Climate Innovation; and

WHEREAS, the City accepted and responded in writing to comments on the Draft PEIR received during the public review period. Both the comments and the City's written responses thereto were incorporated in the Final PEIR. Minor revisions to the Draft PEIR were added, but act as a clarification of existing disclosures rather than adding significant new information. The Final PEIR consists, without limitation, of the Draft EIR, comments and responses to comments on the Draft PEIR, revisions to the Draft EIR, and the Mitigation Monitoring and Reporting Program (MMRP). The Final PEIR, which incorporates the MMRP, is attached hereto as Exhibit "A"; and

WHEREAS, the Planning Commission held a duly noticed public hearing on May 7, 2026 at which time it received staff reports, public testimony, and other evidence in the record. Upon close of the hearing, the Planning Commission adopted Resolution No. 26-1320; A Resolution of the Planning Commission of the City of Agoura Hills Recommending City Council of the City of Agoura Hills: 1) Pursuant to the California Environmental Quality Act, certify and adopt the final programmatic environmental impact report for the Bicycle

Master Plan, Vehicle Miles Traveled Mitigation Exchange and Banking Program, and general plan amendments, and adopt the Findings of Fact, the Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program; 2) Adopt the Bicycle Master Plan; and 3) Adopt a general plan amendment (Case No. PZ-2026-61-GPA) to amend Chapter 3: Infrastructure and Community Services, with textual revisions to reference and maintain consistency with the Bicycle Master Plan, and to revise the General Plan Bikeways Exhibit (Figure M-7) to provide an updated overview of the bicycle network within the city; and

WHEREAS, the City Council held a duly noticed public hearing on May 27, 2026 at which it received testimony from staff and members of the public regarding the Project and Final PEIR, and had an opportunity to address the adequacy of the Final PEIR.

NOW, THEREFORE, the City Council of the City of Agoura Hills, California hereby resolves as follows:

Section 1. The Final PEIR was completed in compliance with the provisions of CEQA and the CEQA Guidelines promulgated pursuant thereto, and the City's local CEQA Guidelines, and is legally adequate. The City Council has exercised its independent judgment and analysis in reviewing and considering the contents of the Final PEIR, prior to deciding whether to approve the application for the Project.

Section 2. The City Council finds, on the basis of the whole record before it, that there is substantial evidence that the Project will have a significant effect on the environment, and that feasible mitigation measures have been incorporated into the Final PEIR that reduce potential impacts to a less than significant level, or to the maximum extent feasible, for the reasons set forth in the Findings of Fact, attached hereto as Section 4 of Exhibit "B" and incorporated herein by reference.

Section 3. The Mitigation Monitoring and Reporting Program, attached as Appendix E to the Final PEIR, is hereby adopted and incorporated herein by reference. The City Council finds and determines that, pursuant to State CEQA Guidelines Section 15093, the benefits of the Project outweigh any of the significant and unavoidable impacts described in the Final PEIR for the reasons set forth in the Statement of Overriding Considerations, attached hereto as Section 6 of Exhibit "B", which is hereby adopted and incorporated herein by reference.

Section 4. The City Council adopts the Findings of Fact Regarding the Environmental Effects of Approval of the Bicycle Master Plan pursuant to State CEQA Guidelines Section 15091 and California Public Resources Code Sections 21081, 21081.5, and 21081.6, attached hereto as Exhibit "B", and incorporated herein by reference.

Section 5. The Planning Division of the City of Agoura Hills is the custodian of records, and the documents and other materials that constitute the record of proceedings upon which this decision is based are located at the City of Agoura Hills, 30001 Ladyface Court, Agoura Hills, CA 91301.

Section 6. Based on the findings set forth above, the City Council hereby certifies the Final PEIR (SCH No. 2025010338) as being in compliance with CEQA, and

adopts the Final PEIR, attached hereto as Exhibit “A” and incorporated herein by reference. The City Council further determines that all of the findings made in this Resolution are based upon information and evidence set forth in the Final PEIR and upon other substantial evidence that has been presented at the hearing, including the Staff Report, before the City Council, and in the record of proceedings.

Section 7. The City Council hereby directs City staff to implement and to monitor the mitigation measures as described in the MMRP.

Section 8. The City Council hereby directs and authorizes staff to file a Notice of Determination as set forth in Public Resources Code Section 21152.

Section 9. The City Clerk shall certify to the adoption of this Resolution and shall cause this Resolution to be entered in the official records of the City.

DRAFT

PASSED, APPROVED, ADOPTED this 27th day of May, 2026, by the following vote to wit:

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

_____
Jeremy Wolf, Mayor

ATTEST:

_____
Kimberly M. Rodrigues, MMC, City Clerk

APPROVED AS TO FORM:

_____
Candice K. Lee, City Attorney

DRAFT

Exhibit “A”

Final Programmatic Environmental Impact Report (PEIR)



Agoura Hills Bicycle Master Plan

Final Programmatic Environmental Impact Report

SCH#2025010338

prepared by

City of Agoura Hills
Public Works Department
30001 Ladyface Court
Agoura Hills, California 91301
Contact: Charmaine Yambao, Senior Civil Engineer

prepared with the assistance of

Rincon Consultants, Inc.
250 East 1st Street, Suite 1400
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March 2026

RINCON CONSULTANTS

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Appendices

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Acronyms and Abbreviations

AB	Assembly Bill
ACM	asbestos-containing materials
AHMC	Agoura Hills Municipal Code
Amendments	General Plan Amendments
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BERD	Built Environment Resources Directory
BMP	best management practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Division of Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CGS	California Geological Survey
CHRIS	California Historical Resources Information System
CO	carbon monoxide
COA	Conditions of Approval
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
Connection	Agoura High School Connection

CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CY	cubic yards
CWA	Clean Water Act
db	decibel
dBA	decibel using the A-weighted sound pressure level
DBH	diameter at breast height
DNL or Ldn	Day-Night Level
DOC	Department of Conservation
DOF	Department of Finance
DPM	diesel particulate matter
DPR	Department of Parks and Recreation
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
E-bikes	Electric bicycles
EIR	Environmental Impact Report
°F	degrees Fahrenheit
FAC	Facultative
FACW	Facultative Wetland
FEMA	Federal Emergency Management Agency
FESA	federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FR	Federal Register
FRA	Federal Responsibility Area
FTA	Federal Transit Administration
FTBMI	Fernandeño Tataviam Band of Mission Indians
GHG	greenhouse gas
GSP	Groundwater Sustainability Plan
HABS	Historic American Building Survey
HAER	Historic American Engineering Record
HRA	Health Risk Assessment
HRE	Historical Resources Evaluation

HA	Hydrological Area
HAS	Hydrological Sub-Area
HU	Hydrologic Unit
Hz	Hertz
in/sec	inches per second
IRWM	Integrated Regional Water Management
LACFCD	Los Angeles County Flood Control District
LADOT	Los Angeles Department of Transportation
LARWQCB	Los Angeles Regional Water Quality Control Board
LBP	lead-based paint
Ldn	day-night level
Leq	equivalent noise level
LID	low-impact development
Lmax	Maximum Noise Level
Lmin	Minimum Noise Level
LRA	Local Responsibility Area
LST	Localized Significance Threshold
LUST	leaking underground storage tank
LVMCOG	Las Virgenes-Malibu Council of Governments
LVMWD	Las Virgenes Municipal Water District
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
MLD	Most Likely Descendant
mph	miles per hour
MRZ	Mineral Resource Zone
MS4	municipal separate storm sewer system
CA MUTCD	California Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NOC	Notice of Completion

NOD	Notice of Determination
NOP	Notice of Preparation
NO	nitric oxide
NO_2	nitrogen dioxide
NO_x	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NPS	National Park Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
O_3	ozone
OBL	Obligate Wetland
OHP	Office of Historic Preservation
OHWM	ordinary high-water mark
OPR	Office of Planning and Research
OSHA	Occupational Health and Safety Administration
OS-R	Restricted Open Space
Path	Medea Creek Path
Pb	lead
PEIR	Programmatic Environmental Impact Report
Plan	Bicycle Master Plan
$PM_{2.5}$	particulate matter with diameters of up to 2.5 microns
PM_{10}	particulate matter with diameters of up to 10 microns
PPV	peak particle velocity
PRC	Public Resources Code
Program	VMT Mitigation Exchange and Banking Program
ROG	reactive organic gas
ROW	right-of-way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SAA	Streambed Alteration Agreement
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill

SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal information Center
SDC	Seismic Design Category
SEA	Significant Ecological Areas
SFHA	Special Flood Hazard Area
SGMA	Sustainable Groundwater Management Act
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLF	Sacred Lands File
SMMNRA	Santa Monica Mountains National Recreation Area
SMP	Soil Management Plan
SO_2	sulfur dioxide
SO_3	sulfur trioxide
SO_x	sulfur oxide
SOI PQS	Secretary of the Interior's Professional Qualifications Standards
SOI Standards	Secretary of the Interior's Standards for the Treatment of Historic Properties
sp.	species (singular)
spp.	species (plural)
SRA	State Responsibility Area
sq ft	square feet
SVP	Society of Vertebrate Paleontology
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TMDL	total maximum daily load
TSCA	Toxic Substances Control Act
US	United States
U.S.C.	United States Code
U.S. EPA	United States Environmental Protection Agency
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service

USGS	United States Geological Survey
VHFHSZ	Very High Fire Hazard Severity Zone
VOC	volatile organic compound
VMT	vehicle miles traveled
WDR	Waste Discharge Requirement
WEAP	Worker Environmental Awareness Program
WUI	Wildland Urban Interface

Executive Summary

This document is a Programmatic Environmental Impact Report (PEIR) analyzing the environmental effects of the proposed Bicycle Master Plan (BMP), Vehicle Miles Traveled (VMT) Mitigation Exchange and Banking Program (Program), and General Plan Amendments (Amendments) in the City of Agoura Hills. This section summarizes the characteristics of the proposed Project, alternatives to the proposed project, and the environmental impacts and mitigation measures associated with the proposed project.

Lead Agency Contact Person

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Public Works Department
30001 Ladyface Court
Agoura Hills, California 91301
(818) 597-7360

Project Description

This PEIR has been prepared to examine the potential environmental effects of the proposed BMP, Program, and Amendments (hereafter referred to as the "proposed Project" or "Project"). The following is a summary of the full project description, which can be found in Chapter 2, *Project Description*.

The proposed Project covers the entirety of the city of Agoura Hills. Refer to Figure 2-1 and Figure 2-2 in Chapter 2, *Project Description,* for a map of the project location. The Bicycle Master Plan proposes 30.1 miles of new bikeways and bikeway improvements, including Class I, Class II, Class III, and Class IV facilities, to build upon the city's existing 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes. The BMP proposes a vision of a diverse network of interconnected bicycle corridors, support facilities, and programs that aim to link local and regional destinations and make biking more practical and desirable for a broader range of people. The City seeks to prioritize implementation of two projects within the BMP: the Medea Creek Path (Path), a two-mile bicycle path along the Medea Creek Channel, and the Agoura High School Connection (Connection), a 0.35-mile bicycle path connecting two intersections adjacent to Agoura High School. The proposed Project also includes the Program, which would establish a mitigation opportunity for projects exceeding the VMT threshold by allowing a developer or project proponent to purchase VMT reduction credits, which would in turn be used to fund the implementation of bicycle improvement projects identified within the BMP. To ensure the city's General Plan is consistent with the BMP, the Project would also amend the existing General Plan Infrastructure and Community Services Element.

Project Characteristics

Bicycle Master Plan

The purpose of the BMP is to provide safer streets for city residents who are dependent on bicycling for everyday transportation. Recommended actions included within the BMP are meant to support

and increase bicycling in the city, to enhance non-motorized travel infrastructure, and to create options to support the existing and future population. The BMP includes an inventory of existing bicycle infrastructure that identifies deficiencies, develops and prioritizes improvements, and provides a recommended path for implementation.

The BMP is organized into four chapters:

1. **Introduction.** This chapter includes an overview of the BMP, the purpose of the BMP, an overview of the BMP area and its context, goals of the Plan, and guidance and legislation applicable to the BMP.
2. **Existing Conditions and Analysis.** This chapter discusses the existing roadway conditions, land use, and other context-sensitive information within the city. This chapter includes sections on relevant datasets including bicycling mode share, existing and previously proposed bicycle facilities, and bicycle collisions.
3. **Community Engagement.** This chapter describes the community engagement process with stakeholders. Stakeholders included residents, city staff, local bicycling advocacy groups, the Las Virgenes Unified School District, the Los Angeles Sheriff's Department, and local businesses.
4. **Recommendations.** This chapter addresses the physical improvements recommended to enhance bicycling in the city. Planned bikeway projects included within Chapter 4 are identified in Table 2-1 in Chapter 2, *Project Description.*

VMT Mitigation Exchanges and Banking Program

The Program would establish a new mitigation opportunity for projects exceeding the VMT threshold by allowing a developer or project proponent to purchase VMT reduction credits, which would in turn be used to fund the implementation of bicycle improvement projects identified within the BMP. The exchange concept relies on the applicant of a discretionary project agreeing to implement a predetermined, unfunded, and planned VMT-reducing project or project component. Like all VMT mitigation, substantial evidence would be necessary to demonstrate that the projects covered by the bank would achieve expected VMT reductions, and some form of monitoring may be required (Fehr and Peers 2020).

General Plan Amendments

The City must amend Chapter 3, *Infrastructure and Community Services*, of the existing City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The General Plan Amendments primarily shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, as guided by the BMP.

Project Objectives

As discussed in Chapter 2, *Project Description*, the objectives for the proposed Project are as follows:

- Increase transportation choices by providing viable alternatives to driving and improved equity to include all bikers, those who choose not to drive and those who cannot drive.
- Improve accessibility through local and regional connectivity. Local connections include residential communities, schools, commercial centers, and parks whereas regional connections include the surrounding communities and recreational trail network.

- Improve safety by providing separate biking facilities, reducing bicycle collisions, creating greater visibility for bikers, and raising awareness to both bicyclists and road users.
- Improve the public health by creating facilities that allow for more biking.
- Enhance sustainability and environmental benefits by reducing air pollution, greenhouse gas emissions, and noise pollution.
- Enhance community character by constructing bicycle facilities near areas of high scenic value, such as along greenbelts or near surface waters.
- Provide a mechanism for developers to mitigate VMT impacts from development projects.

Alternatives

As required by the California Environmental Quality Act (CEQA), this PEIR examines alternatives to the proposed Project. Studied alternatives include the following three alternatives. Based on the alternatives analysis, Alternative 3 was determined to be the environmentally superior alternative.

- **Alternative 1: No Project Alternative**. The No Project Alternative is a scenario in which the Bicycle Master Plan (Plan), including Medea Creek Path (Path) and Agoura High School Connection (Connection), would not be implemented, the VMT Mitigation Exchange and Banking Program (Program) would not be established, and General Plan Amendments (Amendments) would not be adopted. As a result, no construction activities related to bicycle infrastructure would occur, and the city's existing network of 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes would remain unchanged. The General Plan would continue to prioritize auto mobility rather than reducing VMT. As such, the No Project Alternative would not fulfill any Project Objectives, as the No Project Alternative would not improve transportation choices, accessibility, bicycle safety, public health, sustainability, or community character through the construction of bicycle facilities near areas of high scenic value, or the provision of a mechanism for developers to mitigate VMT impacts from development projects.
- **Alternative 2: Project Minus Medea Creek Path and Agoura High School Connection.** Alternative 2 would implement the Plan, Program, and Amendments of the proposed Project. However, the BMP implemented under Alternative 2 would remove the Medea Creek Bike Path and the Agoura High School Connection from the list of bicycle facilities. All Class II, Class III, and Class IV facilities, and enhanced bicycle treatments would be included within the BMP under Alternative 2. The Program would be revised to only fund individual projects identified under this alternative, excluding the Path and Connection. The Amendments would also be revised to exclude the Path and Connection from the City's planned additions to its system of bikeways but would still shift the focus of Chapter 3 of the General Plan to prioritize VMT reduction through improved active transportation modes like walking and biking. Under Alternative 2, approximately 29 miles of bicycle facilities would be implemented. Alternative 2 would fulfill the Project Objectives, but to a lesser extent given the reduced miles of bicycle facilities implemented and improved under this Alternative. Additionally, Alternative 2 would not fulfill the Project Objective that aims to enhance community character by constructing bicycle facilities near areas of high scenic value.
- **Alternative 3: Only Class II and Class III Facilities**. Alternative 3 would involve implementation of the Plan, Program, and Amendments; however, the BMP would only include Class II and Class III facilities. All Class I facilities, including the Path and Connection, and Class IV facilities would be removed from the Plan, while all Class II and Class III facilities would be included in the BMP under Alternative 3. The Program would be revised to only fund individual projects identified

under this alternative, excluding the Path and Connection. The Amendments would also be revised but would still shift the focus of Chapter 3 of the General Plan to prioritize VMT reduction through active transportation modes like walking and biking. Under Alternative 3, approximately 25.6 miles of bicycle facilities would be implemented. Similar to Alternative 2, Alternative 3 would fulfill Project Objectives, though to a lesser extent given the reduced miles of bicycle facilities implemented and improved, and the Project Objective that aims to enhance community character would not be fulfilled.

Refer to Section 6, *Alternatives*, for the complete alternatives analysis.

Areas of Known Controversy

The EIR scoping process did not identify any areas of known controversy for the proposed Project. Responses to the Notice of Preparation and input received at the PEIR scoping meeting held by the City are summarized in Section 1, *Introduction*.

Issues to be Resolved

Required permits and approvals for most projects identified within the BMP are not known at this time, though they may include permits for regulatory agencies, encroachment permits, easement approvals, and property acquisitions. Issues to be resolved include the acquisition of such permits and approvals, the choice among alternatives, formal adoption of the General Plan Amendments, and the nature of mitigation measures to be adopted.

Issues Not Studied in Detail in the EIR

Section 4.13, *Effects Found Not to be Significant,* includes a discussion of agricultural and forestry resources, energy, greenhouse gas emissions, mineral resources, population and housing, public services, utilities and service systems, and wildfire.

Summary of Impacts and Mitigation Measures

Table ES-1 summarizes the direct environmental impacts of the proposed Project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if required). Impacts are categorized as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures.
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given feasible mitigation measures.
- **Less than Significant.** An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures.
- **No Impact.** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Table ES-1 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure(s)	Impact
Aesthetics		
Impact AES-1. Implementation of the Bicycle Master Plan would result in temporary obstruction of views during construction activities. The proposed Project would not result in the construction of new structures that could permanently disrupt existing views. This impact would be less than significant.	None required.	Less than significant.
Impact AES-2. There are no officially designated state scenic highways within the City of Agoura Hills. Therefore, the proposed Project would not substantially damage scenic resources within a state scenic highway. There would be no impact.	None required.	No impact.
Impact AES-3. The proposed Project would be consistent with applicable General Plan goals and policies, and would comply with applicable regulations contained within the Agoura Hills Municipal Code. This impact would be less than significant.	None required.	Less than significant.
Impact AES-4. The proposed Project would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. This impact would be less than significant.	None required.	Less than significant.
Air Quality		
Impact AQ-1. Implementation of the proposed Project would not generate population growth. Therefore, the Project would not exceed the growth forecasts on which the 2022 AQMP is based or delay the timely attainment of air quality standards. Impacts related to AQMP consistency would be less than significant.	None required.	Less than significant.
Impact AQ-2. Construction of the proposed Project would not exceed SCAQMD's regional thresholds of significance and would not result in operational emissions; therefore, the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment under applicable federal or State ambient air quality standards, and impacts would be less than significant.	None required.	Less than significant.
Impact AQ-3. Project construction would not expose sensitive receptors to substantial toxic air containments. The Project would not increase carbon monoxide concentrations such that it would create carbon monoxide hotspots, and the Project is not considered a land use that would generate substantial toxic air contaminants emissions. impacts would be less than significant.	None required.	Less than significant.
Impact AQ-4. The Project would not generate odors adversely affecting a substantial number of people during construction or operation. Impacts would be less than significant.	None required.	Less than significant.
Biological Resources		
Impact BIO-1. The Project area is largely urbanized, and individual Project components would be located on previously developed and/or disturbed lands. Implementation of the Medea Creek Path could adversely impact special-status species or their habitat. Furthermore, local special-status species and nesting birds are expected to occur within the overall Project area and could be affected by construction activities. With implementation of MM BIO-1A through MM BIO-1C, this impact would be less than significant.	**BIO-1(a) Pre-Construction Biological Resources Assessment and Reporting.** Prior to approval of final design for individual projects identified within the BMP that involve ground disturbance and/or vegetation trimming or removal, the City shall retain a qualified biologist to conduct a focused assessment of the environmental limits of the individual project boundary to identify sensitive biological resources that may be impacted by implementation of the project, including special-status plants, animals, and their habitats, as well as sensitive natural communities, regulated waters, and protected trees. If the biologist identifies protected biological resources that may be affected by implementation of the project, the City shall first prepare alternative designs that seek to avoid and/or minimize impacts to the biological resources. If the project cannot be redesigned without complete avoidance, the City shall retain the qualified biologist to identify the specific impacts to the biological resource (i.e., special-status species, sensitive natural communities, regulated waters, and/or protected trees), identify any state or federal listed species that would necessitate coordination with the appropriate regulatory agency (i.e., USFWS, CDFW, USACE) to obtain regulatory permits, develop project-specific avoidance and mitigation procedures prior to initiating construction activities, and implement project-specific avoidance and mitigation measures prior to and during any construction activities. Mitigation actions that may be required if impacts to sensitive biological resources be identified during implementation of individual projects include: ▪ Pre-construction surveys to identify the presence of special-status species, nesting birds, and roosting bats, within and adjacent to work areas; ▪ Worker Environmental Awareness Program training for all construction personnel; ▪ Complete avoidance of special-status species where and if possible. Avoidance measures may include: ▫ Delimiting and flagging of special-status species avoidance buffer areas (Environmentally Sensitive Areas), ▫ Monitoring of construction activity near Environmentally Sensitive Areas, and ▫ Installation of special-status species exclusion fencing;	Less than significant with mitigation incorporated.

Impact	Mitigation Measure(s)	Impact
	▪ Relocation of special-status species out of work areas (with applicable permits and authorizations as necessary); ▪ Restoration of temporarily disturbed special-status species' habitat; and, ▪ Compensatory mitigation for impacts to special-status species habitat at a minimum ratio appropriate for extent and quality of permanently disturbed habitat. Mitigation ratios may vary from 1:1 to 5:1. **BIO-1(b) Pre-Construction Nesting Bird Surveys, Avoidance, and Reporting**. Future construction activities initiated during the raptor and passerine bird nesting season (January 1 – August 31) involving removal of vegetation or other nesting bird habitat, including abandoned structures and other manmade features, shall be preceded by a pre-construction nesting bird survey conducted no more than one week prior to initiation of ground disturbance and vegetation removal activities. The nesting bird preconstruction survey shall be conducted on foot and shall include up to a 200-foot buffer around the construction site depending on the specific area being surveyed, where publicly accessible. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in southern California. If nests are found, an avoidance buffer shall be determined by a qualified biologist dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site, which shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to check with the qualified Biologist before entering the buffer zone during the nesting season. Encroachment into the buffer shall occur only at the discretion of the qualified biologist on the basis that the encroachment will not be detrimental to an active nest. No ground or vegetation disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/ nesting is completed, and the young have fledged the nest. An email summarizing the preconstruction survey(s) shall be prepared by a qualified biologist and shall be submitted to the city prior to the commencement of construction activities. Individual project plans shall include a statement acknowledging compliance with the MBTA and CFGC that includes avoidance of active bird nests and identification of BMPs to avoid impacts to active nests, including checking for nests prior to construction activities during the nesting bird season and what to do if an active nest is found so that the nest is not inadvertently impacted during grading or construction activities. **BIO-1(c) Construction Best Management Practices**. The following construction BMPs shall be incorporated into all grading and construction plans for individual projects: ▪ A 20 mile-per-hour speed limit shall be designated in all construction areas where applicable. ▪ All vehicles and equipment shall be parked on pavement, existing roads, and previously disturbed areas, and clearing of vegetation for vehicle access shall be avoided to the greatest extent feasible. ▪ The number of access routes, number, and size of staging areas, and the total area of the activity shall be limited to the minimum necessary to achieve the goal of the Project. ▪ Equipment washout and fueling areas shall be located within the limits of grading at a minimum of 100 feet from waters, wetlands, or other sensitive resources as identified by a qualified biologist to the greatest extent feasible. Washout areas shall be designed to fully contain polluted water and materials for subsequent removal from the site. ▪ Daily construction work schedules shall be limited to daylight hours where adjacent to natural areas capable of supporting wildlife, and shall be consistent with local noise ordinances. ▪ Mufflers shall be used on all construction equipment where work will be conducted within or adjacent to natural areas capable of supporting wildlife, and vehicles shall be in good operating condition. ▪ Drip pans shall be placed under all stationary vehicles and mechanical equipment within 100 feet of a drainage, creek, or stream. ▪ All trash shall be placed in sealed containers and shall be removed from project sites a minimum of once per week. ▪ No pets are permitted on Project sites during construction.	
Impact BIO-2. Future construction activities could adversely impact riparian habitat or other sensitive natural communities. With implementation of MM BIO-1A through MM BIO-2C, this impact would be less than significant.	**BIO-1(a) Pre-Construction Biological Resources Assessment and Reporting.** See Impact BIO-1 for mitigation measure. **BIO-1(b) Pre-Construction Nesting Bird Surveys, Avoidance, and Reporting**. See Impact BIO-1 for mitigation measure. **BIO-1(c) Construction Best Management Practices**. See Impact BIO-1 for mitigation measure. **BIO-2(a) Riparian Habitat and Sensitive Natural Communities Protection**. If sensitive natural communities, wetlands, or riparian habitats are identified within individual project limits, the City shall design or modify the project to avoid direct and indirect impacts on these habitats, if feasible. At a minimum, the City shall implement the following measures to minimize the loss of riparian vegetation, where feasible. ▪ Protect sensitive habitat areas from harmful exposure to light. If an individual project identified within the BMP is located within or adjacent to sensitive habitat areas or habitat for sensitive species, and lighting is proposed, then the facility will be designed to protect such areas from harmful exposure to light by shielding light sources, redirecting light sources, or using low intensity lighting.	Less than significant with mitigation incorporated.

Impact	Mitigation Measure(s)	Impact

- Delineate sensitive habitat areas. Sensitive habitat areas to be avoided, including appropriate buffers (determined by a qualified biologist), will be flagged by a qualified biologist prior to the onset of construction activities. Where indicated by the biologist, these areas will be fenced or otherwise protected from direct and indirect impacts. All such areas to be avoided with be clearly marked on construction plans and designated as "no construction" zones.
- Slope stabilization. Where construction will occur on bare soil or on slopes, the contractor shall stabilize exposed soil/slopes immediately upon completion of construction activities. On highly erodible soils/slopes, the contractor shall use a non-vegetative material that binds the soil initially and breaks down within a few years. If more intensive erosion control treatments are needed, geotextile mats, excelsior blankets, or other soil stabilization products shall be used.
- Install signage and fencing, vegetation, or other natural barriers to prevent impacts on adjacent areas during operation. Fencing, vegetation, or other natural barriers will be constructed to prevent impacts on sensitive habitat areas adjacent to the Facilities during operation. Signs will be erected in appropriate locations to inform users of the need to stay within designated bike paths, lanes, routes, or boulevards.

BIO-2(b) Jurisdictional Delineation Survey and Report. Before approving any individual project involving ground disturbance, the City shall retain a qualified biologist to conduct a site-specific assessment of the individual project area to identify sensitive natural communities, wetlands, or riparian habitats. The field delineation shall include a survey effort within the individual project area. During the field survey, sample points shall be established to document wetland and non-wetland aquatic resources, using the appropriate agency-approved methodology and data forms. The sample points shall focus on identifying indicators of an OHWM, wetland hydrology, hydric soils, and hydrophytic vegetation. Using this information, a "wetland edge" shall be discerned between the wetland and non-wetland points, and the boundary of the aquatic resources shall be mapped with a sub-meter global position system unit.

The survey shall be conducted in accordance with USACE Wetlands Delineation Manual (1987) and Arid West Regional Supplement to the manual, as well as the latest guidance from the CDFW and Los Angeles RWQCB. This methodology is the acceptable methodology for delineating the boundaries of federal and state jurisdictions.

A delineation report shall be prepared in accordance with the USACE Los Angeles District's 2017 Minimum Standards for Acceptance of Aquatic Resources Delineation Reports and shall be used to support necessary permit applications. The report shall include a discussion of methodologies and results that detail the background information; field observations and data collected; and a summary of findings. The report shall contain narrative descriptions of all aquatic features identified, including jurisdictional resources and their boundaries within the Project component's work area. The report shall quantify lengths and acreages of each aquatic feature, provide high-quality figures, site photographs, and completed data forms, and geographic information system (GIS) data.

The report shall be used to support permitting requirements and shall be submitted to the City for review and approval prior to the issuance of grading permits.

BIO-2(c) Compensatory Mitigation. If sensitive natural communities, state or federally protected wetlands, and/or riparian habitats are disturbed due to implementation of an individual project identified within the Plan, the City shall compensate for the disturbance to ensure no net loss of habitat functions and values. Compensation ratios shall be based on site-specific information and determined through coordination with state, federal, and/or local agencies as part of the permitting process for the individual project prior to the issuance of a grading permit and/or initiation of construction activities. Unless determined otherwise by the regulatory/permitting agency, the compensation shall be at a minimum ratio of two acres restored, created, and/or preserved for every one acre disturbed (2:1). Compensation may comprise on-site restoration/creation off-site restoration, preservation, or purchase of mitigation credits (or a combination of these elements). If compensatory mitigation involves restoration, the City shall develop and implement a Restoration and Monitoring Plan that describes how the habitat shall be created and monitored over a minimum period of time.

In broad terms, the Restoration and Monitoring Plan shall at a minimum include:

- Description of the Project/impact and mitigation sites
- Information related to riparian habitat impacts
- Specific objectives
- Success criteria
- Plant palettes for each vegetation community
- Implementation plan
- Maintenance activities
- Monitoring plan
- Contingency measures

Impact	Mitigation Measure(s)	Impact
	The plant palette shall include a diversity of appropriate native species that occur in the communities in the surrounding area. The performance standards for the Restoration and Monitoring Plan shall be, at a minimum, the following: ▪ Within five years after introducing the native plants to the mitigation site, the acreage of restored native grassland habitat shall be no less than two times the acreage lost to Project construction. ▪ Within five years after introducing the native plants to the mitigation site, the absolute cover of the target species and other native species shall be no less than 50 percent within the restoration area. ▪ Restoration will be considered successful after the success criteria have been met for a period of at least 2 years without any maintenance or remediation activities other than invasive species control. The restoration project shall be initiated prior to development of the individual project and shall be implemented at most over a five-year period, unless success criteria is met sooner. The restoration project shall incorporate an iterative process of annual monitoring and evaluation of progress, and allow for adjustments to the restoration plan, as necessary, to achieve desired outcomes and meet success criteria. Annual reports discussing the implementation, monitoring, and management of the restoration Project shall be submitted to the City. Five years after start of the restoration project, a final report shall be submitted to the City, which shall at a minimum discuss the implementation, monitoring, and management of the restoration project over the five-year period and indicate whether the restoration project has been successful based on established success criteria. The annual reports and the final report shall include as-built plans submitted as an appendix to the report. If the loss of the sensitive habitat types is to be mitigated by a contribution of an in-lieu fee, the City shall provide evidence of payment of the in-lieu fee prior to issuance of the grading permit. The fee shall be based on the cost per acre to restore or create in-kind habitat and the acreage of sensitive communities impacted. In-lieu fees shall be used for the restoration of in-kind habitat.	
Impact BIO-3. Future construction activities could adversely impact state or federally protected wetlands defined by Section 404 of the Clean water act. With implementation of MM BIO-2A through MM BIO-2C, this impact would be less than significant	**BIO-1(a) Pre-Construction Biological Resources Assessment and Reporting.** See Impact BIO-1 for mitigation measure. **BIO-1(c) Construction Best Management Practices**. See Impact BIO-1 for mitigation measure. **BIO-2(a) Riparian Habitat and Sensitive Natural Communities Protection**. See Impact BIO-2 for mitigation measure. **BIO-2(b) Jurisdictional Delineation Survey and Report.** See Impact BIO-1 for mitigation measure.. **BIO-2(c) Compensatory Mitigation.** See Impact BIO-1 for mitigation measure.	Less than significant with mitigation incorporated.
Impact BIO-4. Construction and operational activities could result in temporary impacts to wildlife movement or nursery sites; impacts would be less than significant.	None required.	Less than significant.
Impact BIO-5. Future construction activities could conflict with local policies protecting biological resources. With implementation of MM BIO-1a, MM BIO-1c, MM BIO-2a through MM BIO-2c, and MM BIO-5a, this impact would be less than significant	**BIO-1(a) Pre-Construction Biological Resources Assessment and Reporting.** See Impact BIO-1 for mitigation measure. **BIO-1(c) Construction Best Management Practices**. See Impact BIO-1 for mitigation measure. **BIO-2(a) Riparian Habitat and Sensitive Natural Communities Protection**. See Impact BIO-2 for mitigation measure. **BIO-2(b) Jurisdictional Delineation Survey and Report.** See Impact BIO-1 for mitigation measure.. **BIO-2(c) Compensatory Mitigation.** See Impact BIO-1 for mitigation measure. **BIO-5(a) Tree Protection**. The City shall procure all necessary tree removal permits prior to impacting a protected oak tree. A tree protection and replacement plan shall be developed by a certified arborist for any protected oak tree(s) or other naturally occurring native tree that has a trunk diameter (at 4.5 feet above grade; diameter at breast height [DBH]) that will be affected by implementation of an individual project identified within the Plan. The tree protection and replacement plan shall include, but would not be limited to, an inventory of protected oak trees and naturally occurring native trees with a DBH of four inches or more within the individual construction site, setbacks from trees and protective fencing, restrictions regarding grading and paving near trees, direction regarding pruning and digging within the root zone of trees, and requirements for replacement and maintenance of trees. If protected oak trees or other naturally occurring native trees with a DBH of four inches or more will be removed, replacement tree plantings of like species in accordance with the city standards, but at a minimum ratio of 4:1 (trees planted to trees impacted) for protected oak trees in accordance with the City of Agoura Hills Oak Tree Preservation Guidelines and Oak Tree Ordinance (Municipal Code Article IX, Chapter 6, Part 2., Division 7) and a minimum ratio of 1:1 replacement for other naturally occurring native trees with a DBH of four inches or more, and shall be installed on-site or at an approved off-site location and a restoration and monitoring program shall be developed and implemented for a minimum of seven years. If the protective zone (as defined per the Agoura Hills Oak Tree Preservation Guidelines) of a protected oak tree is disturbed by more than 30 percent, the tree shall be retained and mitigated at a ratio of 4:1 as described above, because long-term impacts that may lead to decline or mortality may not be visible for several years. Any protected oak tree that will be encroached within its protective zone during construction shall have a certified arborist present to oversee the work activities. Any trimming of roots and branches shall be performed or directly supervised by a certified arborist and shall be done in accordance with the American National Standards Institute A300 Tree Care standards.	Less than significant with mitigation incorporated.

Impact	Mitigation Measure(s)	Impact
Impact BIO-6. The proposed Project would not conflict with an adopted habitat conservation plan. No impact would occur.	None required.	No impact.
Cultural Resources		
Impact CUL-1. The proposed Project has the potential to result in significant impacts if development carried out under the Project would cause a substantial adverse change in the significance of a historical resource. this impact would be significant and unavoidable.	**CUL-1 Prepare Historical Resources Evaluation Prior to Approval of Project Involving Structures 45 Years or Older and Implement Mitigation Prior to and During Construction**. Prior to approval of individual Class I facilities, Class II facilities, Class IV facilities, and enhanced bicycle treatments that include construction activities which could result in direct/indirect impacts to historical resources, including those that could result in direct impacts to structures/objects and/or indirect impact to buildings 45 years or older, the City shall retain a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards (SOI PQS) in architectural history and/or history as defined in CFR Title 36, Part 61 to oversee the following steps: ▪ Prior to proceeding with the historical resources evaluation (HRE) described below, a qualified architectural historian or historian (who meets the Secretary of the Interior's Professional Qualifications Standards (SOI PQS) in architectural history and/or history as defined in CFR Title 36, Part 61) shall conduct a review of the applicable registers of previously documented built environment resources qualifying as historical resources to determine the presence of such resources within or immediately adjacent to a Class I, II, or IV project footprint or enhanced bicycle facility, and to confirm its condition is consistent with that presented in associated designation documentation. This effort, which may include a field survey, shall be documented in a report (that may be combined with the report described in the third bullet below as necessary and appropriate) that shall be submitted to the City for review and approval prior to initiation of a project component. ▪ Based on guidance provided by the California Office of Historic Preservation (OHP), not all built environment resources merit recordation. Therefore, the professional judgement of an architectural historian (that meets the SOI PQS in architectural history or history as defined in Code of Federal Regulations, Title 36, Part 61) shall be relied upon to determine if built environment resources with potential significance requiring recordation are present within a given project component site or its immediate surroundings. If a project component site or property in its immediate surroundings includes a building, structure, or other built environment feature that is 45 years of age or older that merits recordation and has the potential to be significantly impacted by the project, the City shall prepare a HRE for the property containing said building, structure, or other built environment feature. The evaluation shall consider the eligibility of the resource for listing in the National Register of Historic Places and California Register of Historical Resources, in addition to any applicable local register of historical resources. ▪ The HRE shall be prepared by a SOI PQS architectural historian or historian. The HRE shall include an intensive-level evaluation prepared in accordance with the guidelines and best practices promulgated by the California OHP. The building, structure or other built environment feature shall be evaluated within an appropriate historic context and documented in a report that meets the California OHP guidelines. All evaluated resources shall be documented on California Department of Parks and Recreation Series 523 Forms (DPR forms) in accordance with the guidance included in the OHP's Instruction for Recording Historical Resources. The report with attached DPR forms shall be submitted to the City for review and approval prior to proceeding with construction of the project component. ▪ If built environment resources qualifying as historical resources having the potential to be significantly impacted by a proposed project component are identified within a proposed project component site or its immediate surroundings, efforts shall be made to ensure that impacts are mitigated. In such instances, the above-noted HRE report shall be amended or supplemented with a report that identifies the resource's character-defining features and recommends treatment methods for character-defining features. The report shall demonstrate how the proposed project component complies with the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI Standards) and avoids impacts to historical resources pursuant to CEQA. The report shall be submitted to the City for review and approval prior to proceeding with construction the project. ▪ If built environment historical resources are identified and compliance with the SOI Standards is not possible, appropriate site-specific mitigation measures that reduce impacts to historical resources to the greatest extent feasible shall be established and undertaken. Mitigation measures may include, but would not be limited to, documentation of the historical resource in the form of a Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) report that complies with the Secretary of the Interior's Standards for Architectural and Engineering Documentation, or development of an interpretative display or educational opportunity that relates the history and significance of the resource to the public.	Significant and unavoidable.

Impact	Mitigation Measure(s)	Impact
Impact CUL-2. The proposed Project has the potential to result in significant impacts if development carried out under the Project would cause a substantial adverse change in the significance of an archaeological resource. this impact would be significant and unavoidable.	**CUL-2 Prepare Archaeological Resources Assessment Prior to Project Approval and Implement Mitigation Prior to and During Construction**. Prior to approval of individual Class I facilities, Class II facilities, Class IV facilities, and enhanced bicycle treatments that involve ground disturbing activities, the City shall retain an archaeologist that meets the SOI PQS in either prehistoric or historic archaeology (qualified archaeologist as defined in CFR, Title 36, Part 61) to oversee the preparation of an archaeological resources assessment). ▪ Archaeological Resources Assessments shall include a CHRIS records search at the SCCIC with a minimum 0.5-mile radius and a Sacred Lands File search through the California Native American Heritage Commission. The records searches will characterize the results of previous cultural resource surveys and disclose any cultural resources that have been recorded and/or evaluated in and around a Class I facilities, Class II facilities involving road widening, Class IV facilities, or enhanced bicycle treatments. A Phase I pedestrian survey shall be undertaken at Class I facilities, Class II facilities involving road widening, Class IV facilities, or enhanced bicycle treatments to locate any surface evidence of cultural materials. A geoarchaeological review (examination of CHRIS and ethnographic data, historical, geological, and soil maps, aerial imagery, geotechnical reports) shall be conducted to assess the potential for the project to encounter unknown archaeological resources during construction. A qualified archaeologist shall identify known archaeological resources and classify the Class I facilities, Class II facilities involving road widening, Class IV facilities, or enhanced bicycle treatments as having high, medium, or low sensitivity for unknown archaeological resources. The assessment shall also include recommendations for additional studies and/or mitigation, as necessary, such as monitoring during construction-related ground disturbance. Construction monitoring shall be recommended when archaeological resources are present and/or the assessment identifies a moderate or high likelihood of archaeological resources being present. ▪ If the CHRIS search or Phase I archaeological survey identifies resources that may be impacted by Class I facilities, Class II facilities involving road widening, Class IV facilities, or enhanced bicycle treatments, the archaeological resources assessment shall also include Phase II testing and evaluation. If resources are determined significant (i.e., eligible for the CRHR and/or NRHP) or unique the City shall first consider whether avoidance and preservation in place is feasible. If resource avoidance and preservation in place is not feasible, appropriate site-specific mitigation measures shall be identified in the Phase II evaluation. ▪ For archaeological resources found eligible under CRHR Criterion 4/NRHP Criterion D (data potential) that cannot be avoided and will be impacted by Class I facilities, Class II facilities involving road widening, Class IV facilities, or enhanced bicycle treatments, mitigation shall include, but would not be limited to, a Phase III data recovery program. The data recovery program shall make provisions for adequately recovering the scientifically consequential information from and about the resource. The qualified archaeologist and City shall consult with appropriate Native American representatives regarding the data recovery program in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond those that are scientifically important, are considered. For archaeological resources that are found eligible under CRHR Criteria 1/NRHP Criteria A (events), 2/B (persons), and/or 3/C (design/craftsmanship) that cannot be avoided and will be impacted by Class I facilities, Class II facilities involving road widening, Class IV facilities, or enhanced bicycle treatments, other appropriate mitigation shall be determined by a qualified archaeologist in consultation with the City and, if the resource is of indigenous origin, local interested Tribes. Mitigation may include but would not be limited to development of interpretive or educational materials or preservation of all or portions of the archaeological site. ▪ Final disposition of any recovered artifacts or samples, which could include but would not be limited to curation or onsite reburial, shall occur as specified by the qualified archaeologist in consultation with the City and, if the resource is of indigenous origin, local interested Tribes. Artifacts and samples include material recovered from all phases of work, including the Phase I survey, Phase II testing, Phase III data recovery, and construction monitoring.	Significant and unavoidable.
Impact CUL-3. Future development facilitated by the proposed Project would comply with California Health and Safety Code Section 7050.5, which would ensure impacts to human remains are less than significant.	None required.	Less than significant.
Geology and Soils		
Impact GEO-1. There are no faults or Alquist-Priolo Special Studies Zones within or immediately adjacent to the Project area. Therefore, implementation of the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. This impact would be less than significant.	None required.	Less than significant.
Impact GEO-2. The Project area is not located within or adjacent to an active fault and the Project does not include the construction of buildings or habitable structures. The Project would not exacerbate the risk of loss, injury, or death involving strong seismic ground shaking. This impact would be less than significant.	None required.	Less than significant.
Impact GEO-3. Portions of the Project would be located within liquefaction zones. With compliance with applicable regulatory requirements under the California Building Code, the Project would not exacerbate the risk of loss, injury, or death involving liquefaction. This impact would be less than significant.	None required.	Less than significant.

Impact	Mitigation Measure(s)	Impact
Impact GEO-4. Portions of the Project would be located within areas identified as at risk of landslides. With adherence with applicable regulatory requirements under the California Building Code, the Project would not exacerbate the risk of loss, injury, or death involving landslides. This impact would be less than significant.	None required.	Less than significant.
Impact GEO-5. The Project would not result in substantial soil erosion or the loss of topsoil. This impact would be less than significant.	None required.	Less than significant.
Impact GEO-6. Portions of the Project would be located on geologic units or soils that are unstable. However, the Project would not exacerbate soil instability, nor would the Project result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant.	None required.	Less than significant.
Impact GEO-7. The Project may be located upon expansive soils. Compliance with applicable City requirements would minimize potential risks associated with expansive soils. This impact would be less than significant.	None required.	Less than significant.
Impact GEO-8. The Project would not require the use of septic tanks or alternative wastewater disposal systems. No impact would occur.	None required.	No impact.
Impact GEO-9. Ground disturbance during construction activities could encounter geologic units with high or undetermined paleontological sensitivity. With implementation of Mitigation Measure GEO-9, this impact would be less than significant.	**GEO-9 Paleontological Resources Assessment.** Prior to approval of final design for individual projects identified within the BMP that involve ground disturbance, the City shall require preparation of a Paleontological Resources Assessment. This assessment may be prepared as a standalone report or incorporated into a larger environmental review document. The Paleontological Resources Assessment shall be prepared by an individual meeting the standards of a Qualified Professional Paleontologist as defined by the SVP. The assessment shall summarize the results of a records search of the Natural History Museum of Los Angeles County, summarize the results of a desktop review of available literature and geologic maps of the individual project site, characterize the paleontological sensitivity of the geologic unit(s) present within the project site using the SVP paleontological sensitivity scale, assess the potential for significant impacts to paleontological resources, and provide mitigation recommendations for avoiding or reducing impacts to paleontological resources from project construction, if necessary.	Less than significant with mitigation incorporated.
Hazards and Hazardous Materials		
Impact HAZ-1. By following applicable legislation and through implementation of a Soil Management Plan when required, the proposed Project would not create a significant hazard to the public or the environment through either the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. With implementation of Mitigation Measure HAZ-1, this impact would be less than significant.	**HAZ-1 Soil Management Plan**. Prior to commencement of ground-disturbing activities for proposed facilities within 1,000 feet of a known hazardous release site, the City shall retain a qualified consultant (i.e., professional geologist or professional engineer) to prepare a Soil Management Plan (SMP) for the project. The SMP shall address: 1. On-site handling and management of unanticipated contaminated soils or other contaminated wastes (e.g., stained soil, soil with solvent or chemical odors) if encountered during ground disturbance, and 2. Specific actions to reduce hazards to construction workers and off-site receptors during construction (e.g., personal protective equipment, dust control, and/or air monitoring). The SMP must establish remedial measures and soil management practices to ensure construction worker safety and prevent the off-site migration of contaminants from the project site. These measures and practices may include, but are not limited to: ▪ Proper transportation and disposal procedures for contaminated materials in accordance with applicable regulations, including CCR Title 22. ▪ A requirement to halt work in the immediate area and contact a qualified consultant (i.e., professional geologist or professional engineer) immediately to evaluate the project site conditions if odorous or visually stained soils, other indications of piping or equipment (including hydrocarbon piping or equipment), or debris are encountered during ground-disturbing activities. ▪ A health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of project construction activities with the requirements and procedures for employee protection and outlines proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. ▪ Reporting on monitoring activities. The Director of Public Works shall the SMP prior to construction (grading/excavation) activities at and prior to issuing grading permits for proposed facilities within 1,000 feet of a known hazardous release site. The City shall implement the SMP during grading and construction activities.	Less than significant with mitigation incorporated.
Impact HAZ-2. Compliance with applicable regulations and implementation of a Soil Management Plan when required would minimize the potential for construction to create a significant hazard involving hazardous emissions or the handling of hazardous materials within one-quarter mile of a school. With implementation of Mitigation Measure HAZ-1, this impact would be less than significant.	**HAZ-1 Soil Management Plan**. See Impact BIO-1 for mitigation measure.	Less than significant with mitigation incorporated.

Impact	Mitigation Measure(s)	Impact
Impact HAZ-3. Individual facilities identified in the Bicycle Master Plan would not be located on an active site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Through compliance with applicable regulations, this impact would be less than significant.	None required.	Less than significant.
Impact HAZ-4. The city is not located within an airport land use plan or within two miles of a public airport or public use airport. No impact would occur.	None required.	No impact.
Impact HAZ-5. With compliance with the California Manual of Uniform Traffic Control Devices during construction activities, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.	None required.	Less than significant.
Impact HAZ-6. The proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. This impact would be less than significant.	None required.	Less than significant.
Hydrology and Water Quality		
Impact HYD-1. Through compliance with existing regulatory requirements, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. This impact would be less than significant.	None required.	Less than significant.
Impact HYD-2. The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the Russell Valley Groundwater Basin. Impacts would be less than significant.	None required.	Less than significant.
Impact HYD-3. The proposed Project would not substantially alter the existing drainage pattern of the Project area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off site, would result in flooding on or off site, would provide substantial additional sources of polluted runoff, or would impede or redirect flood flows. Impacts would be less than significant.	None required.	Less than significant.
Impact HYD-4. The proposed Project would not risk the release of pollutants due to Project inundation in flood hazard, tsunami, or seiche zones. Impacts would be less than significant.	None required.	Less than significant.
Impact HYD-5. The proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.	None required.	Less than significant.
Land Use and Planning		
Impact LU-1. The proposed Project would result in the addition of new and improved bicycle and pedestrian pathways in the City of Agoura Hills, which would enhance local and regional connectivity. This impact would be less than significant.	None required.	Less than significant.
Impact LU-2. The proposed Project would be consistent with Connect SoCal 2024, the City of Agoura Hills General Plan 2035, and the Agoura Village Specific Plan. This impact would be less than significant.	None required.	Less than significant.
Noise		
Impact NOI-1. Construction of individual bicycle facilities identified in the Bicycle Master Plan would temporarily produce high noise levels, potentially impacting nearby noise-sensitive land uses. Operation of the bicycle facilities is not anticipated to increase on-site noise levels or result in additional transportation noise. Impacts would be less than significant with mitigation.	**N-1 Construction Noise Reduction Measures.** The following construction noise reduction measures shall be included as standard conditions of approval for projects involving construction within 125 feet of a sensitive receptor: ▪ Properly muffle and maintain all construction equipment powered by internal combustion engines; ▪ Prohibit unnecessary idling of combustion engines; ▪ Locate all stationary noise-generating construction equipment (such as air compressors) as far as practical from existing nearby residences and other noise-sensitive land uses; ▪ Select quiet construction equipment, particularly air compressors, whenever possible; ▪ Fit motorized equipment with proper mufflers in good working order; ▪ Residences, schools, libraries, hospitals or other medical care facilities adjacent to individual project sites shall be notified, in advance and by writing, of the proposed construction schedule before construction activities commence, including details for the noise disturbance coordinator; and, ▪ Construction of each individual project identified within the Plan shall have a designated “noise disturbance coordinator” responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of noise complaints and shall require that reasonable measures be implemented to correct the problem. A telephone number for the disturbance coordinator shall be posted at the construction site.	Less than significant with mitigation incorporated.

Impact	Mitigation Measure(s)	Impact
Impact NOI-2. Construction of individual bicycle facilities identified in Bicycle Master Plan would temporarily generate groundborne vibration, potentially affecting adjacent sensitive land uses. Operation activities are not anticipated to increase on-site vibration levels. Impacts would be less than significant with mitigation.	**N-2 Construction Vibration Control Plan.** Prior to the issuance of any Grading Permit, the Public Works Department shall verify that the Project plans and specifications include provisions that require that paving activities within 37 feet of off-site structures utilize a static roller in lieu of a vibratory roller.	Less than significant with mitigation incorporated.
Impact NOI-3. City of Agoura Hills Bicycle Master Plan would facilitate new development that would be exposed to aircraft noise associated with Van Nuys Airport. Noise-sensitive receptors in Agoura Hills would be located outside of noise contours associated with nearby airports.	None required.	No impact.
Recreation		
Impact REC-1. Bicycle facilities implemented under the proposed BMP would not increase the use of recreational facilities such that physical deterioration would occur or be accelerated. This impact would be less than significant.	None required.	Less than significant.
Impact REC-2. Implementation of the proposed Project would result in the construction or expansion of recreational facilities that could adversely affect the environment. Those impacts are identified throughout this Programmatic Environmental Impact Report. Impacts would be significant and unavoidable.	**BIO-1(a) Pre-Construction Biological Resources Assessment and Reporting.** See Impact BIO-1 for mitigation measure. **BIO-1(b) Pre-Construction Nesting Bird Surveys, Avoidance, and Reporting**. See Impact BIO-1 for mitigation measure. **BIO-1(c) Construction Best Management Practices**. See Impact BIO-1 for mitigation measure. **BIO-2(a) Riparian Habitat and Sensitive Natural Communities Protection**. See Impact BIO-2 for mitigation measure. **BIO-2(b) Jurisdictional Delineation Survey and Report.** See Impact BIO-1 for mitigation measure.. **BIO-2(c) Compensatory Mitigation.** See Impact BIO-1 for mitigation measure. **BIO-5(a) Tree Protection**. See Impact BIO-5 for mitigation measure. **CUL-1 Prepare Historical Resources Evaluation Prior to Approval of Project Involving Structures 45 Years or Older and Implement Mitigation Prior to and During Construction**. See Impact CUL-1 for mitigation measure. **CUL-2 Prepare Archaeological Resources Assessment Prior to Project Approval and Implement Mitigation Prior to and During Construction**. See Impact CUL-2 for mitigation measure. **GEO-9 Paleontological Resources Assessment.** See Impact GEO-9 for mitigation measure. **HAZ-1 Soil Management Plan**. See Impact HAZ-1 for mitigation measure. **N-1 Construction Noise Reduction Measures.** See Impact NOI-1 for mitigation measure. **N-2 Construction Vibration Control Plan.** See Impact NOI-2 for mitigation measure.	Significant and unavoidable.
Transportation		
Impact TRA-1. The proposed Project would be consistent with Connect SoCal 2024, the City of Agoura Hills General Plan 2035, and the Agoura Village Specific Plan. This impact would be less than significant.	None required.	Less than significant.
Impact TRA-2. Construction activities associated with the proposed Project would not result in long-term trip generation, and any temporary increase in VMT would not substantially impact regional VMT. Active transportation projects generally reduce VMT. Therefore, the proposed Project is presumed to result in a less-than-significant impact.	None required.	Less than significant.
Impact TRA-3. Due to the implementation of a traffic control plan during activities occurring within the roadway, construction would not substantially increase hazards due to a geometric design feature or incompatible use. Individual projects identified within the BMP would be designed to comply with the Caltrans Highway Design Manual. This impact would be less than significant.	None required.	Less than significant.
Impact TRA-4. Due to the implementation of a traffic control plan during activities occurring within the roadway, construction would not result in inadequate emergency access. Coordination with the Agoura Hills Fire Department prior to design review and future project approval would ensure emergency access is maintained during operation. This impact would be less than significant.	None required.	Less than significant.
Tribal Cultural Resources		
Impact TCR-1. No tribal cultural resources were identified as a result of the City's required AB 52 and SB 18 consultation processes. This impact would be less than significant.	None required.	Less than significant.

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1 Introduction

This document is a Programmatic Environmental Impact Report (PEIR) for a proposed Bicycle Master Plan (BMP), VMT Mitigation Exchange and Banking Program (Program), and General Plan Amendments (Amendments) in the City of Agoura Hills. The proposed BMP, Program, and Amendments (hereafter referred to as the "proposed Project" or "Project") are described in detail in Chapter 2, *Project Description*.

This chapter of the PEIR discusses the (1) EIR purpose and legal authority; (2) EIR scope, content, and format; (3) Project background; (4) public review and participation process; (5) lead, responsible, and trustee agencies; and (6) the environmental review process under the California Environmental Quality Act (CEQA).

1.1 PEIR Purpose and Legal Authority

The proposed Project requires discretionary approval by the Agoura Hills City Council; therefore, the Project is subject to the environmental review requirements of CEQA. In accordance with State CEQA Guidelines Section 15121(a) (California Code of Regulations [CCR], Title 14), the purpose of this PEIR is to serve as an informational document that:

> "[…] will inform public agency decisionmakers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.[…]"

This PEIR has been prepared pursuant to State CEQA Guidelines Section 15168(a). As stated therein,

> "[…] A Program EIR [PEIR] is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) Geographically, (2) As logical parts in the chain of contemplated actions; (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways."

State CEQA Guidelines Section 15151 provides the following standards related to the adequacy of a PEIR:

> "An EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have looked not for perfection; but for adequacy, completeness, and a good faith effort at full disclosure. "

1.1.1 Streamlining Opportunities

Once a PEIR has been prepared, subsequent activities under the adopted program must be evaluated to determine what, if any, additional CEQA documentation needs to be prepared. If the

PEIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the PEIR scope and additional environmental documentation may not be required (State CEQA Guidelines Section 15168(c)). When a PEIR is relied upon for a subsequent activity, the Lead Agency must incorporate feasible mitigation measures and alternatives developed in the PEIR into the subsequent activities (State CEQA Guidelines Section 15168(c)(3)). If a subsequent activity would result in additional impacts not addressed in the PEIR, the Lead Agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or project-level EIR. In this case, the PEIR still serves a valuable purpose as the first-tier of environmental analysis. This tiering method helps streamline the CEQA process for future projects proposed in the BMP.

Other future streamlining opportunities include the following Categorical and Statutory Exemptions:

1.1.1.1 Categorical Exemptions

1. Class 1 (Section 15301): Covers the operation, repair, maintenance, or minor alteration of existing public or private structures, facilities, or topographical features, including existing bike trails.
2. Class 4 (Section 15304): Includes minor alterations to land, such as the creation of bicycle lanes on existing roadways, provided they do not involve the removal of mature, scenic trees.

1.1.1.2 Statutory Exemptions

1. Section 21080.20: As amended by Senate Bill 922, exempts bicycle transportation plans prepared pursuant to the Streets and Highways Code Section 891.2, situated in urban areas. This includes plans for restriping roadways for bike lanes, bicycle parking and storage, signal timing, and related signage.
2. Section 21080.20.5: Specifically covers highway restriping for bike lanes done pursuant to a bicycle transportation plan.
3. Section 21080.25: As amended by Senate Bill 922, applies to projects in urbanized areas and along public rights-of-way, including pedestrian and bicycle facilities, transit prioritization projects, and conversion of existing highway lanes to bus-only lanes.

1.2 EIR Scope, Content, and Format

This PEIR includes discussions of environmental impacts related to several issue areas. The analysis of environmental impacts identifies impacts by category: significant and unavoidable, significant but mitigable, less than significant, and no impact. It proposes mitigation measures, where feasible, for identified significant environmental impacts to reduce such impacts. The responsible agency for each mitigation measure is identified. It is the responsibility of the lead agency implementing specific projects to conduct the necessary environmental review consistent with CEQA and, where applicable, incorporate the mitigation measures provided herein and developed to minimize environmental impacts and/or reduce impacts to less than significant.

This PEIR has been organized into seven sections, which include:

1. **Introduction.** Provides the statement of purpose, a description of the type of environmental document, and information about the PEIR content, format, and public review process.
2. **Project Description.** Discusses the Project objectives, Project locations, and specific Project components.

3. **Environmental Setting.** Provides a description of the existing physical setting of the city, a description of the city transportation system, and the PEIR baseline and approach to direct and cumulative analyses.
4. **Environmental Impact Analysis.** Describes existing conditions found in the Project area and assesses environmental impacts that may be generated by implementing the proposed Project and cumulative development in and near the Project area. These Project impacts are compared to "thresholds of significance" in order to determine the nature and severity of the direct and indirect impacts. Mitigation measures, intended to reduce adverse significant impacts below threshold levels, are proposed where feasible. Impacts that cannot be avoided or mitigated to less-than-significant levels are also identified.
5. **Other CEQA-Required Discussions.** Analyzes the spatial, economic, or population growth-inducing impacts that may result from implementation of the proposed Project, as well as long-term effects of the Project and significant irreversible environmental changes.
6. **Alternatives.** Presents and assesses the environmental impacts of three alternatives including a no Project alternative and up to two Project alternatives that would achieve most of the Project objectives.
7. **References/Preparers.** Lists all published materials, federal, State, and local agencies, and other organizations and individuals consulted during the preparation of this PEIR. It also lists the PEIR preparers.

1.3 Project Background

In the Fall of 2021, the City of Agoura Hills began developing the draft BMP to build upon the city's existing bicycle routes and bicycle lanes. In August 2022, a draft of the BMP was released to the public for review and input. The final draft BMP was released in August 2025. The final draft BMP proposes a vision of a diverse network of interconnected bicycle corridors and support facilities that aim to link local and regional destinations and make biking more practical and desirable for a broader range of people. Following certification of this PEIR, the City of Agoura Hills would implement the proposed BMP in an effort to achieve the following goals:

1) Increase transportation choices,
2) Improve accessibility,
3) Improve safety,
4) Improve public health,
5) Enhance sustainability and environmental benefits, and
6) Enhance community character.

The BMP is consistent with regional, citywide, and neighborhood-specific plans, and proposes new bicycle facility projects to enhance the safety and connectivity of existing bicycle infrastructure. Proposed bicycle facilities included within the BMP are categorized into classes defined by the California Department of Transportation (Caltrans) as the following (Caltrans 2020):

- **Class I Bikeway (Bike Path).** Bike paths are used to serve corridors not served by streets and highways or where wide right-of-way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths offer opportunities not provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct commute routes if cross flow by motor vehicles and pedestrian conflicts can be

minimized. The most common applications are along rivers, ocean fronts, canals, utility right-of-way, abandoned railroad right-of-way, within school campuses, or within and between parks. Another common application of Class I facilities is to close gaps to bicycle travel caused by construction of freeways or because of the existence of natural barriers (rivers, mountains, etc.). Type 1[1] and Type 2[2] electric bicycles (E-bikes) are allowed on Class I facilities under California law.

- **Class II Bikeway (Bike Lane).** Bike lanes are established along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. Bike lanes are intended to delineate the right-of-way assigned to bicyclists and motorists and to provide for more predictable movements by each. Bike lanes can also better accommodate bicyclists through corridors where insufficient room exists for side-by-side sharing of existing streets by motorists and bicyclists. Type 1, Type 2, and Type 3[3] E-bikes are allowed on Class II facilities under California law.
- **Class III Bikeway (Bike Route).** Bike routes are shared facilities which serve either to provide continuity to other bicycle facilities (usually Class II bikeways) or to designate preferred routes through high demand corridors. Normally, bike routes are shared with motor vehicles. The use of sidewalks as Class III bikeways is strongly discouraged. Type I, Type II, and Type III E-bikes and mopeds are allowed on Class III facilities under California law.
- **Class IV Bikeway (Separated Bikeway).** A separated bikeway is a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking. Type I and Type II E-bikes are allowed on Class IV facilities under California law.

1.4 Public Review and Participation Process

In compliance with State CEQA Guidelines Section 21092, the City, as the Lead Agency responsible for the proposed Project, solicited preliminary public comments through distribution of a Notice of Preparation (NOP) of the PEIR for a 30-day agency and public review period starting on January 13, 2025, and ending on February 12, 2025. In addition, the City held a PEIR Scoping Meeting on February 6, 2025. The meeting was aimed at providing information about the proposed Project to members of public agencies, interested stakeholders, residents, and community members. The meeting was held during the Planning Commission Hearing at the City of Agoura Hills Civic Center, Council Chambers.

The city received letters from four agencies in response to the NOP during the public review period. The NOP is presented in **Appendix A** of this EIR, along with the NOP responses received. Table 1-1, below, summarizes the content of each letter and indicates where the issues raised are addressed in the PEIR. Comments that only indicated support or concern for the Project, but did not identify issues to be considered within the EIR, are not included in Table 1-1, but can be reviewed in **Appendix A**.

[1] Type 1 E-bikes have a motor but must be pedaled to operate; the motor ceases to provide assistance when the E-bike reaches a top speed of 20 miles per hour (mph)
[2] Type 2 E-bikes can be operated by a motor without pedaling through the use of a throttle mounted on the handlebars; the motor ceases to provide assistance when the E-bike reaches a top speed of 20 mph.
[3] Type 3 1 E-bikes have a motor but must be pedaled to operate; the motor ceases to provide assistance when the E-bike reaches a top speed of 28 mph. These E-bikes must be equipped with a speedometer.

Table 1-1 NOP Comments and PEIR Response

Commenter	Comment/Request	Where It Was Addressed
Agency Comments		
California Department of Fish and Wildlife (CDFW)	The commenter requests disclosure and explains that the PEIR should provide an adequate, complete, and detailed disclosure about the effects which a proposed Project is likely to have on the environment (Pub. Resources Code, Section 20161; State CEQA Guidelines Section 15151).	In accordance with Public Resources Code Section 20161 and State CEQA Guidelines Section 15151, this EIR provides an adequate, complete, and detailed disclosure of the Project's environmental impacts in Sections 4.1 through 4.13. Significant and unavoidable impacts would occur for the following topics: Cultural Resources. Less than significant impacts with mitigation would occur for the following topics: Biological Resources, Geology and Soils, Hazards and Hazardous Materials, and Noise. Less than significant impacts would occur for the following topics: Aesthetics, Agriculture and Forestry Resources, Air Quality, Energy, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfire.
	The commenter recommends the Project Description include a discussion of purpose and need and a description of the proposed Project.	The Project's objectives, as well as a description of proposed Project activities, are discussed in Chapter 2, *Project Description*.
	The commenter recommends the Alternatives be thoroughly evaluated in accordance with State CEQA Guidelines Section 15126.6; consider a range of feasible alternatives to the Project location to minimize or avoid direct and indirect impacts to sensitive biological resources; consider appropriate setbacks from sensitive and special status biological resources and minimize Project footprint to retain unobstructed spaces; and consider designs and alternatives that fully avoid impacts to aquatic and riparian resources.	Project alternatives, which include a range of feasible alternatives that would minimize environmental impacts, including impacts related to biological resources, are discussed in Chapter 6, Alternatives. Direct and indirect impacts to sensitive biological resources are discussed in Section 4.3, *Biological Resources.*
	The commenter recommends the biological baseline assessment include information on regional setting, Sensitive Natural Communities, and a minimum nine-quadrangle search of CDFW's California Natural Diversity Database to identify potential special-status plant and wildlife species. The commenter also recommends the biological baseline assessment include a thorough, recent, floristic-based assessment of special-status plants and	The biological baseline assessment, including information about regional setting, Sensitive Natural Communities, and special-status species, can be found in Section 4.3, *Biological Resources.* Given the programmatic nature of this EIR, field surveys were not conducted as a part of the biological baseline assessment.

Commenter	Comment/Request	Where It Was Addressed
	natural communities conducted multiple times throughout the growing season, floristic alliance- and/or association-based mapping, and a recent wildlife and rare plant survey.	
	The commenter recommends the PEIR should address direct and indirect impacts to biological resources including potential impacts from lighting, noise, temporary and permanent human activity, and exotic species; discussion of both the short-term and long-term effects of the Project on species population distribution and concentration, as well as alterations of the ecosystem supporting those species impacted; and impacts on, and maintenance of, wildlife corridor/movement areas	Direct and indirect impacts and short-term and long-term effects to biological resources, as well as the mitigation measures required to offset such impacts, are discussed in Section 4.3, *Biological Resources.*
	The commenter recommends the PEIR should address direct and indirect impacts to biological resources including a discussion of post-Project fate of drainage patterns, surface flows, and soil erosion and/or sedimentation in streams and water bodies.	Impacts to wetlands, streams, and riparian habitats are discussed in Section 4.3, *Biological Resources.* Impacts related to drainage patterns, surface flows, and soil erosion and sedimentation are discussed in Section 4.7, *Hydrology and Water Quality.*
	The commenter recommends the PEIR should address direct and indirect impacts to biological resources including analysis of impacts from proposed changes to land use designations and zoning located near areas that may inadvertently contribute to wildlife-human interactions.	Impacts to biological resources are discussed in Section 4.3, *Biological Resources.* Impacts related to land use and zoning are discussed in Section 4.8*, Land Use and Planning.*
	The commenter recommends that cumulative impacts to biological resources be analyzed.	Cumulative impacts to Biological Resource are discussed in Section 4.3.4, *Biological Resources, Cumulative Impacts.*
	The commenter recommends that to avoid impacts to nesting birds, clearing of vegetation occur outside of the peak avian breeding season; If Project construction is necessary during the bird breeding season, a qualified biologist with experience in conducting breeding bird surveys should conduct a nesting bird survey within three days prior to work in the area and if an active nest is identified, a buffer shall be established between the construction activities and the nest so that nesting activities are not interrupted	Impacts to nesting birds during construction and operation, as well as recommended mitigation to protect nesting birds, are discussed in Section 4.3, *Biological Resources.*

Commenter	Comment/Request	Where It Was Addressed
	The commenter states that mitigation measures must be feasible, effective, implementable, and fully enforceable/imposed by the lead agency through permit conditions, agreements, or other legally binding instruments (State CEQA Guidelines, § 15126.4). Mitigation measures should be specific and detailed (CEQA Guidelines, § 15097) and include discussion of significant effects of proposed mitigation measures if applicable (State CEQA Guidelines, § 15126.4(a)(1)).	In accordance with State CEQA Guidelines Sections 15126.4, 15097, and 15126.4(a)(1), the necessary mitigation measures identified in Section 4.3, *Biological Resources,* are feasible, effective, implementable, fully enforceable, and specific. The mitigation measures identified in Section 4.3, *Biological Resources,* would not result in secondary significant impacts.
	The commenter states that the PEIR should include compensatory mitigation measures for the Project's significant and unavoidable impacts prioritizing avoidance and minimization of impacts, on-site habitat restoration or enhancement, and then off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity via a conservation easement.	Impacts to biological resources are discussed in Section 4.3, *Biological Resources.* As identified therein, there would be no significant and unavoidable impacts to biological resources associated with implementation of the BMP. Mitigation Measure BIO-1 describes the need for compensatory mitigation at a minimum ratio appropriate for the extent and quality of permanently disturbed habitat, should implementation of future bicycle facilities result in impacts to special-status species habitat. Further, Mitigation Measure BIO-6 describes the need for compensatory mitigation if implementation of future bicycle facilities results in impacts to riparian habitat, sensitive natural communities, and/or state or federally protected wetlands.
	The commenter states that the PEIR should include measures to protect proposed mitigation lands' habitat values in perpetuity.	Impacts to biological resources and necessary mitigation measures are discussed in Section 4.3, *Biological Resources.*
	The commenter states that take of any endangered, threatened, candidate species, or NPPA-listed plant species that results from the Project is prohibited, except as authorized by state law. CDFW considers adverse impacts to a species protected by California Endangered Species Act (CESA) to be significant.	Impacts to endangered, threatened, candidate species, or NPPA-listed plant species are discussed in Section 4.3, *Biological Resources.*
	The commenter states that CDFW does not support the use of translocation and transplantation of salvage plant and animal species as the primary mitigation strategy for unavoidable impacts to endangered, rare, or threatened plants and animals.	Impacts to biological resources and necessary mitigation measures are discussed in Section 4.3, *Biological Resources*. The act of translocation or transportation of salvage plant and animal species would not be used as a Mitigation Measure for the proposed Project.

Commenter	Comment/Request	Where It Was Addressed
	The commenter states that a qualified biologist(s) must obtain a Scientific Collecting Permit to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with Project-related activities.	Impacts to biological resources and necessary mitigation measures are discussed in Section 4.3, *Biological Resources*. The Project would not require the capture, temporary possession, or relocation of wildlife.
	The commenter states that if the Project will require diversion or obstruction of the natural flow, bed, channel, or bank, the Project applicant (or "entity") must provide written notification to CDFW pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, CDFW determines whether a Lake and Streambed Alteration Agreement (LSAA) is required prior to conduction proposed activities.	Required Permits and Approvals are identified in Chapter 2, *Project Description.*
	The commenter states that CDFW, as described in Fish and Game Code section 703(a), is guided by the Fish and Game Commission's (Commission) policies. Through its Wetlands Resources policy, the commission prefers mitigation which would achieve expansion and enhancement of wetland acreage and values, and at least meet a "no net loss" of wetland acreage and values. Recommends prioritizing avoidance and minimization of impacts first, then mitigation measures that assure a "no net loss" of either wetland habitat values or acreage.	Impacts to biological resources and necessary mitigation measures are discussed in Section 4.3, *Biological Resources*.
	The commenter recommends avoidance of water practices and structures that use excessive amounts of water, and minimization of impacts that negatively affect water quality, to the extent feasible.	Impacts related to water use and water quality control are discussed in Section 4.7, *Hydrology and Water Quality.*
	The commenter recommends the City provide a native plant and high-pollinator value palette for the Project. The Project's landscaping plan should be disclosed and evaluated in the PEIR for potential impacts on biological resources such as natural communities adjacent to the Project site.	Impacts to biological resources and necessary mitigation measures are discussed in Section 4.3, *Biological Resources*. Given the programmatic nature of the BMP and this PEIR, and given that existing design plans of proposed improvements are still conceptual, landscaping pallets are not currently available. However, Mitigation Measure BIO-6 requires the use of a native plant palette.

Commenter	Comment/Request	Where It Was Addressed
City of Calabasas	The commenter requests to be invited to any public Project meetings related to the Project or the environmental document.	The City of Agoura Hills will invite City of Calabasas to any future public Project meetings related to the document. The City of Agoura Hills will provide copies of the draft BMP and draft PEIR to the City of Calabasas.
	The commenter requests copies of the draft Bicycle Master Plan and the draft environmental document for review when available.	
County of Ventura Planning Division	The commenter requests to be contacted to coordinate striping, signage, and wayfinding for bicyclists when there is a transition from a Class ll to a Class lV bike facilities between County and City portions of Kanan Road in accordance with County Policy CTM-3.8.	The City of Agoura Hills will coordinate transition striping, signage, and wayfinding with the County of Ventura Planning Division, and will notify VCTC when improvements along Kanan Road are completed.
	The commenter requests notification be provided to Ventura County Transportation Commission (VCTC) when improvements along Kanan Road are completed.	
Ventura County Air Pollution Control District	Due to the proximity of the Project to the City of Thousand Oaks residential neighborhoods and unincorporated Oak Park residential areas, the commenter requests the EIR consider the potential for fugitive dust generated from grading/construction activities in constructing bike paths near these areas in the Project DEIR's Air Quality Section. The commenter requests the EIR identify what measures will be taken to ensure impacts remain low, including the potential for compliance-driven violations of VCAPCD Rules 50, Opacity, Rule 51, Nuisance, and Rule 55, Fugitive Dust	Impacts related to Air Quality, including impacts related to fugitive dust from Project grading and construction activities, and necessary mitigation measures are discussed in Section 4.2, *Air Quality*.

1.5 Lead, Responsible, and Trustee Agencies

The *CEQA Guidelines* require the identification of "lead," "responsible," and "trustee" agencies. The City of Agoura Hills is the "Lead Agency" for the proposed Project because it has the principal responsibility for approving the Project.

A "responsible agency" is a public agency other than the "Lead Agency" that has discretionary approval authority over certain components of a project (the *State CEQA Guidelines* define a public agency as a State or local agency, but specifically exclude federal agencies from the definition). Caltrans is a responsible agency for the proposed Project.

A "trustee agency" refers to a State agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California. CDFW is a trustee agency for the proposed Project.

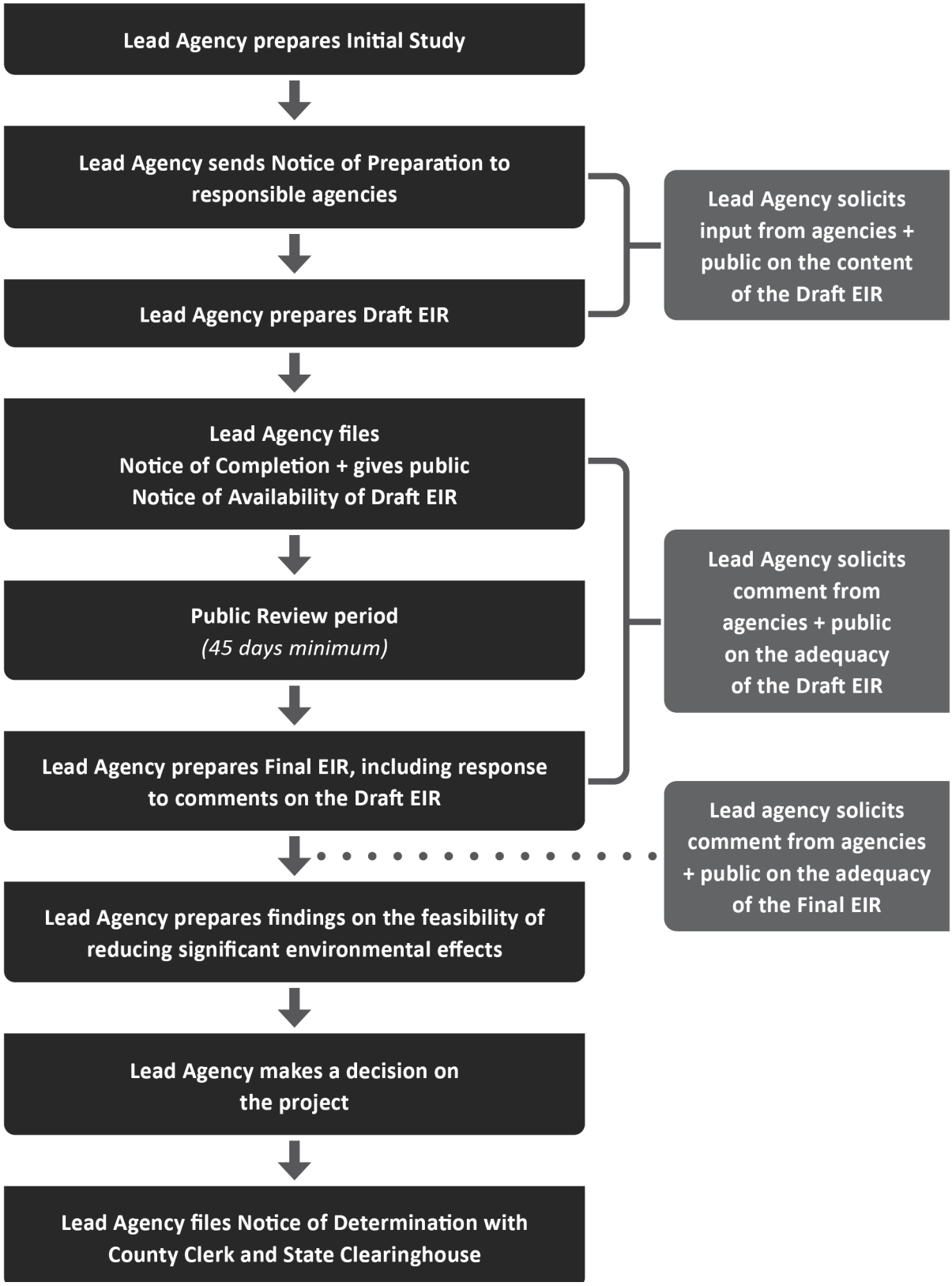
1.6 Environmental Review Process

The environmental impact review process, as required under CEQA, is summarized below and illustrated in Figure 1-1. The steps are presented in sequential order.

1. **Notice of Preparation**. After deciding that a PEIR is required, the lead agency (City of Agoura Hills) must file an NOP soliciting input on the PEIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (State CEQA Guidelines Section 15082; Public Resources Code [PRC] Section 21092.2). The NOP must be posted in the County Clerk's office for 30 days.
2. **Draft PEIR Prepared.** The Draft PEIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.
3. **Notice of Completion.** The lead agency must file a Notice of Completion (NOC) with the State Clearinghouse when it completes a Draft PEIR and prepare a Public Notice of Availability of a Draft PEIR. The lead agency must place the NOC in the County Clerk's office for 30 days (PRC Section 21092) and send a copy of the NOC to anyone requesting it (State CEQA Guidelines Section 15087). Additionally, public notice of Draft PEIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit input from other agencies and the public and respond in writing to all comments received (PRC Sections 21104 and 21253). The public review period for a Draft PEIR is 45 days.
4. **Final PEIR.** A Final PEIR must include: a) the Draft PEIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments.
5. **Certification of Final PEIR.** Prior to making a decision on a proposed project, the lead agency must certify that: a) the Final PEIR has been completed in compliance with CEQA; b) the Final PEIR was presented to the decision-making body of the lead agency; and c) the decision-making body reviewed and considered the information in the Final PEIR prior to approving a project (State CEQA Guidelines Section 15090).

6. **Lead Agency Project Decision.** The lead agency may a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (State CEQA Guidelines Sections 15042 and 15043).
7. **Findings/Statement of Overriding Considerations**. For each significant impact of a project identified in the PEIR, the lead agency must find, based on substantial evidence, that either: a) a project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to a project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (State CEQA Guidelines Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
8. **Mitigation Monitoring Reporting Program.** When the lead agency makes findings on significant effects identified in the PEIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.
9. **Notice of Determination.** The lead agency must file a Notice of Determination (NOD) within five days of deciding to approve a project for which an PEIR is prepared (State CEQA Guidelines Section 15094). A local agency must file the NOD with the County Clerk. The NOD must be posted for 30 days and sent to anyone previously requesting notice. Posting of the NOD within five days starts a 30-day statute of limitations on CEQA legal challenges (PRC Section 21167[c]). Posting of the NOD after five days, or failure to post the NOD, results in a 180-day statute of limitations on CEQA legal challenges (PRC Section 21167[d]).

Figure 1-1 Environmental Review Process



2 Project Description

This section describes the proposed Project, including the Project proponent, lead agency contact, major Project components, Project location, Project objectives, and discretionary actions needed for approval.

2.1 Project Proponent

City of Agoura Hills (City)
Public Works Department
30001 Ladyface Court
Agoura Hills, California 91301

2.2 Lead Agency Contact Person

Charmaine Yambao, Senior Civil Engineer
City of Agoura Hills, Public Works Department
30001 Ladyface Court
Agoura Hills, California 91301
CYambao@agourahillscity.org

2.3 Overview of Project Components

The proposed Project includes the following components:

1. **Bicycle Master Plan (BMP).** This Plan proposes 30.1 miles of new bikeways and bikeway improvements to build upon the city's existing 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes. The BMP proposes a vision of a diverse network of interconnected bicycle corridors, support facilities, and programs that aim to link local and regional destinations and make biking more practical and desirable for a broader range of people. Impacts associated with the BMP are assessed programmatically throughout this environmental document. The individual projects included within the BMP would be reviewed on a project-by-project basis as they are proposed and as the extent of their impacts becomes better understood through development of project design to determine if additional CEQA analysis is required.
    a. **Medea Creek Path (Path).** The Medea Creek Path consists of a two-mile bicycle path along the Medea Creek Channel. As the City seeks to prioritize implementation of the Medea Creek Path, conceptual design plans have been developed which allow for a more specific assessment of environmental impacts.
    b. **Agoura High School Connection (Connection).** Similar to the Path, the City seeks to prioritize implementation of the Agoura High School Connection, which consists of a 0.2-mile bicycle path from the intersection of Argos Street and Thousand Oaks Boulevard to the intersection of Easterly Road and Fountain Place. As such, conceptual design plans have been developed which allow for a more specific assessment of environmental impacts.

2. **VMT Mitigation Exchange and Banking Program (Program).** The Program would establish a mitigation opportunity for projects exceeding the vehicle miles traveled (VMT) threshold by allowing a developer or project proponent to purchase VMT reduction credits, which would in turn be used to fund the implementation of bicycle improvement projects identified within the Bicycle Master Plan. Impacts associated with the Program (i.e., implementation of the Bicycle Master Plan) are assessed programmatically throughout this environmental document.
3. **General Plan Amendments (Amendments).** To ensure the City of Agoura Hills General Plan is consistent with the Bicycle Master Plan, the Project would amend Chapter 3, *Infrastructure and Community Services*, of the existing General Plan. Impacts associated with the Amendments are assessed programmatically throughout this environmental document.

The BMP, Path, Connection, Program, and Amendments collectively are referred to as the Project or the proposed Project.

2.4 Project Location

The City of Agoura Hills (city) is located within the southwest portion of Los Angeles County in the region of Southern California. The city is bordered by unincorporated portions of Ventura County and the City of Thousand Oaks to the north and northwest, the City of Westlake Village to the west, the City of Calabasas to the east, and unincorporated portions of Los Angeles County to the south. The United States Highway 101 (Ventura Freeway) provides regional access and bifurcates the southern portion of the city. The Project's regional location is shown in Figure 2-1.

The BMP, Program, and Amendments envisioned under the proposed Project would encompass all of the City of Agoura Hills. Specific improvements within the BMP would be located in the areas identified in Figure 2-2. As shown in Figure 2-3 through Figure 2-10, the Path would extend along two miles of the Medea Creek Channel, from Agoura Road to the northern City of Agoura Hills and county of Los Angeles limits. As shown in Figure 2-11 and Figure 2-12, the Connection would extend for 0.35 mile from the intersection of Argos Street and Thousand Oaks Boulevard to the intersection of Easterly Road and Fountain Place.

Figure 2-1 Regional Location

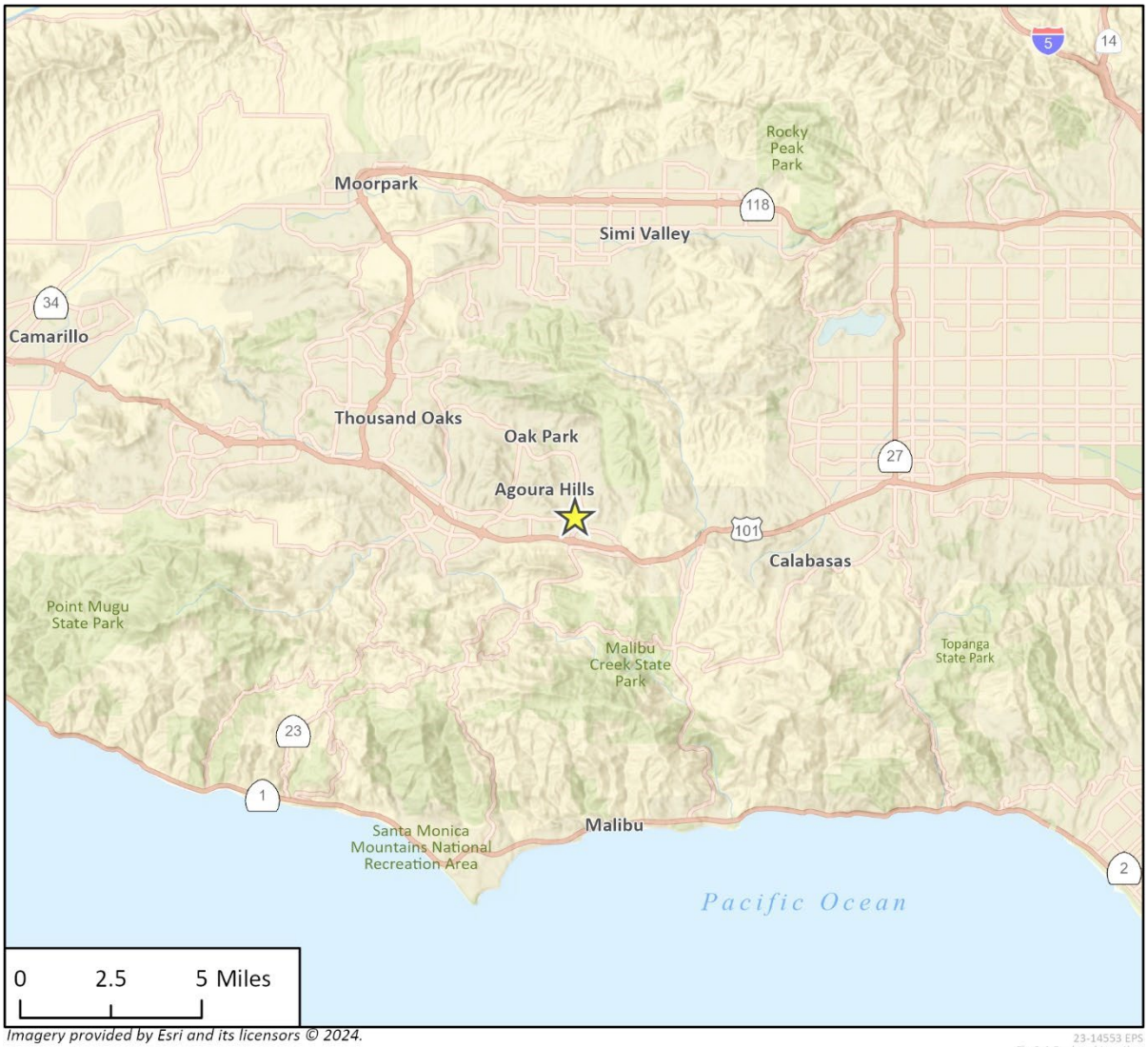
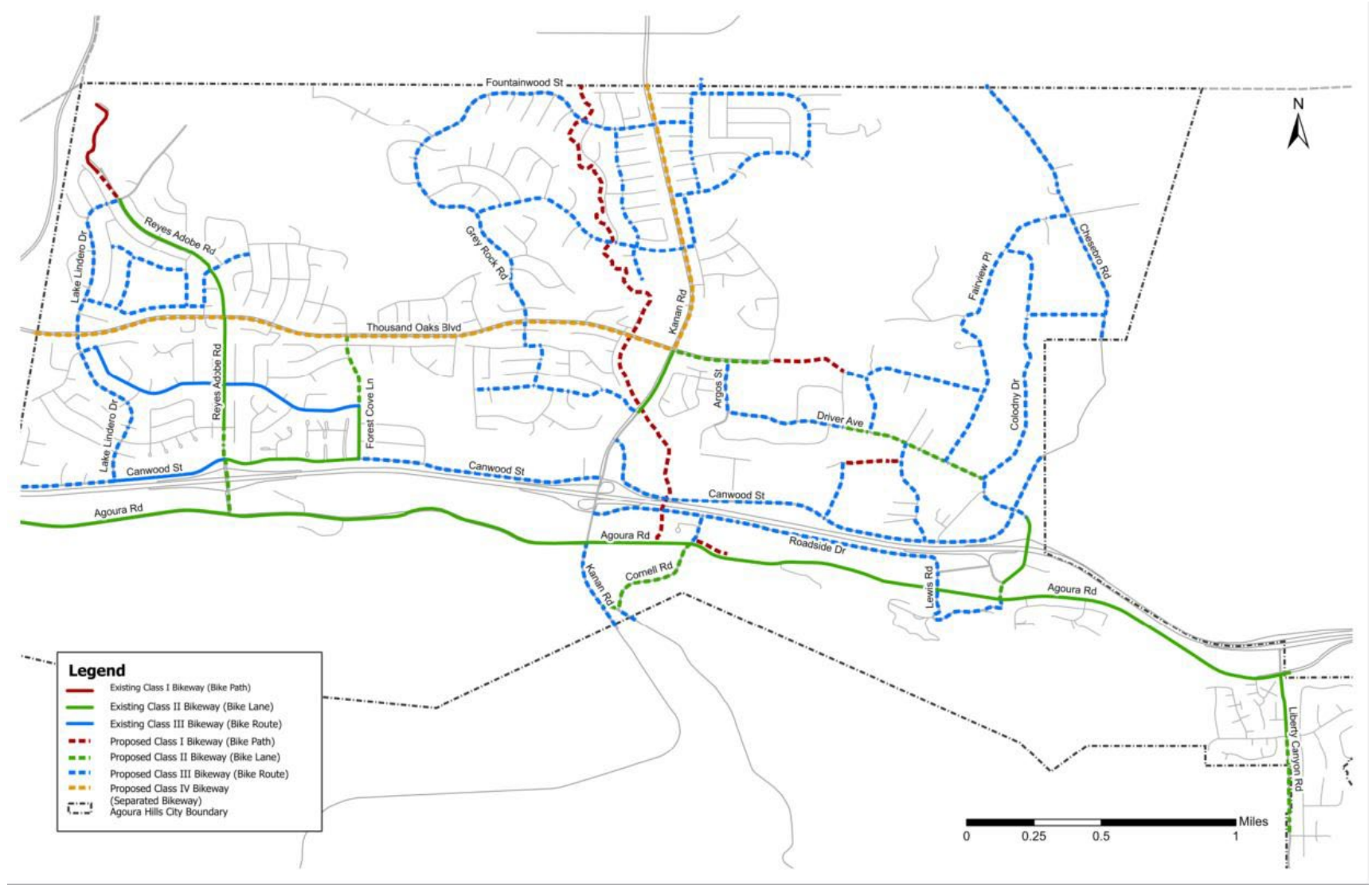
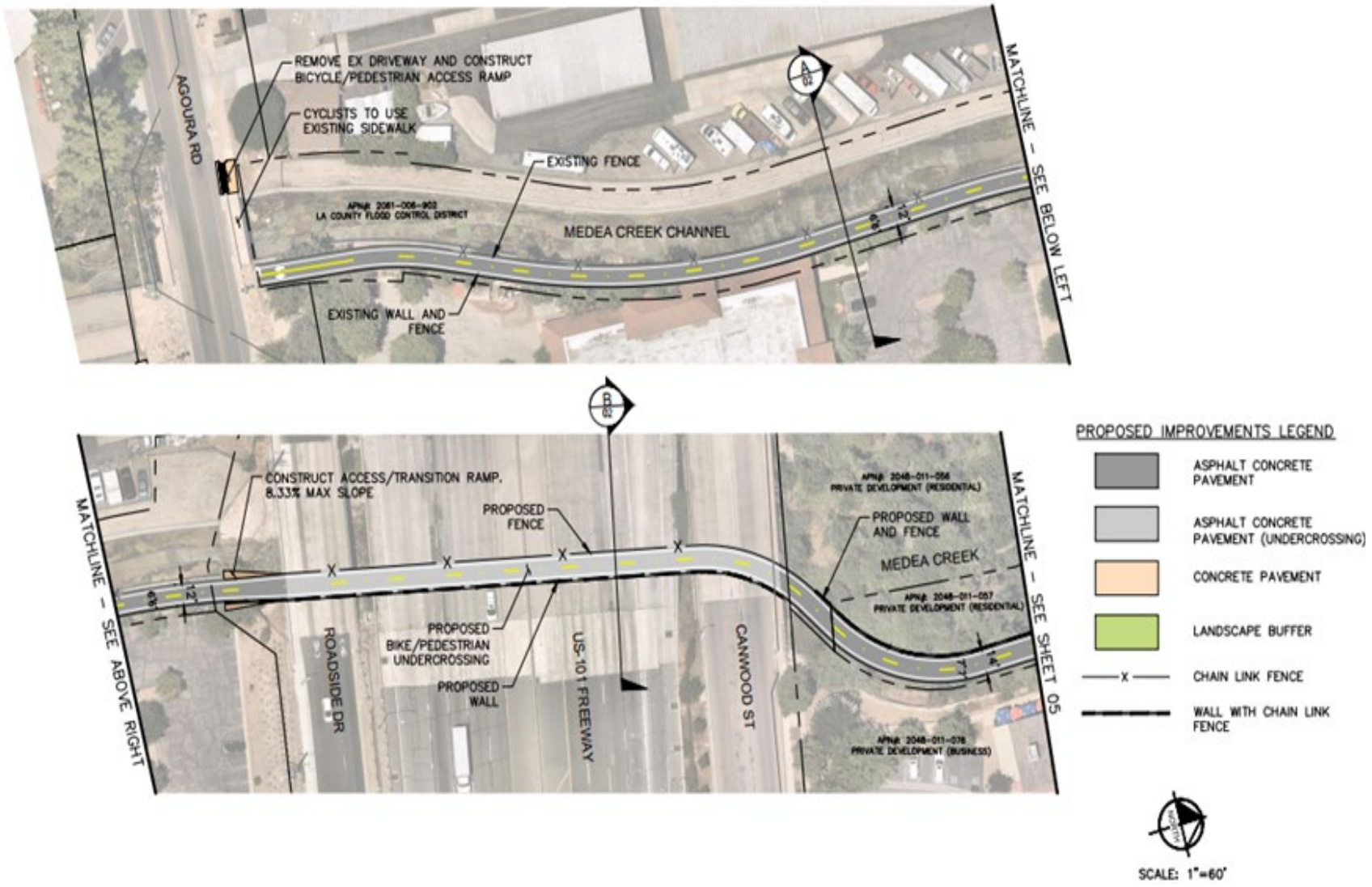


Figure 2-2 Project Location



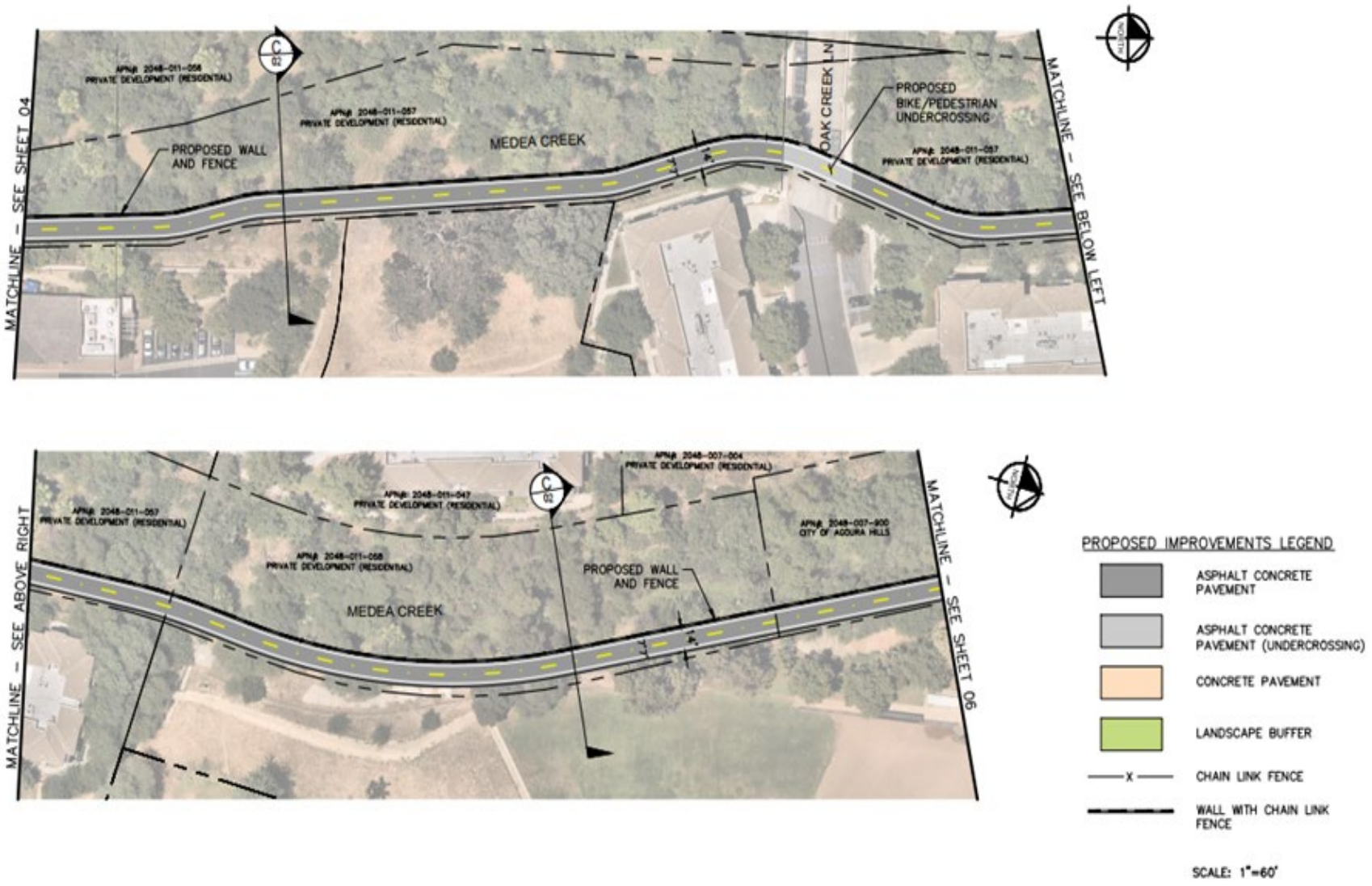
Source: City of Agoura Hills 2024

Figure 2-3 Project Location Map - Medea Creek Path, Segment 1 of 8



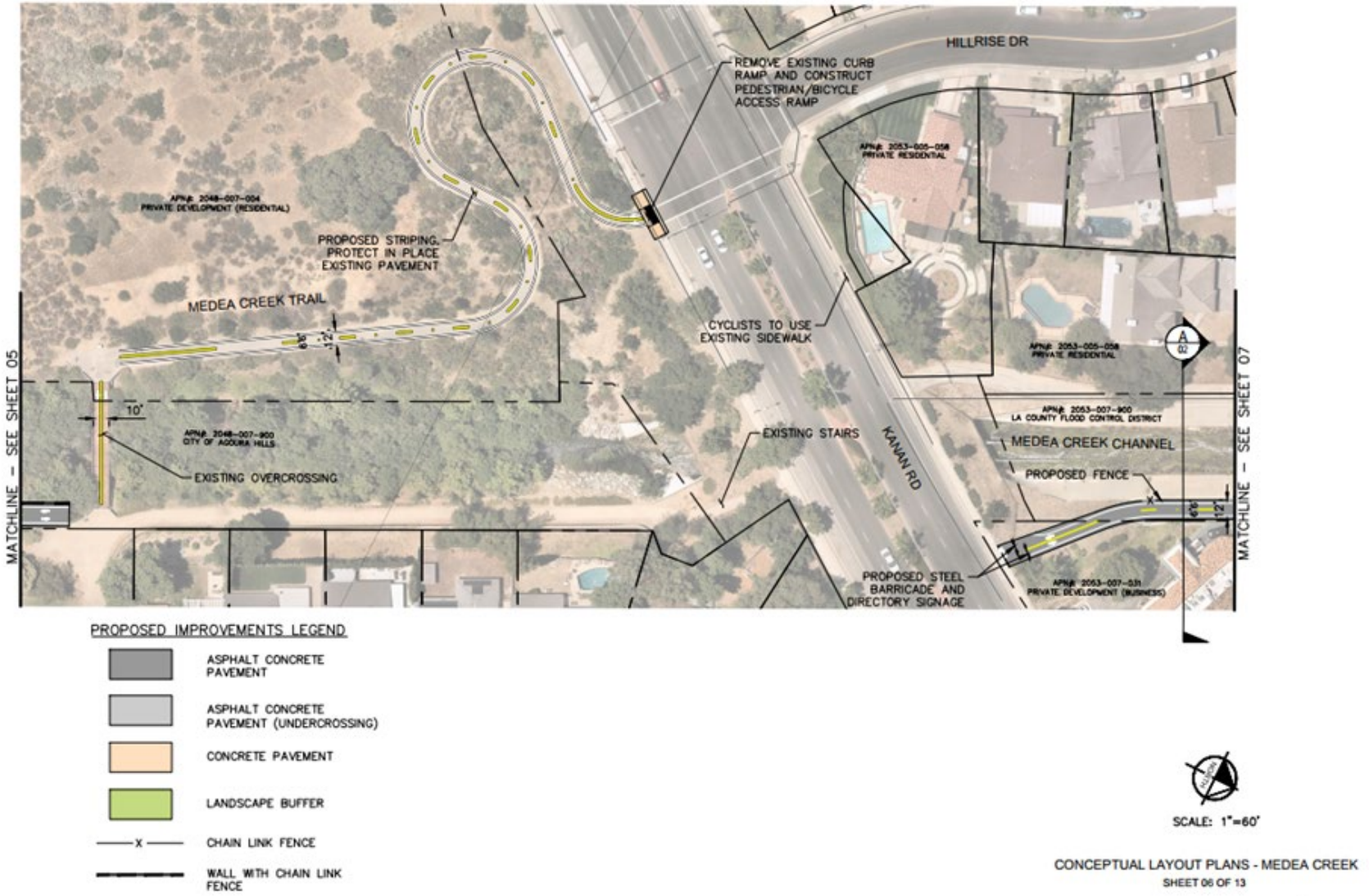
Source: City of Agoura Hills 2024

Figure 2-4 Project Location Map - Medea Creek Path, Segment 2 of 8



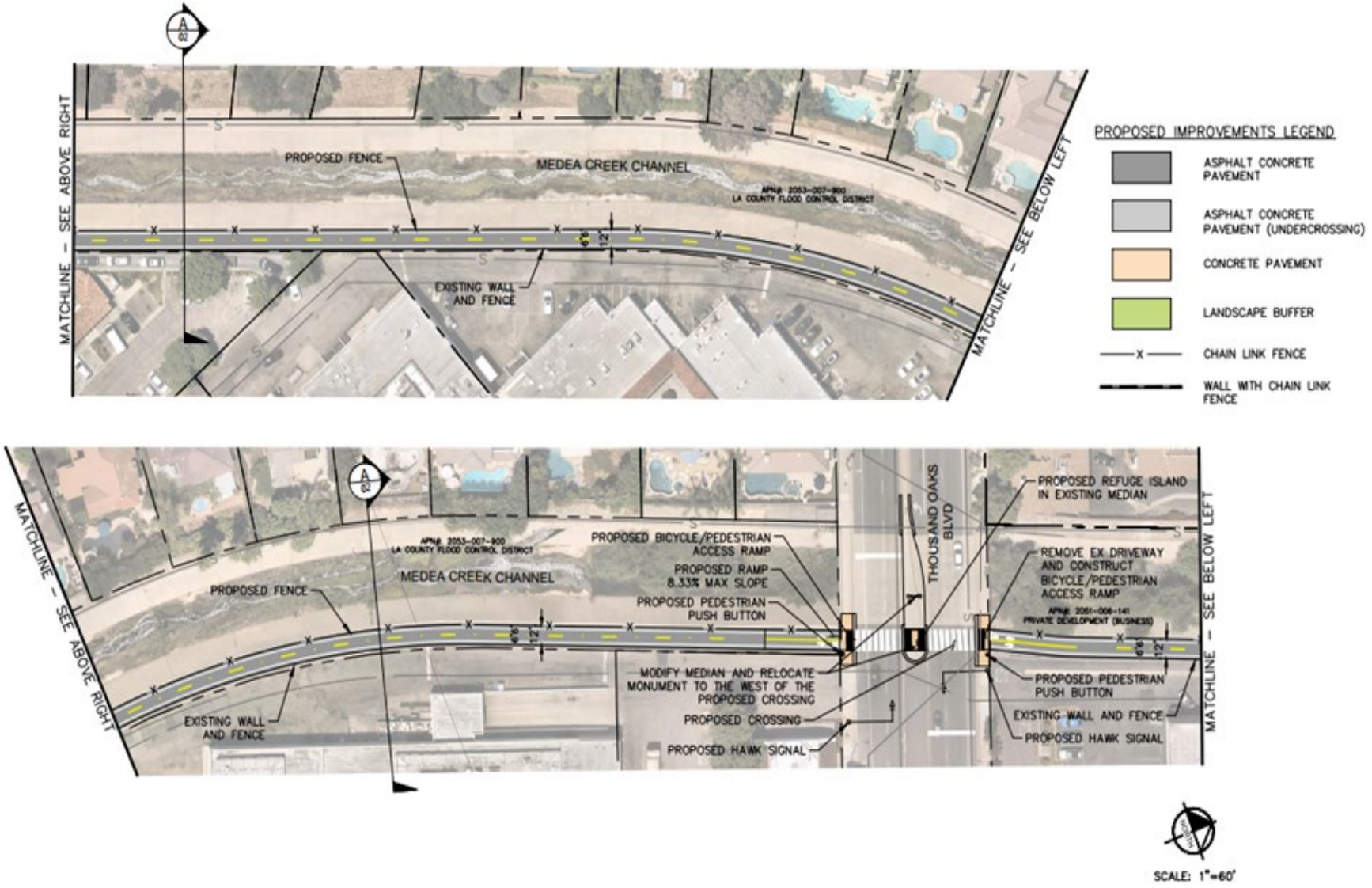
Source: City of Agoura Hills 2024

Figure 2-5 Project Location Map - Medea Creek Path, Segment 3 of 8



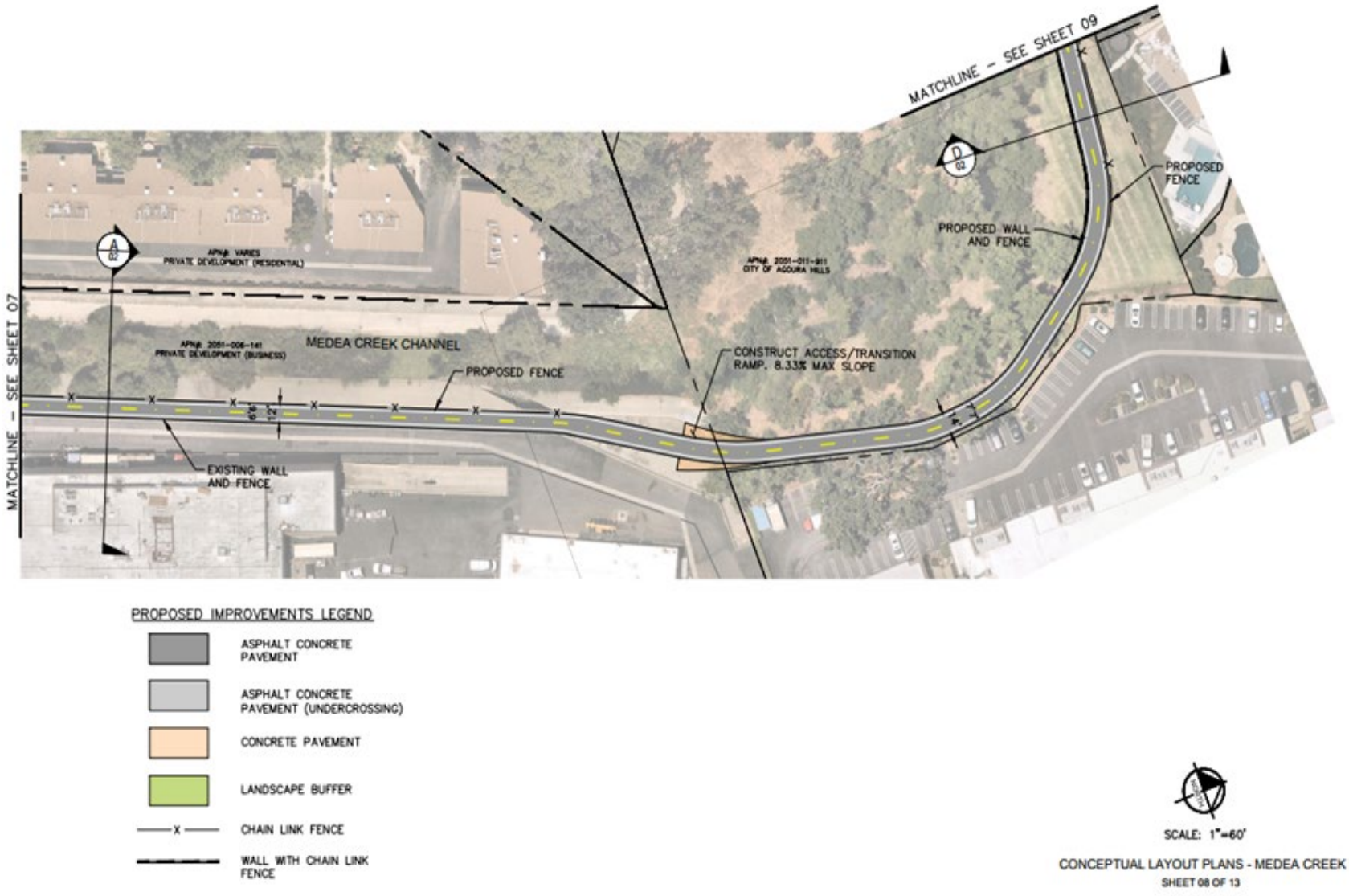
Source: City of Agoura Hills 2024

Figure 2-6 Project Location Map - Medea Creek Path, Segment 4 of 8



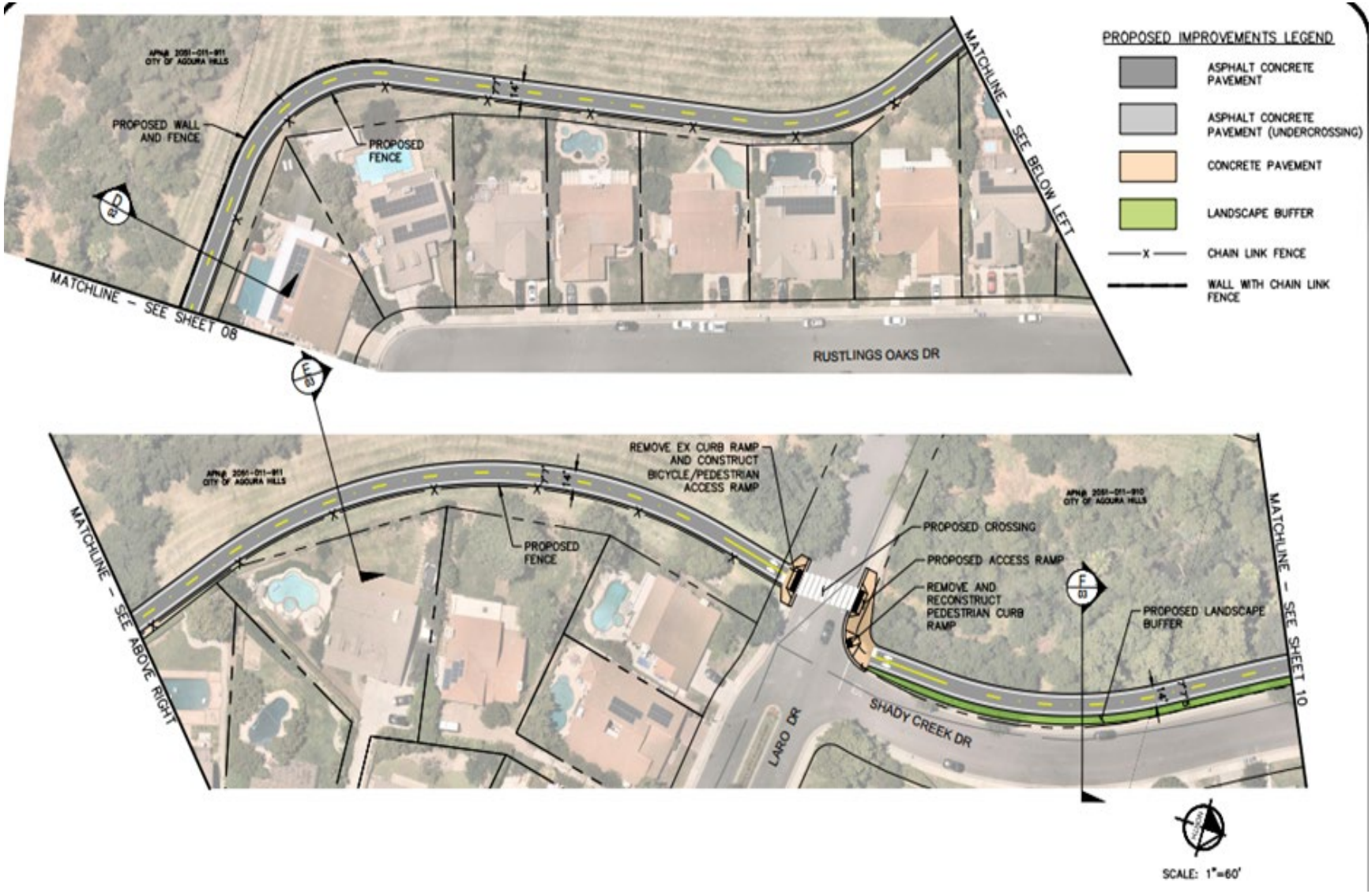
Source: City of Agoura Hills 2024

Figure 2-7 Project Location Map - Medea Creek Path, Segment 5 of 8



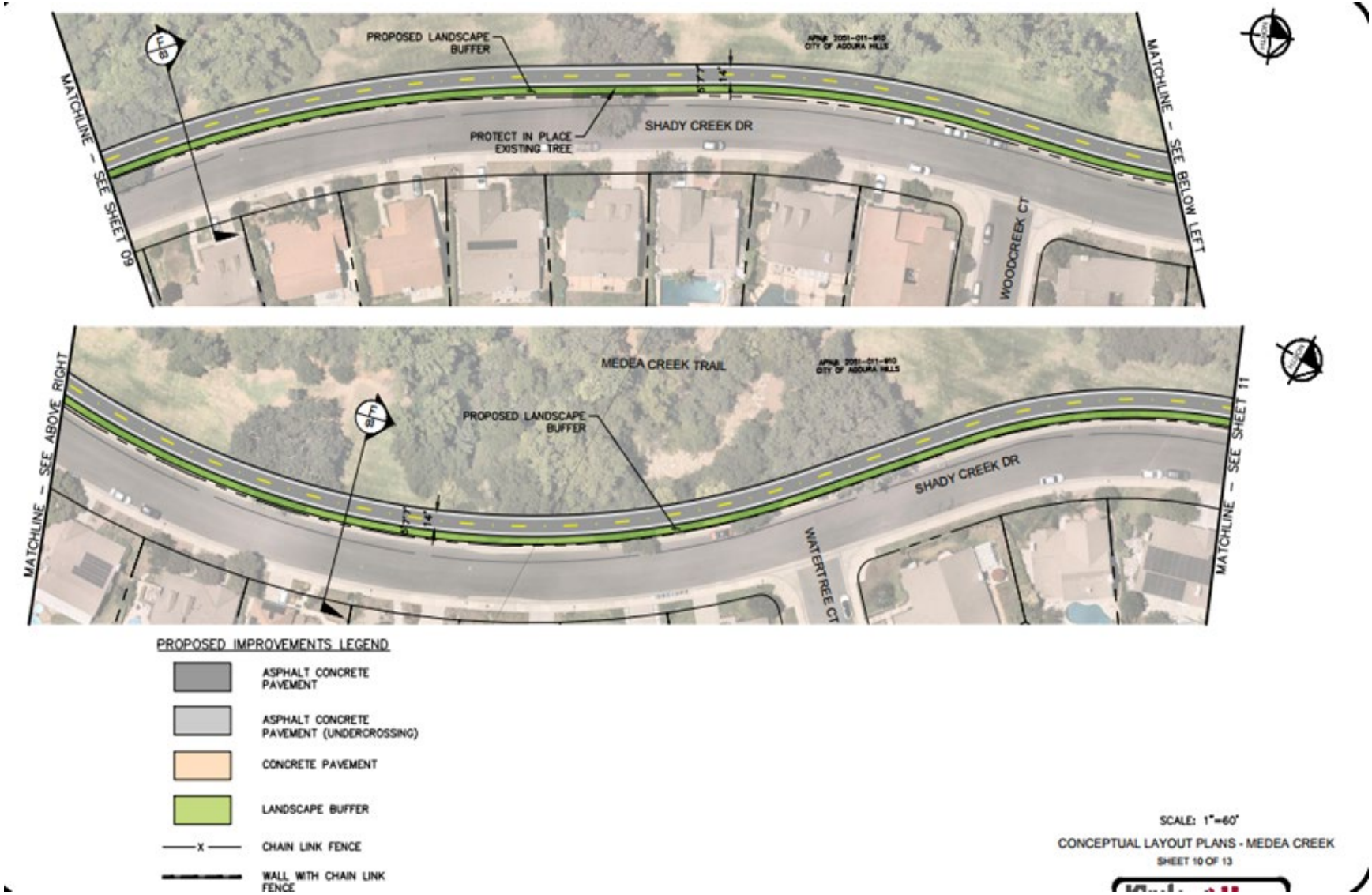
Source: City of Agoura Hills 2024

Figure 2-8 Project Location Map - Medea Creek Path, Segment 6 of 8



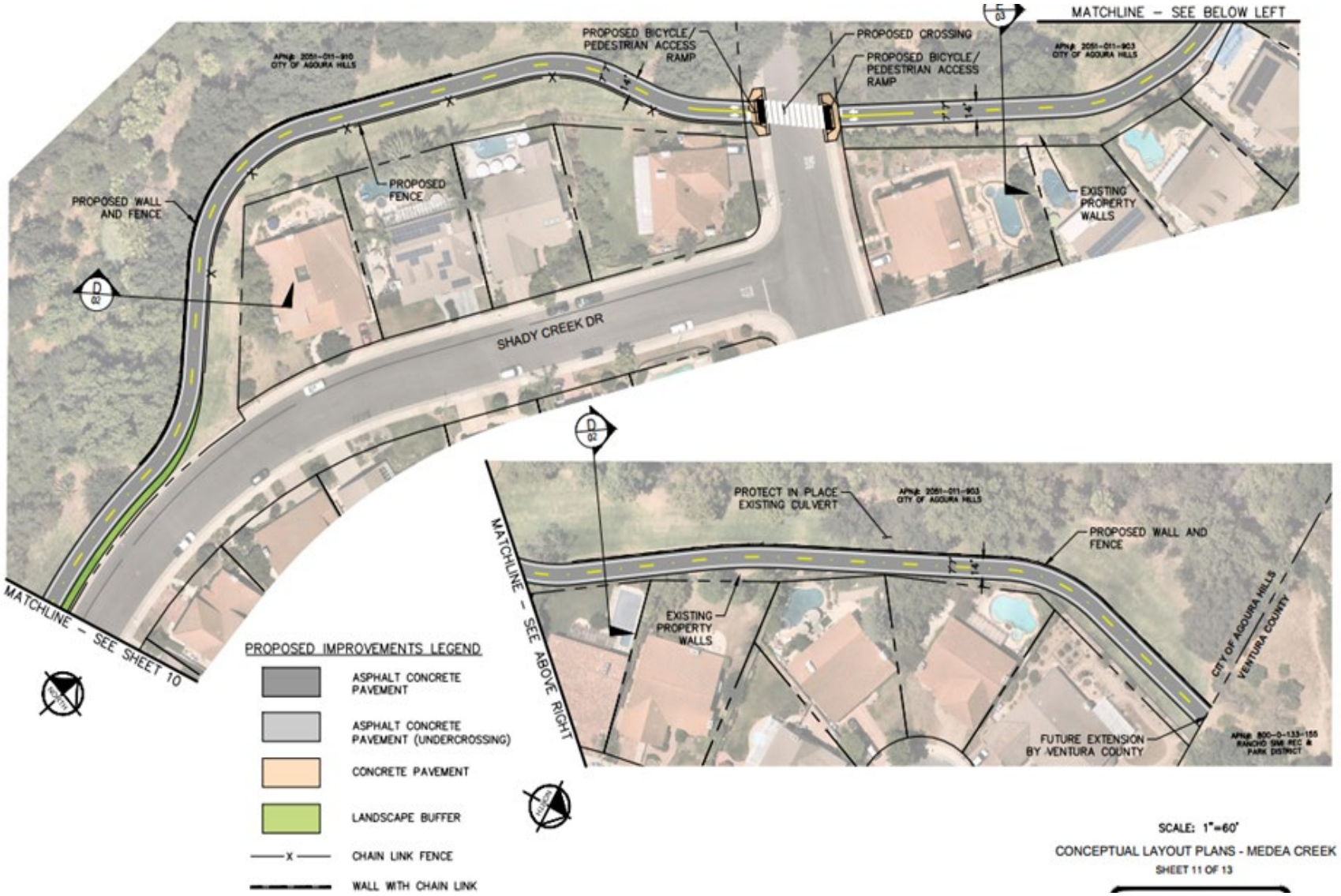
Source: City of Agoura Hills 2024

Figure 2-9 Project Location Map - Medea Creek Path, Segment 7 of 8



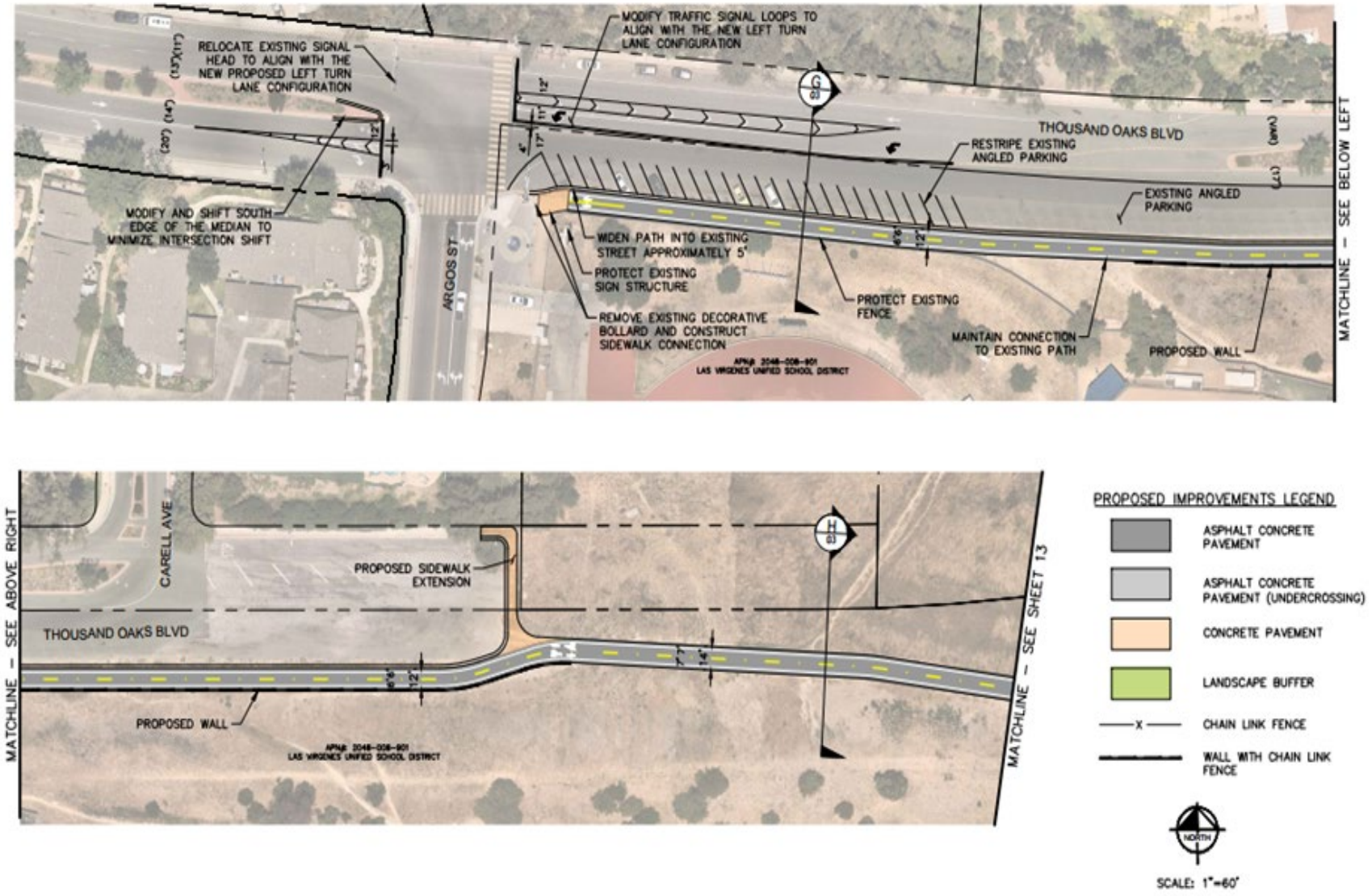
Source: City of Agoura Hills 2024

Figure 2-10 Project Location Map - Medea Creek Path, Segment 8 of 8



Source: City of Agoura Hills 2024

Figure 2-11 Project Location Map - Agoura High School Connection, Segment 1 of 2



Source: City of Agoura Hills 2024

Figure 2-12 Project Location Map - Agoura High School Connection, Segment 2 of 2



Source: City of Agoura Hills 2024

2.5 Project Characteristics

2.5.1 Bicycle Master Plan

In the fall of 2021, the City of Agoura Hills began development of a Bicycle Master Plan, which proposes 30.1 miles of new bikeways and bikeway improvements to build upon the city's existing 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes (Figure 2-2). The purpose of the BMP is to provide safer streets for city residents who are dependent on bicycling for everyday transportation. Recommended actions included within the BMP are meant to support and increase bicycling in the city, to enhance non-motorized travel infrastructure, and to create options to support the existing and future population. The BMP includes an inventory of existing bicycle infrastructure that identifies deficiencies, develops and prioritizes improvements, and provides a recommended path for implementation.

The BMP is organized into four chapters:

1. **Introduction.** This chapter includes an overview of the BMP, the purpose of the BMP, an overview of the BMP area and its context, goals of the Plan, and guidance and legislation applicable to the BMP.
2. **Existing Conditions and Analysis.** This chapter discusses the existing roadway conditions, land use, and other context-sensitive information within the city. This chapter includes sections on relevant datasets including bicycling mode share, existing and previously proposed bicycle facilities, and bicycle collisions.
3. **Community Engagement.** This chapter describes the community engagement process with stakeholders. Stakeholders included residents, city staff, local bicycling advocacy groups, the Las Virgenes Unified School District, the Los Angeles Sheriff's Department, and local businesses.
4. **Recommendations.** This chapter addresses the physical improvements recommended to enhance bicycling in the city.

Of these four chapters in the BMP, Chapter 4, *Recommendations*, includes provisions with the potential to create physical changes to the environment and is the primary focus for analysis in this EIR. This chapter delineates the improvement locations, extent, and type of physical improvements to enhance bicycling within the city. Included are both "programmed" projects and "planned" projects. For purposes of analysis in this EIR, "programmed" projects include programmatic engineering, education, encouragement, enforcement, equity, and evaluation needs, while "planned" projects are those recommended for implementation within the next decade as funding becomes available. Planned bikeway projects included within Chapter 4, *Recommendations*, are identified in Table 2-1, below. In addition to the planned bikeway projects identified in Table 2-1, the following planned enhanced bicycle treatments are also included within Chapter 4, *Recommendations*:

- Street Striping and Restriping
- Signage and Wayfinding
- Bicycle Signals and Detection at Traffic Signals
- Bicycle Parking
- Bicycle Repair Facilities

Table 2-1 Bicycle Master Plan Improvements

Facility	From Street	To Street	Length (miles)	Improvement Type
Class I Facilities				
Medea Creek Bike Path	Agoura Road	Northern City Limits	2.0	New Facility
Agoura High School Connection	Thousand Oaks Boulevard	Fountain Place	0.2	New Facility
Ladyface Greenway	Cornell Road	Whizin Market Square Driveway	0.1	New Facility
Reyes Adobe Road	Lake Lindero Road	700 feet north of Lake Lindero Road	0.1	New Facility
Medfield Path	Derry Avenue	Lewis Road	0.2	New Facility
Class II Facilities				
Driver Avenue	Easterly Road	Colodny Drive	0.5	New Facility
Agoura Road	Western City Limits	Eastern City Limits	4.2	Class II Striping Improvements
Thousand Oaks Boulevard	Kanan Road	Carell Avenue	0.3	New Facility in the Eastbound direction between Argos Street and Carell Avenue, New Facility in the Westbound direction between Carell Avenue and Kanan Road
Liberty Canyon Road	Country Glen Road	Southern City Limits	0.4	New Facility
Reyes Adobe Road	Agoura Road	Passageway Lane	0.3	New Facility
Reyes Adobe Road	Thousand Oaks Boulevard	Passageway Lane	0.4	Class II Striping Improvements
Forest Cove Lane	Thousand Oaks Boulevard	Rainbow Crest Drive	0.3	New Facility in Southbound Direction
Cornell Road and Cornell Way	Agoura Road	Kanan Road	0.4	New Facility
Chesebro Road	Agoura Road	Palo Comado Canyon Road	< 0.1	New Facility
Class III Facilities				
Chesebro Road	Palo Comado Canyon Road	Northern City Limits	1.7	New Facility
Lake Lindero Road	Canwood Street	Reyes Adobe Road	1.1	New Facility
Roadside Drive	Kanan Road	Lewis Road	1.1	New Facility
Driver Avenue and Argos Street	Thousand Oaks Boulevard	Easterly Road	0.6	New Facility
Driver Avenue/Palo Comado Canyon Road	Colodny Road	Chesebro Road	0.2	New Facility
Grey Rock Road and Fountainwood Street	Quail Run Drive	Acadia Avenue	1.9	New Facility
Lewis Road	Driver Avenue	Canwood Street	0.4	New Facility
Lewis Road and Laura la Plante Dr	Roadside Drive	Agoura Road	0.5	New Facility
Balkins Drive	Colodny Drive	Chesebro Road	0.2	New Facility

Facility	From Street	To Street	Length (miles)	Improvement Type
Foothill Drive	Driver Avenue	Fairview Place	0.6	New Facility
Fountain Place	Easterly Road	Foothill Drive	0.1	New Facility
Fairview Place	Chesebro Road	Driver Avenue	1.1	New Facility
Colodny Drive	Fairview Place	Driver Avenue	0.9	New Facility
Hillrise Drive	Meadow Vista Way	Kanan Road	0.5	New Facility
Laro Drive and Calmfield Avenue	Grey Rock Road	Eagleton Street	0.9	New Facility
Rustling Oaks Drive	Fountainwood Street	Southern Cul De Sac	0.5	New Facility
Derry Avenue	Canwood Street	Medfield Street	0.2	New Facility
Eagleton Street	Kanan Road	Timberlane Street	0.5	New Facility
Timberlane Street	Eagleton Street	Acadia Avenue	0.6	New Facility
Cornell Road	Roadside Drive	Agoura Road	0.1	New Facility
Kanan Road	Agoura Road	Southern City Limits	0.3	New Facility
Rainbow View Drive and Stonecrest Drive	Ridgebrook Drive	Lake Lindero Drive	0.7	New Facility
Larboard Lane	Rainbow View Drive	Sandtrap Drive	0.2	New Facility
Sandtrap Drive	Wheelhouse Lane	Rainbow Hill Road	0.3	New Facility
Rainbow Hill Road	Sandtrap Drive	Rainbow View Drive	0.1	New Facility
Mainmast Drive	Lake Lindero Drive	Rainbow Crest Drive	< 0.1	New Facility
Acadia Avenue and Pinewood Avenue	Eagleton Street	Tamarind Street	0.4	New Facility
Quail Run Drive and Bridle Glen Street	Grey Rock Road	Hillrise Drive	0.2	New Facility
Canwood Street	Lake Crest Drive	Driver Avenue/Palo Comado Canyon Road	2.9	New Facility and Improvements to Existing Facilities
Class IV Facilities				
Kanan Road	Thousand Oaks Boulevard	Northern City Limits	1.0	Proposed Change from Class II to Class IV
Thousand Oaks Boulevard	Western City Limits	Kanan Road	2.0	Proposed Change from Class II to Class IV

*Class I (Bike Path): two-way facilities dedicated to nonmotorized users independent of the roadway.

*Class II (Bike Lane): one-way facilities that dedicate some of the roadway right-of-way to bicyclists.

*Class III (Bike Route): designated routes on low-speed, low-volume roadways.

*Class IV (Separated Bikeway): on-street bicycle facilities that include horizontal and vertical buffer separation from vehicles.

2.5.1.1 Medea Creek Path

The Medea Creek Path would connect Agoura Road to the northern city and county limits. The Path would be constructed from asphalt concrete pavement for the length of the path between Agoura Road and the northern city and county limits, and trail widths along the entirety of the Path would range from 12 feet to 14 feet. The Path would require permanent easements and/or maintenance (land use) agreements from private development, the Los Angeles County Flood Control District (LACFCD), and the Las Virgenes Unified School District between Agoura Road and the Ventura

Freeway bridge. The City would acquire portions of the following rights-of-way to construct the Path:

- Assessor's Parcel Number (APN) 2048-011-056. This parcel is zoned as Restricted Open Space (OS-R) and consists of vacant land.
- APN 2048-011-057. This parcel is partially zoned as OS-R and partially zoned as Commercial Retail/Service and consists of vacant land.
- APN 2048-011-058. This parcel is zoned as OS-R and consists of vacant land.
- APN 2048-007-004. This parcel is zoned as Open Space - Deed Restricted and consists of vacant land.

Construction of the Path would involve the following activities, summarized by location. Refer to Figure 2-3 through Figure 2-10 for an overview of the conceptual plans showing detailed project activities for each section of the Path.

Agoura Road

- Partial removal of an existing driveway and construction of a bicycle/pedestrian access ramp on the north side of Agoura Road.
- Construction of a 12-foot-wide Class I Bike Path along Medea Creek Channel from Agoura Road to Roadside Drive.

Roadside Drive, Ventura Freeway, Canwood Street

- Construction of an access/transition ramp on the southern side of Roadside Drive.
- Construction of a bicycle/pedestrian undercrossing under Roadside Drive, Ventura Freeway, and Canwood Street.
- Installation of chain link fencing along the western side of the undercrossing.
- Construction of a wall on the eastern side of the undercrossing.
- Construction of a 14-foot-wide Class I Bike Path along Medea Creek Channel from Canwood Street to Oak Creek Lane, with a wall and fencing on the western side of the path.

Oak Creek Lane

- Construction of a bicycle/pedestrian undercrossing under Oak Creek Lane.
- Construction of a 14-foot-wide Class I Bike Path along Medea Creek Channel from Oak Creek Lane to the northeastern side of an existing overcrossing on APN 2048-007-004.

Kanan Road

- Protect existing pavement in place with new striping on Medea Creek Trial, resulting in a12-foot-wide Class I Bike Path from the southwestern side of an existing overcrossing on APN 2048-007-004 to Kanan Road.
- Removal of an existing curb ramp on the eastern side of Kanan Road.
- Construction of a bicycle/pedestrian access ramp on the eastern side of Kanan Road.
- Construction of a steel barricade and directory signage on the western side of Kanan Road.
- Construction of a 12-foot-wide Class I Bike Path along Medea Creek Channel from Kanan Road to Thousand Oaks Boulevard, with chain link fencing on the western side of the path.

Thousand Oaks Boulevard

- Construction of a bicycle/pedestrian access ramp and installation of a pedestrian push button on the southern side of Thousand Oaks Boulevard.
- Partial removal of existing driveway, construction of a bicycle/pedestrian access ramp, and installation of a pedestrian push button on the northern side of Thousand Oaks Boulevard.
- Restriping of Thousand Oaks Boulevard to include a new crosswalk.
- Modification of the median and relocation of the median monument to the west of the proposed crosswalk to allow for construction of a refuge island within the existing median.
- Installation of hawk signals in the northern and southern sidewalks, east of the proposed crosswalk.
- Construction of a 12-foot-wide Class I Bike Path from Thousand Oaks Boulevard to a proposed access/transitional ramp in the southern portion of APN 2051-011-911, with chain link fencing on the western side of the path.
- Construction of a 14-foot-wide Class I Bike Path from the proposed access/transitional ramp in the southern portion of APN 2051-011-911 to Laro Drive, with a wall and fence on the western side of the path and chain link fencing on the eastern side of the path.

Laro Drive

- Partial removal of an existing curb ramp and construction of bicycle/pedestrian access ramp on the southern side of Laro Drive.
- Partial removal and reconstruction of a pedestrian curb ramp and construction of an access ramp on the northern side of Laro Drive.
- Restriping of Laro Drive to include a new crosswalk.
- Construction of a 14-foot-wide Class I Bike Path along Shadycreek Drive with a landscape buffer on the eastern side of the path from Laro Drive to the residences near the intersection of Shadycreek Drive and Fountainwood Street. The landscape buffer would end near these residences, and the path would continue around the west side of the residences to Fountainwood Street, with a wall and fence on the western side of the path.

Shadycreek Drive and Fountainwood Street

- Construction of bicycle/pedestrian access ramps on the northern and southern sides of Fountainwood Street.
- Restriping of Fountainwood Street to include a new crosswalk.
- Construction of a 14-foot-wide Class I Bike Path from Fountainwood Street to the northern city and county limits, with a wall and fence on the western side of the path.

2.5.1.2 Agoura High School Connection

The Agoura High School Connection would extend from the intersection of Argos Street and Thousand Oaks Boulevard to the intersection of Easterly Road and Fountain Place. Trail widths along the entirety of the Class I Bike Path would range from 12-feet to 14-feet. An easement from Las Virgenes Unified School District property (APN 2048-008-901) would be required for the Connection. Construction of the Connection would involve the following activities, summarized by

location. Refer to Figure 2-11 and Figure 2-12 for an overview of the conceptual plans showing detailed project activities for each section of the Connection.

Argos Street and Thousand Oaks Boulevard

- Modification of the median, and shifting of the southern median edge, on Thousand Oaks Boulevard, west of Argos Street, to minimize intersection shift.
- Relocation of the existing signal head in the westbound travel lanes on Thousand Oaks Boulevard west of Argos Street to align with the new proposed left turn lane configuration.
- Reconfiguration and restriping of the westbound left turn lane on Thousand Oaks Boulevard east of Argos Street.
- Modification of the westbound traffic signal loops to align with the new left turn lane configuration.
- Construction of a 12-foot-wide Class I Bike Path along Thousand Oaks Boulevard from Argos Street to the eastern end of Thousand Oaks Boulevard, with a wall and fencing on the southern side of the path. Near the southeastern corner of the Argos Street and Thousand Oaks Boulevard intersection, the proposed path would extend into the existing street by approximately five feet. Existing angled parking would remain along the southern side of Thousand Oaks Boulevard but would be restriped to accommodate this widening.
- Removal of the existing decorative bollard and construction of a sidewalk connection to the proposed path on the southeastern corner of the Argos Street and Thousand Oaks Boulevard intersection.

Thousand Oaks Boulevard and Carell Avenue

- Construction of a concrete sidewalk extension parallel to the eastern end of Thousand Oaks Boulevard, connecting to the existing sidewalk on the northern side of Thousand Oaks Boulevard.
- Construction of a 14-foot-wide Class I Bike Path from the proposed sidewalk extension to Easterly Road.

Easterly Road

- Construction of a bicycle/pedestrian access ramp on the western side of Easterly Road.

2.5.2 VMT Mitigation Exchanges and Banking Program

The VMT Mitigation Exchanges and Banking Program would establish a new mitigation opportunity for projects exceeding the VMT threshold by allowing a developer or project proponent to purchase VMT reduction credits, which would in turn be used to fund the implementation of bicycle improvement projects identified within the BMP. The exchange concept relies on the applicant of a discretionary project agreeing to implement a predetermined, unfunded, and planned VMT-reducing project or project component. Like all VMT mitigation, substantial evidence would be necessary to demonstrate that the projects covered by the bank would achieve expected VMT reductions, and some form of monitoring may be required (Fehr and Peers 2020).

The only projects that are currently planned, unfunded, and could potentially be funded by this Program are those currently included within the BMP. Therefore, this EIR analyzes the impacts of both the BMP and the Program, as the individual project list for the BMP and the Program are identical.

2.5.3 General Plan Amendments

The City must amend Chapter 3, *Infrastructure and Community Services*, of the existing City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The following revisions would be proposed as part of the Amendments, with additions shown in underline and deletions shown in ~~strikethrough~~. In addition to these textual revisions, Figure M-7 would be revised to Figure 2-2 of this EIR to provide an updated overview of the existing and proposed bicycle network within the City of Agoura Hills.

- **Page 3-1.** The goals and policies in this element are closely correlated with Land Use and Economic Development goals and policies. The policies are intended to create a well-connected network that supports a mix of uses, walking or bicycling for short trips, conserving energy resources, reducing greenhouse gas emissions and air pollution, and reducing vehicle miles traveled ~~and doing so while preserving auto mobility.~~
- **Page 3-16.** LOS standards will continue to be used for City public works projects and for private development projects that include frontage improvements (bike lanes, turn lanes) leading into an intersection. Intersection and roadway traffic deficiencies adjacent to ~~impacts from~~ new development projects shall be mitigated to meet appropriate service levels, but at least to the extent where the post-development level of service shall not be less than the LOS existing prior to development. (Imp M-2, M-3)
- **Page 3-17.** M-1.10 Transportation Demand Management. Development projects shall be evaluated following the methodology of the City of Agoura Hills: Transportation Assessment Guidelines, adopted June 24, 2020.
- **Page 3-20.** Future developments can provide the necessary amenities, such as expanding the existing bicycle network and adding bicycle racks to promote travel by alternative modes.
- **Pages 3-20 and 3-21.** People walk and ride bicycles in Agoura Hills on a daily basis, for both commuting and recreational purposes. The local mountain biking trails are popular for residents and attract many visitors to the area. In addition to the trails, designated bikeways are available in the City. The bikeways within the City are comprised of Class II and Class III facilities, which are shared facilities on the roadways, and, respectively, delineated by either signage and striping or signage only. Figure M-7 (Bikeways) displays the existing and proposed bikeways in the City of Agoura Hills. The City's bikeway facilities are classified using the Caltrans bikeway facility classification system as follows:
    - Class I Bikeway (Bike Path) provides a completely separate right-of-way, two-way facility, and is designated for the exclusive use of non-motorized users independent of the roadway ~~bicycles and pedestrians~~ with vehicle and pedestrian cross-flow minimized. Bike Paths are generally minimum 10 feet wide to preferred 14 feet wide for two-way travel.
    - Class II Bikeway (Bike Lane) provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally minimum four ~~five~~ feet wide to preferred six feet wide for one-way travel. Vehicle parking and vehicle/pedestrian cross-flow are permitted.
    - Class III Bikeway (Bike Route) provides for a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles.

- Class IV Bikeway (Separated Bikeway) provides on-street bike facilities that include a vertical and horizontal separation buffer and includes bollards, posts, or a raised island to separate the bicycle lane from vehicles.

- **Page 3-25.** Recommendations to improve the safety and connectivity of bikeways throughout Agoura Hills and to adjacent areas are made in the Agoura Hills Bicycle Master Plan (2025). These recommendations and standards align with the overarching goals of the General Plan to further the use of alternative modes of transportation by expanding the existing bike routes and improving the safety and connectivity of the network. Existing bicycle facilities in Agoura Hills are: ~~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 I, Class II and Class III facility between ~~Lake~~ Lindero Canyon Road and Canwood Street. The Class II facility comprises the majority of the bicycle route on Reyes Adobe Road between ~~Lake~~ Lindero Canyon 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 (eastbound only) or Kanan Road (westbound only).
  - 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.
  - Palo Comado Canyon Road – A Class II facility between Chesebro Road and Agoura Court, crossing the Palo Comado Canyon Interchange; this was implemented after the General Plan Update and coincided with the Palo Comado Canyon Interchange improvement.

    Planned additions to the City's system of bikeways are included in the Agoura Hills Bicycle Master Plan (2025), as amended. ~~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.~~

- **Page 3-27.** Alternative Transportation. Reduced reliance on single-occupancy vehicle travel and vehicle miles traveled through the provision of alternative travel modes and enhanced system design.
- **Page 3-27.** M-6.7 Vehicle Miles Traveled. Development projects shall minimize vehicle miles travelled (VMT), and shall be required to submit a VMT analysis pursuant to the City's Transportation Assessment Guidelines as part of a development application. (Imp M-34)

2.5.4 Construction

Given the programmatic nature of the BMP, individual projects included within the BMP would be subject to additional project-level environmental review and analysis at the time the individual projects are ready for implementation, and as the extent of impacts become known through development of project design, to determine if additional CEQA analysis is required. It is assumed that construction activities for each facility type would include:

- **Class I:** Clearing and grubbing, pavement demolition, grading, utility relocation, retaining wall or fencing installation, asphalt paving or repaving, street and undercrossing improvements, striping, and revegetation;
- **Class II:** Restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes; pavement widening on Driver Avenue, between Easterly Road and Colodny Drive, and on Cornell Road, between Agoura Road and Cornell Way, which would require clearing and grubbing, subgrade stabilization, base course installation, and asphalt paving;
- **Class III:** Restriping to identify bike routes;
- **Class IV:** Pavement demolition, minor grading, bollard or fencing installation, asphalt paving or repaving, and striping.

Specific construction details have been identified for the Path and the Connection, which would both be Class I facilities. Construction of the Path and construction of the Connection would occur over the course of 24 months, during daytime hours of 8:00AM to 5:00PM. Some construction phases may run concurrently, when possible. Site preparation, including mobilization, clearing and grubbing, would each occur over two months. Demolition would occur over one month. Grading and utility relocation phases would each occur over three months. Retaining wall and fencing installation would occur over six months. Asphalt paving, street improvements, and construction of the pedestrian undercrossing would each occur over four months. Concrete transition construction would occur over two months, and finishing would occur over three months. Construction staging and laydown areas would be contained within the identified project boundary. At the time of construction, should the construction contractor require additional staging and laydown areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown.

The total disturbance area for construction of the Path and the Connection would be approximately 6.12 acres, and the maximum depth of excavation would be 12 feet. In total, these improvements would involve the removal of 38,700 square feet (sq ft) of existing asphalt concrete, the demolition of 600 cubic yards (CY) of median areas, and the demolition of 1,640 CY of curb ramps and driveways.

2.5.5 Operation

Similar to construction, given the programmatic nature of the BMP, individual projects included within the BMP would be subject to additional project-level environmental review and analysis at the time the individual projects are ready for implementation, and as the extent of impacts become known through development of project design, to determine if additional CEQA analysis is required. Operational details for projects included within the BMP are not known at this time. However, operational details have been identified for the Path and the Connection.

Operational activities for the Path and the Connection would include regular inspection and maintenance, such as repairing surface damage, clearance of debris, and management of vegetation growth to ensure the bicycle improvements remain unobstructed. The City currently performs these types of operational activities for maintenance of existing bicycle infrastructure.

2.6 Project Objectives

The objectives for the proposed Project are as follows:

- Increase transportation choices by providing viable alternatives to driving and improved equity to include all bikers, those who choose not to drive and those who cannot drive.
- Improve accessibility through local and regional connectivity. Local connections include residential communities, schools, commercial centers, and parks whereas regional connections include the surrounding communities and recreational trail network.
- Improve safety by providing separate biking facilities, reducing bicycle collisions, creating greater visibility for bikers, and raising awareness to both bicyclists and road users.
- Improve the public health by creating facilities that allow for more biking.
- Enhance sustainability and environmental benefits by reducing air pollution, greenhouse gas emissions, and noise pollution.
- Enhance community character by constructing bicycle facilities near areas of high scenic value, such as along greenbelts or near surface waters.
- Provide a mechanism for developers to mitigate VMT impacts from development projects.

2.7 Required Permits and Approvals

The City of Agoura Hills is the lead agency with responsibility for approving the Project. Given the programmatic nature of the BMP, individual projects included within the BMP would be subject to additional environmental review and analysis at the time the individual projects are ready for implementation, and as the extent of impacts become known through development of project design. Details regarding the required permits and approvals for most projects included within the BMP are not known at this time. It is anticipated that such required permits and approvals could include regulatory permits, encroachment permits, easement approvals, and property acquisitions.

Based on the conceptual design plans that have been developed, it is anticipated that construction of the Path would require regulatory permits from the United States Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Wildlife (CDFW), as the Path is assumed to result in impacts, either temporary or permanent, to the Medea Creek Channel. The following permits and approvals are also anticipated to be required to support the Path:

- A Construction Permit and User Agreement would be required from Ventura County for the proposed Path improvements.
- An encroachment permit would be required from Caltrans for the proposed Path improvements under Ventura Freeway bridge, between Medea Creek and Medea Creek Channel.
- Easement approvals would be required from LAFCD for the proposed Path improvements along the channel in the following locations:
    - Between Agoura Road and Interstate 101 bridge,

  - Between Kanan Road and Thousand Oaks Boulevard, and
  - North of Thousand Oaks Boulevard, within APN# 2051-006-141.
- Easement approvals would be required from private development for the proposed Path improvements along the channel within the following properties:
  - APN 2053-007-031
  - APN 2051-006-141
- Easement approvals would be required from Las Virgenes Unified School District for the proposed Path improvements within the following property:
  - APN 2048-008-901

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3 Environmental Setting

This chapter provides a general overview of the environmental setting in the City of Agoura Hills. This section also outlines the Programmatic Environmental Impact Report (PEIR) baseline and describes the approach to both direct and cumulative impact analyses. More detailed descriptions of the environmental setting for each environmental issue area can be found throughout Chapter 4, *Environmental Impact Analysis*.

3.1 Regional Setting

The City of Agoura Hills is located in the northwestern portion of Los Angeles County and is bordered by unincorporated Ventura County to the north, the City of Calabasas to the east, unincorporated Los Angeles County to the south, and the City of Westlake Village to the west (City of Agoura Hills 2010). The city sits in the eastern Conejo Valley, between the Simi Hills to the north and the Santa Monica Mountains to the south, and covers approximately 7 square miles. The Mediterranean climate of the region and the coastal influence produce moderate temperatures year-round, with rainfall concentrated in the winter months.

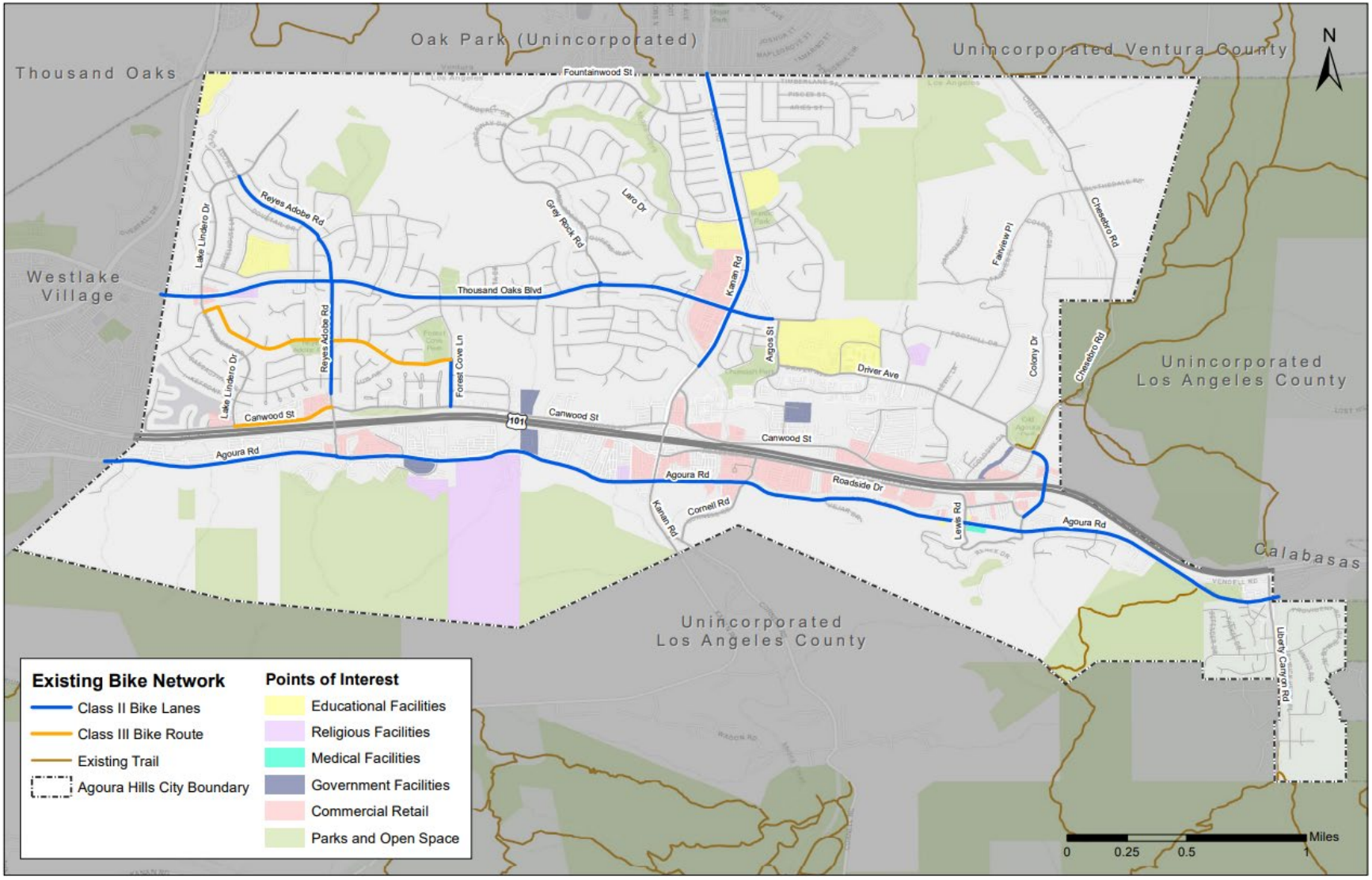
3.2 Citywide Transportation System

The City of Agoura Hills is bisected east-west by United States Highway 101 (US 101). The local roadway network in the city allows for access to residential neighborhoods, neighborhood-serving businesses and commercial uses, and US 101. There are four interchanges along US 101 that provide access to the city including the Reyes Adobe Interchange, the Kanan Interchange, the Chesebro/Palo Comado Canyon Interchange, and the Liberty Canyon Interchange. Other major arterial streets that aid in regional connection include Kanan Road, which runs north-south, Thousand Oaks Boulevard, which runs east-west, and Agoura Road which also runs east-west. Arterials that only carry intracity traffic include Reyes Adobe Road and Canwood Street (City of Agoura Hills 2010).

The existing bicycle network in the city is made up of 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes. Class III bike lanes (shared car and bike lane) make up 13 percent of bicycle facilities while the remaining 87 percent are Class II bike lanes (dedicated on-street bike lanes; City of Agoura Hills 2022). Existing bicycle infrastructure is located on Kanan Road, Thousand Oaks Boulevard, Agoura Road, Reyes Adobe Road, Canwood Street, and Rainbow Crest Drive. The existing bicycle network is shown in Figure 3-1.

Transit services in the City of Agoura Hills include fixed-route, local, dial-a-ride, and rideshare operations. Fixed route services are offered by the Park & Ride Commuter Express and the MTA Bus, while local services are offered by the Summer Beach Bus. The AH-GO rideshare program is an expansion of the city's Dial-A-Ride service (City of Agoura Hills 2025).

Figure 3-1 Agoura Hills Existing Bicycle Network



Source: Agoura Hills 2024.

3.3 PEIR Baseline, Approach to Analysis, and Approach to Mitigation

3.3.1 PEIR Baseline

State CEQA Guidelines Section 15125 states that an EIR "must include a description of the physical environmental conditions in the vicinity of the project … as they exist at the time the notice of preparation [NOP] is published." Section 15125 states that this approach "normally constitute[s] the baseline physical conditions by which a lead agency determines whether an impact is significant."

This PEIR evaluates impacts against existing conditions at the time of the release of the NOP (January 2025). Comparison to current, existing baseline conditions provides the most relevant information for the public, responsible agencies, and City decision-makers.

3.3.2 Approach to Analysis

The programmatic nature of the proposed Project necessitates a general approach to the evaluation of existing conditions and associated impacts. As a programmatic document, this PEIR presents a city-wide assessment of Project impacts. Because the PEIR is a long-term document intended to guide actions and individual project implementation occurring at a future date, program-level and qualitative evaluation is involved. Quantitative analyses are provided where applicable with available information. During future stages in planning and implementation, specific elements of the BMP will be examined and compared against the PEIR to determine whether an additional environmental document must be prepared; if future implementation of specific projects identified within the BMP would have impacts that were not examined or identified in this PEIR, preparation of project-specific California Environmental Quality Act (CEQA) documents will be necessary.

3.3.3 Approach to Mitigation

This PEIR includes mitigation measures to reduce impacts and identifies responsible parties for implementation of those mitigation measures. The City of Agoura Hills is the lead agency for the proposed Project, thus it is the City's responsibility to implement specific proposed projects, to conduct environmental review consistent with CEQA, and where applicable, to incorporate mitigation measures provided herein and developed specifically for the Project and its components to reduce impacts. Future project-specific environmental documents may adjust the mitigation measures identified in this PEIR as necessary to respond to site-specific conditions at the time implementation is proposed.

3.4 Cumulative Development

A project's cumulative impacts are the possible environmental effects that are individually limited but cumulatively considerable. State CEQA Guidelines Section 15065[a][3]) states that: *"Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.* State CEQA Guidelines Section 15355 states that: *"Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts:*

a. The individual effects may be changes resulting from a single project or a number of separate projects.

b. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

According to State CEQAQ Guidelines Section 15130, the discussion of cumulative impacts must reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects that do not contribute to the cumulative impact. Impacts that do not result in part from the Project evaluated in this PEIR need not be discussed.

Table 3-1 identifies the list of cumulative projects considered for the purposes of the cumulative analyses within this PEIR based on recently completed, planned, pending, and reasonably foreseeable projects at the time the NOP was published in January 2025. Projects proposed following the release of the NOP in January 2025 are not considered. Each cumulative project considered within this PEIR has, at a minimum, begun the process of completing a development application.

Table 3-1 Cumulative Projects List

Project No.	Project Location[1]	Description
1	28000 Dorothy Drive	Construction of a 60-unit multi-family townhouse development
2	Northwest corner of Agoura Road/Chesebro Road	Construction of a senior care facility with 76 rooms
3	28721 Canwood Street	Construction of two industrial buildings with a total of 35,532 square feet
4	5066 Chesebro Road	Construction of a 2,545-square-foot, two-story office building
5	28902 Agoura Road	Construction of a mixed-use development with 33 dwelling units and 1,200 square feet of commercial space
6	29045 Agoura Road	Construction of a mixed-use development with 278 dwelling units, a 140,357-square-foot parking garage, and 5,258 square feet of commercial space
7	28912 Roadside Drive	Addition of outdoor dining areas to five eating/drinking establishments in the Whizin Market
8	Southwest corner of Agoura/Kanan Roads	Construction of a mixed-use development with 238 multi-family units, a parking structure, and 9,000 square feet of commercial space
9	29900 Ladyface Court	Construction of a 0.5-mile, two-foot-wide trail loop beginning at the Agoura Hills Recreation and Event Center and leading into Ladyface Mountain
10	6500 Chesebro Road	Modifications to existing structures and operations of a private equestrian facility, including construction or two accessory structures
11	28260 Dorothy Drive	Construction of a 4,495-square-foot veterinary clinic

[1] Cumulative project details were provided by the City of Agoura Hills Community Development Department.

4 Environmental Impact Analysis

The individual sections of this chapter each discuss the environmental effects of the proposed Project, which includes the Bicycle Master Plan (BMP) and all of its associated components (Medea Creek Path [Path], Agoura High School Connection [Connection], VMT Mitigation Exchange and Banking Program [Program], and General Plan Amendments [Amendments]). A *significant effect* as defined by the *California Environmental Quality Act* (CEQA*) Guidelines* Section 15382 is:

> a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

The assessment of each environmental issue area begins with a discussion of the environmental setting related to the issue, which is followed by the impact analysis. In the impact analysis, all Project components are analyzed at the programmatic level. Individual projects included within the BMP are grouped into Class I facilities, Class II facilities, Class III facilities, Class IV facilities, and enhanced bicycle treatments, as identified in Section 2.5, *Project Characteristics*, and in Table 1 of Chapter 2, *Project Description*. The impact analysis contained herein provides a programmatic analysis of anticipated impacts for each of the five facility classes, which vary with regard to the number and type of improvements, amount of construction disturbance and excavation, duration of construction period, and operational characteristics. While the impacts associated with the individual projects in each facility class are expected to be similar, special consideration is being given to two identified projects that contain more specificity. Because the City seeks to prioritize implementation of the Path and the Connection, conceptual design plans have been developed for those two projects. Therefore, the Path and the Connection have their own subheadings within the Class I Facilities impact analysis subsection to provide a more specific assessment of their environmental impacts. Impacts associated with the Amendments are analyzed within their own subsection.

As discussed in Chapter 2, *Project Description*, the only projects that are currently planned, unfunded, and could potentially be funded by the Program are those currently included within the BMP. Therefore, the impact analysis contained herein does not include a subsection with programmatic analysis to identify a separate set of impacts associated with the Program, as the individual project list for the BMP and the Program are identical and impacts associated with the BMP would encompass impacts associated with the Program.

The first subsection of the impact analysis identifies the methodologies used and the “significance thresholds,” which are those criteria universally recognized, or developed specifically for this analysis, to determine whether potential effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for potentially significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text with the discussion of the effect and its significance. Each bolded impact statement also contains a statement of the significance determination for the environmental impact as follows:

- **Significant and Unavoidable**. An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per State CEQA Guidelines Section 15093.
- **Less than Significant with Mitigation Incorporated**. An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under State CEQA Guidelines Section 15091.
- **Less than Significant**. An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact.** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Following each environmental impact discussion is a list of mitigation measures (if required) and the residual effects or level of significance remaining after implementation of the measure(s). In cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact would discussed and evaluated as a secondary impact. No secondary impacts are identified in this Programmatic Environmental Impact Report (PEIR). As this is a PEIR, project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions. The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed Project in conjunction with other planned and pending developments listed in Section 3, *Environmental Setting*. The *Executive Summary* of this PEIR summarizes all impacts and mitigation measures that apply to the proposed Project.

4.1 Aesthetics

The analysis in this section considers potential impacts to aesthetics. Specifically, this section discusses the environmental and regulatory setting; the criteria used to determine the significance of environmental impacts related to aesthetics; and potential impacts related to aesthetics that would result from implementation of the proposed Project.

4.1.1 Setting

a. Scenic Resources

The Project area encompasses all of the City of Agoura Hills. The City of Agoura Hills General Plan 2035 categorizes visual resources within the city into both hillsides and scenic resources (City of Agoura Hills 2022). The General Plan designates six primary ridgelines as hillsides that dominate the community's landscape, including:

- Ladyface Mountain ridgeline between Kanan Road and the western City limits on the southern border of Agoura Hills,
- A ridgeline in the northwestern portion of Agoura Hills above Thousand Oaks Boulevard and west of Kanan Road,
- Two ridgelines in the northeastern corner of Agoura Hills,
- A ridgeline in the southeast corner of Agoura Hills between Kanan and Liberty Canyon Roads, which creates the city's southern boundary, and
- A ridgeline northeast of the Agoura Hills boundary within the Santa Monica Mountains National Recreation Area.

These primary ridgelines are generally undeveloped and are the primary topographical features viewed from the U.S. Highway 101 (Ventura Freeway) corridor and major arterials within the city. The City of Agoura Hills General Plan 2035 also identifies secondary ridgelines as visual form-giving and space-defining features. Secondary ridgelines are differentiated from primary ridgelines because views of these features are partially blocked or because their hillsides have been developed with urban land uses (City of Agoura Hills 2022).

In addition to hillsides and ridgelines, the City of Agoura Hills General Plan 2035 identifies Ladyface Mountain as a scenic resource and the focal point of community pride. Ladyface Mountain is located within the Santa Monica Mountain, parallel to the Ventura Freeway corridor. Other important scenic resources in the city include (City of Agoura Hills 2022):

- Strawberry Hill, located north of Canwood Street and south of Thousand Oaks Boulevard, east of Forest Cove Park,
- Morrison Ranch Hills, located north of Thousand Oaks Boulevard and generally between Reyes Adobe Road and Kanan Road,
- Palo Comado Hills, located in the northeastern corner of the City, and
- Simi Hills that border the City on the north.

b. Scenic Vistas and Views

For the purposes of this analysis, a scenic vista is a view from a public place (roadway, designated scenic viewing spot, etc.) that is expansive and considered by the City of Agoura Hills to be important. It can be obtained from an elevated position (such as from a trail near the top of a hillside) or it can be seen from a roadway with a longer-range view of the landscape. Public views of the hillsides and scenic resources identified in Section 4.1.1.a, *Scenic Resources,* are considered scenic vistas. The hills of the Santa Monica Mountains also provide panoramic vistas of majestic oak trees and dramatic backdrops of picturesque canyons and hillsides, all of which are considered valuable visual resources (City of Agoura Hills 2022). Views of these features can generally be enjoyed from public rights-of-way (ROW), including roadways throughout Agoura Hills. Scenic views, particularly of open spaces and natural features, are also available from the trail network in and around the city. For example, the Zuma Ridge, or Simi-to-Sea, Trail that connects the national parklands north and south of the Ventura Freeway corridor provides scenic views of the Santa Monica Mountains (City of Agoura Hills 2022).

c. Scenic Corridors and Roads

A scenic highway is defined by the California Department of Transportation (Caltrans) as a public highway that traverses an area of outstanding scenic quality, containing striking views, flora, geology, or other unique natural attributes. Caltrans identifies the Ventura Freeway as an Eligible State Scenic Highway, from Topanga Canyon Boulevard to State Route (SR-) 33 in Ventura, though this segment has not been formally designated.

The City of Agoura Hills General Plan 2035 designates four local roadway segments as scenic corridors within the city. These roadways are considered valuable scenic resources that provide scenic views of the Santa Monica Mountains, including Ladyface Mountain. Specifically, the General Plan identifies the following scenic corridors (City of Agoura Hills 2022):

- Reyes Adobe Road, from Thousand Oaks Boulevard to Agoura Road,
- Thousand Oaks Boulevard, from the western city limits to the eastern city limits,
- Agoura Road, from the western city limits to the eastern city limits, and,
- Kanan Road, from Agoura Road to the southern city limits.

d. Light and Glare

Existing sources of light and glare in the city include glass building facades, building windows, streetlights, parking lot lighting, security and way-finding lighting at existing non-residential uses, and automobile headlights. Areas with the heaviest amount of light and glare in the city include the commercial centers at freeway interchanges such as Kanan Road and Ventura Freeway, and the office and business park developments located south of Ventura Freeway and west of Kanan Road (City of Agoura Hills 2010a).

4.1.2 Regulatory Setting

a. Federal Regulations

There are no federal regulations related to aesthetics applicable to the proposed Project.

b. State Regulations

Caltrans Scenic Highway Program

The State Scenic Highways Program identifies and designates certain portions of the state highway system as scenic highways to establish the State's responsibility for the protection and enhancement of California's natural scenic beauty. Designated state scenic highways represent portions of the state highway system which, together with the adjacent scenic corridors, require special scenic conservation treatment. Scenic highway designation establishes specific planning and design standards and procedures, while continuing careful coordination of planning, design, construction, and regulation of land use and development, by state and local agencies as appropriate, to protect the social and economic values provided by the State's scenic resources. Although there are no officially designated state scenic highways within the city, Caltrans identifies the Ventura Freeway as an Eligible State Scenic Highway (Caltrans 2018).

c. Local Regulations

City of Agoura Hills General Plan 2035

The City of Agoura Hills General Plan 2035 was adopted on March 24, 2010 (updated on August 10, 2022) by the City Council (City of Agoura Hills 2022). The City of Agoura Hills General Plan 2035 is a strategic document designed to guide the physical development of the city until the year 2035. Among other things, the City of Agoura Hills General Plan 2035 sets out the pattern of land uses, including residential, commercial, and industrial. It also establishes the system of streets, bikeways, and trails. The City of Agoura Hills General Plan 2035 addresses a wide variety of subject areas, including housing, traffic, natural resources, land uses, economic development, noise, and public safety.

The City of Agoura Hills General Plan 2035 contains the following goals and policies related to aesthetics, which would apply to the Project.

Goal LU-3. Open space lands that are preserved to maintain the visual quality of the city and provide recreational opportunities, protect the public from safety hazards, and conserve natural resources.

> **Policy LU-3.1.** Provide for the preservation of significant scenic areas and corridors, significant plant and animal habitat and riparian areas, and physiographic features within the city.
>
> **Policy LU-3.2**. Preserve ridgelines, natural slopes, and bluffs as open space, minimize hillside erosion, and complement natural landforms through sensitive grading techniques in hillside areas.
>
> **Policy LU-3.4.**Continue to sustain oak trees, which are an integral part of the city's character, and consider the protection of other valuable tree species.
>
> **Policy LU-3.6.** Encourage development to be located and designed to respect Agoura Hill's natural environmental setting and preserve public views, including scenic hillside areas. Regulate building height and location to avoid obtrusive breaks in the natural skyline.
>
> **Policy LU-3.7.** Whenever possible, preserve vistas of the community from public use areas.
>
> **Policy LU-3.8.** Preserve view of the night sky through control of outdoor lighting.

Goal LU-4. Structure and form of development that respects Agoura Hill's natural setting; maintains distinct and interconnected places for residents to live, shop, work, and play; and is more compact to reduce automobile dependence.

Policy LU-4.9. Incorporate sufficient open areas in development projects to maintain a sense of openness, such as paths, sidewalks, gathering areas, and/or passive and active recreation.

Goal LU-7. 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-7.7. Protect and enhance the unique features of Agoura Hill's residential neighborhoods that have contributed to a high-quality aesthetic environment, including the preservation of scenic and visual resources, a quality built environment, open space resources, and attractive streetscapes.

Goal LU-19. Open space lands that provide an attractive environmental setting for Agoura Hills and visual relief from development, protect the viability of natural resources and habitat, offer passive recreational opportunities for residents and visitors, and protect residents from the risks of natural hazards.

Goal NR-2. Preservation of significant visual resources as important quality of life amenities for residents, and as assets for commerce, recreation, and tourism.

Policy NR-2.2. Provide public trails, recreation areas, and viewing areas near significant visual resources, where appropriate.

Policy NR-2.3. Maintain the community's primary and secondary ridgelines.

Policy NR-2.4. Require development within visually sensitive areas to minimize impacts to scenic resources and to preserve unique or special visual features, particularly in hillside areas, through the following: creative site planning, integration of natural features into the project, appropriate scale, materials, and design to complement the surrounding natural landscape, clustering of development so as to preserve open space vistas and natural features, minimal disturbance of topography, and creation of contiguous open space networks.

Goal NR-3. Maintenance and enhancement of the visual quality of city roads that have valuable scenic resources in order to create a special awareness of the environmental character and natural and man-made resources of the community.

Policy NR-3.1. Ensure a quality visual experience along the entire length of the scenic roads through protection and enhancement of views and development of appropriate landscaping.

Policy NR-3.2. Preserve the hillside backdrop and natural landforms visible from the scenic roads in their present state to the extent possible.

Goal NR-4. Protection and enhancement of open space resources, other natural areas, and significant wildlife and vegetation in the city as an integral component of a sustainable environment.

Policy NR-4.8. Link open space to activity centers, parks, other open space, and scenic routes to help define urban form and beautify the city.

Policy NR-4.10. Continue to sustain the city's oak trees, which are an integral part of the character of the city, and continue to plant and maintain these trees in a manner that will allow them to mature and thrive.

City of Agoura Hills Municipal Code

Article IX, Chapter 1, Part 4 of the Agoura Hills Municipal Code (AHMC) defines the general development standards for the city. Section 9132 of the AHMC specifically states that all development must be compatible with the rural character of the community, including preservation of views from existing development, and the preservation and protection of natural features, including terrain and landscaping in the neighborhood and community.

Article IX, Chapter 6, Part 2 of the AHMC defines hillside management and significant ecological areas, and requires the preservation of the scenic viewshed including provisions for site design in hillside areas and special regulations to protect hillside areas and special ecological areas from incompatible development. This section serves to preserve the natural terrain, quality environment, and aesthetic character of the city's hillside and ecological features. Section 9652.13.C.(h) specifically requires street lighting be designed to lessen impacts on views of hillsides and ridgelines; Section 9655.3 prohibits signs that create a safety hazard by obstructing the view of pedestrian or vehicular traffic; and Section 9663.5 sets forth regulations for connectivity and pedestrian accommodation, requiring that all pedestrian pathways be lit by low, ground-mounted, shielded and downward facing lighting fixtures at set intervals.

Oak trees are also protected by the City of Agoura Hills Oak Tree Ordinance, contained in Article IX, Chapter 6, Part 2, Division 7 of the AHMC. The preservation of oak trees is further guided by the City's Oak Tree Preservation Guidelines, contained in Appendix A of the AHMC, and remains a high priority in recognition of their historical, environmental, and aesthetic values to the community, present and future.

Agoura Village Specific Plan

The Agoura Village Specific Plan, adopted in 2008 and updated in 2024, is a long-range planning effort intended to guide the revitalization, appropriate uses, and beautification of the Agoura Village (City of Agoura Hills 2024b). The Specific Plan area encompasses approximately 135 acres of developed and underveloped land running along both sides of Agoura Road, one block west of Kanan Road to approximately two blocks east of Cornell Road. Roadside Drive and the Ventura Freeway border the Specific Plan area to the north, and open space borders the Specific Plan area to the south.

Chapter 2, *Land Use, Regulations, & Guidelines*, of the Agoura Village Specific Plan identifies Viewshed Standards to allow the view of Ladyface Mountain from the public ROW. Viewsheds can consist of driveways or paseos. Standards include viewshed width minimums of 50 feet, maximum distances between viewsheds of 250 feet, six-foot limitations of vertical elements within paseos, 12-foot height maximums for vertical building elements, and height restrictions for buildings adjacent to paseos of one-story or twenty-four feet (whichever is less).

Chapter 2, *Land Use, Regulations, & Guidelines*, of the Agoura Village Specific Plan also identifies lighting standards. These lighting standards apply to on-site lighting for private development projects in parking areas, and lights associated with the building and landscaping. The following lighting standards would apply to the proposed Project.

- Low-voltage lighting conserves energy and shall be used in the landscape. The use of energy-efficient fixtures incorporating light emitting diode lamps is encouraged.
- Pedestrian light poles along sidewalks or pathways and parking lot light standards shall be 10 to 15 feet high unless bollards are used.

4.1.3 Impact Analysis

a. Methodology and Significance Thresholds

As discussed in Section 4.0, *Environmental Impact Analysis*, all Project components are analyzed at the programmatic level. Project components include the Bicycle Master Plan (BMP), the vehicle miles traveled (VMT) Mitigation Exchange and Banking Program (Program), and the General Plan Amendments (Amendments). Projects included within the BMP are grouped into Class I facilities, Class II facilities, Class III facilities, Class IV facilities, and enhanced bicycle treatments, as identified in Section 2.5, *Project Characteristics,* and in Table 1 of Chapter 2, *Project Description.* The impact analysis contained herein provides a programmatic analysis of anticipated impacts for each of the five facility classes, as the individual project impacts associated with each class of facility are expected to be similar. Because the City seeks to prioritize implementation of the Medea Creek Path (Path) and the Agoura High School Connection (Connection), the Path and the Connection have their own subheadings within the Class I Facility impact analysis subsection to provide a more specific assessment of the environmental impacts of those two specific projects included within the BMP. Impacts associated with the Amendments are analyzed within their own subsection.

As discussed in Chapter 2, *Project Description*, the only projects that are currently planned, unfunded, and could potentially be funded by the VMT Mitigation Exchange and Banking Program are those currently included within the BMP. Therefore, the impact analysis contained herein does not include a subsection for impacts associated with the Program, as the individual project list for the BMP and the Program are identical and impacts associated with the BMP would encompass impacts associated with the Program.

Within the following environmental analysis, impacts associated with each Project component are explicitly identified under the respective heading.

According to Appendix G of the *California Environmental Quality Act* (CEQA) *Guidelines*, impacts related to aesthetics would be significant if the proposed Project would:

1. Have a substantial adverse effect on a scenic vista;
2. Substantially damage scenic resources, including, but not limited to, unique mature trees, unique rock outcroppings, and historic buildings within a state scenic highway;
3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality; or,
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

b. Project Impacts and Mitigation Measures

Threshold 1: Would the Project have a substantial adverse effect on a scenic vista?

Impact AES-1 Implementation of the Bicycle Master Plan would result in temporary obstruction of views during construction activities. The proposed Project would not result in the construction of new structures that could permanently disrupt existing views. This impact would be less than significant.

As discussed in Section 4.1.1.b, Scenic Vistas and Views, scenic vistas in the City of Agoura Hills include public views of hillsides, scenic resources, and the Santa Monica Mountains. These views are generally available from public ROWs and scenic corridors, including portions of Reyes Adobe Road, Thousand Oaks Boulevard, Agoura Road, and Kanan Road (City of Agoura Hills 2022). Views of scenic vistas are also available from the trail network in and around the city.

Class I Facilities

Construction of the proposed Class I facilities would require clearing and grubbing, pavement demolition, grading, utility relocation, retaining wall or fencing installation, asphalt paving or repaving, street and undercrossing improvements, striping, and revegetation. Storage, staging, and active work areas would be established during the construction period for Class I facilities. These areas would be fenced for security, and fencing would include opaque mesh screening in some locations.

The Class I bikeway proposed along Agoura Road would be constructed adjacent to a City-designated scenic corridor. Storage, staging, and active work areas established near Agoura Road would result in minor, temporary effects to publicly-accessible views of the hillsides and other scenic resources, including the Santa Monica Mountains. Storage and staging areas would be contained within the identified project boundary and outside of the primary view corridor where feasible. Nonetheless, these established areas could disrupt long-range views of hillsides and mountains, including views from or near the City-designated scenic corridor. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Impacts to scenic vistas would be short term in nature, and fencing, construction equipment, and materials would be low profile. Therefore, construction of the Class I facilities would not substantially obscure views from publicly-accessible vantage points.

Implementation of Class I facilities would not result in the construction of new structures that could disrupt existing views. Furthermore, implementation of new Class I facilities would make scenic vistas more accessible to residents and visitors by providing a separated ROW for these users that are not currently served by the existing street system. Therefore, implementation of Class I facilities would not substantially affect scenic vistas, and may instead enhance the accessibility of scenic vistas. This impact would be less than significant.

Medea Creek Path

The proposed Path would result in construction of a Class I bikeway along Medea Creek from Agoura Road to the northern limit of the city. Construction activities, including the establishment of storage, staging, and active work areas, could temporarily block existing views of scenic resources, particularly where the Path would intersect two City-designated scenic corridors on Thousand Oaks

Boulevard and Agoura Road. These impacts would be short term in nature, and fencing, construction equipment, and materials would be low profile. Therefore, construction of the Path would not substantially obscure views from publicly-accessible vantage points.

Implementation of the Path would not result in the construction of new structures that could disrupt existing views. The Path's proposed alignment would run north-south through the central portion of the city, and both primary and secondary ridgelines would be intermittently visible to the east and west of the Path's alignment. As such, the Path would provide new vantage points of these designated visual resources, as well as new views of the natural habitat surrounding Medea Creek. Therefore, the proposed Path would not substantially affect scenic vistas, and may instead provide new vantage points and views of scenic resources. This impact would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

The proposed Connection would result in construction of a Class I bikeway connecting Thousand Oaks Boulevard to Fountain Place along the northern border of Agoura High School. This bikeway would be implemented approximately 0.1 mile south of a primary ridgeline and between two secondary ridgelines located approximately 0.4 mile and 0.2 mile east and west, respectively. The Connection would also abut the City-designated scenic corridor on Thousand Oaks Boulevard. Construction activities, including the establishment of storage, staging, and active work areas, could temporarily block existing views of the nearby ridgelines, particularly from Thousand Oaks Boulevard. These impacts would be short term in nature, and fencing, construction equipment, and materials would be low profile. Therefore, construction of the Connection would not substantially obscure views from publicly-accessible vantage points.

Implementation of the Connection would not result in the construction of new structures that could disrupt existing views from Thousand Oaks Boulevard. Rather, the Connection would provide new vantage points of the nearby ridgelines, where are designated visual resources. Therefore, the proposed Connection would not substantially affect scenic vistas, and may instead provide new vantage points of scenic resources. This impact would be less than significant.

Class II Facilities

Class II facilities are proposed along portions of the City-designated scenic corridors on Reyes Adobe Road and Thousand Oaks Boulevard. The establishment of Class II facilities on these roadways would generally require roadway restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes. Restriping can be completed within a single work period and does not require the establishment of storage, staging, or work areas. Therefore, restriping activities would not substantially obscure views from publicly-accessible vantage points.

Pavement widening would be necessary on Driver Avenue and on Cornell Road to allow for the addition of bicycle lanes. Pavement widening would not occur on a City-designated scenic corridor. Nonetheless, construction activities would require the creation of storage, staging, and active work areas. These areas would be fenced for security, and fencing would include opaque mesh screening in some locations. The storage, staging, and construction work areas would be visible from public ROWs and could result in minor, temporary effects to publicly-accessible views of the hillsides and other scenic resources. These established areas could disrupt long-range views of hillsides and mountains. These impacts would be short term in nature, and fencing, construction equipment, and materials would be low profile. Therefore, construction of the Class II facilities would not substantially obscure views from publicly-accessible vantage points.

Implementation of Class II facilities would not result in the construction of new structures that could disrupt existing views. The proposed improvements along Cornell Road would occur adjacent to publicly owned or preserved open space, as designated by the City of Agoura Hills General Plan 2035. Though improvements along Cornell Road have potential to impact adjacent scenic resources within the open space area, these disturbances would be minimal relative to the total share of open space present in and around the city. Furthermore, implementation of Class II facilities would be required to comply with the City of Agoura Hills Oak Tree Ordinance, which would result in the preservation of oak trees and their aesthetic values to the community. By providing enhanced multimodal access along Cornell Road, this specific Class II facility would provide an opportunity for new users to view the scenic resources present in the adjacent public open space. Furthermore, all Class II facilities would provide the opportunity for new users to view the primary ridgelines and open space areas in the southern portion of the city. Therefore, implementation of Class II facilities would not substantially affect scenic vistas, and may instead enhance the accessibility of scenic vistas. This impact would be less than significant.

Class III Facilities

Class III facilities are proposed along portions of the City-designated scenic corridors on Kanan Road and Agoura Road. Establishment of the Class III facilities would be limited to the restriping of existing roads to identify bike routes. Restriping can be completed within a single work period and does not require the establishment of storage, staging, or work areas. Therefore, establishment of the Class III facilities would not substantially obscure views from publicly-accessible vantage points.

Implementation of Class III facilities would not result in the construction of new structures that could disrupt existing views. Implementation of Class III facilities would provide an opportunity for new users to view ridgelines and other scenic resources. Therefore, implementation of Class III facilities under the proposed BMP would not substantially affect scenic vistas, and may instead enhance the accessibility of scenic vistas. This impact would be less than significant.

Class IV Facilities

Construction of Class IV facilities would require pavement demolition, minor grading, bollard or fencing installation, asphalt paving or repaving, and striping. Storage, staging, and active work areas would be established during the construction period for Class IV facilities. These areas would be fenced for security, and fencing would include opaque mesh screening in some locations.

Storage, staging, and active work areas established for the Class IV facility proposed along portions of the City-designated scenic corridor on Thousand Oaks Boulevard would result in minor, temporary effects to publicly accessible views of the hillsides and other scenic resources. Storage and staging areas would be contained within the identified project boundary and outside of the primary view corridor where feasible. Nonetheless, these established areas could disrupt long-range views of hillsides and mountains, including views from or near the City-designated scenic corridor. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Impacts to scenic vistas would be short term in nature, and fencing, construction equipment, and materials would be low profile. Therefore, construction of the Class IV facilities would not substantially obscure views from publicly-accessible vantage points.

The implementation of Class IV facilities would result in incorporation of barriers to create a separated and protected bicycle lane. These barriers would be low in vertical profile and would not substantially obscure views from the public ROW. Rather, implementation of Class IV facilities would provide an opportunity for new users to view ridgelines and other scenic resources. Therefore, implementation of Class IV facilities would not substantially affect scenic vistas, and may instead enhance the accessibility of scenic vistas. This impact would be less than significant.

Enhanced Bicycle Treatments

Enhanced bicycle treatment would be implemented at various locations throughout the city. These facilities could include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Construction and implementation of these facilities would be completed within a single work period and would not require the establishment of storage, staging, or work areas. These facilities would be located within or adjacent to existing, new, or improved bikeways and would not result in the development of large-scale structures within previous undeveloped areas that could impact views of ridgelines, hillsides, or other scenic resources. Furthermore, implementation of wayfinding signage and bicycle would be required to comply with Section 9655.3 of the AHMC; therefore, signage and signals would not obstruct views of pedestrian or vehicular traffic. Implementation of the enhanced bicycle treatment would not substantially affect scenic vistas. This impact would be less than significant.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Furthermore, the Amendments would not alter any existing goals, policies, or regulations contained within the City of Agoura Hills General Plan 2035 related to the protection of scenic resources. Therefore, the Amendments would not have a substantial adverse effect on a scenic vista. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 2:	Would the Project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Impact AES-2 THERE ARE NO OFFICIALLY DESIGNATED STATE SCENIC HIGHWAYS WITHIN THE CITY OF AGOURA HILLS. THEREFORE, THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY DAMAGE SCENIC RESOURCES WITHIN A STATE SCENIC HIGHWAY. THERE WOULD BE NO IMPACT.

As identified in Section 4.1.1.c, *Scenic Corridors and Roads,* there are no officially designated State Scenic Highways in the City of Agoura Hills. Although a portion of the Ventura Freeway, located in the southern portion of the city, is an Eligible State Scenic Highway, this roadway has not yet been

officially designated (Caltrans 2018). Therefore, implementation of the proposed Project would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

No impact would occur.

Threshold 3:	Would the Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

Impact AES-3 THE PROPOSED PROJECT WOULD BE CONSISTENT WITH APPLICABLE GENERAL PLAN GOALS AND POLICIES, AND WOULD COMPLY WITH APPLICABLE REGULATIONS CONTAINED WITHIN THE AGOURA HILLS MUNICIPAL CODE. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

State CEQA Guidelines Section 21071 defines an urbanized area as:

- An incorporated city that has either:
  - A population of at least 100,000 persons, or
  - A population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons.

According to the California Department of Finance (DOF), the City of Agoura Hills had a population of 19,904 on January 1, 2025 (DOF 2025). Agoura Hills is contiguous with the City of Thousand Oaks to the west; the City of Thousand Oaks had a population of 122,468 on January 1, 2025 (DOF 2025). Therefore, pursuant to State CEQA Guidelines Section 21071, the City of Agoura Hills is considered an urbanized area and this analysis considers whether the proposed Project would conflict with applicable zoning and other regulations governing scenic quality.

As identified in Section 4.1.2, *Regulatory Setting,* the City of Agoura Hills General Plan 2035 contains a variety of goals and policies that pertain to scenic quality. The AHMC also includes general development standards that govern the preservation of views from existing development, hillside management standards that require preservation of the aesthetic character or the city's hillside and ecological features, and an Oak Tree Ordinance that requires preservation of oak trees due to their aesthetic values to the community. The Agoura Village Specific Plan identifies viewshed standards to protect the view of Ladyface Mountain from the public ROW, and pedestrian lighting standards along pathways.

Class I Facilities

Construction of Class I facilities identified within the BMP would require use of delivery trucks, vehicles, and other construction equipment, as well as the creation of storage, staging, and active work areas. The construction period for each Class I facility would be temporary in nature, and the location and use of construction equipment in active work areas would change during the

construction period depending on which portions of projects identified in the BMP were under active construction. Construction activities could cause a change in the existing visual character and quality of the Project area by introducing a level of activity, vehicles, and construction equipment that is greater than typical conditions. The use of delivery trucks, vehicles, and construction equipment would be similar to the use of such vehicles and other equipment during other construction activities associated with development within the city. Furthermore, although construction activities would result in a degree of change to visual quality within the Project area, construction would not permanently impair or block any sensitive or unique visual resources or landscapes. Therefore, impacts to the area's visual character during construction would be less than significant.

Implementation of Class I facilities would not result in the construction of new structures that could disrupt existing views. All Class I facilities would be required to comply with applicable scenic quality zoning and other regulations identified in Section 4.1.2, *Regulatory Setting*, including the goals and policies of the City of Agoura Hills General Plan 2035, the design standards and Oak Tree Ordinance identified in the AHMC, and the viewshed standards and lighting requirements outlined in the Agoura Village Specific Plan. Design review would ensure the design of these individual facilities would meet these regulations. Furthermore, implementation of new Class I facilities would make scenic vistas more accessible to residents and visitors by providing a separated ROW for these users that are not currently served by the existing street system. Therefore, implementation of Class I facilities would not conflict with applicable zoning and other regulations governing scenic quality. This impact would be less than significant.

MEDEA CREEK PATH

Similar to the impacts associated with Class I facilities, implementation of the Path could cause a change in the existing visual character and quality of the individual project area by introducing a level of construction activity, construction vehicles, and construction equipment that is greater than typical conditions. The use of such vehicles and equipment would be temporary in nature and would be similar to the use of vehicles and equipment during other construction activities associated with development within the city. Furthermore, construction would not permanently impair or block any sensitive or unique visual resources or landscapes. Therefore, impacts to the area's visual character during construction would be less than significant.

Implementation of Path would not result in the construction of new structures that could disrupt existing views. The Path would be required to comply with applicable scenic quality zoning and other regulations identified in Section 4.1.2, *Regulatory Setting*, including the goals and policies of the City of Agoura Hills General Plan 2035, the design standards and Oak Tree Ordinance identified in the AHMC design standards, and the viewshed standards and lighting requirements outlined in the Agoura Village Specific Plan. Design review requirements would ensure the Path meets all applicable regulations. Furthermore, implementation of the Path would make scenic vistas more accessible to residents and visitors. Therefore, implementation of the Path would not conflict with applicable zoning and other regulations governing scenic quality. This impact would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

Implementation of the Connection could cause a change in the existing visual character and quality of the project area by introducing a level of construction activity, construction vehicles, and construction equipment that is greater than typical conditions. The use of such vehicles and

equipment would be temporary in nature and would be similar to the use of vehicles and equipment during other construction activities associated with development within the city. Furthermore, construction would not permanently impair or block any sensitive or unique visual resources or landscapes. Therefore, impacts to the area's visual character during construction would be less than significant.

Implementation of the Connection would not result in the construction of new structures that could disrupt existing views. The Connection would be required to comply with applicable scenic quality zoning and other regulations identified in Section 4.1.2, *Regulatory Setting*, including the goals and policies of the City of Agoura Hills General Plan 2035, the design standards and Oak Tree Ordinance identified in the AHMC, and the viewshed standards and lighting requirements outlined in the Agoura Village Specific Plan. Design review would ensure the Connection meets such regulations. Furthermore, implementation of the Connection would make scenic vistas more accessible. Therefore, implementation of the Connection would not conflict with applicable zoning and other regulations governing scenic quality. This impact would be less than significant.

Class II Facilities

Implementation of the Class II facilities could cause a change in the existing visual character and quality of individual project areas by introducing a level of construction activity, construction vehicles, and construction equipment during roadway widening that is greater than typical conditions. The use of such vehicles and equipment would be temporary in nature and would be similar to the use of vehicles and equipment during other construction activities associated with development within the city. Furthermore, construction would not permanently impair or block any sensitive or unique visual resources or landscapes. Therefore, impacts to the area's visual character during construction would be less than significant.

Implementation of Class II facilities would not result in the construction of new structures that could disrupt existing views. Class II facilities would be required to comply with applicable scenic quality zoning and other regulations identified in Section 4.1.2, *Regulatory Setting*, including the goals and policies of the City of Agoura Hills General Plan 2035, the design standards and Oak Tree Ordinance identified in the AHMC, and the viewshed standards and lighting requirements outlined in the Agoura Village Specific Plan. Design review would ensure the facilities meet such regulations. Furthermore, implementation of the Class II facilities would provide the opportunity for new users to view existing scenic vistas. Therefore, implementation of the Class II facilities would not conflict with applicable zoning and other regulations governing scenic quality. This impact would be less than significant.

Class III Facilities

Implementation of the Class III facilities could cause a change in the existing visual character and quality of individual project areas by introducing a level of vehicular activity during roadway restriping that is greater than typical conditions. The use of such vehicles would be temporary in nature and would be similar to the use of trucks and other vehicles during other construction and maintenance activities occurring within the city. Furthermore, use of these vehicles would not permanently impair or block any sensitive or unique visual resources or landscapes. Therefore, impacts to the area's visual character during construction would be less than significant.

Implementation of Class III facilities would not result in the construction of new structures that could disrupt existing views. As implementation of Class III would be limited to reconfiguration of

existing ROWs, implementation of the Class III facilities would not conflict with applicable zoning and other regulations governing scenic quality. This impact would be less than significant.

Class IV Facilities

Implementation of the Class IV facilities could cause a change in the existing visual character and quality of individual project areas by introducing a level of construction activity, construction vehicles, and construction equipment that is greater than typical conditions. The use of such vehicles and equipment would be temporary in nature and would be similar to the use of vehicles and equipment during other construction activities associated with development within the city. Furthermore, construction would not permanently impair or block any sensitive or unique visual resources or landscapes. Therefore, impacts to the area's visual character during construction would be less than significant.

Implementation of Class IV facilities would result in incorporation of barriers to create a separated and protected bicycle lane. These barriers would be low profile and would not substantially obscure views from the public ROW. The design of these barriers would be required to comply with applicable scenic quality zoning and other regulations identified in Section 4.1.2, *Regulatory Setting*, including the goals and policies of the City of Agoura Hills General Plan 2035, the design standards and Oak Tree Ordinance identified in the AHMC, and the viewshed standards and lighting requirements outlined in the Agoura Village Specific Plan. Design review would ensure the facilities and the barriers meet such regulations. Furthermore, implementation of the Class IV facilities would provide the opportunity for new users to view existing scenic vistas. Therefore, implementation of the Class IV facilities would not conflict with applicable zoning and other regulations governing scenic quality. This impact would be less than significant.

Enhanced Bicycle Treatments

Implementation of the enhanced bicycle treatments could also cause a change in the existing visual character and quality of individual project areas by introducing a level of construction activity, construction vehicles, and construction equipment that is greater than typical conditions. The use of such vehicles and equipment would be temporary in nature and would be similar to the use of vehicles and equipment during other construction activities associated with development within the city. Furthermore, construction would not permanently impair or block any sensitive or unique visual resources or landscapes. Therefore, impacts to the area's visual character during construction would be less than significant.

The enhanced bicycle treatments could include components such as street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. These facilities would be located within or adjacent to existing, new, or improved bikeways and would not result in the development of large-scale structures within previous undeveloped areas. These facilities would be required to comply with applicable scenic quality zoning and other regulations identified in Section 4.1.2, *Regulatory Setting*, including the goals and policies of the City of Agoura Hills General Plan 2035, the design standards and Oak Tree Ordinance identified in the AHMC, and the viewshed standards and lighting requirements outlined in the Agoura Village Specific Plan. Design review would ensure the facilities meet such regulations. Therefore, implementation of the Class IV facilities would not conflict with applicable zoning and other regulations governing scenic quality. This impact would be less than significant.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Furthermore, the Amendments would not alter any existing goals, policies, or regulations contained within the City of Agoura Hills General Plan 2035 related to the protection of scenic resources. Therefore, the Amendments would not conflict with applicable zoning and other regulations governing scenic quality. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 4:	Would the Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Impact AES-4 THE PROPOSED PROJECT WOULD NOT CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE THAT WOULD ADVERSELY AFFECT DAYTIME OR NIGHTTIME VIEWS IN THE AREA. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Class I Facilities

As discussed in Chapter 2, *Project Description*, specific construction details have been identified for the Medea Creek Path, a two-mile bicycle path and the longest new facility proposed in the BMP. Construction of the Path would result in the largest area of disturbance with the most construction activities. Construction of the Path would occur over the course of 24 months, during daytime hours of 8:00AM to 5:00PM. All other facilities included within the BMP would be expected to result in less intensive construction. Therefore, it can be assumed that construction of the remaining Class I facilities would occur over the course of 24 months or less, and construction would be limited to daytime hours of 8:00AM to 5:00PM.

Construction of Class I facilities identified within the BMP would require use of delivery trucks, vehicles, and other construction equipment, as well as the creation of storage, staging, and active work areas. Temporary and intermittent glare would be generated during daytime construction by sunlight reflecting from equipment or vehicle windshields in the storage, staging, and active work areas. These areas would be located outside of existing roadways within the individual project boundaries. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Storage, staging, and work areas would be fenced for security. Fencing would include opaque mesh screening in visually sensitive locations, such as adjacent to residential development, to reduce glare. Temporary nighttime lighting may be used for additional security within the fenced areas. Nighttime security lighting would be shielded and directed downward and inward toward the work, storage, or staging areas to prevent light spill onto adjacent properties. Given the temporary and intermittent nature of construction, the use of directional shielding on nighttime lighting, and the presence of fencing and screening in visually sensitive areas, construction of the Class I facilities would not create a new

source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

Proposed Class I facilities are generally located away from existing roadways. Current sources of light and glare along the Class I facility alignments are from adjacent roadways or cross streets, adjacent residential development, and adjacent commercial development. Specifically, existing sources of light and glare include streetlights, traffic lights, headlights and taillights from vehicles on nearby roadways, building lighting, and windows from nearby development. The BMP does not currently identify any operational lighting requirements for the Class I facilities. Nonetheless, in accordance with AHMC Section 9663.5, any pedestrian path, including the Class I multi-use bike paths proposed within the BMP, must be lit by lighted bollards or similar low, ground-mounted lighting fixtures at intervals of a minimum of 200 feet. As required by the AHMC, all lighting fixtures would be shielded and downward facing. Therefore, implementation of the Class I facilities would require the installation of ground-mounted lighting fixtures, and adherence to the AHMC requirements would ensure this new source of lighting would not adversely affect daytime or nighttime views in the area.

Once operational, glare could be produced by the sun shining on bicycles when cyclists utilize the new facilities; the amount of glare from bicycles would not be substantial given the existing sources of glare, including from vehicles traveling on nearby. Therefore, implementation of the Class I facilities would not create a new source of substantial glare that would adversely affect daytime or nighttime views in the area. Overall, this impact would be less than significant.

MEDEA CREEK PATH

Construction of the Path would occur over 24 months during daytime hours of 8:00AM to 5:00PM. Construction would require use of delivery trucks, vehicles, and other construction equipment, as well as the creation of storage, staging, and active work areas. Temporary and intermittent glare would be generated during daytime construction by sunlight reflecting from equipment or vehicle windshields in the storage, staging, and active work areas. These areas would be located within the identified project boundary away from existing roadways and, in some places, adjacent to residential and commercial development. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Storage, staging, and work areas would be fenced for security. Fencing would include opaque mesh screening in visually sensitive locations, such as adjacent to residential development, to reduce glare. Temporary nighttime lighting may be used for additional security within the fenced areas. Nighttime security lighting would be shielded and directed downward and inward toward the work, storage, or staging areas to prevent light spill onto adjacent properties. Given the temporary and intermittent nature of construction, the use of directional shielding on nighttime lighting, and the presence of fencing and screening in visually sensitive areas, construction of the Path would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

Current sources of light and glare along the Path alignment include streetlights on intersecting roadways, headlights and taillights from vehicles traveling on intersecting roadways, and building lighting and windows from nearby residential and commercial development. Operational lighting requirements are not currently identified for the Path. Nonetheless, the AHMC requires ground-mounted, shielded, and downward facing lighting fixtures at regular intervals along pedestrian paths. Therefore, implementation of the Path would include the installation of ground-mounted

lighting fixtures. With adherence to the AHMC requirements, this new source of lighting would not adversely affect daytime or nighttime views in the area.

Once operational, glare could be produced by the sun shining on bicycles utilizing the Path; the amount of glare from bicycles on the Path would not be substantial given the existing sources of glare from vehicles traveling on intersecting roadways and windows from nearby commercial and residential buildings. Therefore, implementation of the Path would not create a new source of substantial glare that would adversely affect daytime or nighttime views in the area. This impact would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

Construction of the Connection would occur over the course of 24 months or less, and construction would be limited to daytime hours of 8:00AM to 5:00PM. Construction would require use of delivery trucks, vehicles, and other construction equipment, as well as the creation of storage, staging, and active work areas. Temporary and intermittent glare would be generated during daytime construction by sunlight reflecting from equipment or vehicle windshields in the storage, staging, and active work areas. These areas would be located within or adjacent to the identified project boundary away from existing roadways. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Storage, staging, and work areas would be fenced for security. Fencing would include opaque mesh screening to reduce glare at Agoura High School. Temporary nighttime lighting may be used for additional security within the fenced areas. Nighttime security lighting would be shielded and directed downward and inward toward the work, storage, or staging areas to prevent light spill onto adjacent properties. Given the temporary and intermittent nature of construction, the use of directional shielding on nighttime lighting, and the presence of fencing and screening in visually sensitive areas, construction of the Connection would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

Current sources of light and glare along the Connection include streetlights on Thousand Oaks Boulevard, existing traffic lights on Thousand Oaks Boulevard, headlights and taillights from vehicles traveling on Thousand Oaks Boulevard and Carell Avenue, building lighting and windows from Agoura High School, overhead lighting for the athletic fields at Agoura High School, and building lighting and windows from nearby residential development. Operational lighting requirements are not currently identified for the Connection. Nonetheless, the AHMC requires ground-mounted, shielded, and downward facing lighting fixtures at regular intervals along pedestrian paths. Therefore, implementation of the Connection would include the installation of ground-mounted lighting fixtures. With adherence to the AHMC requirements, this new source of lighting would not adversely affect daytime or nighttime views in the area.

Once operational, glare could be produced by the sun shining on bicycles utilizing the Connection; the amount of glare from bicycles would not be substantial given the existing sources of glare from vehicles traveling on nearby roadways, windows from Agoura High School, and windows from nearby residential development. Therefore, implementation of the Connection would not create a new source of substantial glare that would adversely affect daytime or nighttime views in the area. This impact would be less than significant.

Class II Facilities

Construction of Class II facilities would generally consist of roadway restriping and reconfiguration of lane widths. These activities would require the use of paint trucks and similar equipment along existing roadways. Restriping can be completed within a single work period and does not require the establishment of storage, staging, or work areas. Temporary and intermittent glare would be generated during daytime restriping by sunlight reflecting from paint trucks and equipment operating within active traffic lanes, moving linearly along an individual project site. In some cases, nighttime restriping may occur, which would involve mobile work zones with vehicle-mounted lights and directional beacons. Vehicle lighting would be forward-facing to minimize spillover onto adjacent properties. Given the temporary and intermittent nature of these activities and the use of forward-facing directional lighting during nighttime activities, roadway restriping would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

Construction of Class II facilities would also require pavement widening on Driver Avenue and Cornell Road to allow for the addition of bicycle lanes. Construction activities for pavement widening would occur over the course of 24 months or less, and construction would be limited to daytime hours of 8:00AM to 5:00PM. Construction would require use of delivery trucks, vehicles, and other construction equipment, as well as the creation of storage, staging, and active work areas. Temporary and intermittent glare would be generated during daytime construction by sunlight reflecting from equipment or vehicle windshields in the storage, staging, and active work areas. These areas would be located within or adjacent to the identified project boundaries. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Storage, staging, and work areas would be fenced for security. Fencing would include opaque mesh screening in visually sensitive locations, such as adjacent to residential development, to reduce glare. Temporary nighttime lighting may be used for additional security within the fenced areas. Nighttime security lighting would be shielded and directed downward and inward toward the work, storage, or staging areas to prevent light spill onto adjacent properties. Given the temporary and intermittent nature of construction, the use of directional shielding on nighttime lighting, and the presence of fencing and screening in visually sensitive areas, pavement widening would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

Current sources of light and glare along the Class II facility alignments include streetlights, traffic lights, headlights and taillights from vehicles traveling on the roadways, and building lighting and windows from adjacent development. Operational lighting requirements for Class II facilities are not currently identified in the BMP. Given that Class II facilities are proposed along existing roadways with existing streetlights, it is assumed that additional overhead lighting would not be required. Once operational, glare could be produced by the sun shining on bicycles utilizing the new facilities; the amount of glare from bicycles would not be substantial given the existing sources of glare from vehicles on the roadway and windows from adjacent development. Therefore, implementation of the Class II facilities would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. This impact would be less than significant.

Class III Facilities

Construction of the Class III facilities would be limited to the restriping of existing roads to identify bike routes. These activities would require the use of paint trucks and similar equipment along

existing roadways. Restriping can be completed within a single work period and does not require the establishment of storage, staging, or work areas. Temporary and intermittent glare would be generated during daytime restriping by sunlight reflecting from paint trucks and equipment operating within active traffic lanes, moving linearly along an individual project site. In some cases, nighttime restriping may occur, which would involve mobile work zones with vehicle-mounted lights and directional beacons. Vehicle lighting would be forward-facing to minimize spillover onto adjacent properties. Given the temporary and intermittent nature of these activities and the use of forward-facing directional lighting during nighttime activities, roadway restriping to establish the Class III facilities would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

Current sources of light and glare along the Class III facility alignments include streetlights, traffic lights, headlights and taillights from vehicles traveling on the roadways, and building lighting and windows from adjacent development. Operational lighting requirements for Class III facilities are not currently identified in the BMP. Given that Class III facilities are proposed along existing roadways with existing streetlights, it is assumed that additional overhead lighting would not be required. Once operational, glare could be produced by the sun shining on bicycles utilizing the new facilities; the amount of glare from bicycles would not be substantial given the existing sources of glare from vehicles on the roadway and windows from adjacent development. Therefore, implementation of the Class III facilities would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. This impact would be less than significant.

Class IV Facilities

Construction of the Class IV facilities would occur over the course of 24 months or less, and construction would be limited to daytime hours of 8:00AM to 5:00PM. Construction would require use of delivery trucks, vehicles, and other construction equipment, as well as the creation of storage, staging, and active work areas. Temporary and intermittent glare would be generated during daytime construction by sunlight reflecting from equipment or vehicle windshields in the storage, staging, and active work areas. These areas would be located within the individual project boundaries. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Storage, staging, and work areas would be fenced for security. Fencing would include opaque mesh screening in visually sensitive locations, such as adjacent to residential development, to reduce glare. Temporary nighttime lighting may be used for additional security within the fenced areas. Nighttime security lighting would be shielded and directed downward and inward toward the work, storage, or staging areas to prevent light spill onto adjacent properties. Given the temporary and intermittent nature of construction, the use of directional shielding on nighttime lighting, and the presence of fencing and screening in visually sensitive areas, construction of the Class IV facilities would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

Current sources of light and glare along the Class IV facility alignments include streetlights, traffic lights, headlights and taillights from vehicles traveling on adjacent roadways, and building lighting and windows from adjacent development. Operational lighting requirements for Class IV facilities are not currently identified in the BMP. Given that Class IV facilities are proposed along existing roadways with existing streetlights, it is assumed that additional overhead lighting would not be required. Once operational, glare could be produced by the sun shining on bicycles utilizing the new

facilities and by vehicle headlights shining on reflective elements of barriers that would be installed to provide a separated bikeway; the amount of glare from bicycles and barriers would not be substantial given the existing sources of glare from vehicles on the roadway and windows from adjacent development. Therefore, implementation of the Class IV facilities would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. This impact would be less than significant.

Enhanced Bicycle Treatments

Enhanced bicycle treatments would include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Construction and implementation of these facilities would be completed within a single work period and would not require the establishment of storage, staging, or work areas. Temporary and intermittent glare would be generated during daytime construction and implementation activities by sunlight reflecting from construction equipment or vehicle windshields. In some cases, nighttime restriping may occur, which would involve mobile work zones with vehicle-mounted lights and directional beacons. Vehicle lighting would be forward-facing to minimize spillover onto adjacent properties. Given the temporary and intermittent nature of these activities and the use of forward-facing directional lighting during nighttime activities, implementation of the enhanced bicycle treatments would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area.

Enhanced bicycle treatments would be implemented at various locations throughout the city, but these facilities would generally be placed within or adjacent to existing, new, or improved bikeways. Current sources of light and glare near these facilities would include streetlights, existing traffic lights, headlights and taillights from vehicles traveling on nearby roadways, and building lighting and windows from adjacent development. Specific operational lighting requirements for the enhanced bicycle treatments are not currently identified in the BMP. Bicycle signals and detection at traffic signals would constitute a new source of light. Once operational, glare could be produced by reflective elements, by the sun shining on new signage, and by the sun shining on bicycles utilizing the parking and repair facilities. The amount of glare from these facilities and from bicycles utilizing these facilities would not be substantial given the existing sources of light and glare from existing streetlights, traffic lights, headlights and taillights, building lighting, and building windows. Therefore, implementation of the enhanced bicycle treatments would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. This impact would be less than significant.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, guided by the BMP. Although the proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions, the prioritization of VMT reduction through alternative transportation modes could result in a shift in the types of light and glare occurring within the city. Nonetheless, the Amendments would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. This impact would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.1.4 Cumulative Impacts

The geographic scope for cumulative impacts related to aesthetics is the Project area, which encompasses all of the City of Agoura Hills. This geographic scope is appropriate because impacts to views of scenic vistas and potential lighting or glare impacts associated with cumulative development could collectively contribute to a cumulative impact in the Project area.

Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1, could result in impacts to public viewsheds or scenic vistas due to the heights of proposed structures. These impacts could be potentially significant. Cumulative projects would be required to undergo design review to ensure compliance with the City of Agoura Hills General Plan 2035 and the AHMC, which would ensure consistent building heights and siting were maintained. Cumulative projects would also undergo and environmental review to identify and subsequently mitigate impacts to scenic resources to the extent feasible. Therefore, cumulative impacts to public viewsheds and vistas would be less than significant. Furthermore, individual projects identified in the BMP would primarily occur at grade and would not include the development of new structures. Therefore, the Project would not contribute to a significant cumulative impact.

There are no officially designated state scenic highways within the Project area. Therefore, there would be no cumulative impact to scenic resources within a state scenic highway.

Cumulative development within the Project area would be required to comply with applicable zoning and development regulations, General Plan and Specific Plan policies, and the AHMC requirements. Compliance with the aforementioned plans, policies, and regulations would mitigate environmental impacts where feasible. Additionally, individual development projects, including projects identified within the BMP, would undergo environmental review where required, including consideration of whether the projects would conflict with applicable zoning or other regulations governing scenic quality. With these considerations prior to project approval, cumulative impacts related to a conflict with applicable zoning and other regulations governing scenic quality would be less than significant, and the Project would not contribute to a significant cumulative impact.

An increase in light and glare could become cumulatively significant as the cumulative project area continues to be built out due to an increase in exterior and interior building lighting, illuminated signs, and reflective building materials. These impacts could be potentially significant. No lighting is currently proposed related to the BMP, and implementation of the BMP would not result in the development of new buildings, structures, or design features that would contribute to sources of light and glare. Therefore, the Project would not result in a considerable contribution to cumulative impacts related to light and glare.

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4.2 Air Quality

The analysis in this section considers potential impacts to air quality. Specifically, this section discusses the environmental and regulatory setting; the criteria used to determine the significance of environmental impacts related to air quality; and potential impacts related to air quality that would result from implementation of the proposed Project. Construction and operational emissions associated with project buildout were calculated using the California Emissions Estimator Model (CalEEMod), version 2022.1. Results of the calculations (refer to **Appendix B**) were compared to South Coast Air Quality Management District (SCAQMD) thresholds to determine impacts.

4.2.1 Setting

a. Climate and Topography

The Project area, which encompasses all of the City of Agoura Hills, is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the SCAQMD. The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County (SCAQMD 2025). The regional climate in the SCAB is semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality in the SCAB is primarily influenced by meteorology and a wide range of emission sources, such as dense population centers, substantial vehicular traffic, and industry.

Most annual rainfall in the SCAB occurs between November and April. Summer rainfall is minimal and is generally limited to scattered thundershowers in coastal regions and slightly heavier showers in the eastern portion of the SCAB and along the coastal side of the mountains. Agoura Hills has a Mediterranean climate with moderate, dry summers. The warmest month of the year is September, and the coldest month of the year is January. The annual average maximum temperature is 70.1 degrees Fahrenheit (°F), while the annual average minimum temperature is 50.0°F. Rainfall is concentrated in the winter months. Local climate conditions are summarized below in Table 4.2-1**.**

Table 4.2-1 Agoura Hills Climate Conditions

Temperature Condition	Amount
Average annual rainfall	14.82 inches
Annual average maximum temperature	70.1°F
Annual average minimum temperature	50.0°F
Warmest month	September
Coolest month	January

°F = degrees Fahrenheit

Note: Averages are based on the period of record from June 1, 1923 to December 31, 2003, at the approximately 27 miles-away Oxnard Station, west of the Project area.

Source: Western Regional Climate Center 2003

The SCAB experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of the Pacific High-pressure system. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion layer (i.e., the upper layer) until the inversion layer finally breaks, allowing vertical mixing with the lower layer. This phenomenon is observed in mid- to late afternoons on hot summer days. Winter inversions frequently break by mid-morning.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino counties. In the winter, the greatest pollution problems are the accumulation of carbon monoxide and nitrogen oxides (NO_X) due to low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and brighter sunshine combine to cause a reaction between hydrocarbons and NO_X to form photochemical smog.

b. Air Pollutants of Primary Concern

Air pollutant emissions in the SCAB are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

The federal and State Clean Air Acts (CAA), discussed in greater detail under 4.2.2, *Regulatory Setting,* mandate the control and reduction of certain air pollutants. Under these laws, the United States Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for "criteria pollutants" and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide (CO), volatile organic compounds (VOC)/reactive organic gases (ROG),[1] nitrogen oxides (NO_X), particulate matter with diameters of up to ten microns (PM_{10}) and up to 2.5 microns ($PM_{2.5}$), sulfur dioxide (SO_2), and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone (O_3), which is created by atmospheric chemical and photochemical reactions primarily between VOC and NO_X. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). The following subsections describe the characteristics, sources, and health and atmospheric effects of air pollutants of primary concern.

[1] CARB defines VOC and ROG similarly as, "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term VOC is used in this analysis.

Carbon Monoxide

CO is a localized pollutant found in high concentrations only near its source. The primary source of CO, a colorless, odorless, poisonous gas, is automobile traffic's incomplete combustion of petroleum fuels. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. When CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability to get oxygenated blood to their hearts in situations where they need more oxygen than usual. As a result, they are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain, also known as angina (U.S. EPA 2024b).

Ozone

O_3 is a highly oxidative unstable gas produced by a photochemical reaction (triggered by sunlight) between NO_X and VOC. VOC is composed of non-methane hydrocarbons (with specific exclusions), and NO_X is composed of different chemical combinations of nitrogen and oxygen, mainly nitric oxide and NO_2. NO_X is formed during the combustion of fuels, while VOC is formed during the combustion and evaporation of organic solvents. As a highly reactive molecule, O_3 readily combines with many different atmosphere components. Consequently, high O_3 levels tend to exist only while high VOC and NO_X levels are present to sustain the O_3 formation process. Once the precursors have been depleted, O_3 levels rapidly decline. Because these reactions occur on a regional rather than local scale, O_3 is considered a regional pollutant. In addition, because O_3 requires sunlight to form, it mainly occurs in concentrations considered serious between April and October. People most at risk from O_3 include people with asthma, children, older adults, and people who are active outdoors, especially outdoor workers. In addition, people with reduced intake of certain nutrients, such as vitamins C and E, are at greater risk from O_3 exposure. Depending on the level of exposure, O_3 can cause coughing and a sore or scratchy throat; make it more difficult to breathe deeply and vigorously and cause pain when taking a deep breath; inflame and damage the airways; make the lungs more susceptible to infection; aggravate lung diseases such as asthma, emphysema, and chronic bronchitis; and increase the frequency of asthma attacks (U.S. EPA 2024a).

Nitrogen Dioxide

The primary sources of NO_x are motor vehicles, industrial boilers, and furnaces. The principal form of NO_x produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO_2, creating the mixture of NO and NO_2, commonly called NO_x. Nitrogen dioxide (NO_2) is a reactive, oxidizing gas and an acute irritant capable of damaging cell linings in the respiratory tract. Breathing air with a high concentration of NO_2 can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases leading to respiratory symptoms (such as coughing, wheezing, or difficulty breathing), hospital admissions, and visits to emergency rooms. Longer exposures to elevated concentrations of NO_2 may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma and children and the elderly are generally at greater risk for the health effects of NO_2. The nitrate particles that result from NO_X make the air hazy and difficult to see though. It can also contribute to the formation of O_3, smog, and acid rain (U.S. EPA 2024c).

Particulate Matter

Suspended atmospheric PM_{10} and $PM_{2.5}$ are comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mist. Both PM_{10} and $PM_{2.5}$ are emitted into the atmosphere as by-products of fuel combustion and wind erosion of soil and unpaved roads. The atmosphere, through chemical reactions, can form particulate matter. The characteristics, sources, and potential health effects of PM_{10} and $PM_{2.5}$ can be very different. PM_{10} is generally associated with dust mobilized by wind and vehicles. In contrast, $PM_{2.5}$ is generally associated with combustion processes and formation in the atmosphere as a secondary pollutant through chemical reactions. PM_{10} can cause increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling. For $PM_{2.5}$, short-term exposures (up to 24-hours duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases (CARB 2024a).

Sulfur Dioxide

SO_2 is the component of greatest concern and is used as the indicator for the larger group of gaseous sulfur oxides (SO_x). Other gaseous SO_x (such as SO_3) are found in the atmosphere at concentrations much lower than SO_2. The largest source of SO_2 in the atmosphere is the burning of fossil fuels by power plants and other industrial facilities. Smaller sources of SO_2 emissions include: industrial processes such as extracting metal from ore; natural sources such as volcanoes; and locomotives, ships and other vehicles and heavy equipment that burn fuel with a high sulfur content. Short-term exposures to SO_2 can harm the human respiratory system and make breathing difficult. People with asthma, particularly children, are sensitive to these effects of SO_2 (U.S. EPA 2024d).

Lead

Lead (Pb) is a metal found naturally in the environment, as well as in manufacturing products. The major sources of Pb emissions historically have been mobile and industrial. Due to the U.S. EPA ’s regulatory efforts to remove Pb from gasoline, atmospheric Pb concentrations have declined substantially over the past several decades. The most dramatic reductions in Pb emissions occurred before 1990 due to the removal of Pb from gasoline sold for most highway vehicles. Pb emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries at least partly due to national emissions standards for hazardous air pollutants (U.S. EPA 2014). As a result of phasing out leaded gasoline, metal processing is currently the primary source of Pb emissions. The highest Pb level in the air is generally found near Pb smelters. Other stationary sources include waste incinerators, utilities, and Pb-acid battery manufacturers. Pb can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and cardiovascular system depending on exposure. Pb exposure also affects the oxygen-carrying capacity of the blood. The Pb effects most likely encountered in current populations are neurological in children. Infants and young children are susceptible to Pb exposures, contributing to behavioral problems, learning deficits, and lowered IQ (U.S. EPA 2024e).

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TAC) are a diverse group of airborne substances/air pollutants that may cause or contribute to an increase in deaths or serious illness, or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of TACs in California is diesel engine exhaust that contains solid material known as diesel particulate matter (DPM). More than 90 percent of DPM is less than one micron in diameter (about 1/70th the diameter of a human hair) and thus is a subset of $PM_{2.5}$. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs (CARB 2024a). TACs are different than criteria pollutants because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., long duration) and acute (i.e., severe but of short duration) adverse effects on human health. People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (U.S. EPA 2024f).

c. Current Air Quality

The SCAQMD operates a network of air quality monitoring stations throughout the SCAB. The purpose of the monitoring stations is to measure ambient concentrations of pollutants and determine whether ambient air quality meets California and federal standards. The following is a summary of the monitoring stations closest to the Project area.

The monitoring station closest to the Project area in the SCAB is the Reseda monitoring station, located at 18330 Gault Street in Reseda, approximately 12 miles east of the Project area. The Reseda station collected 1-hour and 8-hour O_3, NO_2, and $PM_{2.5}$ concentrations from 2021 to 2023. The Santa Clarita station, located at 22224 Placerita Canyon in Santa Clarita, is approximately 19 miles northeast of the Project area. The Santa Clarita station collected PM_{10} concentrations from 2021 to 2023. No nearby station provides CO concentrations, which is often the case for pollutants for which the area is in attainment with. Attainment with the CAA NAAQS and CAAQS means that a geographic area meets (i.e., does not exceed) the national limits set by the U.S. EPA for certain air pollutants.

Table 4.2-2, below, indicates the number of days that each of the federal and State standards have been exceeded at monitoring stations near the Project area in each of the last three years for which data is available. At these stations, the State 1-hour O_3 standard was exceeded between 2021 and 2023, and the federal 1-hour O_3 standard was exceeded in 2023. In addition, the federal and State 8-hour O_3 standards were exceeded between 2021 and 2023. The PM_{10} State standard was exceeded in 2021, 2022 and 2023, and the $PM_{2.5}$ federal standard was exceeded in 2021 and 2023.

Table 4.2-2 Annual Ambient Air Quality Data from Nearest Monitoring Stations

Pollutant	2021	2022	2023
Ozone (ppm), Worst 1-Hour[1]	0.110	0.110	0.104
Number of days above CAAQS (>0.09 ppm)	4	7	10
Number of days above NAAQS (>0.12 ppm)	0	0	0
Ozone (ppm), Worst 8-Hour Average[1]	0.083	0.096	0.096
Number of days above CAAQS (>0.070 ppm)	31	23	28
Number of days above NAAQS (>0.070 ppm)	31	23	28
Carbon Monoxide (ppm), Highest 8-Hour Average[2]	*	*	*
Number of days above CAAQS or NAAQS (>9.0 ppm)	*	*	*
Nitrogen Dioxide (ppm), Worst 1-Hour[1]	0.054	0.055	0.048
Number of days above CAAQS (>0.180 ppm)	0	0	0
Number of days above NAAQS (>0.100 ppm)	0	0	0
Particulate Matter <10 microns (μg/m^3), Worst 24 Hours[2]	47.1	36.9	41.5
Number of days above CAAQS (>50 μg/m^3)	0	0	0
Number of days above NAAQS (>150 μg/m^3)	0	0	0
Particulate Matter <2.5 microns (μg/m^3), Worst 24 Hours[1]	55.5	20.5	21.9
Number of days above NAAQS (>35 μg/m^3)	9	0	0

ppm = parts per million; μg/m^3 = micrograms per cubic meter; CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard

[1] Data sourced from the CARB at the nearest monitoring station with available data at the Reseda station in Reseda.

[2] Data sourced from the CARB at the nearest monitoring station with available data at the Santa Clarita station in Santa Clarita.

Source: CARB 2024b

d. Sensitive Receptors

Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with a margin of safety, to protect public health and welfare. They are designed to protect the segment of the public most susceptible to respiratory distress, such as children under 14, the elderly (over the age of 65), people engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, other sensitive receptors include residences, long-term health care facilities, rehabilitation centers, convalescent centers, hospitals, retirement homes, and schools, playgrounds, and childcare centers (SCAQMD 2005).

The Project area, which encompasses all of the City of Agoura Hills, includes each type of sensitive receptors specified by SCAQMD. For the Medea Creek Path, sensitive receptors nearest to the Path consist of single-family residences directly adjacent to the Path's alignment. Additionally, the Agoura High School Connection is located directly adjacent to Agoura High School, which is also considered a sensitive receptor.

4.2.2 Regulatory Setting

a. Federal Regulations

Federal Clean Air Act

The federal and State governments have established ambient air quality standards for the protection of public health. The U.S. EPA is the federal agency designated to administer air quality regulation. The U.S. EPA has set primary National Ambient Air Quality Standards (NAAQS) for O_3, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and Pb. Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health. Table 4.2-3 lists the current federal standards for regulated pollutants.

To derive the NAAQS, the U.S. EPA reviews data from integrated science assessments and risk/exposure assessments to determine the ambient pollutant concentrations at which human health impacts occur, then reduces these concentrations to establish a margin of safety (U.S.EPA 2024h). As a result, human health impacts caused by the air pollutants discussed above may affect people when ambient air pollutant concentrations are at or above the concentrations established by the NAAQS. The closer a region is to attainting a particular NAAQS, the lower the human health impact is from that pollutant (San Joaquin Valley Air Pollution Control District 2015). Accordingly, ambient air pollutant concentrations below the NAAQS are considered to be protective of human health (CARB 2024c and 2024d). The NAAQS and the underlying science that forms the basis of the NAAQS are reviewed every five years to determine whether updates are necessary to continue protecting public health with an adequate margin of safety (U.S. EPA 2015).

The U.S. EPA classifies specific geographic areas as either “attainment” or “nonattainment” areas for each pollutant based on the comparison of measured data with the NAAQS. States are required to adopt enforceable plans, known as a State Implementation Plan (SIP), to achieve and maintain air quality meeting the NAAQS. State plans also must control emissions that drift across state lines and harm air quality in downwind states. If an air basin is not in either federal or State attainment for a particular pollutant, the basin is classified as a nonattainment area for that pollutant. Under the federal and State CAA, once a nonattainment area has achieved the air quality standards for a particular pollutant, it may be redesignated to an attainment area for that pollutant. To be redesignated, the area must meet air quality standards and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the federal CAA. Areas that have been redesignated to attainment are called maintenance areas.

The Project area is within Los Angeles County, which currently exceeds the NAAQS for 8 and 1-hour O_3, $PM_{2.5}$, and Pb. Los Angeles County is classified an attainment/maintenance area under the CAAQS for CO, and attainment for $PM_{2.5}$. Los Angeles County is currently classified as a nonattainment area under the CAAQS for O_3, $PM_{2.5}$, and PM_{10} (CARB 2023).

Table 4.2-3 Federal Ambient Air Quality Standards

Pollutant	NAAQS
Ozone	0.070 ppm (8-hr avg)
Carbon Monoxide	35.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)
Nitrogen Dioxide	0.100 ppm (1-hr avg) 0.053 ppm (annual avg)
Sulfur Dioxide	0.075 ppm (1-hr avg) 0.5 ppm (3-hr avg) 0.14 ppm (24-hr avg) 0.030 ppm (annual avg)
Lead	0.15 μg/m^3 (rolling 3-month avg) 1.5 μg/m^3 (calendar quarter)
Particulate Matter (PM_{10})	150 μg/m^3 (24-hr avg)
Particulate Matter ($PM_{2.5}$)	35 μg/m^3 (24-hr avg) 9 μg/m^3 (annual avg)
Visibility-Reducing Particles	No Federal Standards
Sulfates	No Federal Standards
Hydrogen Sulfide	No Federal Standards
Vinyl Chloride	No Federal Standards

NAAQS = National Ambient Air Quality Standards; ppm = parts per million; avg = average; μg/m^3 = micrograms per cubic meter
Source: U.S EPA 2024g

b. State Regulations

California Clean Air Act

CARB is the state entity designated to administer air quality regulation. CARB has established State-level air quality standards and is responsible for the control of mobile emission sources. Regional-level air quality management districts, including the SCAQMD, provide local management of air quality, while the local air districts are responsible for enforcing standards and regulating stationary sources. California is also divided geographically into 15 air basins, including the SCAB, for managing the air resources of the State on a regional basis.

Under the California CAA, the State has established health-based ambient air quality standards (known as the California Ambient Air Quality Standards), some of which are more stringent than the federal standards. Table 4.2-4, below, lists the current State standards for regulated pollutants. In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Similar to the federal CAA, the CCAA classifies specific geographic areas as either “attainment” or “nonattainment” areas for each pollutant, based on the comparison of measured data within the CAAQS.

Table 4.2-4 State Ambient Air Quality Standards

Pollutant	CAAQS
Ozone	0.09 ppm (1-hr avg) 0.070 ppm (8-hr avg)
Carbon Monoxide	20.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)
Nitrogen Dioxide	0.18 ppm (1-hr avg) 0.030 ppm (annual avg)
Sulfur Dioxide	0.25 ppm (1-hr avg) 0.04 ppm (24-hr avg)
Lead	1.5 μg/m^3 (30-day avg)
Particulate Matter (PM_{10})	50 μg/m^3 (24-hr avg) 20 μg/m^3 (annual avg)
Particulate Matter ($PM_{2.5}$)	12 μg/m^3 (annual avg)
Visibility-Reducing Particles	Extinction coefficient of 0.23 per kilometer – visibility of ten miles or more (0.07 - 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape. (8-hr avg)
Sulfates	25 μg/m^3 (24-hr avg)
Hydrogen Sulfide	0.03 ppm (1-hr avg)
Vinyl Chloride	0.01 ppm (24-hr avg)

NAAQS = CAAQS = California Ambient Air Quality Standards; ppm = parts per million; avg = average; μg/m^3 = micrograms per cubic meter

Source: CARB 2024e

State Implementation Plan

The SIP is a collection of documents that set forth a state's strategies for achieving the AAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, and permitting), district rules, State regulations, and federal controls. CARB is the lead agency for all purposes related to the SIP under State law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. The items included in the California SIP are listed in the Code of Federal Regulations at 40 Code of Federal Regulations 52.220.

As the regional air quality management district, the SCAQMD is responsible for preparing and implementing the portion of the SIP applicable to the portion of the SCAB within its jurisdiction. The air pollution control district for each county adopts rules, regulations, and programs to attain federal and State air quality standards and appropriates money (including permit fees) to achieve these objectives.

California Code of Regulations

The California Code of Regulations is the official compilation and publication of the regulations adopted, amended, or repealed by state agencies pursuant to the Administrative Procedure Act.

They are compiled into Titles and organized into Divisions containing the regulations of state agencies. The following California Code of Regulations would be applicable to the proposed Project:

- **Engine Idling.** In accordance with Section 2485 of Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Emission Standards.** In accordance with Section 93115 of Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

c. Regional Regulations

South Coast Air Quality Management District 2022 Air Quality Management Plan

To meet the NAAQS and CAAQS, the SCAQMD has adopted a series of air quality management plans (AQMPs), which serve as a regional blueprint to develop and implement an emission reduction strategy that will bring the area into attainment with the standards in a timely manner. The most significant air quality challenge in the SCAB is to reduce NO_X emissions sufficiently to meet the 2037 ozone standard deadline for the non-Coachella Valley portion of the SCAB, as NO_X plays a critical role in the creation of ozone. The 2022 AQMP includes strategies to ensure the SCAQMD does its part to further their ability to meet the 2015 federal ozone standards. The SCAQMD would need to reduce emissions of NO_X by 67 percent beyond what is required by the adopted rules and regulations in 2037 to meet the 2015 federal ozone standard (SCAQMD 2022). The 2022 AQMP builds on the measures already in place from the previous AQMPs and includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technology, best management practices, co-benefits from existing programs, incentives, and other CAA measures to meet the 8-hour O_3 standard. Since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the O_3 standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of annual $PM_{2.5}$ standards (SCAQMD 2017).[2]

The AQMP also incorporates the transportation strategy and transportation control measures from Southern California Association of Governments (SCAG)'s 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Plan (Connect SoCal) (SCAG 2020). SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. SCAG coordinates with various air quality and transportation stakeholders in southern California to ensure compliance with the federal and State air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and State air quality plans to attain the NAAQS. Connect SoCal includes transportation programs, measures, and strategies generally designed to reduce vehicle miles travelled (VMT), which are contained in the AQMP. The SCAQMD combines its portion of the AQMP with those prepared by SCAG (SCAQMD 2022). Connect SoCal and Transportation Control Measures, included as Appendix IV-C of the 2022 AQMP, are based on SCAG's Connect SoCal.

[2] Estimates are based on the inventory and modeling results and are relative to the baseline emission levels for each attainment year (see Final 2016 AQMP for detailed discussion).

The 2022 AQMP forecasts the 2037 emissions inventories ''with growth'' based on SCAG's Connect SoCal. The region is projected to see a 12 percent growth in population, 17 percent growth in housing units, 11 percent growth in employment, and five percent growth in VMT between 2018 and 2037. Despite regional growth in the past, air quality has improved substantially over the years, primarily due to the effects of air quality control programs at the local, State, and federal levels (SCAQMD 2022).

South Coast Air Quality Management District Rules and Regulations

The SCAQMD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Rules and regulations relevant to the Project include the following:

- **Rule 401 (Visible Emissions):** This rule prohibits the discharge of visible air pollutant emissions from various sources as determined by shade and opacity criteria based on the Ringelmann Chart.
- **Rule 402 (Nuisance):** This rule prohibits the discharge of quantities of air contaminants or other material that causes injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health, or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.
- **Rule 403 (Fugitive Dust Control):** This rule includes various requirements to prevent, reduce, and mitigate the amount of particulate matter entrained in the ambient air from man-made fugitive dust sources.
- **Rule 1113 (Architectural Coatings):** This rule establishes VOC content limits for a variety of architectural coatings, including 50 grams per liter for flat and non-flat coatings.

d. Local Regulations

City of Agoura Hills General Plan 2035

The City of Agoura Hills General Plan 2035 was adopted on March 24, 2010 (updated on August 10, 2022) by the City Council (City of Agoura Hills 2022). The City of Agoura Hills General Plan 2035 is a strategic document designed to guide the physical development of the city until the year 2035. Among other things, the City of Agoura Hills General Plan 2035 sets out the pattern of land uses, including residential, commercial, and industrial. It also establishes the system of streets, bikeways, and trails. The City of Agoura Hills General Plan 2035 addresses a wide variety of subject areas, including housing, traffic, natural resources, land uses, economic development, noise, and public safety.

The City of Agoura Hills General Plan 2035 contains the following goals and policies related to Air Quality, which would apply to the proposed Project.

Goal NR-7. Improvement of the City and the region's air quality.

> **Policy NR-7.1.** Cooperate with the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) in their efforts to implement provisions of the region's Air Quality Management Plan. (Imp NR-20)

Policy NR-7.3. Comply with and promote state and federal legislation that improves vehicle/transportation technology and cleaner fuels. (Imp U-46, NR-20, NR-21)

Policy NR-7.4. Adopt incentives, regulations, and/or procedures to minimize particulate emissions from paved and unpaved roads, parking lots, and building construction. (Imp NR-22, NR-23)

Policy NR-7.5. Minimize pollution exposure of residential uses near the freeway and along major arterials, such as Kanan Road, Agoura Road west of Kanan Road, and Thousand Oaks Boulevard.

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

Policy M-6.1. Promote the most efficient use of the City's existing transportation network and encourage the integration of alternative modes into design standards and future improvements. (Imp M-10, M-19, M-34)

Policy M-6.2. Expand the choices of available travel modes to increase the freedom of movement for residents and reduce reliance on the automobile. Ensure that existing and future infrastructure will be adequate for future transportation modes. (Imp M-10, M-19, M-20, M-34)

Policy M-6.3. New roadways and future street improvement projects shall be bicycle- and pedestrian-friendly in design. (Imp M-19)

Policy M-6.4. Enhance bus stops with amenities such as street trees, benches, bus shelters and waste receptacles, public art or other measures. (Imp M-21)

Policy M-6.5. Promote non-motorized transportation through encouragement and education. (Imp M-22)

Policy M-6.6. Identify funding sources and allocate funds, including the potential formation of assessment districts, for pedestrian, bicycle, transit, and streetscape improvements in existing neighborhoods. (Imp M-17)

4.2.3 Impact Analysis

a. Methodology and Significance Thresholds

As discussed in Section 4.0, *Environmental Impact Analysis*, all Project components are analyzed at the programmatic level. Project components include the Bicycle Master Plan (BMP), the VMT Mitigation Exchange and Banking Program (Program), and the General Plan Amendments (Amendments). Projects included within the BMP are grouped into Class I facilities, Class II facilities, Class III facilities, Class IV facilities, and enhanced bicycle treatments, as identified in Section 2.5, *Project Characteristics,* and in Table 1 of Chapter 2, *Project Description.* The impact analysis contained herein provides a programmatic analysis of anticipated impacts for each of the five facility classes, as the individual project impacts associated with each class of facility are expected to be similar. Because the City seeks to prioritize implementation of the Medea Creek Path (Path) and the Agoura High School Connection (Connection), the Path and the Connection have their own subheadings within the Class I Facility impact analysis subsection to provide a more specific assessment of their environmental impacts. Impacts associated with the General Plan Amendments are analyzed within their own subsection.

As discussed in Chapter 2, *Project Description*, the only projects that are currently planned, unfunded, and could potentially be funded by the VMT Mitigation Exchange and Banking Program are those currently included within the Bicycle Master Plan. Therefore, the impact analysis contained herein does not include a subsection for impacts associated with the Program, as the individual project list for the BMP and the Program are identical and impacts associated with the BMP would encompass impacts associated with the Program.

Within the following environmental analysis, impacts associated with each Project component are explicitly identified under the respective heading.

According to Appendix G of the *California Environmental Quality Act* (CEQA) *Guidelines*, impacts related to air quality would be significant if the proposed Project would:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard;
3. Expose sensitive receptors to substantial pollutant concentrations; or,
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

SCAQMD Significance Thresholds

Project-level significance thresholds established by local air quality management districts set the level at which a project would cause or have a cumulatively considerable contribution to an exceedance of the NAAQS and/or CAAQS. Therefore, if a project's air pollutant emissions exceed the NAAQS and/or CAAQS, the project could cause or contribute to human health impacts.

The SCAQMD recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the SCAB. These thresholds, shown in Table 4.2-5, are used to evaluate a project's potential air quality impacts.

Table 4.2-5 SCAQMD Air Quality Significance Thresholds

Pollutant	Construction (pounds per day)	Operation (pounds per day)
NO_x	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_x	150	150
CO	550	550

NO_x = Nitrogen Oxides; VOC = Volatile Organic Compounds; PM_{10} = Particulate Matter with a diameter no more than 10 microns; $PM_{2.5}$ = Particulate Matter with a diameter no more than 2.5 microns; SO_x = Sulfur Oxide; CO = Carbon Monoxide

Source: SCAQMD 2023

Localized Significance Thresholds

In addition to the above regional significance thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook* (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in

local communities and have been developed for NO_X, CO, PM_{10}, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or State ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area, distance to the sensitive receptor, and project size. LSTs have been developed for emissions within site areas that measure one, two, or five acres. If a site is greater than five acres, SCAQMD recommends a dispersion analysis be performed. Dispersion analyses were performed for the proposed Project as part of the health risk assessment (HRA). LSTs only apply to emissions in a fixed stationary location (such as fugitive dust, equipment exhaust, and operational energy and area sources) and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008, 2009).

The Project area is within source receptor area 6 (West San Fernando Valley). SCAQMD provides LST lookup tables for project sites that measure one, two, or five acres. For the Path analysis, the individual project site is approximately 3.4 acres; therefore, the LST analysis uses two-acre LSTs. LSTs are provided for receptors at a distance of 82 feet (25 meters), 164 feet (50 meters), 328 feet (100 meters), 656 (200 meters), 1,640 feet (500 meters) from the Path disturbance boundary to the sensitive receptors. The border of construction activity for the Path would occur adjacent to single-family residences. Therefore, the analysis below uses the LST values for 82 feet (25 meters) to conservatively evaluate emissions. LSTs for construction in source receptor area 6 on a two-acre site with a receptor 82 feet away are shown in Table 4.2-6.

Table 4.2-6 SCAQMD LSTs for Construction and Operation

	Allowable Emissions for a Two-Acre Site in Source Receptor Area-6 for a Receptor 82 Feet Away (pounds per day)
Pollutant	**Construction**
Gradual conversion of NO_X to NO_2	147
CO	644
PM_{10}	6
$PM_{2.5}$	4

NO_x = Nitrogen Oxides; NO_2 = Nitrogen Dioxide; CO = Carbon Monoxide; PM_{10} = Particulate Matter with a diameter no more than 10 microns; $PM_{2.5}$ = Particulate Matter with a diameter no more than 2.5 microns

Source: SCAQMD 2009

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project conflict with or obstruct implementation of the applicable air quality plan?

Impact AQ-1 IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT GENERATE POPULATION GROWTH. THEREFORE, THE PROJECT WOULD NOT EXCEED THE GROWTH FORECASTS ON WHICH THE 2022 AQMP IS BASED OR DELAY THE TIMELY ATTAINMENT OF AIR QUALITY STANDARDS. IMPACTS RELATED TO AQMP CONSISTENCY WOULD BE LESS THAN SIGNIFICANT.

Class I Facilities

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2022 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city general plans and the SCAG's Connect SoCal socioeconomic forecast projections of regional population, housing, and employment growth (SCAQMD 2022, SCAG 2020). [3] Construction of the Class I facilities would not include the development of new residences such that population growth would occur, nor would it include the development of new businesses that could create employment opportunities. Therefore, implementation of the Class I facilities identified within the BMP would not generate population, housing, or employment growth exceeding the SCAG growth forecast for the City of Agoura Hills or other growth forecasts on which the 2022 AQMP is based.

The AQMP also provides strategies and measures to reach attainment with the thresholds for 8-hour and 1-hour ozone and $PM_{2.5}$. Construction of each individual project identified in the BMP would occur separately. The Medea Creek Path, a two-mile bicycle path, is the longest new facility proposed in the BMP, and construction of the Path would result in the largest area of disturbance with the most construction activities. All other facilities included within the BMP would be expected to result in less intensive construction, which would result in similar or lesser emissions than those of the Path. Therefore, to determine the maximum air quality impact associated with construction of any individual project within the Project area, an air quality assessment for construction of the Medea Creek Path was conducted below.

As shown in Table 4.2-7 under Impact AQ-2, construction of the Path would not generate criteria pollutant emissions that would exceed SCAQMD thresholds for ozone precursors (VOC and NO_X) and $PM_{2.5}$. Therefore, it can be conservatively assumed that construction of other Class I facilities would not generate criteria pollutant emissions that would exceed SCAQMD thresholds for ozone precursors (VOC and NO_X) and $PM_{2.5}$. Overall, implementation of Class I facilities would not conflict with or obstruct implementation of the applicable air quality plan. This impact would be less than significant.

MEDEA CREEK PATH

Implementation of the Path, a Class I facility, would not include the development of new residences such that population growth would occur, nor would it include the development of new businesses that could create employment opportunities. Therefore, implementation of the Path would not

[3] On April 4, 2024, SCAG's Regional Council formally adopted the 2024-2050 RTP/SCS (titled Connect SoCal 2024). The SIPs were adopted prior to this date and relies on the demographic and growth forecasts of the 2020-2045 RTP/SCS; therefore, these forecasts are utilized in the analysis of the project's consistency with the AQMP.

generate population, housing, or employment growth exceeding the SCAG growth forecast for the City of Agoura Hills or other growth forecasts on which the 2022 AQMP is based.

Furthermore, as shown in Table 4.2 7 under Impact AQ-2, construction of the Path would not generate criteria pollutant emissions that would exceed SCAQMD thresholds for ozone precursors (VOC and NO_X) and $PM_{2.5}$. Therefore, implementation of the Path would not conflict with or obstruct implementation of the applicable air quality plan. This impact would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

Implementation of the Connection, a Class I facility, would not include the development of new residences such that population growth would occur, nor would it include the development of new businesses that could create employment opportunities. Therefore, implementation of the Connection would not generate population, housing, or employment growth exceeding the SCAG growth forecast for the City of Agoura Hills or other growth forecasts on which the 2022 AQMP is based. Furthermore, based on the air quality assessment for construction of the Medea Creek Path (shown in Table 4.2 7 under Impact AQ-2), it can be conservatively assumed that construction of the Connection would not generate criteria pollutant emissions that would exceed SCAQMD thresholds for ozone precursors (VOC and NOX) and $PM_{2.5}$. Therefore, implementation of the Connection would not conflict with or obstruct implementation of the applicable air quality plan. This impact would be less than significant.

Class II Facilities

Similar to Class I facilities, construction of the Class II facilities would not include the development of new residences such that population growth would occur, nor would it include the development of new businesses that could create employment opportunities. Therefore, implementation of the Class II facilities identified within the BMP would not generate population, housing, or employment growth exceeding the SCAG growth forecast for the City of Agoura Hills or other growth forecasts on which the 2022 AQMP is based. Furthermore, based on the air quality assessment for construction of the Medea Creek Path (shown in Table 4.2 7 under Impact AQ-2), it can be conservatively assumed that construction of Class II facilities would not generate criteria pollutant emissions that would exceed SCAQMD thresholds for ozone precursors (VOC and NO_X) and $PM_{2.5}$. Therefore, implementation of Class II facilities would not conflict with or obstruct implementation of the applicable air quality plan. This impact would be less than significant.

Class III Facilities

Similar to Class I and Class II facilities, construction of the Class III facilities would not include the development of new residences such that population growth would occur, nor would it include the development of new businesses that could create employment opportunities. Therefore, implementation of the Class III facilities identified within the BMP would not generate population, housing, or employment growth exceeding the SCAG growth forecast for the City of Agoura Hills or other growth forecasts on which the 2022 AQMP is based. Furthermore, as based on the air quality assessment for construction of the Medea Creek Path (shown in Table 4.2 7 under Impact AQ-2), it can be conservatively assumed that construction of Class III facilities would not generate criteria pollutant emissions that would exceed SCAQMD thresholds for ozone precursors (VOC and NO_X) and $PM_{2.5}$. Therefore, implementation of Class III facilities would not conflict with or obstruct implementation of the applicable air quality plan. This impact would be less than significant.

Class IV Facilities

Similar to Class I, Class II, and Class III facilities, construction of the Class IV facilities would not include the development of new residences such that population growth would occur, nor would it include the development of new businesses that could create employment opportunities. Therefore, implementation of the Class IV facilities identified within the BMP would not generate population, housing, or employment growth exceeding the SCAG growth forecast for the City of Agoura Hills or other growth forecasts on which the 2022 AQMP is based. Furthermore, based on the air quality assessment for construction of the Medea Creek Path (shown in Table 4.2 7 under Impact AQ-2), it can be conservatively assumed that construction of Class IV facilities would not generate criteria pollutant emissions that would exceed SCAQMD thresholds for ozone precursors (VOC and NO_X) and $PM_{2.5}$. Therefore, implementation of Class IV facilities would not conflict with or obstruct implementation of the applicable air quality plan. This impact would be less than significant.

Enhanced Bicycle Treatments

Similar to Class I-IV facilities, construction of enhanced bicycle treatments would not include the development of new residences such that population growth would occur, nor would it include the development of new businesses that could create employment opportunities. Therefore, implementation of the enhanced bicycle treatments identified within the BMP would not generate population, housing, or employment growth exceeding the SCAG growth forecast for the City of Agoura Hills or other growth forecasts on which the 2022 AQMP is based. Furthermore, based on the air quality assessment for construction of the Medea Creek Path (shown in Table 4.2 7 under Impact AQ-2), it can be conservatively assumed that construction of the enhanced bicycle treatments would not generate criteria pollutant emissions that would exceed SCAQMD thresholds for ozone precursors (VOC and NO_X) and $PM_{2.5}$. Therefore, implementation of the enhanced bicycle treatments would not conflict with or obstruct implementation of the applicable air quality plan. This impact would be less than significant.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not encourage new development, result in unanticipated population growth, or update the growth forecasts on which the 2022 AQMP is based. Therefore, the Amendments would be consistent with existing growth forecasts for the City of Agoura Hills and would not conflict with or obstruct implementation of the applicable air quality plan. This impact would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 2:	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Impact AQ-2 CONSTRUCTION OF THE PROPOSED PROJECT WOULD NOT EXCEED SCAQMD'S REGIONAL THRESHOLDS OF SIGNIFICANCE AND WOULD NOT RESULT IN OPERATIONAL EMISSIONS; THEREFORE, THE PROPOSED PROJECT WOULD NOT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE REGION IS IN NONATTAINMENT UNDER APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARDS, AND IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Class I Facilities

Construction of each individual project identified in the BMP would occur separately. The Medea Creek Path, a two-mile bicycle path, is the longest new facility proposed in the BMP, and construction of the Path would result in the largest area of disturbance with the most construction activities. All other facilities included within the BMP would be expected to result in less intensive construction, which would result in similar or lesser emissions than those of the Path. Therefore, to determine the maximum air quality impact associated with construction of any individual project within the Project area, an air quality assessment for construction of the Medea Creek Path was conducted below.

As shown in Table 4.2-7 below, construction-related emissions associated with implementation of the Path would not exceed SCAQMD thresholds. Therefore, it can be conservatively assumed that construction of other Class I facilities would also not exceed SCAQMD thresholds, and as such, construction of other Class I facilities would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or State ambient air quality standard.

Operation of the Class I facilities would consist of bicycle and pedestrian travel along shared use paths, which would not result in a new source of mobile emissions. Therefore, operation of Class I facilities would not result in additional operational emissions beyond existing conditions. This impact would be less than significant.

MEDEA CREEK PATH

Construction of the Path would generate temporary air pollutant emissions associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction equipment and construction vehicles, in addition to VOC emissions that would be released during the drying of architectural coating and paving phases. Table 4.2-7 summarizes the estimated maximum daily emissions of pollutants during construction of the Path. As shown therein, construction-related emissions would not exceed SCAQMD thresholds. Therefore, construction of the Path would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or State ambient air quality standard. This impact would be less than significant.

Table 4.2-7 Medea Creek Path Construction Emissions

	Maximum Daily Emissions (lbs./day)					
Year	**VOC**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
2026	4	25	32	<1	3	1
SCAQMD Regional Thresholds	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

lbs/day = pounds per day; VOC = volatile organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter no more than 10 microns; $PM_{2.5}$ = particulate matter with a diameter no more than 2.5 microns; SO_x = sulfur oxide

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the Project area from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips.

Source: Table 2.2 "Construction Emissions by Year, Unmitigated" emissions. Highest of Summer and Winter emissions results are shown for all emissions. See CalEEMod worksheets in **Appendix B.**

Operation of the Path would consist of bicycle and pedestrian travel along a shared use path, which would not result in a new source of mobile emissions. Therefore, operation of Class I facilities would not result in additional operational emissions beyond existing conditions. This impact would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

Based on the air quality assessment for construction and operation of the Medea Creek Path, it can be conservatively assumed that implementation of the Connection would not exceed SCAQMD thresholds during construction or operation activities. Therefore, the Connection would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or State ambient air quality standard. This impact would be less than significant.

Class II Facilities

Based on the air quality assessment for construction and operation of the Medea Creek Path, it can be conservatively assumed that implementation of the Class II facilities would not exceed SCAQMD thresholds during construction or operation activities. Therefore, implementation of the Class II facilities would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or State ambient air quality standard. This impact would be less than significant.

Class III Facilities

Based on the air quality assessment for construction and operation of the Medea Creek Path, it can be conservatively assumed that implementation of the Class III facilities would not exceed SCAQMD thresholds during construction or operation activities. Therefore, implementation of the Class III facilities would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or State ambient air quality standard. This impact would be less than significant.

Class IV Facilities

Based on the air quality assessment for construction and operation of the Medea Creek Path, it can be conservatively assumed that implementation of the Class IV facilities would not exceed SCAQMD

thresholds during construction or operation activities. Therefore, implementation of the Class IV facilities would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or State ambient air quality standard. This impact would be less than significant.

Enhanced Bicycle Treatments

Based on the air quality assessment for construction and operation of the Medea Creek Path, it can be conservatively assumed that implementation of the enhanced bicycle treatments would not exceed SCAQMD thresholds during construction or operation activities. Therefore, implementation of the enhanced bicycle treatments would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or State ambient air quality standard. This impact would be less than significant.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Therefore, the Amendments would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or State ambient air quality standard. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 3:	Would the project expose sensitive receptors to substantial pollutant concentrations?

Impact AQ-3 PROJECT CONSTRUCTION WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL TOXIC AIR CONTAINMENTS. THE PROJECT WOULD NOT INCREASE CARBON MONOXIDE CONCENTRATIONS SUCH THAT IT WOULD CREATE CARBON MONOXIDE HOTSPOTS, AND THE PROJECT IS NOT CONSIDERED A LAND USE THAT WOULD GENERATE SUBSTANTIAL TOXIC AIR CONTAMINANTS EMISSIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Class I Facilities

Class I facilities included in the BMP would be constructed in various locations across the City of Agoura Hills near a variety of sensitive receptors, including but not limited to residences and schools. The Medea Creek Path, a two-mile Class I facility, is the longest new facility proposed in the BMP, and construction of the Path would result in the largest area of disturbance with the most construction activities. Sensitive receptors nearest to the Path consist of single-family residences directly adjacent to Path's alignment. All other facilities included within the BMP would be expected to result in less intensive construction, which would result in similar or lesser pollutant

concentrations near sensitive receptors than those of the Path. Therefore, to determine the maximum air quality impact associated with pollutant concentrations of any individual project within the Project area, an air quality assessment for construction of the Medea Creek Path was conducted below.

As shown in Table 4.2-8, construction of the Path would not generate localized construction emissions that would exceed SCAQMD LST thresholds. Therefore, it can be conservatively assumed that construction of other Class I facilities would not generate localized construction emissions that would exceed SCAQMD LST thresholds.

Operation of the Class I facilities would consist of bicycle and pedestrian travel along shared use paths, which would not result in a new source of mobile emissions. Therefore, operation of Class I facilities would not result in additional operational emissions beyond existing conditions, and no impacts related to TACs during operation would occur.

MEDEA CREEK PATH

As discussed under Section 4.1.1, *Setting*, the closest sensitive receptors to the Path are single-family residences that share a property boundary line with the Project area. Localized air quality impacts to sensitive receptors typically result from TACs, which are analyzed through LSTs in the SCAQMD. The construction analysis for the Path assumes the main construction activities would occur on the north side of the Project boundary, which is shared with the nearest residential receptors. Table 4.2-8 summarizes the maximum localized daily construction emissions from Path construction. As shown therein, localized construction emissions would not exceed SCAQMD LST thresholds. Therefore, localized pollutant emissions impacts from Path construction would be less than significant.

Table 4.2-8 Path LST Construction Emissions

	Pollutant (lbs./day)			
Year	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Construction On-site Emissions	25	29	2	1
SCAQMD LST	147	644	6	4
Threshold Exceeded?	**No**	**No**	**No**	**No**

lbs/day = pounds per day; VOC = volatile organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter no more than 10 microns; $PM_{2.5}$ = particulate matter with a diameter no more than 2.5 microns; SO_x = sulfur oxide

Notes: Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the Project area from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips

Source: CalEEMod worksheets are provided in **Appendix B**, see Table 3.2 – 3.6 "Overall Construction-mitigated" emissions. Highest of Summer and Winter emissions results are shown for all emissions. The mitigated emissions account for Project sustainability features and/or compliance with specific regulatory standards.

Operation of the Path would consist of bicycle and pedestrian travel along a shared use path, which would not result in a new source of mobile emissions. Therefore, operation of the Path would not result in additional operational emissions beyond existing conditions, and no impacts related to TACs during operation would occur.

AGOURA HIGH SCHOOL CONNECTION

Based on the air quality assessment for construction and operation of the Medea Creek Path, it can be conservatively assumed that implementation of the Connection would not exceed SCAQMD LST

thresholds during construction or operation activities. As such, construction and operation of the Connection would not expose sensitive receptors to substantial TACs. This impact would be less than significant.

Class II Facilities

Based on the air quality assessment for construction and operation of the Medea Creek Path, it can be conservatively assumed that implementation of the Class II facilities would not exceed SCAQMD LST thresholds during construction or operation activities. As such, construction and operation of the Class II facilities would not expose sensitive receptors to substantial TACs. This impact would be less than significant.

Class III Facilities

Based on the air quality assessment for construction and operation of the Medea Creek Path, it can be conservatively assumed that implementation of the Class III facilities would not exceed SCAQMD LST thresholds during construction or operation activities. As such, construction and operation of the Class III facilities would not expose sensitive receptors to substantial TACs. This impact would be less than significant.

Class IV Facilities

Based on the air quality assessment for construction and operation of the Medea Creek Path, it can be conservatively assumed that implementation of the Class IV facilities would not exceed SCAQMD LST thresholds during construction or operation activities. As such, construction and operation of the Class IV facilities would not expose sensitive receptors to substantial TACs. This impact would be less than significant.

Enhanced Bicycle Treatments

Based on the air quality assessment for construction and operation of the Medea Creek Path, it can be conservatively assumed that implementation of the enhanced bicycle treatments would not exceed SCAQMD LST thresholds during construction or operation activities. As such, construction and operation of the enhanced bicycle treatments would not expose sensitive receptors to substantial TACs. This impact would be less than significant.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Therefore, the Amendments would not expose sensitive receptors to substantial TACs. This impact would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 4:	Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact AQ-4 THE PROJECT WOULD NOT GENERATE ODORS ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE DURING CONSTRUCTION OR OPERATION. IMPACTS WOULD BE LESS THAN SIGNIFICANT

Class I Facilities

Construction of each individual project identified in the BMP would occur separately. The Medea Creek Path, a two-mile bicycle path, is the longest new facility proposed in the BMP, and construction of the Path would result in the largest area of disturbance with the most construction activities. All other facilities included within the BMP would be expected to result in less intensive construction, which would result in similar or lesser emissions, including those leading to odors, than those of the Path. Therefore, to determine the maximum air quality impact associated with construction of any individual project within the Project area, an air quality assessment for construction of the Medea Creek Path was conducted.

As identified below, odors emitted during construction activities associated with implementation of the Path would be intermittent and temporary in nature, and would cease upon completion. Furthermore, construction activities for the Path, as well as all other Class I facilities, would be required to comply with SCAQMD Rule 402, which specifies that a person shall not discharge such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public. Therefore, construction of the Path would not result in other emissions (such as those leading to odors) that would adversely affect a substantial number of people, and it can be conservatively assumed that construction of other Class I facilities would also not result in other emissions (such as those leading to odors) that would adversely affect a substantial number of people.

Operation of the Class I facilities would consist of bicycle and pedestrian travel along shared use paths. These activities would not result in a new source of odor emissions beyond existing conditions. Overall, the Class I facilities would not result in other emissions (such as those leading to odors) that would adversely affect a substantial number of people and impacts would be less than significant.

MEDEA CREEK PATH

During construction activities for the Medea Creek Path, use of heavy equipment and other construction vehicles would emit odors associated with engine exhaust, and during idling. These odors would be intermittent and temporary in nature, and would cease upon completion. In addition, construction of the Path would be required to comply with SCAQMD Rule 402, which specifies that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public.

Operation of the Path would consist of bicycle and pedestrian travel along a shared use path. These activities would not result in a new source of odor emissions beyond existing conditions. Overall, the

Path would not result in other emissions (such as those leading to odors) that would adversely affect a substantial number of people and impacts would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

Based on the air quality assessment for construction and operation of the Medea Creek Path, it can be conservatively assumed that implementation of the Connection would not result in other emissions (such as those leading to odors) during construction or operation that would adversely affect a substantial number of people. This impact would be less than significant.

Class II Facilities

Based on the air quality assessment for construction and operation of the Medea Creek Path, it can be conservatively assumed that implementation of the Class II facilities would not result in other emissions (such as those leading to odors) during construction or operation that would adversely affect a substantial number of people. This impact would be less than significant.

Class III Facilities

Based on the air quality assessment for construction and operation of the Medea Creek Path, it can be conservatively assumed that implementation of the Class III facilities would not result in other emissions (such as those leading to odors) during construction or operation that would adversely affect a substantial number of people. This impact would be less than significant.

Class IV Facilities

Based on the air quality assessment for construction and operation of the Medea Creek Path, it can be conservatively assumed that implementation of the Class IV facilities would not result in other emissions (such as those leading to odors) during construction or operation that would adversely affect a substantial number of people. This impact would be less than significant.

Enhanced Bicycle Treatments

Based on the air quality assessment for construction and operation of the Medea Creek Path, it can be conservatively assumed that implementation of the enhanced bicycle treatments would not result in other emissions (such as those leading to odors) during construction or operation that would adversely affect a substantial number of people. This impact would be less than significant.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Therefore, the Amendments would not result in other emissions (such as those leading to odors) during construction or operation that would adversely affect a substantial number of people.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.2.4 Cumulative Impacts

The geographic scope for cumulative air quality impacts is the SCAB. SCAB is currently designated as a nonattainment area for federal and State one-hour and eight-hour O_3 standards, State PM_{10} standards, federal 24-hour $PM_{2.5}$ standards, and federal and State annual $PM_{2.5}$ standards. As such, there is an existing adverse effect related to air quality within the SCAB relative to these pollutants.

This cumulative assessment of air quality impacts is based on the SCAQMD's recommendations included in their *CEQA Air Quality Handbook* and *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (SCAQMD 2003). Individual projects under the SCAQMD's jurisdiction would cause a cumulatively considerable increase in emissions for which the SCAB is in non-attainment if the individual project exceeds the SCAQMD's recommended thresholds. As identified in Table 3-1, *Cumulative Project List,* in Section 3.4, *Cumulative Development*, there are 11 currently planned and pending projects in the City of Agoura Hills, which would include recreation, residential, commercial, and office uses.

According to SCAQMD, if a project is inconsistent with the 2022 AQMP, it would be considered to result in a cumulatively adverse air quality impact. As identified under Impact AQ-1, the Project would be consistent with the 2022 AQMP. As such, cumulative impacts related to a conflict with an applicable air quality plan would be less than significant.

Cumulative development would generate temporary air quality emissions during construction activities. Each project would be required to comply with SCAQMD's regional criteria pollutant thresholds, which are developed to determine if an individual project would contribute to a cumulative impact within the SCAB (i.e., would an individual project contribute substantial emissions to a pollutant that the basin is in non-attainment for). When considered together, cumulative development could result in a potentially significant cumulative impact related to the net increase of criteria pollutants in the region. As shown in Table 4.2-7, construction of the Path would result in emissions that are well below the SCAQMD regional thresholds, and thus would not contribute to regional emissions during construction such that an air quality standard would be violated. As the Path is the longest new facility proposed in the BMP, and construction of the Path would result in the largest area of disturbance with the most construction activities, all other facilities included within the BMP would be expected to result in less intensive construction, which would result in similar or lesser emissions than those of the Path. Therefore, it can be conservatively assumed that implementation of all other facilities identified within the BMP would also result in emissions that are well below the SCAQMD regional thresholds, and thus would not contribute to regional emissions during construction such that an air quality standard would be violated. Furthermore, implementation of the BMP would not result in additional operational emissions beyond existing conditions because use of the identified bicycle facilities path would not increase vehicle trips, and thus the BMP would not result in a considerable increase of criteria pollutant emissions from mobile sources. Overall, the proposed Project would not considerably contribute to a cumulative impact related to a net increase in criteria pollutants in the SCAB.

Cumulative impacts related to nearby sensitive receptors are generally localized. With respect to localized impacts, the consideration of cumulative construction impacts is limited to particulate matter and cases when projects are constructed simultaneously and located within a few hundred yards of each other because of the short range (distance) of particulate dispersion, especially when

compared to gaseous pollutants. Construction activities associated with implementation of the BMP could overlap with construction of some cumulative projects listed in Table 3-1. All cumulative development projects would be required to comply with the same SCAQMD thresholds analyzed under Impact AQ-3. Nonetheless, cumulative development could result in a potentially significant impact related to exposure of sensitive receptors to substantial particulate matter concentrations. The minimal daily PM_{10} emissions identified under Impact AQ-3, the emissions well below SCAQMD thresholds shown in Table 4.2-7, compliance with SCAQMD thresholds and rules that manage fugitive dust (such as Rule 403), and implementation of standard construction measures, implementation of the BMP would not contribute a considerable amount of pollutants from construction emissions to the regional or local area, nor would implementation of the BMP considerably contribute to a cumulative impact related to exposure of sensitive receptors to substantial pollutant concentrations.

Cumulative impacts related to odors are also generally localized. With respect to localized impacts, the consideration of cumulative odor impacts is limited to cases when projects are constructed simultaneously and located within a few hundred yards of each other because of the short range (distance) of odor dispersion. While the cumulative projects listed in Table 3-1 may emit odors from construction at the same time as the project, these emissions would be short-term and would dissipate rapidly with distance. In addition, the proposed Project is not identified as an odor producing facility nor are there projects included in the cumulative development list that would produce significant odors. Therefore, cumulative impacts related to odors would be less than significant.

4.3 Biological Resources

The analysis in this section considers potential impacts to biological resources. Specifically, this section discusses the environmental and regulatory setting; the criteria used to determine the significance of environmental impacts related to biological resources; and potential impacts related to biological resources that would result from implementation of the proposed Project.

4.3.1 Setting

a. Topography, Soils, and Climate

The Project area encompasses all of the City of Agoura Hills. Topography of the Project area varies from gradual to rugged, steeply sloped terrain, with elevations ranging from approximately 800 feet above mean sea level in Lindero Canyon in the western portion of the Project area to 2,000 feet above mean sea level at Ladyface Mountain in the southern portion of the Project area. Other features include Strawberry Hill, Palo Comado Canyon, Liberty Canyon, and a number of smaller hills, ridgelines, canyons, and Lake Lindero. Soils in the Project area are generally loamy (Soil Survey Staff, Natural Resources Conservation Service, United States [US] Department of Agriculture 2025). The City of Agoura Hills has a Mediterranean climate characterized by warm, dry summers and mild winters. Summer temperatures typically range from the high 50s to mid-70s degrees Fahrenheit, while winter temperatures generally fall between the 40s to 60s degrees Fahrenheit. Average annual rainfall is about 18 inches and historically occurs between November and April.

b. Vegetation and Land Cover Types

Riparian Woodlands

Riparian habitats present within the Project area include southern coast live oak riparian forest, valley foothill riparian, riparian woodlands, riparian scrubs, and riparian seeps and springs. These habitats have high value for wildlife as they provide water, thermal cover, migration corridors, and diverse breeding and feeding opportunities. Riparian woodlands in and near the Project area are generally comprised of oak (*Quercus* spp.), California sycamore (*Platanus racemosa*), cottonwood (*Populus* spp.), and willow (*Salix* spp.) trees. Other species commonly found in the understory include mulefat (*Baccharis salicifolia*), blue elderberry (*Sambucus mexicana*), fragrant sumac (*Rhus aromatica*), poison oak (*Toxicodendron diversilobum*), mugwort (*Artemisia douglasiana*), California rose (*Rosa californica*), and California blackberry (*Rubus ursinus*). Herbs and grasses may include docks (*Rumex* spp.), sedges (*Carex* spp.), rushes (*Juncus* spp.), oats (*Avena* spp.), bromes (*Bromus* spp.), and mustards (e.g., *Brassica, Hirschfeldia, Rapa* spp.). Riparian woodlands within the Project area are found primarily around Medea Creek, Chesebro Creek, and scattered in other small areas throughout the city near drainages and other wetland or aquatic features.

Oak Woodland

Oak woodlands in the Project area include stands dominated by coast live oak (*Quercus agrifolia*) or valley oak (*Quercus lobata*) trees. Coast live oak woodland habitat is typically characterized by coast live oak trees in monotypic stands with an absent to dense understory. California walnut (*Juglans californica*) may be present as a co-dominant tree species in some areas. Typical understory species include shade tolerant shrubs such as blackberry, toyon (*Heteromeles arbutifolia*), and poison oak; and herbaceous plants such as fiesta flower (*Pholistoma auritum*), miner's lettuce (*Claytonia*

perfoliata), and various fern species. Valley oak woodlands typically include an open to continuous, or savannah-like tree canopy dominated by valley oaks. The shrub layer is sparse to open, and the herbaceous layer typically includes a wide range of grasses such as oats and bromes. On drier slopes, where savannas are more common, coast live oak woodland is often intermixed with coastal scrub, grassland, and chapparal communities. Oak woodlands and savannas support the greatest species richness of any vegetation type in the state and are considered important habitats (Barbour et al. 2007). Intact oak woodland habitat in the Project area is limited to Palo Comado Canyon Creek in the northeast and a few isolated stands in the central portion of the city south of Thousand Oaks Boulevard and west of Kanana Road.

Grasslands

Grasslands typically form on deep soils, usually on level terrain, but often dominate local hillsides. The soil moisture can range from moist to almost saturated. Grasslands in the Project area primarily consist of non-native/annual species. Non-native grasslands are typically an introduced plant community containing primarily annual "weedy" species such as wild oats, mustards, and brome. Native species include purple needlegrass (*Stipa pulchra*) and herbaceous wildflowers such as baby blue eyes (*Nemophila menziesii*), lupines (*Lupinus* spp.), owl's clover (*Castilleja exserta*), and blue dicks (*Dichelostemma capitatum*). Grasslands occur in the northeastern corner of the Project area, adjacent to Medea Creek north of Thousand Oaks Boulevard, and in scattered isolated patches in the northwestern, central, and southern portions of the Project area. Non-native grasslands are not classified as sensitive by California Department of Fish and Wildlife (CDFW; CDFW 2025e).

Chaparral

Chaparral is one of the most widespread plant communities in California and is often closely associated with southern coastal scrub occurrences. Chaparral soils are often shallow and rocky with low fertility. Vegetation is typically characterized by dense, needle-leafed or broad-leafed sclerophyllous shrubs and dwarf trees, with little to no understory. Chaparral communities are diverse and can include great variation in the assemblage of shrub species present, including chamise (*Adenostoma fasciculatum*), manzanita (*Arctostaphylos* spp.), ceanothus (*Ceanothus* spp.), laurel sumac (*Malosma laurina*), sticky monkey flower (*Diplacus aurantiacus*), California buckwheat (*Eriogonum fasciculatum*), lemonade berry (*Rhamnus ilicifolia*), oaks, toyon, sage (*Salvia* spp.), yerba santa (*Eriodictyon* spp.), chaparral yucca (*Hesperoyucca whipplei*), and poison oak in locally varying abundances. Chaparral communities are closely associated with fire. Wildfire in chaparral communities is a recurrent event and the plant species that grow in this community are adapted to this regime. This community occurs throughout the southern portion of the Project area south of Agoura Road.

Scrub

Stands of this vegetation community within the Project area are dominated by California sagebrush (*Artemisia californica*), California buckwheat, or coyote brush (*Baccharis pilularis*). Scrub habitat also includes smaller shrub species such as sticky monkey flower and deer weed (*Acmispon glaber*), with annual grasses such as wild oats (*Avena* spp.) and bromes (*Bromus* spp.) or herbs such as redstem filaree (*Erodium cicutatium*) in the opening between shrubs. Although it contains constituents of the chaparral communities, this vegetation type is typically more open and low-lying than the chaparral. Large, intact scrub habitat occurs in the northeastern, northwestern, and southeastern portions of the Project area, with some smaller isolated patches scattered in the Project area. This habitat

integrates with adjacent grassland, chaparral, and oak woodland habitat in some areas, and provides high value for plants and wildlife.

Developed/Disturbed

Developed/disturbed areas include commercial and retail developments, residential buildings, shopping centers, other infrastructure, golf courses, and paved areas with little to no vegetation, including roadways, unpaved gravel or hardpacked dirt. Ornamental landscaping typically associated with developed/disturbed areas includes a variety of non-native plant and tree species and provides limited value for wildlife. Developed/disturbed land occurs throughout the Project area and is not classified as sensitive by CDFW (CDFW 2025e).

c. Drainages, Wetlands, and Aquatic Habitat

The Project area is within the Malibu Creek Watershed (HUC 10-1807010401) and contains four main creeks, Medea, Lindero Canyon, Palo Comado, and Chesebro (US Geological Survey National Hydrography Dataset 2025). Medea Creek flows through the middle of the city, passing through both natural and man-made channels and an open space area. Lindero Canyon Creek flows through a canyon in the northwest part of the city, empties into Lake Lindero, and then reappears just south of Agoura Road, west of Kanan Road. Lake Lindero is an artificial lake in the western portion of the city, primarily surrounded by residences and a public golf course. Palo Comado Creek crosses the northeast section of the city, while Chesebro Creek flows along the north side of Agoura Road between Lewis Road and Medea Creek. In addition to these creeks, many smaller streams throughout the city occasionally carry water. Intermittent streams generally flow during the wetter months, with flow typically influenced by seasonal rainfall patterns. During the rainy season, the creeks can swell significantly, draining surface runoff from surrounding hills and the urban areas above. In drier months, the creeks may dry up or flow more slowly, leaving behind small pools of water in certain areas. This seasonal flow pattern is typical of the region's climate.

Wetlands and aquatic habitat are regarded as important biological resources both because of their rarity in California and because they serve a variety of functional values. The United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) illustrates several wetlands and non-wetland waters that occur within the Project area (USFWS 2025c). A general description of each of the classifications that occurs within the Project area is provided below. Of those habitats mapped by the NWI, freshwater emergent wetland and riverine are also mapped by the California Wildlife Habitat Relationships (CDFW 2025e).

Freshwater Emergent Wetlands

Freshwater emergent wetlands include all non-tidal waters dominated by emergent herbaceous plant species, mosses, and/or lichens. Wetlands of this type are also low in salinity. Wetlands which lack vegetation can be included in this class if they are less than 20 acres, do not have an active wave-formed or bedrock shoreline feature, have a low water depth less than 6.6 feet. Freshwater emergent wetlands are characterized by erect, rooted herbaceous hydrophytes.

Dominant vegetation is generally perennial monocots. All emergent wetlands are flooded frequently enough so that the roots of the vegetation prosper in an anaerobic environment. The vegetation may vary in size from small clumps to vast areas covering several kilometers. The acreage of freshwater emergent wetlands in California has decreased dramatically since the turn of the century due to drainage and conversion to other uses, primarily agriculture.

This wetland type can include vernal pools which are seasonal wetlands are small depressions that fill with water during the winter, gradually drying during the spring and becoming completely dry in the summer. These pools are found in only a few places in the world outside of California. Vernal pool vegetation is characterized by herbaceous plants that begin their growth as aquatic or semi-aquatic plants and transition to a dry land environment as the pool dries. Most vernal pool plants are annual herbs.

Freshwater Forested/Shrub Wetlands

These wetlands include non-tidal waters which are dominated by trees and shrubs, with emergent herbaceous plants, mosses, and/or lichens. Wetlands which lack vegetation can be included in this class if they also exhibit the same criteria as described for freshwater emergent wetlands. The vegetation found in freshwater forested/shrub wetlands are generally dominated by woody vegetation such as shrubs and trees. This wetland category also can include riparian habitats.

Freshwater Ponds

Freshwater ponds include non-tidal waters with vegetative cover along its edges such as trees, shrubs, emergent herbaceous plants, mosses, and/or lichens. Freshwater ponds can be man-made or natural and typically consist of an area of standing water with variable amounts of shoreline. These wetlands and deep-water habitats are dominated by plants that grow on or below the surface of the water.

Riverine

Riverine habitats are a riverine system which includes all wetlands and deep-water habitats contained in natural or artificial channels that contain periodically or continuously flowing water. This system may also form a connecting link between two bodies of standing water. Substrates generally consist of rock, cobble, gravel, or sand.

d. Special-Status Species

For the purpose of this Program Environmental Impact Report, special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFW under the federal Endangered Species Act (FESA); those listed or candidates for listing as Rare, Threatened, or Endangered by the CDFW under the California Endangered Species Act (CESA); animals designated as "Fully Protected" by the California Fish and Game Code (CFGC); animals listed as "Species of Special Concern" by the CDFW[1]; species listed on the CDFW Special Animals List (CDFW 2025c) and CDFW Special Vascular Plants, Bryophytes, and Lichens List (CDFW 2025b) with a California Natural Diversity Database (CNDDB) state imperilment status of S1-S3 (CDFW 2025a); plant species with California Native Plant Society (CNPS) California Rare Plant Rank (CRPR) of 1A (presumed extirpated in California and either rare or extinct elsewhere), 1B (Rare or Endangered in California and elsewhere), 2A (Presumed extirpated in California, but more common elsewhere), 2B (Rare or Endangered in California, but more common elsewhere), and 4 (Plants of limited distribution – Watch list) in the Inventory of Rare and Endangered Vascular Plants of

[1] Species of Special Concern is a category used by the CDFW for those species which are considered indicators of regional habitat changes or are considered to be potential future protected species. Species of Special Concern do not have any special legal status except that which may be afforded by the Fish and Game Code. The category is intended by the CDFW for use as a management tool to include these species into special consideration when decisions are made concerning the development of natural lands, and these species are considered sensitive as described under the CEQA Appendix G questions.

California (CNPS 2025)[2]; and species designated as locally important or otherwise protected through ordinance, local policy, or plans.

Queries of the USFWS Information for Planning and Consultation (USFWS 2025a), the CDFW CNDDB (CDFW 2025a), and CNPS Inventory of Rare and Endangered Plants of California (CNPS 2025) were conducted to obtain comprehensive information regarding special-status species considered to have potential to occur within Project area. The evaluation for the potential occurrence of special-status species is based upon known ranges, distribution, habitat preferences for the species, species occurrence records from within the regional vicinity (within five miles) of the Project area, and previous reports for the Project area.

Special-Status Plants and Wildlife

The Project area and regional vicinity are home to several species protected by federal and state agencies, and important plant and animal species can be found in a variety of habitats. 19 special-status plant species and 36 wildlife species are known or have potential to occur within the Project area and its vicinity. The status and habitat requirements of those species are presented in Table 4.3-1 and Table 4.3-2, respectively.

Nesting Birds

Migratory birds protected under the Migratory Bird Treaty Act (MBTA) and the CFGC have potential to nest within and adjacent to a wide range of habitats adjacent to the Project area, including riparian habitat associated with creeks, ornamental vegetation, and adjacent structures (e.g., under bridges and on buildings). Riparian woodlands provide roosting and nesting sites for many birds, particularly raptors.

Table 4.3-1 Special-Status Plant Species Potentially Occurring in the Project Area

Scientific Name	Common Name	Status	Life Form, Habitat Requirements, Bloom Period
Astragalus brauntonii	Braunton's milk-vetch	FE/None 1B.1 G2/S2	Perennial herb. Chaparral, coastal scrub, valley and foothill grassland. Recent burns or disturbed areas; usually on sandstone with carbonate layers. Soil specialist; requires shallow soils to defeat pocket gophers and open areas, preferably on hilltops, saddles or bowls between hills. Elevations: 15-2,100 feet. Blooms Jan-Aug.
Baccharis malibuensis	Malibu baccharis	None/None 1B.1 G1/S1	Perennial deciduous shrub. Chaparral, cismontane woodland, coastal scrub, riparian woodland. In Conejo volcanic substrates, often on exposed roadcuts. Sometimes occupies oak woodland habitat. Elevations: 490-1,000 feet. Blooms Aug.
Calochortus clavatus var. gracilis	slender mariposa-lily	None/None 1B.2 G4T2T3/S2 S3	Perennial bulbiferous herb. Chaparral, coastal scrub, valley and foothill grassland. Shaded foothill canyons; often on grassy slopes within other habitat. Elevations: 1050-3,280 feet. Blooms Mar-Jun(Nov).
Calochortus plummerae	Plummer's mariposa-lily	None/None 4.2 G4/S4	Perennial bulbiferous herb. Chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, valley and foothill grassland. Granitic, rocky. Elevations: 330-5,580 feet. Blooms May-Jul.

[2] CRPR List 3 species are "review list," and CRPR 4 species are considered "watch list" species. CRPR 3 and 4 species do not typically warrant analysis under CEQA except where they are part of a unique community, from the type locality, or designated as rare or significant by local governments, or where cumulative impacts could result in population–level effects.

Scientific Name	Common Name	Status	Life Form, Habitat Requirements, Bloom Period
Chorizanthe parryi var. fernandina	San Fernando Valley spineflower	None/SE 1B.1 G3T1/S1	Annual herb. Coastal scrub, valley and foothill grassland. Sandy soils. Elevations: 490-4,005 feet. Blooms Apr-Jul.
Deinandra minthornii	Santa Susana tarplant	None/SR 1B.2 G2/S2	Perennial deciduous shrub. Chaparral, coastal scrub. On sandstone outcrops and crevices, in shrubland. Elevations: 920-2,495 feet. Blooms Jul-Nov.
Dudleya cymosa ssp. agourensis	Agoura Hills dudleya	FT/None 1B.2 G5T1/S1	Perennial herb. Chaparral, cismontane woodland. Rocky, volcanic breccia. Elevations: 655-1,640 feet. Blooms May-Jun.
Dudleya cymosa ssp. marcescens	marcescent dudleya	FT/SR 1B.2 G5T2/S2	Perennial herb. Chaparral. On sheer rock surfaces and rocky volcanic cliffs. Elevations: 490-1,705 feet. Blooms Apr-Jul.
Dudleya cymosa ssp. ovatifolia	Santa Monica dudleya	FT/None 1B.1 G5T1/S1	Perennial herb. Chaparral, coastal scrub. In canyons on volcanic or sedimentary substrates; primarily on north-facing slopes. Elevations: 490-5,495 feet. Blooms Mar-Jun.
Dudleya multicaulis	many-stemmed dudleya	None/None 1B.2 G2/S2	Perennial herb. Chaparral, coastal scrub, valley and foothill grassland. In heavy, often clayey soils or grassy slopes. 49-2,592 feet. Blooms Apr-Jul.
Dudleya parva	Conejo dudleya	FT/None 1B.2 G1/S1	Perennial herb. Coastal scrub, valley and foothill grassland. In clay or volcanic soils on rocky slopes and grassy hillsides. 197-1,476 feet. Blooms May-Jun.
Eriogonum crocatum	Conejo buckwheat	None/SR 1B.2 G1/S1	Perennial herb. Chaparral, coastal scrub, valley and foothill grassland. Conejo volcanic outcrops; rocky sites. Elevations: 165-1,905 feet. Blooms Apr-Jul.
Horkelia cuneata var. puberula	mesa horkelia	None/None 1B.1 G4T1/S1	Perennial herb. Chaparral, cismontane woodland, coastal scrub. Sandy or gravelly sites. Elevations: 230-2,660 feet. Blooms Feb-Jul(Sep).
Monardella hypoleuca ssp. hypoleuca	white-veined monardella	None/None 1B.3 G4T3/S3	Perennial herb. Chaparral, cismontane woodland. Dry slopes. Elevations: 165-5,005 feet. Blooms (Apr)May-Aug(Sep-Dec).
Navarretia ojaiensis	Ojai navarretia	None/None 1B.1 G2/S2	Annual herb. Chaparral, coastal scrub, valley and foothill grassland. Openings in shrublands or grasslands. Elevations: 900-2,035 feet. Blooms May-Jul.
Nolina cismontana	chaparral nolina	None/None 1B.2 G3/S3	Perennial evergreen shrub. Chaparral, coastal scrub. Primarily on sandstone and shale substrates; also known from gabbro. Elevations: 460-4,185 feet. Blooms (Mar)May-Jul.
Orcuttia californica	California Orcutt grass	FE/SE 1B.1 G1/S1	Annual herb. Vernal pools. Elevations: 50-2,165 feet. Blooms Apr-Aug.
Pentachaeta lyonii	Lyon's pentachaeta	FE/SE 1B.1 G1/S1	Annual herb. Chaparral, coastal scrub, valley and foothill grassland. Edges of clearings in chaparral, usually at the ecotone between grassland and chaparral or edges of firebreaks. Elevations: 100-2,265 feet. Blooms (Feb)Mar-Aug.

Scientific Name	Common Name	Status	Life Form, Habitat Requirements, Bloom Period
Thysanocarpus conchuliferus	Santa Cruz Island fringepod	FE/None 1B.2 G2?/S2	Annual herb. Chaparral, cismontane woodland. Stony ridges and mossy pockets on the sides of rocks. Elevations: 150-2,150 feet. Blooms Mar-Apr(May).

Status (Federal/State)

FE = Federal Endangered
FT = Federal Threatened
SE = State Endangered
SR = State Rare

Other Statuses

G1 or S1	Critically Imperiled Globally or Subnationally (state)
G2 or S2	Imperiled Globally or Subnationally (state)
G3 or S3	Vulnerable to extirpation or extinction Globally or Subnationally (state)
G4/5 or S4/5	Apparently secure, common and abundant
T1, T2, or T3	Critically Imperiled, Imperiled, or vulnerable subspecies
Range	e.g., S2S3 indicates the rank is somewhere between S2 and S3
? to rank	e.g., S2?; this represents more certainty than S2S3, but less certainty than S2

CRPR (CNPS California Rare Plant Rank)

1B = Rare, Threatened, or Endangered in California and elsewhere
4 = Plants of Limited Distribution (a Watch List)

CRPR Threat Code Extension

.1 = Seriously endangered in California (>80% of occurrences threatened/high degree and immediacy of threat)
.2 = Moderately threatened in California (20-80% of occurrences threatened/moderate degree and immediacy of threat)
.3 = Not very endangered in California (<20% of occurrences threatened)

Sources: CNDDB (CDFW 2025a); USFWS IPaC (2025a); CDFW Special Vascular Plants, Bryophytes, and Lichens List (CDFW 2025b); and CNPS Rare Plant Inventory (2025)

Table 4.3-2 Special-Status Wildlife Species Potentially Occurring in the Project Area

Scientific Name	Common Name	Status	Habitat Requirements
Invertebrates			
Bombus crotchii	Crotch's bumble bee	None/SCE G2/S2	Coastal California east to the Sierra-Cascade crest and south into Mexico. Habitats include open grassland, shrublands, chaparral, desert margins, including Joshua tree and creosote scrub, and semi-urban settings. Food plant genera include *Antirrhinum*, *Amsinckia, Phacelia, Clarkia, Carduus, Dendromecon*, *Eschscholzia*, *Eriogonum,* and *Vicia*.
Bombus pensylvanicus	American bumble bee	None/None G3G4/S2	Long-tongued; forages on a wide variety of flowers including vetches (*Vicia*), clovers (*Trifolium*), thistles (*Cirsium*), sunflowers (*Helianthus*), etc. Nests above ground under long grass or underground. Queens overwinter in rotten wood or underground.
Branchinecta lynchi	vernal pool fairy shrimp	FT/None G3/S3	Endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in astatic rain-filled pools. Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.
Danaus plexippus	monarch butterfly	FPT/None G4T1T2Q/S2	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby. Migrating and breeding adults can occur in a wide range of natural and urban habitats if suitable nectar plants are available for feeding. Requires milkweed for breeding.

Scientific Name	Common Name	Status	Habitat Requirements
Euphydryas editha quino	quino checkerspot butterfly	FE/None G4G5T1T2/S1S2	Sunny openings within chaparral and coastal sage shrublands in parts of Riverside and San Diego counties. Hills and mesas near the coast. Need high densities of food plants *Plantago erecta*, *P. insularis*, and *Orthocarpus purpurescens*.
Socalchemmis gertschi	Gertsch's socalchemmis spider	None/None G1/S1	Closed canopy riparian woodland and coastal sage scrub. May occur within urban settings. Known from only two localities in Los Angeles County: Brentwood (type locality) and Topanga Canyon.
Streptocephalus woottoni	Riverside fairy shrimp	FE/None G1G2/S2	Endemic to Western Riverside, Orange, and San Diego counties in areas of tectonic swales/earth slump basins in grassland and coastal sage scrub. Inhabit seasonally astatic pools filled by winter/spring rains. Hatch in warm water later in the season.
Trimerotropis occidentiloides	Santa Monica grasshopper	None/None G2/S2	Found on bare hillsides and along dirt trails in chaparral. Known only from the Santa Monica Mountains.
Amphibians			
Anaxyrus californicus	arroyo toad	FE/None SSC G2G3/S2	Semi-arid regions near washes or intermittent streams, including valley-foothill and desert riparian, desert wash, etc. Rivers with sandy banks, willows, cottonwoods, and sycamores; loose, gravelly areas of streams in drier parts of range.
Rana draytonii	California red-legged frog	FT/None SSC G2G3/S2S3	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.
Spea hammondii	western spadefoot	FPT/None SSC G2G3/S3S4	Occurs primarily in grassland habitats but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.
Taricha torosa	coast range newt	None/None SSC G4/S4	Coastal drainages from Mendocino County to San Diego County. Lives in terrestrial habitats and will migrate over 1 kilometers to breed in ponds, reservoirs and slow moving streams.
Reptiles			
Actinemys pallida	southwestern pond turtle	FPT/None SSC G2G3/SNR	Permanent or nearly permanent fresh water habitats below 6,000 feet in elevation. Requires basking sites such as partially submerged logs, vegetation mats, or open mud banks. In lower elevations and latitudes, this species may be active at aquatic sites year-round. Uses protected upland terrestrial sites near aquatic sites with appropriate slope aspect and soils for an oviposition site.
Anniella pulchra pulchra	silvery legless lizard	None/None SSC G3G4T3T4Q/S3	Wide variety of upland habitats characterized by sparse vegetation supported by moist, sandy, or loose loamy soils. Soil moisture is essential.
Anniella stebbinsi	Southern California legless lizard	None/None SSC G3/S3	Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County. Variety of habitats; generally in moist, loose soil. They prefer soils with a high moisture content.

Scientific Name	Common Name	Status	Habitat Requirements
Aspidoscelis tigris stejnegeri	coastal whiptail	None/None SSC G5T5/S3	Found in deserts and semi-arid areas with sparse vegetation and open areas. Also found in woodland and riparian areas. Ground may be firm soil, sandy, or rocky.
Diadophis punctatus modestus	San Bernardino ringneck snake	None/None G5T2T3/S2?	Most common in open, relatively rocky areas. Often in somewhat moist microhabitats near intermittent streams. Avoids moving through open or barren areas by restricting movements to areas of surface litter or herbaceous veg.
Phrynosoma blainvillii	coast horned lizard	None/None SSC G4/S4	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.
Thamnophis hammondii	two-striped gartersnake	None/None SSC G4/S3S4	Coastal California from vicinity of Salinas to northwest Baja California. From sea to about 7,000 feet elevation. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.
Thamnophis sirtalis pop. 1	south coast gartersnake	None/None SSC G5T1T2/S1S2	Southern California coastal plain from Ventura County to San Diego County, and from sea level to about 850 meters. Marsh and upland habitats near permanent water with good strips of riparian vegetation.
Birds			
Agelaius tricolor	tricolored blackbird	None/ST SSC G1G2/S2	Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California. Requires open water, protected nesting substrate, and foraging area with insect prey within a few kilometers of the colony.
Aquila chrysaetos	golden eagle	None/FP G5/S3	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.
Athene cunicularia	burrowing owl	None/SCE SSC G4/S2	Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.
Elanus leucurus	white-tailed kite	None/FP G5/S3S4	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.
Falco peregrinus anatum	American peregrine falcon	FD/SD G4T4/S3S4	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.
Polioptila californica californica	coastal California gnatcatcher	FT/None SSC G4G5T3Q/S2	Obligate, permanent resident of coastal sage scrub below 2,500 feet in Southern California. Low, coastal sage scrub in arid washes, on mesas and slopes. Not all areas classified as coastal sage scrub are occupied.
Riparia riparia	bank swallow	None/ST G5/S3	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.
Vireo bellii pusillus	least Bell's vireo	FE/SE G5T2/S3	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 feet. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, *Baccharis*, mesquite.

Scientific Name	Common Name	Status	Habitat Requirements
Mammals			
Antrozous pallidus	pallid bat	None/None SSC G4/S3	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.
Euderma maculatum	spotted bat	None/None SSC G4/S3	Occupies a wide variety of habitats from arid deserts and grasslands through mixed conifer forests. Feeds over water and along washes. Feeds almost entirely on moths. Needs rock crevices in cliffs or caves for roosting.
Eumops perotis californicus	western mastiff bat	None/None SSC G4G5T4/S3S4	Many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc. Roosts in crevices in cliff faces, high buildings, trees and tunnels.
Lasiurus cinereus	hoary bat	None/None G3G4/S4	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths. Requires water.
Lasiurus frantzii	western red bat	None/None SSC G4/S3	Roosts primarily in trees, 2-40 feet above ground, from sea level up through mixed conifer forests. Prefers habitat edges and mosaics with trees that are protected from above and open below with open areas for foraging.
Macrotus californicus	California leaf-nosed bat	None/None SSC G3G4/S3	Desert riparian, desert wash, desert scrub, desert succulent scrub, alkali scrub and palm oasis habitats. Needs rocky, rugged terrain with mines or caves for roosting.
Myotis ciliolabrum	western small-footed myotis	None/None G5/S3	Wide range of habitats mostly arid wooded and brushy uplands near water. Seeks cover in caves, buildings, mines, and crevices. Prefers open stands in forests and woodlands. Requires drinking water. Feeds on a wide variety of small flying insects.
Taxidea taxus	American badger	None/None SSC G5/S3	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.

Status (Federal/State)

FE = Federal Endangered
FT = Federal Threatened
FPT = Federal Proposed Threatened
FD = Federal Delisted
SE = State Endangered
ST = State Threatened
SCE = State Candidate Endangered
FP = State Fully Protected
SD = State Delisted
SSC = CDFW Species of Special Concern

Other Statuses

G1 or S1	Critically Imperiled Globally or Subnationally (state)
G2 or S2	Imperiled Globally or Subnationally (state)
G3 or S3	Vulnerable to extirpation or extinction Globally or Subnationally (state)
G4/5 or S4/5	Apparently secure, common and abundant
T1, T2, or T3	Critically Imperiled, Imperiled, or vulnerable subspecies
Q	Questionable taxonomy
Range	e.g., S2S3 indicates the rank is somewhere between S2 and S3
? to rank	e.g., S2?; this represents more certainty than S2S3, but less certainty than S2

Sources: CNDDB (CDFW 2025a); CDFW Special Animals List (CDFW 2025c); USFWS IPaC (2025a)

e. Sensitive Natural Communities

Sensitive natural communities are those listed by CDFW due to the rarity of the community in the state or throughout its entire range. Communities are considered sensitive if they have limited distributions, have high wildlife value, include sensitive species, or are particularly susceptible to disturbance. Sensitive plant communities in the CDFW List of Vegetation Alliances and Associations[3] (Natural Communities List) are assigned a conservation status rank (also known as "Rare Rank") based on their sensitivity (CDFW 2025d). Plant communities state status ranks of S1 (critically imperiled), S2 (imperiled), and S3 (vulnerable) are considered sensitive by CDFW. Plant communities are classified based on plant species composition and abundance, as well as the underlying abiotic conditions of the stand, such as slope, aspect, or soil type. Five sensitive natural communities are recorded in the regional vicinity of the Project area (CNDDB 2025a): California Walnut Woodland, Southern Coast Live Oak Riparian Forest, Southern Sycamore Alder Riparian Woodland, Valley Needlegrass Grassland, and Valley Oak Woodland. Southern Coast Live Oak Riparian Forest and Valley Oak Woodland are recorded in Project area and are described below.

Southern Coast Live Oak Riparian Woodland

Southern coast live oak riparian woodland (*Quercus agrifolia* Woodland Alliance) is a riparian woodland dominated by coast live oak. Riparian woodland is used as a general term for woody plant communities found along streams and drainage channels. Physical characteristics of these riparian corridors include moist to saturated soils and water table levels near or at the surface during part of the year. Typical species include woody plants such as alder (*Alnus* sp.), willows (*Salix* sp.), cottonwoods (*Populus* sp.), and California sycamore. Herbaceous plants may include cattails (*Typha* sp.) and currants (*Ribes* sp.). Southern coast live oak riparian woodland occurs in the northeastern portion of the Project area along Palo Comado Creek.

Valley Oak Woodland

Valley oak is typically dominant in this community, or co-dominant in the tree canopy with boxelder maple (*Acer negundo*), white alder (*Alnus rhombifolia*), northern California black walnut (*Juglans hindsii*), California sycamore, Fremont's cottonwood (*Populus fremontii*), coast live oak, Goodding's black willow (*Salix gooddingii*), and arroyo willow (*Salix lasiolepis*). This community is typically found in valley bottoms, lower slopes, and valleys where soils are alluvial or residual. Valley oak woodland occurs in the northeastern portion of the Project area west of Palo Comado Creek and in southeastern portion of the Project area in Liberty Canyon.

f. Designated Critical Habitat

When a species is proposed for listing as endangered or threatened under the Endangered Species Act, the USFWS must consider whether there are areas of habitat believed to be essential to the species' conservation. Those areas may be proposed for designation as critical habitat.

The USFWS Critical Habitat Portal (USFWS 2025b) provides online service for information regarding threatened and endangered species final critical habitat designation across the US. According to the CNDDB and the Critical Habitat Portal, no designated or proposed critical habitat is mapped within

[3] CDFW classifies vegetation at the two finest levels of alliance and association. The alliance is defined by plant species composition, habitat conditions, physiognomy, and diagnostic species; at least one of the diagnostic species is typically found in the uppermost or dominant stratum. The association is the most detailed classification level and reflects more specific characteristics of vegetation such as finer-level differences in species composition, topography, soils, substrate, climate, hydrology, and disturbance regime. Unlike alliances, associations often recognize two or more diagnostic species found in different vegetation layers (Sawyer et al. 2009).

or immediately adjacent to the Project area. Designated critical habitat for four species occurs within five miles of the Project area:

- Lyon's pentachaeta (*Pentachaeta lyonii*), located 0.75 mile to the southwest,
- Braunton's milk-vetch (*Astragalus brauntonii*), located 0.85 mile to the north,
- California red-legged frog (*Rana draytonii*), located 0.95 mile to the northeast, and
- Southern California steelhead Distinct Population Segment; *Oncorhynchus mykiss*) 4.5 miles to the southeast.

g. Significant Ecological Areas

Los Angeles County has designated several Significant Ecological Areas (SEA) throughout the unincorporated portions of the county. SEAs are officially designated areas within the county with irreplaceable biological resources. The SEA Program objective is to conserve genetic and physical diversity within the county by designating biological resource areas that are capable of sustaining themselves into the future.

The City of Agoura Hills has policies and regulations that guide development within the County-designated SEAs. Specifically, the City of Agoura Hills Zoning Ordinance includes provisions to safeguard the SEA from incompatible development, preserve natural landscapes, and uphold the city's environmental quality and aesthetic character, all while restricting development. The ordinance mandates that any new development within the SEA must secure a conditional use permit or architectural review approval before beginning.

Portions of the Santa Monica Mountains SEA are located in the northeastern and southern sections of the Project area (formerly identified as the Santa Monica Mountains SEA #26 and Palo Comado Canyon SEA #12) (Los Angeles County 2025). Small sections of the proposed Project overlap or are adjacent to the SEA.

h. Wildlife Corridors

Wildlife corridors typically connect one large habitat area with another, and while there is no pre-defined size limit or corridor width for such areas, they most often are on the scale of mountain ranges, valleys, or clearly defined ecological situations (i.e., vernal pools). Habitat linkages differ somewhat from wildlife corridors in that they may be identified by the presence of certain resources rather than by areas of linear movement. They may serve as corridors for species, which move from site to site as individuals, but for low-mobility organisms (such as plants, flightless arthropods, amphibians, reptiles, and chaparral birds) they may maintain genetic diversity between larger habitat areas by permitting long-term genetic exchange over a broad area. For these species, population-wide directional movement may be incremental and via a network of overlapping home ranges on a year-to-year basis. For species such as lizards, salamanders, and birds, habitat linkages physically connect separate units of similar habitat value by providing buffer zones or areas of marginal contact.

Linkage zones may extend for many miles between primary habitat areas, and their adequacy for supporting genetic flow often depends upon the combined presence of specific resources, sufficient width (to buffer against adjacent disturbances), and sufficient shelter or cover. Certain specific resources (such as rock outcroppings, vernal pools, or oak trees) may be needed at particular intervals to ensure that slower-moving species are able to traverse the linkage zone. For highly mobile or flying organisms, habitat linkages may consist of a series of discontinuous patches of

suitable resources, spaced sufficiently close together to permit movement along a route in a short period of time. The "landscape linkage" concept includes habitat linkages intended to serve this purpose.

Natural movement corridors and habitat linkages have been the focus of numerous studies intended to better understand relationships between animal populations, open space reserves, and natural movement patterns. The California Essential Habitat Connectivity Project (Spencer et al. 2010) was commissioned by the California Department of Transportation and CDFW to study the functional network of connected wildlands in California as these corridors are essential to the continued support of California's diverse natural communities in the face of human development and climate change. The report examines large, relatively natural habitat blocks that support native biodiversity (Natural Landscape Blocks) and areas essential for ecological connectivity between them (Essential Connectivity Areas).

Several small natural landscape blocks occur within the Project area along portions of creeks and where green spaces have been established. Portions of the eastern Project area overlap with a California Essential Connectivity Area that is generally associated with the area between Palo Comado and Cheseboro canyons (CDFW 2025f). Roads are a major barrier to wildlife movement, particularly small animals, with the effect of a road dependent on its design, width, traffic volume, and speed. Roads frequently force animals into specified small-scale "chokepoints" where passage may occur, such as via culvert systems under major freeways. The urban development of the Project area restricts wildlife movement, as does the U.S. Highway 101 (Ventura Freeway) itself. The primary "chokepoints" or movement pathways within the Project area include Medea Creek and Chesebro Creek, which run underneath the Ventura Freeway.

4.3.2 Regulatory Setting

a. Federal Regulations

Federal Endangered Species Act

The USFWS and National Marine Fisheries Service (NMFS) share responsibility for implementing the FESA. Generally, the USFWS implements the FESA for terrestrial and freshwater species, while the NMFS implements the FESA for marine and anadromous species. Projects that would result in "take" of any threatened or endangered animal species, or a threatened or endangered plant species if occurring on federal land, are required to obtain permits from the USFWS or NMFS through either Section 7 (interagency consultation with a federal nexus) or Section 10 (Habitat Conservation Plan) of the FESA, depending on the involvement by the federal government in funding, authorizing, or carrying out the project. The permitting process is used to determine if a project would jeopardize the continued existence of a listed species and what measures would be required to avoid jeopardizing the species. "Take" under federal definition means to harass, harm (which includes habitat modification), pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Proposed or candidate species do not have the full protection of the FESA; however, the USFWS and NMFS advise project applicants that they could be elevated to listed status at any time.

Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act prohibits anyone, without a permit issued by the USFWS, from "taking" bald or golden eagles, including their parts (such as feathers), nests, or eggs. The Act

provides criminal penalties for persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle ... [or any golden eagle], alive or dead, or any part, nest, or egg thereof." The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb."

"Disturb" means “to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior."

In addition to immediate impacts, this definition also covers impacts that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present, if, upon the eagle's return, such alterations agitate or bother an eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits, and causes injury, death or nest abandonment.

Migratory Bird Treaty Act

The MBTA of 1918 implements four international conservation treaties that the US entered into with Canada in 1916, Mexico in 1936, Japan in 1972, and Russia in 1976. It is intended to ensure the sustainability of populations of all protected migratory bird species. The law has been amended with the signing of each treaty, as well as when any of the treaties were amended, such as with Mexico in 1976 and Canada in 1995. The MBTA prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the USFWS.

The list of migratory bird species protected by the law, in regulations at 50 Code of Federal Regulations (CFR) Part 10.13, is primarily based on bird families and species included in the four international treaties. A migratory bird species is included on the list if it meets one or more of the following criteria:

1. It occurs in the United States or US territories as the result of natural biological or ecological processes and is currently, or was previously listed as, a species or part of a family protected by one of the four international treaties or their amendments.
2. Revised taxonomy results in it being newly split from a species that was previously on the list, and the new species occurs in the United States or US territories as the result of natural biological or ecological processes.
3. New evidence exists for its natural occurrence in the United States or US territories resulting from natural distributional changes and the species occurs in a protected family.

In 2004, the Migratory Bird Treaty Reform Act limited the scope of the MBTA by stating the MBTA applies only to migratory bird species that are native to the US or US territories, and that a native migratory bird species is one that is present as a result of natural biological or ecological processes. The MBTA requires the USFWS to publish a list of all nonnative, human-introduced bird species to which the MBTA does not apply, and an updated list was published in 2020. The 2020 update identifies species belonging to biological families referred to in treaties the MBTA implements but are not protected because their presence in the US or US territories is solely the result of intentional or unintentional human-assisted introductions.

Clean Water Act Section 404

Congress enacted the Clean Water Act (CWA) "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." Section 404 of the CWA authorizes the Secretary of the Army, acting through the USACE, to issue permits regulating the discharge of dredged or fill materials into the "navigable waters at specified disposal sites."

Section 502 of the CWA further defines "navigable waters" as "waters of the United States, including the territorial seas." "Waters of the United States" are broadly defined at 33 CFR Part 328.3 to include navigable, tidal, and interstate waters and certain impoundments, tributaries, and wetlands. The agencies' most recent regulatory definition of the term was promulgated in January 2023, following failed attempts in prior years that had been frustrated by legal challenges. However, in May 2023 the U.S. Supreme Court issued its ruling in *Sackett v. Environmental Protection Agency*, which invalidated portions of the updated regulations. To address this ruling, in September 2023 the agencies issued a "conforming rule" (88 Federal Register [FR] 61964-61969) modifying their definition of "waters of the United States" to comport with the Court's ruling. This definition is described in detail below.

Waters of the U.S.

Current USACE and U.S. EPA regulations, reflecting of the January 2023 definition as modified by the September 2023 Conforming Rule, define "waters of the United States" as follows (33 CFR 328.3; see also 88 FR 61964-61969):

(1) Waters which are:
  (i) Currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;
  (ii) The territorial seas; or
  (iii) Interstate waters;

(2) Impoundments of waters otherwise defined as waters of the United States under this definition, other than impoundments of waters identified under paragraph (a)(5) of this section;

(3) Tributaries of waters identified in paragraph (a)(1) or (2) of this section that are relatively permanent, standing or continuously flowing bodies of water;

(4) Wetlands adjacent to the following waters:
  (i) Waters identified in paragraph (a)(1) of this section; or
  (ii) Relatively permanent, standing or continuously flowing bodies of water identified in paragraph (a)(2) or (a)(3) of this section and with a continuous surface connection to those waters;

(5) Intrastate lakes and ponds, not identified in paragraphs (a)(1) through (4) of this section that are relatively permanent, standing or continuously flowing bodies of water with a continuous surface connection to the waters identified in paragraph (a)(1) or (a)(3) of this section.

The definition specifies that the following features are not "waters of the United States" even where they otherwise meet the terms of provisions (2) through (5) above:

(1) Waste treatment systems, including treatment ponds or lagoons, designed to meet the requirements of the Clean Water Act;

(2) Prior converted cropland designated by the Secretary of Agriculture. The exclusion would cease upon a change of use, which means that the area is no longer available for the production of agricultural commodities. Notwithstanding the determination of an area's status as prior converted cropland by any other Federal agency, for the purposes of the Clean Water Act, the final authority regarding Clean Water Act jurisdiction remains with EPA;

(3) Ditches (including roadside ditches) excavated wholly in and draining only dry land and that do not carry a relatively permanent flow of water;

(4) Artificially irrigated areas that would revert to dry land if the irrigation ceased;

(5) Artificial lakes or ponds created by excavating or diking dry land to collect and retain water and which are used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing;

(6) Artificial reflecting or swimming pools or other small ornamental bodies of water created by excavating or diking dry land to retain water for primarily aesthetic reasons;

(7) Waterfilled depressions created in dry land incidental to construction activity and pits excavated in dry land for the purpose of obtaining fill, sand, or gravel unless and until the construction or excavation operation is abandoned and the resulting body of water meets the definition of waters of the United States; and

(8) Swales and erosional features (e.g., gullies, small washes) characterized by low volume, infrequent, or short duration flow.

The lateral limits of USACE jurisdiction in non-tidal waters is defined by the "ordinary high-water mark" (OHWM) unless adjacent wetlands are present. The OHWM is a line on the shore or edge of a channel established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed upon the bank, shelving, changes in the character of soil, destruction of vegetation, or the presence of debris (33 CFR 328.3(c)(1)). As such, waters are recognized in the field by the presence of a defined watercourse with appropriate physical and topographic features. If wetlands occur within, or adjacent to, waters of the United States, the lateral limits of USACE jurisdiction extend beyond the OHWM to the outer edge of the wetlands (33 CFR 328.4 (c)). The upstream limit of jurisdiction in the absence of adjacent wetlands is the point beyond which the OHWM is no longer perceptible (33 CFR 328.4; see also 51 FR 41217).

Wetlands

The USACE defines wetlands as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” (33 CFR 328.3(c)(1)). The USACE’s delineation procedures identify wetlands in the field based on indicators of three wetland parameters: hydrophytic vegetation, hydric soils, and wetland hydrology. The following is a discussion of each of these parameters.

HYDROPHYTIC VEGETATION

Hydrophytic vegetation dominates areas where frequency and duration of inundation or soil saturation exerts a controlling influence on the plant species present. Plant species are assigned wetland indicator status according to the probability of their occurring in wetlands. More than fifty

percent of the dominant plant species must have a wetland indicator status to meet the hydrophytic vegetation criterion. The USACE published the National Wetland Plant List (USACE 2018), which separates vascular plants into the following four basic categories based on plant species frequency of occurrence in wetlands:

- **Obligate Wetland (OBL:** Almost always occur in wetlands.
- **Facultative Wetland (FACW):** Usually occur in wetlands, but occasionally found in non-wetlands.
- **Facultative (FAC):** Occur in wetlands or non-wetlands.
- **Facultative Upland (FACU):** Usually occur in non-wetlands, but may occur in wetlands.
- **Obligate Upland (UPL):** Almost never occur in wetlands.

The USACE considers OBL, FACW and FAC species to be indicators of wetlands. An area is considered to have hydrophytic vegetation when greater than 50 percent of the dominant species in each vegetative stratum (tree, shrub, and herb) fall within these categories. Any species not appearing on the United States Fish and Wildlife Service's list is assumed to be an upland species, almost never occurring in wetlands. In addition, an area needs to contain at least 5% vegetative cover to be considered as a vegetated wetland.

HYDRIC SOILS

Hydric soils are saturated or inundated for a sufficient duration during the growing season to develop anaerobic or reducing conditions that favor the growth and regeneration of hydrophytic vegetation. Field indicators of wetland soils include observations of ponding, inundation, saturation, dark (low chroma) soil colors, bright mottles (concentrations of oxidized minerals such as iron), gleying (indicates reducing conditions by a blue-grey color), or accumulation of organic material. Additional supporting information includes documentation of soil as hydric or reference to wet conditions in the local soils survey, both of which must be verified in the field.

WETLAND HYDROLOGY

Wetland hydrology is inundation or soil saturation with a frequency and duration long enough to cause the development of hydric soils and plant communities dominated by hydrophytic vegetation. If direct observation of wetland hydrology is not possible (as in seasonal wetlands), or records of wetland hydrology are not available (such as stream gauges), assessment of wetland hydrology is frequently supported by field indicators, such as water marks, drift lines, sediment deposits, or drainage patterns in wetlands.

Sackett v. U.S. EPA Supreme Court Decision

On May 25, 2023, the Supreme Court issued its decision on the petition from the Sacketts, a family in Idaho that was subject to a compliance order from the U.S. EPA for backfilling their lot near Priest Lake, which the U.S. EPA claimed contained federally regulated wetlands. The wetlands in question were adjacent to a ditch that fed a creek that ultimately drained into Priest Lake, a navigable water body. The U.S. EPA asserted that the Sacketts had violated the law by filling the wetlands on their property without a permit. The Court's decision addressed controversy over whether, and under what conditions, the CWA reaches navigable waters' tributaries or adjacent wetlands. The Supreme Court's decision in *Sackett* provides definitive guidance to the agencies in determining the limits of

their Clean Water Act authority. Major tenets of the decision have been incorporated into the agencies' current regulations through the September 2023 Conforming Rule.

The Court decided:

- "Adjacent wetlands" are WOTUS only if there is a continuous surface connection between the wetland and a navigable or relatively permanent water body, such that it is difficult to determine the boundary between the wetland and the water body. The opinion notes that "temporary interruptions to surface connection may sometimes occur because of phenomena like low tides or dry spells." The agencies addressed this element by defining the term "adjacent" to mean "having a continuous surface connection" in the Conforming Rule.
- The Significant Nexus Standard, introduced by the Court in prior decisions, is not mentioned in the Clean Water Act and should not be used. The Court determined that the standard applies ecological factors whose use in determining jurisdiction is not supported by the statute. The Conforming Rule removed significant nexus considerations from the definition.
- Although jurisdiction over tributaries was not addressed by the Court, the decision stated that "…the [Clean Water Act's] use of "waters" encompasses only those relatively permanent, standing or continuously flowing bodies of water forming geographical features that are described in ordinary parlance as streams, oceans, rivers, and lakes." The Conforming Rule makes clear that only relatively permanent tributaries qualify as "waters of the United States."

Rivers and Harbors Act Section 10

Section 10 of the Rivers and Harbors Act of 1899 requires authorization from the USACE for the construction of any structure in or over any navigable water of the United States. Structures or work outside the limits defined for navigable waters of the United States require a Section 10 permit if the structure or work affects the course, location, or condition of the water body. The law applies to any dredging or disposal of dredged materials, excavation, filling, re-channelization, or any other modification of a navigable water of the United States, and applies to all structures and work. It further includes, without limitation, any wharf, dolphin, weir, boom breakwater, jetty, groin, bank protection (e.g. riprap, revetment, bulkhead), mooring structures such as pilings, aerial or subaqueous power transmission lines, intake or outfall pipes, permanently moored floating vessel, tunnel, artificial canal, boat ramp, aids to navigation, and any other permanent, or semi-permanent obstacle or obstruction. It is important to note that Section 10 applies only to navigable waters, and thus does not apply to work in non-navigable wetlands or tributaries. In some cases, Section 10 authorization is issued by the USACE concurrently with CWA Section 404 authorization, such as when certain Nationwide Permits are used.

a. State Regulations

California Endangered Species Act

The CESA (CFGC Section 2050 et. seq.) prohibits take of state listed threatened or endangered. Take under CESA is defined as "Hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" (CFGC sec. 86). This definition does not prohibit indirect harm by way of habitat modification, except where such harm is the proximate cause of death of a listed species. Where incidental take would occur during construction or other lawful activities, CESA allows the CDFW to issue an Incidental Take Permit upon finding, among other requirements, that impacts to the species have been minimized and fully mitigated. Unlike the FESA, CESA's protections extend to

candidate species during the period (typically one year) while the California Fish and Game Commission decides whether the species warrants CESA listing.

Special-status wildlife species are those species included on the CDFW "Special Animals" list (CDFW 2020). "Special Animal" is a general term that refers to all of the taxa the CNDDB is interested in tracking, regardless of their legal or protection status. The CDFW considers the taxa on this list to be those of greatest conservation need. The species on this list generally fall into one or more of the following categories:

- Officially listed or proposed for listing under the CESA and/or FESA;
- State or federal candidate for possible listing;
- Taxa that meet the criteria for listing, even if not currently included on any list, as described in *California Environmental Quality Act* (CEQA) *Guidelines* Section 1538;
- Taxa considered by the CDFW to be a Species of Special Concern;
- Taxa that are biologically rare, very restricted in distribution, declining throughout their range, or have a critical vulnerable stage in their life cycle that warrants monitoring; or,
- Populations in California that may be on the periphery of a taxon's range but are threatened with extirpation in California.

Native Plant Protection Act

The CDFW also has authority to administer the Native Plant Protection Act (NPPA) (CFGC Section 1900 et seq.). The NPPA requires the CDFW to establish criteria for determining if a species, subspecies, or variety of native plant is endangered or rare, and prohibits the take of listed plant species. Effective in 2015, CDFW promulgated regulations (14 California Code of Regulations [CCR] 786.9) under the authority of the NPPA, establishing that the CESA's permitting procedures would be applied to plants listed under the NPPA as "Rare." With this change, there is little practical difference for the regulated public between plants listed under CESA and those listed under the NPPA.

Fully Protected Species Laws

The CDFW enforces Sections 3511, 4700, 5050, and 5515 of the CFGC, which prohibit take of species designated as Fully Protected. The CDFW is not allowed to issue an Incidental Take Permit for Fully Protected species; therefore, impacts to these species must be avoided. The exception is situations where a Natural Community Conservation Plan is in place that authorizes take of the fully protected species.

Avian Protection Laws

The CFGC sections 3503, 3503.5, and 3513 describe unlawful take, possession, or destruction of native birds, nests, and eggs. Section 3503.5 of the CFGC protects all birds-of-prey and their eggs and nests against take, possession, or destruction of nests or eggs. Section 3513 makes it a state-level offense to take any bird in violation of the MBTA.

Protection of Lakes and Streambeds

The CFGC Section 1602 states that it is unlawful for any person to "substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake" without first notifying the CDFW of that activity. Thereafter, if CDFW

determines and informs the entity that the activity will not substantially adversely affect any existing fish or wildlife resources, the entity may commence the activity. If, however, CDFW determines that the activity may substantially adversely affect an existing fish or wildlife resource, the entity may be required to obtain from CDFW a Streambed Alteration Agreement (SAA), which will include reasonable measures necessary to protect the affected resource(s), before the entity may conduct the activity described in the notification. Upon receiving a complete Notification of Lake/Streambed Alteration, CDFW has 60 days to present the entity with a draft SAA. Upon review of the draft SAA by the applicant, any problematic terms are negotiated with CDFW, and a final SAA is executed.

The CDFW has not defined the term "stream" for the purposes of implementing its regulatory program under Section 1602, and the agency has not promulgated regulations directing how jurisdictional streambeds may be identified, or how their limits should be delineated. However, four relevant sources of information offer insight as to the appropriate limits of CDFW jurisdiction as discussed below.

- **The plain language of Section 1602 of CFGC** establishes the following general concepts:
  - References "river," "stream," and "lake"
  - References "natural flow"
  - References "bed," "bank," and "channel"
- **Applicable court decisions**, in particular *Rutherford v. State of California* (188 Cal App. 3d 1276 (1987), which interpreted Section 1602's use of "stream" to be as defined in common law. The Court indicated that a "stream" is commonly understood to:
  - Have a source and a terminus
  - Have banks and a channel
  - Convey flow at least periodically, but need not flow continuously and may at times appear outwardly dry
  - Represent the depression between the banks worn by the regular and usual flow of the water
  - Include the area between the opposing banks measured from the foot of the banks from the top of the water at its ordinary stage, including intervening sand bars
  - Include the land that is covered by the water in its ordinary low stage
  - Include lands below the OHWM
- **CDFW regulations** defining "stream" for other purposes, including sport fishing (14 CCR 1.72) and streambed alterations associated with cannabis production (14 CCR 722(c)(21)), which indicate that a stream:
  - Flows at least periodically or intermittently
  - Flows through a bed or channel having banks
  - Supports fish or aquatic life
  - Can be dry for a period of time
  - Includes watercourses where surface or subsurface flow supports or has supported riparian vegetation

- **Guidance documents**, *including A Field Guide to Lake and Streambed Alteration Agreements* (California Department of Fish and Game 1994) and *Methods to Describe and Delineate Episodic Stream Processes on Arid Landscapes for Permitting Utility-Scale Solar Power Plants* (Brady and Vyverberg 2013), which suggest the following:
  - A stream may flow perennially or episodically
  - A stream is defined by the course in which water currently flows, or has flowed during the historic hydrologic course regime (approximately the last 200 years)
  - Width of a stream course can reasonably be identified by physical or biological indicators
  - A stream may have one or more channels (single thread vs. compound form)
  - Features such as braided channels, low-flow channels, active channels, banks associated with secondary channels, floodplains, islands, and stream-associated vegetation, are interconnected parts of the watercourse
  - Canals, aqueducts, irrigation ditches, and other means of water conveyance can be considered streams if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife
  - Biologic components of a stream may include aquatic and riparian vegetation, all aquatic animals including fish, amphibians, reptiles, invertebrates, and terrestrial species which derive benefits from the stream system
  - The lateral extent of a stream can be measured in different ways depending on the particular situation and the type of fish or wildlife resource at risk

The tenets listed above, among others, are applied to establish the boundaries of streambeds in various environments. Importance of each factor may be weighted based on site-specific considerations and the applicability of the indicators to the streambed at hand.

Clean Water Act Section 401

Section 401 of the CWA requires an applicant requesting a federal license or permit for an activity that may result in any discharge into navigable waters (such as a Section 404 Permit) to provide state certification that the proposed activity will not violate state and federal water quality standards. In California, CWA Section 401 Water Quality Certification (Section 401 Certification) is issued by the RWQCBs and by the SWRCB for multi-region projects. The process begins when an applicant requests a pre-application meeting with the RWQCB, waits no less than 30 days, and then submits an application to the RWQCB and informs the USACE (or the applicable agency from which a license or permit was requested) that an application has been submitted. The USACE will then determine a "reasonable period of time" for the RWQCB to act on the application; this is typically 60 days for routine projects and longer for complex projects but may not exceed one year. Under current regulations, once initiated, the reasonable period of time cannot be stopped or paused. When the period has elapsed, if the RWQCB has not either issued or denied the application for Section 401 Certification, the USACE may determine that Certification has been waived and issue the requested permit. If a Section 401 Certification is issued it may include binding conditions, imposed either through the Certification itself or through the requested federal license or permit.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water

quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code section 13000 et seq.), the policy of the State is as follows:

- The quality of all the waters of the State shall be protected
- All activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason
- The State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation

The Porter-Cologne Act established nine RWQCBs (based on watershed boundaries) and the SWRCB, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The SWRCB provides program guidance and oversight, allocates funds, and reviews RWQCB decisions. In addition, the SWRCB allocates rights to the use of surface water. The RWQCBs have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The SWRCB and RWQCBs have numerous nonpoint source related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

Section 13260 of the Porter-Cologne Act requires any person discharging or proposing to discharge waste that could affect the quality of waters of the State to file a Report of Waste Discharge with the appropriate RWQCB. The RWQCB may then authorize the discharge, subject to conditions, by issuing Waste Discharge Requirements (WDRs). While this requirement was historically applied primarily to outfalls and similar point source discharges, the SWRCB's State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State, effective May 2020, make it clear that the agency will apply the Porter-Cologne Act's requirements to discharges of dredge and fill material as well. The Procedures state that they are to be used in issuing CWA Section 401 Certifications and WDRs, and largely mirror the existing review requirements for CWA Section 404 Permits and Section 401 Certifications, incorporating most elements of the U.S. EPA's Section 404(b)(1) Guidelines. Following issuance of the Procedures, the SWRCB produced a consolidated application form for dredge/fill discharges that can be used to obtain a CWA Section 401 Water Quality Certification, WDRs, or both.

Non-Wetland Waters of the State

The SWRCB and RWQCBs have not established regulations for field determinations of waters of the state except for wetlands currently. In many cases the RWQCBs interpret the limits of waters of the State to be bounded by the OHWM unless isolated conditions or ephemeral waters are present. However, in the absence of statewide guidance each RWQCB may interpret jurisdictional boundaries within their region and the SWRCB has encouraged applicants to confirm jurisdictional limits with their RWQCB before submitting applications. As determined by the RWQCB, waters of the State may include riparian areas or other locations outside the OHWM, leading to a larger jurisdictional area over a given water body compared to the USACE.

Wetland Waters of the State

Procedures for defining wetland waters of the State pursuant to the SWRCB's *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State* went into effect May 28, 2020. The SWRCB defines an area as wetland if, under normal circumstances:

1) the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both;
2) the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and
3) the area's vegetation is dominated by hydrophytes or the area lacks vegetation.

The SWRCB's Implementation Guidance for the Wetland Definition and Procedures for Discharges of Dredge and Fill Material to Waters of the State (2020), states that waters of the U.S. and waters of the State should be delineated using the standard USACE delineation procedures, taking into consideration that the methods shall be modified only to allow for the fact that a lack of vegetation does not preclude an area from meeting the definition of a wetland.

b. Regional and Local Regulations

County of Los Angeles Significant Ecological Area Ordinance

The County SEA Ordinance (No. 2019-0072; County Code Title 22.102) implements the goals and policies of the County General Plan by establishing permitting requirements, design standards, and review processes for development within SEAs. The goal of the SEA Ordinance is to guide development to the least impactful areas on a property to avoid adverse impacts to biological resources. The level of SEA assessment is dependent on the area of disturbance, sensitivity of biological resources impacted, and consistency with development standards. Portions of the Santa Monica Mountains SEA are located within the Project area.

County of Los Angeles Locally Important Species

The County Locally Important Species guidance identifies plant and animal species that are not state or federally listed as threatened or endangered but are still considered significant due to their ecological, cultural, or local conservation value. The Locally Important Species list includes species that are rare, have limited distributions, are essential to local ecosystems, or face threats from habitat loss and urban development. Examples of authoritatively compiled databases include lists on the Audubon Society's "Los Angeles County Sensitive Bird List," and those in the inventory of the California Native Plant Society. This guidance helps inform environmental planning, impact assessments, and conservation efforts within the county to ensure these species receive consideration in land use decisions.

Santa Monica Mountains Conservancy Act

The Santa Monica Mountains Conservancy Act (Public Resources Code Sections 33000–33215) was enacted in 1979 by Assembly Bill 1312. The act established the Santa Monica Mountains Conservancy. The conservancy's mission is to strategically buy back, preserve, protect, restore, and enhance treasured pieces of Southern California to form an interlinking system of urban, rural and river parks, open space, trails, and wildlife habitats that are easily accessible to the general public. The conservancy aims to preserve, protect, and enhance the open spaces in the mountains within Los Angeles and Ventura counties with a guiding principle of maintaining a network of cross-freeway habitat linkages and wildlife corridors that keep the mountain ranges biologically inter-connected and provide enough habitat to support larger mammals.

City of Agoura Hills General Plan 2035

The City of Agoura Hills General Plan 2035 was adopted on March 24, 2010 (updated on August 10, 2022) by the City Council (City of Agoura Hills 2022). The City of Agoura Hills General Plan 2035 is a strategic document designed to guide the physical development of the city until the year 2035. Among other things, the City of Agoura Hills General Plan 2035 sets out the pattern of land uses, including residential, commercial, and industrial. It also establishes the system of streets, bikeways, and trails. The City of Agoura Hills General Plan 2035 addresses a wide variety of subject areas, including housing, traffic, natural resources, land uses, economic development, noise, and public safety.

The City of Agoura Hills General Plan 2035 contains the following goals and policies related to biological resources, which would apply to the proposed Project:

Goal LU-3. Open space lands that are preserved to maintain the visual quality of the City and provide recreational opportunities, protect the public from safety hazards, and conserve natural resources.

> **Policy LU-3.1.** Provide for the preservation of significant scenic areas and corridors, significant plant and animal habitat and riparian areas, and physiographic features within the City.
>
> **Policy LU-3.2.** Preserve ridgelines, natural slopes, and bluffs as open space, minimize hillside erosion, and complement natural landforms through sensitive grading techniques in hillside areas.
>
> **Policy LU-3.3.** Provide a network of open spaces and greenbelts with pedestrian access where appropriate.
>
> **Policy LU-3.4.** Continue to sustain oak trees, which are an integral part of the City‘s character, and consider the protection of other valuable tree species.
>
> **Policy LU-3.5.** Maintain the form and health of resources and habitat in the City‘s natural drainages. Explore restoration of those that have been degraded or channelized, such as Medea Creek and Chesebro Creek, as feasible to maintain storm water conveyance and property protection requirements.

Goal NR-4. Protection and enhancement of open space resources, other natural areas, and significant wildlife and vegetation in the City as an integral component of a sustainable environment.

> **Policy NR-4.1.** Preserve Agoura Hills’ two significant ecological areas (SEAs) from incompatible development through City policies and coordination with Los Angeles County and other relevant agencies to protect habitats of sensitive plants and animals.
>
> **Policy NR-4.2.** 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-4.3.** Ensure that the development and environmental review process is sensitive to the preservation and protection of sensitive wildlife and plant species, wildlife corridors, significant ecological areas (SEAs), and other sensitive habitat communities.

Policy NR-4.4. Place a high priority on acquiring and preserving open space lands for purposes of recreation, habitat preservation and enhancement, resource conservation, flood hazard management, public safety purposes, and overall community benefits.

Policy NR-4.6. Ensure that new development does not create barriers or impede the connection of the City's open space systems.

Policy NR-4.10. Continue to sustain the City's oak trees, which are an integral part of the character of the City, and continue to plant and maintain these trees in a manner that will allow them to mature and thrive.

Policy NR-4.11. Support the restoration of creeks and other natural resources. Activities include creek cleanup, erosion and urban runoff control, and weeding of non-native plants.

Policy NR-4.12. Protect and maintain wildlife corridors, particularly the Liberty Canyon wildlife corridor, and adjacent areas as appropriate, to help the continued survival of wildlife.

Goal N-1. Minimized land use conflicts between various noise sources and other human activities.

Goal N-3. Minimized non-transportation related noise impacts on sensitive noise receptors.

City of Agoura Hills Municipal Code

Article IX, Chapter 6, Part 2, Division 6 of the Agoura Hills Municipal Code (AHMC) establishes the City's noise regulations, declaring that unnecessary, excessive, and annoying sounds are detrimental to public health, welfare, and safety, and thus constitute a public nuisance. The purpose of these provisions is to prohibit noise that exceeds acceptable levels and to hold violators accountable through enforceable penalties. The regulations apply to all sources of sound within city boundaries and reflect the City's policy to maintain a peaceful community environment. Furthermore, Section 9663.5 of Division 6 sets forth regulations for connectivity and pedestrian accommodation, requiring that all pedestrian pathways be lit by low, ground-mounted, shielded and downward facing lighting fixtures at set intervals.

Division 7 outlines the city's oak tree preservation regulations, recognizing the historical, environmental, and aesthetic significance of oak trees in the City of Agoura Hills and the broader Conejo Valley. These provisions identified in Section 9657 of the AHMC aim to preserve all healthy oak trees unless compelling reasons justify their removal, pruning, or encroachment into their protected zones. The regulations require a valid oak tree permit issued by the Department of Planning and Community Development or the Planning Commission for any such activity, except in cases explicitly exempted—such as emergencies, routine maintenance, nursery operations, or removal by fire personnel during active firefighting. Overall, the oak tree policy requires preservation of trees unless their removal is necessary due to health, safety, or site development constraints. Conditions may be placed on permits, such as tree replacement requirements, on-site or off-site relocation, maintenance programs, and mitigation fees or donations. Removal is generally limited to no more than 10 percent of total tree canopy or root structure, though up to 20 percent may be allowed with an expert recommendation and assurance that the tree's viability will not be compromised. In all cases, a minimum of four native oaks must be provided for each tree removed or relocated. Section 9657 also requires an oak tree report prepared by a City-approved consultant and mandates compliance with the City's adopted Oak Tree Preservation Guidelines. Permit decisions are subject to notice and appeal procedures, with appeals allowed within 20 days of a decision. Enforcement mechanisms include permit suspensions and required mitigation for unauthorized removals. Violators are responsible for restitution, which may include replacing

damaged or removed trees with others of equivalent size and value, as determined by the City using a standardized tree evaluation formula.

4.3.3 Impact Analysis

a. Methodology and Significance Thresholds

As discussed in Section 4.0, *Environmental Impact Analysis*, all Project components are analyzed at the programmatic level. Project components include the Bicycle Master Plan (BMP), the VMT Mitigation Exchange and Banking Program (Program), and the General Plan Amendments (Amendments). Projects included within the BMP are grouped into Class I facilities, Class II facilities, Class III facilities, Class IV facilities, and enhanced bicycle treatments, as identified in Section 2.5, *Project Characteristics,* and in Table 1 of Chapter 2, *Project Description.* The impact analysis contained herein provides a programmatic analysis of anticipated impacts for each of the five facility classes, as the individual project impacts associated with each class of facility are expected to be similar. However, because the city seeks to prioritize implementation of the Medea Creek Path (Path) and the Agoura High School Connection (Connection), the Path and the Connection have their own subheadings within the Class I Facility impact analysis subsection to provide a more specific assessment of the environmental impacts of those two specific Projects included within the BMP. Impacts associated with the Amendments are analyzed within their own subsection.

As discussed in Chapter 2, *Project Description*, the only Projects that are currently planned, unfunded, and could potentially be funded by the Program are those currently included within the BMP. Therefore, the impact analysis contained herein does not include a subsection for impacts associated with the Program, as the individual Project list for the BMP and the Program are identical and impacts associated with the BMP would encompass impacts associated with the Program.

Within the following environmental analysis, impacts associated with each Project component are explicitly identified under the respective heading.

According to Appendix G of the *CEQA Guidelines*, impacts related to biological resources would be significant if the proposed Project would:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,

6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Impact BIO-1 THE PROJECT AREA IS LARGELY URBANIZED, AND INDIVIDUAL PROJECT COMPONENTS WOULD BE LOCATED ON PREVIOUSLY DEVELOPED AND/OR DISTURBED LANDS. IMPLEMENTATION OF THE MEDEA CREEK PATH COULD ADVERSELY IMPACT SPECIAL-STATUS SPECIES OR THEIR HABITAT. FURTHERMORE, LOCAL SPECIAL-STATUS SPECIES AND NESTING BIRDS ARE EXPECTED TO OCCUR WITHIN THE OVERALL PROJECT AREA AND COULD BE AFFECTED BY CONSTRUCTION ACTIVITIES. WITH IMPLEMENTATION OF MM BIO-1A THROUGH MM BIO-1C, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

This evaluation considers the potential for species occurrence within the Project area and vicinity. Most special-status plant species known to occur in the region are precluded from occurring within the Project area due to lack of suitable habitat (i.e., developed roadways). While it is likely that several of these special-status plant species are found in the city's open space areas and undeveloped hillsides at the wildland-urban interface, such as Agoura Hills dudleya (*Dudleya cymosa* ssp*. agourensis*), Lyon's pentachaeta, Crotch's bumble bee (*Bombus crotchii*), monarch butterfly (*Danaus plexippus*), and southwestern pond turtle (*Actinemys pallida*), most of the species evaluated in Table 4.3-1 and Table 4.3-2 would have low potential to occur within or immediately adjacent to individual project areas and are not expected to be present due to the lack of suitable habitat or other factors (e.g., urban development, nighttime noise and light, domestic animals).

Due to the programmatic nature of the Project, a precise, project-level analysis of the specific impacts of individual projects identified within the BMP on special-status species is not possible at this time. However, some special-status species are expected to be encountered at the locations where projects administered under the BMP would occur. It is anticipated that certain resources would not be avoided and that potentially significant impacts would occur.

Direct impacts to special-status species include injury or mortality occurring during implementation of projects under the BMP. Direct impacts also include habitat modification and loss such that it results in the mortality or otherwise alters the foraging and breeding behavior substantially enough to cause injury. Indirect impacts could occur due to the spread of invasive non-native species that out-compete native species and/or alter habitat towards a state that is unsuitable for special-status species. For example, the spread of certain weed species can reduce the biodiversity of native habitats, potentially eliminating special-status plant species and reduce the availability of suitable forage and breeding sites for special-status wildlife species. Indirect impacts could also result due to increased access by humans and domestic animals, particularly in areas where new facilities may be planned. Increased human and domestic animal (especially dogs) presence foster the spread of non-native invasive plant species and disrupt the normal behaviors of animal species.

Class I Facilities

Construction of Class I facilities would include clearing and grubbing, pavement demolition, grading, utility relocation, retaining wall or fencing installation, asphalt paving or repaving, street

improvements and/or construction of undercrossings and/or overcrossings, striping, and revegetation. These activities would require the development of temporary storage, staging, and active work areas that may result in direct impacts to biological resources. Furthermore, implementation of the Class I facilities would occur away from existing roadways rights-of-way (ROWs), which would result in the conversion of existing unpaved areas into developed pathways.

Special-status species have the potential to occur within and adjacent to various habitats near individual projects, including riparian habitats along creeks, ornamental vegetation, and man-made structures such as bridges and buildings. Disturbance to natural and undisturbed habitat associated with the implementation of the Class I facilities has the potential to directly impact special-status species and nesting birds, which would be a potentially significant impact, and mitigation would be required. Specifically, significant impacts to special-status wildlife species or their habitat associated with development of the Path may be a result of:

- Direct mortality resulting from the movement of equipment and vehicles, removal of trees with active bird nests, loss of suitable habitat resulting from the trimming or removal of host plants, and fill of jurisdictional riparian habitat or wetland features.
- Loss of breeding, foraging, and refuge habitat resulting from the filling of wetland or riparian vegetation.
- Abandoned eggs or young and subsequent nest failure for nesting birds, including raptors, and other migratory birds resulting from construction-related vibrations and noises.

Ground and vegetation disturbing activities, if conducted during the nesting bird season (generally February 1 to August 31), would also have the potential to result in removal or disturbance to trees and shrubs that could contain active bird nests. Construction activities that result in the loss of bird nests, eggs, and young, would be in violation of one or more of CFGC sections 3503 (any bird nest), 3503.5 (birds-of-prey), or 3511 (Fully Protected birds). In addition, the purposeful removal or destruction of one or more active nests of any other birds listed by the MBTA, whether nest damage was due to vegetation removal or to other construction activities, would be considered a violation of the MBTA and CFGC Section 3511. The loss of protected bird nests, eggs, or young due to implementation of the Class I facilities would result in a potentially significant impact to nesting birds, and mitigation would be required.

Operation of the Class I facilities would consist of bicycle and pedestrian travel along shared use paths. Temporary impacts to special-status species and nesting birds could occur due to noise and motion associated with the use of bicycles along the Class I facilities, which could startle animals and lead to nest or young abandonment. Bicycles passing close to vegetation also risk inadvertently disturbing special-status and nesting birds, particularly if off-trail riding were to occur, although unexpected. Human activity can also attract predators resulting in increased predation risks, and increased human presence may cause stress with some species reducing feeding or breeding efforts in high-traffic areas. Animals may flush in response to human activity, exposing themselves and their young to environmental stressors. These operational impacts are short-term, would only occur during active use of the Class I facilities, and would be minimized through educational signage encouraging facility users to stay on designated paths and reduce speed near sensitive areas. Therefore, operational impacts to special-status and nesting birds would be less than significant during operation of the Class I facilities.

MEDEA CREEK PATH

The proposed Path would result in construction of a Class I facility along Medea Creek from Agoura Road to the northern limit of the city. Construction of the Path would extend into undisturbed areas associated with Medea Creek, resulting in the potential to temporarily or permanently disturb or remove natural habitat. Specifically, implementation of the Path has the potential to directly impact riparian and aquatic habitat and could directly impact special-status species, such as southwestern pond turtle, in these areas. Disturbance to natural and undisturbed habitat associated with the implementation of the Path also has the potential to directly impact nesting birds. This impact would be potentially significant, and mitigation would be required.

Operation of the Path would consist of bicycle and pedestrian travel along a shared use path. Temporary impacts to special-status species and nesting birds could occur due to noise and motion associated with the use of bicycles along the Path, which could startle animals and lead to nest or young abandonment. Bicycles passing close to vegetation also risk inadvertently disturbing special-status and nesting birds, particularly if off-trail riding were to occur, although unexpected. Human activity can also attract predators resulting in increased predation risks, and increased human presence may cause stress with some species reducing feeding or breeding efforts in high-traffic areas. Animals may flush in response to human activity, exposing themselves and their young to environmental stressors. These operational impacts are short-term, would only occur during active use of the Path, and would be minimized through educational signage encouraging facility users to stay on designated paths and reduce speed near sensitive areas. Therefore, operational impacts to special-status and nesting birds would be less than significant during operation of the Path.

AGOURA HIGH SCHOOL CONNECTION

The proposed Connection would result in construction of a Class I facility connecting Thousand Oaks Boulevard to Fountain Place along the northern border of Agoura High School. Construction of the Connection would have the potential to temporarily disturb or remove overwintering and nesting habitat along the edges of the proposed facility for listed species such as Crotch's bumble bee, which is known to occupy similarly situated non-native grassland habitat similar to that within the identified project boundary for the Connection. This impact would be potentially significant, and mitigation would be required.

Operation of the Connection would consist of bicycle and pedestrian travel along a shared use path. Temporary impacts to special-status species and nesting birds could occur due to noise and motion associated with the use of bicycles along the Connection, which could startle animals and lead to nest or young abandonment. Bicycles passing close to vegetation also risk inadvertently disturbing special-status and nesting birds, particularly if off-trail riding were to occur, although unexpected. Human activity can also attract predators resulting in increased predation risks, and increased human presence may cause stress with some species reducing feeding or breeding efforts in high-traffic areas. Animals may flush in response to human activity, exposing themselves and their young to environmental stressors. These operational impacts are short-term, would only occur during active use of the Connection, and would be minimized through educational signage encouraging facility users to stay on designated paths and reduce speed near sensitive areas. Therefore, operational impacts to special-status and nesting birds would be less than significant during operation of the Connection.

Class II Facilities

The establishment of Class II facilities would generally require roadway restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes. Restriping can be completed within a single work period and does not require the establishment of storage, staging, or work areas. Construction activities would occur within previously disturbed areas or areas lacking suitable habitat for sensitive species; thus, implementation of these facilities would be unlikely to modify or otherwise impact sensitive species habitat. This impact would be less than significant.

Pavement widening would be necessary on Driver Avenue and on Cornell Road to allow for the addition of bicycle lanes. Construction activities for pavement widening would require grading and/or excavation in natural and undisturbed habitat, which could result in direct impacts to special-status species, including nesting birds. This impact would be potentially significant, and mitigation would be required.

Operation of the Class II facilities would consist of bicycle travel along delineated bike lanes adjacent to existing travel lanes. Given the existing vehicular activity occurring on these roadways, operation of the Class II facilities would not result in impacts to special-status and nesting birds. Operational impacts would be less than significant.

Class III Facilities

Establishment of Class III facilities would be limited to the restriping of existing roads to identify bike routes. Restriping can be completed within a single work period and does not require the establishment of storage, staging, or work areas. Restriping would occur entirely within the existing roadway, which has been previously disturbed and lacks suitable habitat for sensitive species; thus, implementation of these facilities would be unlikely to modify or otherwise impact sensitive species habitat. This impact would be less than significant.

Operation of the Class III facilities would consist of bicycle travel along shared use travel lanes. Given the existing vehicular activity occurring on these travel lanes, operation of the Class III facilities would not result in impacts to special-status and nesting birds. Operational impacts would be less than significant.

Class IV Facilities

Construction of Class IV facilities would require pavement demolition, minor grading, bollard or fencing installation, asphalt paving or repaving, and striping. These activities would require the development of temporary storage, staging, and active work areas that may result in direct impacts to biological resources. Furthermore, implementation of the Class IV facilities would occur adjacent to but separate from existing roadways ROWs, which would result in the conversion of existing unpaved areas into developed pathways. These activities may directly impact special-status species, including nesting birds. This impact would be potentially significant, and mitigation would be required.

Operation of the Class IV facilities would consist of physically separated bikeways adjacent to travel lanes. Given the existing vehicular activity occurring on the adjacent roadways, operation of the Class IV facilities would not result in impacts to special-status and nesting birds. Operational impacts would be less than significant.

Enhanced Bicycle Treatments

Enhanced bicycle treatments could include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Construction and implementation of these facilities would be completed within a single work period and would not require the establishment of storage, staging, or work areas. These facilities would be implemented at various locations throughout the city within or adjacent to existing, new, or improved bikeways. Implementation would not result in development within previously undeveloped areas. Thus, implementation of these facilities would be unlikely to modify or otherwise impact sensitive species habitat. This impact would be less than significant.

Operation of the enhanced bicycle treatments would include continued use of existing bicycle facilities, storing of bicycles at new parking facilities, and use of bicycle repair facilities. Given that these facilities would be located within or adjacent to existing, new, or improved bikeways, operation of the enhance bicycle treatments would not result in impacts to special-status species or nesting birds. Operational impacts would be less than significant.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Therefore, the Amendments would not modify or otherwise impact sensitive species or their habitats. No impact would occur.

Mitigation Measures

Class I facilities, Medea Creek Path, Agoura High School Connection, Class II facilities requiring pavement widening, and Class IV facilities would require the following mitigation measures.

BIO-1a Pre-Construction Biological Resources Assessment and Reporting

Prior to approval of final design for individual projects identified within the BMP that involve ground disturbance and/or vegetation trimming or removal, the City shall retain a qualified biologist to conduct a focused assessment of the environmental limits of the individual project boundary to identify sensitive biological resources that may be impacted by implementation of the project, including special-status plants, animals, and their habitats, as well as sensitive natural communities, regulated waters, and protected trees.

If the biologist identifies protected biological resources that may be affected by implementation of the project, the City shall first prepare alternative designs that seek to avoid and/or minimize impacts to the biological resources. If the project cannot be redesigned without complete avoidance, the City shall retain the qualified biologist to identify the specific impacts to the biological resource (i.e., special-status species, sensitive natural communities, regulated waters, and/or protected trees), identify any state or federal listed species that would necessitate coordination with the appropriate regulatory agency (i.e., USFWS, CDFW, USACE) to obtain regulatory permits, develop project-specific avoidance and mitigation procedures prior to initiating construction activities, and implement project-specific avoidance and mitigation measures prior to and during any construction activities.

Mitigation actions that may be required if impacts to sensitive biological resources be identified during implementation of individual projects include:

- Pre-construction surveys to identify the presence of special-status species, nesting birds, and roosting bats, within and adjacent to work areas;
- Worker Environmental Awareness Program training for all construction personnel;
- Complete avoidance of special-status species where and if possible. Avoidance measures may include:
  - Delimiting and flagging of special-status species avoidance buffer areas (Environmentally Sensitive Areas),
  - Monitoring of construction activity near Environmentally Sensitive Areas, and
  - Installation of special-status species exclusion fencing;
- Relocation of special-status species out of work areas (with applicable permits and authorizations as necessary);
- Restoration of temporarily disturbed special-status species' habitat; and,
- Compensatory mitigation for impacts to special-status species habitat at a minimum ratio appropriate for extent and quality of permanently disturbed habitat. Mitigation ratios may vary from 1:1 to 5:1.

BIO-1b Pre-Construction Nesting Bird Surveys, Avoidance, and Reporting

Future construction activities initiated during the raptor and passerine bird nesting season (January 1 – August 31) involving removal of vegetation or other nesting bird habitat, including abandoned structures and other manmade features, shall be preceded by a pre-construction nesting bird survey conducted no more than one week prior to initiation of ground disturbance and vegetation removal activities. The nesting bird preconstruction survey shall be conducted on foot and shall include up to a 200-foot buffer around the construction site depending on the specific area being surveyed, where publicly accessible. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in southern California. If nests are found, an avoidance buffer shall be determined by a qualified biologist dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site, which shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to check with the qualified Biologist before entering the buffer zone during the nesting season. Encroachment into the buffer shall occur only at the discretion of the qualified biologist on the basis that the encroachment will not be detrimental to an active nest. No ground or vegetation disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/ nesting is completed, and the young have fledged the nest. An email summarizing the preconstruction survey(s) shall be prepared by a qualified biologist and shall be submitted to the city prior to the commencement of construction activities.

Individual project plans shall include a statement acknowledging compliance with the MBTA and CFGC that includes avoidance of active bird nests and identification of BMPs to avoid impacts to active nests, including checking for nests prior to construction activities during the nesting bird season and what to do if an active nest is found so that the nest is not inadvertently impacted during grading or construction activities.

BIO-1c Construction Best Management Practices

The following construction BMPs shall be incorporated into all grading and construction plans for individual projects:

- A 20 mile-per-hour speed limit shall be designated in all construction areas where applicable.
- All vehicles and equipment shall be parked on pavement, existing roads, and previously disturbed areas, and clearing of vegetation for vehicle access shall be avoided to the greatest extent feasible.
- The number of access routes, number, and size of staging areas, and the total area of the activity shall be limited to the minimum necessary to achieve the goal of the Project.
- Equipment washout and fueling areas shall be located within the limits of grading at a minimum of 100 feet from waters, wetlands, or other sensitive resources as identified by a qualified biologist to the greatest extent feasible. Washout areas shall be designed to fully contain polluted water and materials for subsequent removal from the site.
- Daily construction work schedules shall be limited to daylight hours where adjacent to natural areas capable of supporting wildlife, and shall be consistent with local noise ordinances.
- Mufflers shall be used on all construction equipment where work will be conducted within or adjacent to natural areas capable of supporting wildlife, and vehicles shall be in good operating condition.
- Drip pans shall be placed under all stationary vehicles and mechanical equipment within 100 feet of a drainage, creek, or stream.
- All trash shall be placed in sealed containers and shall be removed from project sites a minimum of once per week.
- No pets are permitted on Project sites during construction.

Significance After Mitigation

Implementation of Mitigation Measure (MM) BIO-1a would require a pre-construction biological resources survey to identify protected biological resources within the limits of individual project boundaries, preparation of a report on the potential impacts due to construction activities, and as-needed mitigation. Implementation of Mitigation Measure BIO-1b would require pre-construction nesting bird surveys and avoidance. Mitigation Measure BIO-1c would require implementation of construction BMPs into all grading and construction plans to minimize impacts to sensitive biological resources. With implementation of Mitigation Measures BIO-1a, BIO-1b, and BIO-1c, impacts related to special-status species would be less than significant.

Threshold 2:	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Impact BIO-2 FUTURE CONSTRUCTION ACTIVITIES COULD ADVERSELY IMPACT RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITIES. WITH IMPLEMENTATION OF MM BIO-1A THROUGH MM BIO-2C, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Two sensitive natural communities are recorded by the CNDDB within the Project area: Valley Oak Woodland and Southern Coast Live Oak Riparian Woodland. Valley Oak Woodlands are found in

valley bottoms, lower slopes, and valleys where soils are alluvial or residual. A prime example of this vegetation community is within the Cheseboro/Palo Comado Canyon portion of the Santa Monica Mountains National Recreation Area (SMMNRA) east of Chesebro Road. This community is listed as vulnerable to extirpation or extinction globally or subnationally (G3/S3). Southern Coast Live Oak Riparian woodlands are found along streams and drainage channels, such as Medea Creek and Chesebro Creek. Typical species include woody plants such as alder, willows, cottonwoods, and California sycamore. Herbaceous plants may include cattails and currants. This community, however, is listed as apparently secure, common and abundant (G4/S4).

Two features mapped by NWI, Palo Comado Canyon Creek and Chesebro Canyon Creek, are classified as Riverine and overlap with Class III Facilities. Palo Comado Canyon Creek intersects both Balkins Drive and Fairview Place, with each street featuring an Arizona crossing. An Arizona crossing is a type of roadway crossing where a street or road goes directly through a creek or river without a bridge or culvert. Instead of being elevated, the road surface is designed to allow water to flow over it during wet conditions. These crossings are usually paved or reinforced to prevent erosion, but they can become impassable during heavy rains or flooding.

Due to the programmatic nature of the BMP, a precise, project-level analysis of the specific impacts of individual projects identified within the BMP on sensitive habitats is not possible at this time. However, several of the projects that may be implemented under the BMP have the potential to impact sensitive habitats, although the extent and severity of the impacts is not known at this time.

Class I Facilities

Construction of Class I facilities identified within the BMP, including the creation of storage, staging, and active work areas, would be located outside of existing roadways within the individual project boundaries. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Implementation of Class I facilities would occur away from existing roadways ROWs, which would result in the conversion of existing unpaved areas into developed pathways. Construction activities that occur near riparian habitat or other sensitive natural communities could result in direct impacts to biological resources. This impact would be potentially significant, and mitigation would be required.

Operation of the Class I facilities would consist of bicycle and pedestrian travel along shared use paths, which would not result in direct or indirect impacts to riparian habitat or other sensitive natural communities. No operational impact would occur.

MEDEA CREEK PATH

Implementation of the Path would result in construction of a Class I facility along Medea Creek in previously undisturbed areas. The portion of Medea Creek within the Project area has the potential to support two natural communities of special concern: Valley Oak Woodland Forest and Southern Coast Live Oak Riparian Woodland. Construction activities associated with implementation of the Path within or adjacent these sensitive natural communities could result in direct impacts due to the removal of vegetation or compaction of soils, and/or indirect impacts due to dust, vegetation thinning, habitat degradation due to introduction of invasive plant species incidentally from construction equipment, or erosion of disturbed areas. Furthermore, construction activities could occur within riparian habitat associated with Medea Creek. Riparian areas provide wildlife habitat and movement corridors, enabling both terrestrial and aquatic organisms to move along river systems between areas of suitable habitat. Construction activities associated with implementation

of the Path could result in direct impacts due to disturbance of riparian flora and fauna and/or indirect impacts due to increased erosion and sedimentation, which would adversely affect downstream water quality.

Sensitive natural communities are regulated by the CDFW and riparian habitat is considered jurisdictional by CDFW. Because construction of the Path could directly impact CDFW-jurisdictional areas**,** a formal Jurisdictional Delineation would be required to determine the extent of impacts to jurisdictional features. Compliance with to the permit requirements of the CDFW, including permits under CFGC Sections 1600-1616, would reduce impacts riparian habitat or other sensitive natural communities. Nonetheless, direct and/or indirect impacts to riparian habitat or other sensitive natural communities associated with implementation of the BMP would still be potentially significant, and mitigation would be required.

Operation of the Path would consist of bicycle and pedestrian travel along a shared use path, which would not result in direct or indirect impacts to riparian habitat or other sensitive natural communities. No operational impact would occur.

AGOURA HIGH SCHOOL CONNECTION

The proposed Connection would result in construction of a Class I facility connecting Thousand Oaks Boulevard to Fountain Place along the northern border of Agoura High School. Implementation of the Connection would occur within non-native grasslands. There are no known riparian habitats or other sensitive natural communities located within or immediately adjacent to this project area. No impact would occur.

Class II Facilities

The establishment of Class II facilities would generally require roadway restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes. Restriping can be completed within a single work period and does not require the establishment of storage, staging, or work areas. Construction activities would occur within previously disturbed areas lacking riparian habitats or other sensitive natural communities. Thus, implementation of these facilities would not modify or otherwise impact riparian habitat or other sensitive natural communities, and no impact would occur.

Pavement widening would be necessary on Driver Avenue and on Cornell Road to allow for the addition of bicycle lanes. Based on the known locations of these proposed Class II facilities, construction activities for pavement widening would require grading and/or excavation in areas with habitat that could support riparian habitat or other sensitive natural communities. For these projects, a formal Jurisdictional Delineation would be required to determine the extent of impacts to jurisdictional features. Compliance with permit requirements would reduce impacts to riparian habitats and other sensitive natural communities. Nonetheless, direct and/or indirect impacts to riparian habitat or other sensitive natural communities associated with implementation of Class II facilities requiring pavement widening would still be potentially significant, and mitigation would be required.

Operation of the Class II facilities would consist of bicycle travel along delineated bike lanes, which would not result in direct or indirect impacts to riparian habitat or other sensitive natural communities. No operational impact would occur.

Class III Facilities

Establishment of Class III facilities would be limited to the restriping of existing roads to identify bike routes. Restriping can be completed within a single work period and does not require the establishment of storage, staging, or work areas. Construction activities would occur within previously disturbed areas lacking suitable habitat for sensitive natural communities. Riparian features that overlap the locations of Class III facilities include Palo Comado Canyon Creek and Chesebro Canyon Creek. Because construction activities would occur within previously disturbed areas, implementation of Class III facilities would not impact the creeks or associated riparian vegetation. Overall, implementation of the Class III facilities would not modify or otherwise impact riparian habitat or other sensitive natural communities, and no impact would occur.

Operation of the Class III facilities would consist of bicycle travel along shared use travel lanes, which would not result in direct or indirect impacts to riparian habitat or other sensitive natural communities. No impact would occur.

Class IV Facilities

Construction of Class IV facilities would require pavement demolition, minor grading, bollard or fencing installation, asphalt paving or repaving, and striping. Implementation of the Class IV facilities would occur adjacent to but separate from existing roadways ROWs, which would result in the conversion of existing unpaved areas into developed pathways. Given the proposed locations of the proposed Class IV facilities, implementation is not anticipated to impact riparian habitat or other sensitive natural communities. This impact would be less than significant.

Operation of the Class IV facilities would consist of bicycle travel along physically separated bikeways adjacent to travel lanes, which would not result in direct or indirect impacts riparian habitat or other sensitive natural communities. No operational impact would occur.

Enhanced Bicycle Treatments

Enhanced bicycle treatments could include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Construction and implementation of these facilities would be completed within a single work period and would not require the establishment of storage, staging, or work areas. These facilities would be implemented at various locations throughout the city within or adjacent to existing, new, or improved bikeways. Implementation would not result in development within previously undeveloped areas. Thus, implementation of these facilities would be unlikely to modify or otherwise impact riparian habitat or other sensitive natural communities. This impact would be less than significant.

Operation of the enhanced bicycle treatments would include continued use of existing bicycle facilities, storing of bicycles at new parking facilities, and use of bicycle repair facilities. These activities would not result in direct or indirect impacts to riparian habitat or other sensitive natural communities. No operational impact would occur.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The Amendments would not have a physical impact on the Project area. Thus, the

Amendments would not modify or otherwise impact riparian habitat or other sensitive natural communities. No impact would occur.

Mitigation Measures

Mitigation Measure BIO-1a and Mitigation Measure BIO-1c would be required; refer to Impact BIO-1 for full text of these measures. The following mitigation would also be required for Class I facilities, Medea Creek Path, and Class II facilities requiring pavement widening.

BIO-2a Riparian Habitat and Sensitive Natural Communities Protection

If sensitive natural communities, wetlands, or riparian habitats are identified within individual project limits, the City shall design or modify the project to avoid direct and indirect impacts on these habitats, if feasible. At a minimum, the City shall implement the following measures to minimize the loss of riparian vegetation, where feasible.

- **Protect sensitive habitat areas from harmful exposure to light.** If an individual project identified within the BMP is located within or adjacent to sensitive habitat areas or habitat for sensitive species, and lighting is proposed, then the facility will be designed to protect such areas from harmful exposure to light by shielding light sources, redirecting light sources, or using low intensity lighting.
- **Delineate sensitive habitat areas.** Sensitive habitat areas to be avoided, including appropriate buffers (determined by a qualified biologist), will be flagged by a qualified biologist prior to the onset of construction activities. Where indicated by the biologist, these areas will be fenced or otherwise protected from direct and indirect impacts. All such areas to be avoided with be clearly marked on construction plans and designated as “no construction” zones.
- **Slope stabilization.** Where construction will occur on bare soil or on slopes, the contractor shall stabilize exposed soil/slopes immediately upon completion of construction activities. On highly erodible soils/slopes, the contractor shall use a non-vegetative material that binds the soil initially and breaks down within a few years. If more intensive erosion control treatments are needed, geotextile mats, excelsior blankets, or other soil stabilization products shall be used.
- **Install signage and fencing, vegetation, or other natural barriers to prevent impacts on adjacent areas during operation.** Fencing, vegetation, or other natural barriers will be constructed to prevent impacts on sensitive habitat areas adjacent to the Facilities during operation. Signs will be erected in appropriate locations to inform users of the need to stay within designated bike paths, lanes, routes, or boulevards.

BIO-2b Jurisdictional Delineation Survey and Report

Before approving any individual project involving ground disturbance, the City shall retain a qualified biologist to conduct a site-specific assessment of the individual project area to identify sensitive natural communities, wetlands, or riparian habitats. The field delineation shall include a survey effort within the individual project area. During the field survey, sample points shall be established to document wetland and non-wetland aquatic resources, using the appropriate agency-approved methodology and data forms. The sample points shall focus on identifying indicators of an OHWM, wetland hydrology, hydric soils, and hydrophytic vegetation. Using this information, a “wetland edge” shall be discerned between the wetland and non-wetland points, and the boundary of the aquatic resources shall be mapped with a sub-meter global position system unit.

The survey shall be conducted in accordance with USACE Wetlands Delineation Manual (1987) and Arid West Regional Supplement to the manual, as well as the latest guidance from the CDFW and Los Angeles RWQCB. This methodology is the acceptable methodology for delineating the boundaries of federal and state jurisdictions.

A delineation report shall be prepared in accordance with the USACE Los Angeles District's 2017 Minimum Standards for Acceptance of Aquatic Resources Delineation Reports and shall be used to support necessary permit applications. The report shall include a discussion of methodologies and results that detail the background information; field observations and data collected; and a summary of findings. The report shall contain narrative descriptions of all aquatic features identified, including jurisdictional resources and their boundaries within the Project component's work area. The report shall quantify lengths and acreages of each aquatic feature, provide high-quality figures, site photographs, and completed data forms, and geographic information system (GIS) data.

The report shall be used to support permitting requirements and shall be submitted to the City for review and approval prior to the issuance of grading permits.

BIO-2c Compensatory Mitigation

If sensitive natural communities, state or federally protected wetlands, and/or riparian habitats are disturbed due to implementation of an individual project identified within the BMP, the City shall compensate for the disturbance to ensure no net loss of habitat functions and values. Compensation ratios shall be based on site-specific information and determined through coordination with state, federal, and/or local agencies as part of the permitting process for the individual project prior to the issuance of a grading permit and/or initiation of construction activities. Unless determined otherwise by the regulatory/permitting agency, the compensation shall be at a minimum ratio of two acres restored, created, and/or preserved for every one acre disturbed (2:1). Compensation may comprise on-site restoration/creation off-site restoration, preservation, or purchase of mitigation credits (or a combination of these elements). If compensatory mitigation involves restoration, the City shall develop and implement a Restoration and Monitoring Plan that describes how the habitat shall be created and monitored over a minimum period of time.

In broad terms, the Restoration and Monitoring Plan shall at a minimum include:

- Description of the Project/impact and mitigation sites
- Information related to riparian habitat impacts
- Specific objectives
- Success criteria
- Plant palettes for each vegetation community
- Implementation plan
- Maintenance activities
- Monitoring plan
- Contingency measures

The plant palette shall include a diversity of appropriate native species that occur in the communities in the surrounding area. The performance standards for the Restoration and Monitoring Plan shall be, at a minimum, the following:

- Within five years after introducing the native plants to the mitigation site, the acreage of restored native grassland habitat shall be no less than two times the acreage lost to Project construction.
- Within five years after introducing the native plants to the mitigation site, the absolute cover of the target species and other native species shall be no less than 50 percent within the restoration area.
- Restoration will be considered successful after the success criteria have been met for a period of at least 2 years without any maintenance or remediation activities other than invasive species control.

The restoration project shall be initiated prior to development of the individual project and shall be implemented at most over a five-year period, unless success criteria is met sooner. The restoration project shall incorporate an iterative process of annual monitoring and evaluation of progress, and allow for adjustments to the restoration plan, as necessary, to achieve desired outcomes and meet success criteria. Annual reports discussing the implementation, monitoring, and management of the restoration Project shall be submitted to the City. Five years after start of the restoration project, a final report shall be submitted to the City, which shall at a minimum discuss the implementation, monitoring, and management of the restoration project over the five-year period and indicate whether the restoration project has been successful based on established success criteria. The annual reports and the final report shall include as-built plans submitted as an appendix to the report.

If the loss of the sensitive habitat types is to be mitigated by a contribution of an in-lieu fee, the City shall provide evidence of payment of the in-lieu fee prior to issuance of the grading permit. The fee shall be based on the cost per acre to restore or create in-kind habitat and the acreage of sensitive communities impacted. In-lieu fees shall be used for the restoration of in-kind habitat.

Significance After Mitigation

Implementation of Mitigation Measure BIO-1a would require a pre-construction biological resources survey to identify protected biological resources within the limits of individual project boundaries, preparation of a report on the potential impacts due to construction activities, and as-needed mitigation. Mitigation Measure BIO-1c would require implementation of construction BMPs into all grading and construction plans to minimize impacts to sensitive biological resources, including sensitive natural communities, wetland, and/or riparian habitats. Implementation of Mitigation Measure BIO-2a would protect and minimize the loss of riparian vegetation and natural communities. Implementation of Mitigation Measure BIO-2b would require identification, and if present, the delineation of riparian and other sensitive natural communities. Implementation of Mitigation Measure BIO-2c would require compensatory mitigation for the disturbance to riparian habitat, sensitive natural communities, and protected wetlands. With implementation of Mitigation Measures BIO-1a, BIO-1c, BIO-2a, BIO-2b, and BIO-2c, impacts related to riparian habitat or other sensitive natural communities would be less than significant.

Threshold 3:	Would the project have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Impact BIO-3 FUTURE CONSTRUCTION ACTIVITIES COULD ADVERSELY IMPACT STATE OR FEDERALLY PROTECTED WETLANDS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT. WITH IMPLEMENTATION OF MM BIO-2A THROUGH MM BIO-2C, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Medea Creek is mapped by NWI as a Relatively Permanent Water which has a direct hydrologic surface connection to the Pacific Ocean and is therefore considered a traditional navigable water. Medea Creek is classified as mostly Freshwater Emergent Wetland in the Project area, with portions classified as Freshwater Forested/Shrub Wetland. The creek overlaps portions of the proposed Path.

Due to the programmatic nature of the BMP, a precise, project-level analysis of the specific impacts of individual projects identified within the BMP on wetlands is not possible at this time. However, several of the projects that may be implemented under the BMP have the potential to impact wetland habitats, although the extent and severity of the impacts is not known at this time.

Class I Facilities

Construction of Class I facilities identified within the BMP, including the creation of storage, staging, and active work areas, would be located outside of existing roadways within the individual project boundaries. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Implementation of Class I facilities would occur away from existing roadways ROWs, which would result in the conversion of existing unpaved areas into developed pathways. Construction activities that occur near federally protected wetlands or waters could result in direct impacts to biological resources. This impact would be potentially significant, and mitigation would be required.

Operation of the Class I facilities would consist of bicycle and pedestrian travel along shared use paths, which would not result in direct or indirect impacts to wetlands. No operational impact would occur.

MEDEA CREEK PATH

Implementation of the Path would result in construction of a Class I facility along Medea Creek in previously undisturbed areas. Construction activities associated with implementation of the Path within or adjacent to this wetland could result in direct impacts to biological resources.

Wetlands are subject to regulatory oversight and are considered jurisdictional by both RWQCB and the USACE. Because construction of the Path could directly affect areas under RWQCB and USACE jurisdiction, a formal Jurisdictional Delineation would be necessary to determine the extent of potential impacts to these features. Compliance with applicable permitting requirements, including those under Sections 401 and 404 of the CWA and the Porter-Cologne Water Quality Control Act, would help minimize impacts to wetlands. However, direct and indirect impacts to wetlands resulting from implementation of the BMP could still be potentially significant, and mitigation measures would be required.

Operation of the Path would consist of bicycle and pedestrian travel along a shared use path, which would not result in direct or indirect impacts to wetlands. No operational impact would occur.

AGOURA HIGH SCHOOL CONNECTION

The proposed Connection would result in construction of a Class I facility connecting Thousand Oaks Boulevard to Fountain Place along the northern border of Agoura High School. Implementation of the Connection would occur within non-native grasslands. There are no known wetlands located within or immediately adjacent to this project area. No impact would occur.

Class II Facilities

The establishment of Class II facilities would generally require roadway restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes. Restriping can be completed within a single work period and does not require the establishment of storage, staging, or work areas. Construction activities would occur within previously disturbed areas lacking wetlands. Thus, implementation of these facilities would not modify or otherwise impact wetlands, and no impact would occur.

Pavement widening would be necessary on Driver Avenue and on Cornell Road to allow for the addition of bicycle lanes. Construction activities for pavement widening would require grading and/or excavation in areas with habitat that could support wetlands. For these projects, a formal Jurisdictional Delineation would be required to determine the extent of impacts to jurisdictional features. Compliance with permit requirements would reduce impacts to wetlands. Nonetheless, direct and/or indirect impacts to wetlands associated with implementation of Class II facilities requiring pavement widening would still be potentially significant, and mitigation would be required.

Operation of the Class II facilities would consist of bicycle travel along delineated bike lanes, which would not result in direct or indirect impacts to wetlands. No operational impact would occur.

Class III Facilities

Establishment of Class III facilities would be limited to the restriping of existing roads to identify bike routes. Restriping can be completed within a single work period and does not require the establishment of storage, staging, or work areas. Construction activities would occur within previously disturbed areas lacking suitable habitat for sensitive natural communities. Because construction activities would occur within previously disturbed areas, implementation of the Class III facilities would not modify or otherwise impact wetlands, and no impact would occur.

Operation of the Class III facilities would consist of bicycle travel along shared use travel lanes, which would not result in direct or indirect impacts to wetlands. No impact would occur.

Class IV Facilities

Construction of Class IV facilities would require pavement demolition, minor grading, bollard or fencing installation, asphalt paving or repaving, and striping. Implementation of the Class IV facilities would occur adjacent to but separate from existing roadways ROWs, which would result in the conversion of existing unpaved areas into developed pathways. Given the proposed locations of the proposed Class IV facilities, implementation is not anticipated to impact wetlands. This impact would be less than significant.

Operation of the Class IV facilities would consist of bicycle travel along physically separated bikeways adjacent to travel lanes, which would not result in direct or indirect impacts to wetlands. No operational impact would occur.

Enhanced Bicycle Treatments

Enhanced bicycle treatments could include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Construction and implementation of these facilities would be completed within a single work period and would not require the establishment of storage, staging, or work areas. These facilities would be implemented at various locations throughout the city within or adjacent to existing, new, or improved bikeways. Implementation would not result in development within previously undeveloped areas. Thus, implementation of these facilities would be unlikely to modify or otherwise impact wetlands. This impact would be less than significant.

Operation of the enhanced bicycle treatments would include continued use of existing bicycle facilities, storing of bicycles at new parking facilities, and use of bicycle repair facilities. These activities would not result in direct or indirect impacts to wetlands. No operational impact would occur.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The Amendments would not have a physical impact on the Project area. Thus, the Amendments would not modify or otherwise impact wetlands. No impact would occur.

Mitigation Measures

Mitigation Measures BIO-1a, BIO-1c, BIO-2a, BIO-2b, and BIO-2c would be required for Medea Creek Path and Class I facilities; refer to Impact BIO-1 and Impact BIO-2 for full text of these measures.

Significance After Mitigation

Implementation of Mitigation Measure BIO-1a would require a pre-construction biological resources survey to identify protected biological resources within the limits of individual project boundaries, preparation of a report on the potential impacts due to construction activities, and as-needed mitigation. Mitigation Measure BIO-1c would require implementation of construction BMPs into all grading and construction plans to minimize impacts to sensitive biological resources, including sensitive natural communities, wetland, and/or riparian habitats. Implementation of Mitigation Measure BIO-2a would protect and minimize the loss of riparian vegetation and natural communities. Implementation of Mitigation Measure BIO-2b would require identification, and if present, the delineation of riparian and other sensitive natural communities. Implementation of Mitigation Measure BIO-2c would require compensatory mitigation for the disturbance to riparian habitat, sensitive natural communities, and protected wetlands. With implementation of Mitigation Measures BIO-1a, BIO-1c, BIO-2a, BIO-2b, and BIO-2c, impacts related to wetlands would be less than significant.

Threshold 4:	Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Impact BIO-4 CONSTRUCTION AND OPERATIONAL ACTIVITIES COULD RESULT IN TEMPORARY IMPACTS TO WILDLIFE MOVEMENT OR NURSERY SITES; IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Due to the programmatic nature of the BMP, a precise, project-level analysis of the specific impacts of individual projects identified within the BMP on wildlife movement and nursery sites is not possible at this time. However, several of the projects that may be implemented under the BMP may increase human activity in areas where sensitive biological resources could occur, which could disturb wildlife movement and nursery sites.

Direct impacts to wildlife movement include increased noise and increased human presence during construction, as well as increased trash which may attract predators to individual project sites and discourage wildlife use of surrounding natural habitat. Indirect impacts include invasion of natural habitats by non-native species and a long-term increase in the presence of humans and domestic animals. Furthermore, some individual projects identified within the BMP would include new segments of fencing or walls that that could hinder wildlife movement.

The City of Agoura Hills General Plan 2035 provides land use and zoning designations for wildlife corridors and open space within the city (City of Agoura Hills 2022). The only wildlife corridor mapped by the city is a portion of the SMMNRA outside of the eastern city boundary, which crosses the Ventura Freeway and reconnects with another portion of the SMMNRA in the southeastern corner of the city. None of the individual projects identified within the BMP overlap with this area.

Class I Facilities

Construction of Class I, including the creation of storage, staging, and active work areas, would be located outside of existing roadways within individual project boundaries. Because implementation of Class I facilities would occur away from existing roadways ROWs, construction would result in the conversion of existing unpaved areas into developed pathways. However, other than the Path and the Connection, which are discussed below, Class I facilities would be located adjacent to existing paved and previously constructed or disturbed ROWs. Therefore, the storage, staging, and active work areas for Class I facilities are expected to lack suitable coverage for wildlife foraging, cover, nesting, and breeding. Impacts to wildlife movement and nursery sites associated with the construction of Class I facilities would be less than significant.

Operation of the Class I facilities would consist of bicycle and pedestrian travel along shared use paths, which would not prevent wildlife movement. Furthermore, active use of these facilities would be short-term and temporary; thus, there would be no indirect impacts associated with noise, lighting, and harassment. Operational impacts would be less than significant.

MEDEA CREEK PATH

Medea Creek can serve as a wildlife corridor for aquatic and terrestrial species traversing through the city. Impacts to movement of these species during construction would be temporary and limited to the installation of temporary fencing, construction noise, and the presence of construction personnel during working hours. Native habitats located adjacent to the Path could also be temporarily degraded if subject to light trespass or glare from artificial night lighting, which could affect the normal behavior of wildlife and cause some species to avoid the area.

Construction of the Path would require the creation of storage, staging, and active work areas, which would be temporarily fenced for security. Temporary nighttime lighting may be used for additional security within the temporary fenced areas. Nighttime security lighting would be shielded and directed downward and inward toward the work, storage, or staging areas to prevent light spill onto adjacent properties or habitats. Given the temporary and intermittent nature of construction, the temporary and intermittent use of fencing, and the use of directional shielding on nighttime lighting, these impacts to wildlife movement and nursery sites would be less than significant.

Increased noise levels during construction of the Path could impact wildlife species within the individual project site and surrounding areas. This impact would be minimal for construction occurring near urban and previously developed locations where ambient noise presently exists, and where wildlife would be expected to be urban tolerant. However, noise impacts could adversely affect wildlife if located adjacent to undeveloped open space. Compliance with Section 9656 of the AHMC would limit construction-related noise to no greater than a 55 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) within known wildlife nesting or migration areas. Therefore, noise impacts to wildlife movement and nursery sites would be less than significant.

Operation of the Path would consist of bicycle and pedestrian travel along a shared use path, which would not prevent wildlife from moving through the area. Operational lighting requirements are not currently identified for the Path. Nonetheless, Section 9663.5 of the AHMC requires ground-mounted, shielded, and downward facing lighting fixtures at regular intervals along pedestrian paths. Therefore, implementation of the Path would include the installation of ground-mounted lighting fixtures. With compliance with the AHMC requirements, this new source of lighting would not result in impacts wildlife movement and nursery sites. Furthermore, active use of the Path would be short-term and temporary; thus, there would be no indirect impacts associated with noise, lighting, and harassment. Operational impacts would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

The Connection occurs within an area that connects to the larger open space of the SMMNRA and other greenways that eventually connect to Medea Creek. Impacts to wildlife movement during construction would be temporary and limited to the installation of temporary fencing, construction noise, and the presence of construction personnel during working hours. Native habitats located adjacent to the Connection could also be temporarily degraded if subject to light trespass or glare from artificial night lighting, which could affect the normal behavior of wildlife and cause some species to avoid the area.

Construction of the Connection would require the creation of storage, staging, and active work areas, which would be temporarily fenced for security. Temporary nighttime lighting may be used for additional security within the temporary fenced areas. Nighttime security lighting would be shielded and directed downward and inward toward the work, storage, or staging areas to prevent light spill onto adjacent properties or habitats. Given the temporary and intermittent nature of construction, the temporary and intermittent use of fencing, and the use of directional shielding on nighttime lighting, these impacts to wildlife movement and nursery sites would be less than significant.

Increased noise levels during construction of the Connection would occur near urban and previously developed locations where ambient noise presently exists, and where wildlife would be expected to be urban tolerant. Therefore, noise impacts to wildlife movement and nursery sites would be less than significant.

Operation of the Connection would consist of bicycle and pedestrian travel along a shared use path, which would not prevent wildlife from moving through the area. Operational lighting requirements are not currently identified for the Connection. Nonetheless, Section 9663.5 of the AHMC requires ground-mounted, shielded, and downward facing lighting fixtures at regular intervals along pedestrian paths. Existing sources of light near the Connection include building lighting and windows from Agoura High School, overhead lighting for the athletic fields at Agoura High School, and building lighting and windows from nearby residential development. Therefore, this new source of lighting associated with the Connection would not result in impacts wildlife movement and nursery sites. Furthermore, active use of the Connection would be short-term and temporary; thus, there would be no indirect impacts associated with noise, lighting, and harassment. Operational impacts would be less than significant.

Class II Facilities

The establishment of Class II facilities would generally require roadway restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes. Restriping can be completed within a single work period and does not require the establishment of fenced storage, staging, or work areas. Construction activities would occur within previously disturbed areas lacking suitable habitat for wildlife seeking refuge or coverage. Thus, implementation of these facilities would not impact wildlife movement or nursery sites, and no impact would occur

Pavement widening would be necessary on Driver Avenue and on Cornell Road to allow for the addition of bicycle lanes. Construction activities for pavement widening would require grading and/or excavation in previously undisturbed areas. These activities may result in temporary direct and indirect impacts to wildlife that utilize those areas for refuge, movement, and cover. Impacts would be temporary and limited to the installation of temporary fencing, construction noise, and the presence of construction personnel during working hours. Noise impacts would be minimal for construction occurring near urban and previously developed locations where ambient noise presently exists, and where wildlife would be expected to be urban tolerant. Noise impacts could adversely affect wildlife if located adjacent to undeveloped open space. Compliance with Section 9656 of the AHMC would limit construction-related noise to no greater than a 55 dBA CNEL within known wildlife nesting or migration areas. Therefore, impacts to wildlife movement and nursery sites during construction would be less than significant.

Operation of the Class II facilities would consist of bicycle travel along delineated bike lanes, which would not prevent wildlife movement. Furthermore, active use of these facilities would be short-term and temporary; thus, there would be no indirect impacts associated with noise, lighting, and harassment. Operational impacts would be less than significant.

Class III Facilities

Establishment of Class III facilities would be limited to the restriping of existing roads to identify bike routes. Restriping can be completed within a single work period and does not require the establishment of storage, staging, or work areas. Restriping would occur entirely within the existing roadway, which has been previously disturbed. Thus, there would be no impact to wildlife movement and nursery sites during construction.

Operation of the Class III facilities would consist of bicycle travel along shared use travel lanes. Given the existing vehicular activity occurring on these travel lanes, operation of the Class III facilities would result in no impact to wildlife movement and nursery sites.

Class IV Facilities

Construction of Class IV, including the creation of storage, staging, and active work areas, would be located outside of existing roadways within individual project boundaries. Implementation of the Class IV facilities would occur adjacent to but separate from existing roadways ROWs, which would result in the conversion of existing unpaved areas into developed pathways. Class IV facilities would be located adjacent to existing paved and previously constructed or disturbed ROWs. Therefore, the storage, staging, and active work areas for Class IV facilities are expected to lack suitable coverage for wildlife foraging, cover, nesting, and breeding.

Operation of the Class IV facilities would consist of bicycle travel along physically separated bikeways adjacent to travel lanes. Physical buffers would consist of vertical barriers such as mountable curbs or flexible barriers, which would maintain separation between vehicles and bicyclists without impacting wildlife movement and nursery sites. Operational impacts would be less than significant.

Enhanced Bicycle Treatments

Enhanced bicycle treatments could include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Construction and implementation of these facilities would be completed within a single work period and would not require the establishment of storage, staging, or work areas. These facilities would be implemented at various locations throughout the city within or adjacent to existing, new, or improved bikeways. Implementation would not result in development within previously undeveloped areas. Furthermore, these facilities would be implemented where ambient noise presently exists, and wildlife is expected to be urban tolerant. Therefore, the construction of these facilities does not have the potential to impact wildlife movement or nursery sites.

Operation of the enhanced bicycle treatments would include continued use of existing bicycle facilities, storing of bicycles at new parking facilities, and use of bicycle repair facilities. These activities would not result in direct or indirect impacts to wildlife movement or nursery sites. No impact would occur.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The Amendments would not have a physical impact on the Project area. Thus, the Amendments would not result in direct or indirect impacts to wildlife movement or nursery sites. No impact would occur.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 5:	Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact BIO-5 FUTURE CONSTRUCTION ACTIVITIES COULD CONFLICT WITH LOCAL POLICIES PROTECTING BIOLOGICAL RESOURCES. WITH IMPLEMENTATION OF MM BIO-1A, MM BIO-1C, MM BIO-2A THROUGH MM BIO-2C, AND MM BIO-5A, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT

Due to the programmatic nature of the BMP, a precise, project-level analysis of the specific impacts of individual projects identified within the BMP on biological resources protected by local policies or ordinances is not feasible at this time. However, several of the projects that may be implemented under the BMP would occur in areas where protected trees and other biological resources which are protected by city and/or county ordinances and/or policies could be encountered. Therefore, the Project may conflict with local ordinances and/or policies protecting biological resources, including oak trees. To address this, oak trees within individual project areas would need to be surveyed in the field and documented in an Arborist Report prepared in accordance with the City's requirements. This is particularly important because some trees that are currently below ordinance size thresholds may reach protected status by the time of project construction. Therefore, field verification and updated assessments would be necessary during the project-level planning phase to ensure compliance with the City's tree protection ordinances and to avoid or minimize impacts to protected trees.

Class I Facilities

Construction of Class I, including the creation of storage, staging, and active work areas, would be located outside of existing roadways within individual project boundaries. Because implementation of Class I facilities would occur away from existing roadways ROWs, construction would result in the conversion of existing unpaved areas into developed pathways that have the potential to support oak trees. Direct or indirect impacts to oak trees would conflict with local policies and ordinances that protect biological resources, including Policy LU-3.4, Policy NR-4.2, and Policy NR 4-10 of the City of Agoura Hills General Plan 2035, all of which focus on sustaining the city's protected oak trees, as well as Section 9657 of the AHMC, which aims to preserve all healthy oak trees. Conflicting with the City of Agoura Hills General Plan 2035 and the AHMC would be potentially significant, and mitigation would be required.

Operation of the Class I facilities would consist of bicycle and pedestrian travel along shared use paths, which would not have the potential to impact oak trees or other protected biological resources. No operational impact would occur.

MEDEA CREEK PATH

Implementation of the Path would occur within riparian habitat and would have the greatest potential to impact protected oak trees. Direct or indirect impacts to oak trees would conflict with local policies and ordinances that protect biological resources, including Policy LU-3.4, Policy NR-4.2, and Policy NR 4-10 of the City of Agoura Hills General Plan 2035, all of which focus on sustaining the city's protected oak trees, as well as Section 9657 of the AHMC, which aims to preserve all healthy oak trees. Conflicting with the City of Agoura Hills General Plan 2035 and the AHMC would be potentially significant, and mitigation would be required.

Operation of the Path would consist of bicycle and pedestrian travel along a shared use path, which would not have the potential to impact oak trees or other protected biological resources. No operational impact would occur.

AGOURA HIGH SCHOOL CONNECTION

The proposed Connection would result in construction of a Class I facility connecting Thousand Oaks Boulevard to Fountain Place along the northern border of Agoura High School. Implementation of the Connection would occur within non-native grasslands that are not suitable for oak trees or other protected biological resources. Therefore, no impact would occur during construction or operation.

Class II Facilities

The establishment of Class II facilities would generally require roadway restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes. These activities would occur within previously disturbed areas that are not suitable for oak trees or other protected biological resources. Therefore, no impact would occur during restriping activities.

Pavement widening would be necessary on Driver Avenue and on Cornell Road to allow for the addition of bicycle lanes. Construction activities for pavement widening would require grading and/or excavation in previously undisturbed areas that have the potential to support oak trees. Direct or indirect impacts to oak trees would conflict with local policies and ordinances that protect biological resources, including Policy LU-3.4, Policy NR-4.2, and Policy NR 4-10 of the City of Agoura Hills General Plan 2035, all of which focus on sustaining the city's protected oak trees, as well as Section 9657 of the AHMC, which aims to preserve all healthy oak trees. Conflicting with the City of Agoura Hills General Plan 2035 and the AHMC would be potentially significant, and mitigation would be required.

Operation of the Class II facilities would consist of bicycle travel along delineated bike lanes, which would not have the potential to impact oak trees or other protected biological resources. No operational impact would occur.

Class III Facilities

Establishment of Class III facilities would be limited to the restriping of existing roads to identify bike routes. These activities would occur within previously disturbed areas that are not suitable for oak trees or other protected biological resources. Therefore, no impact would occur during restriping activities.

Class IV Facilities

Construction of Class IV, including the creation of storage, staging, and active work areas, would be located outside of existing roadways within individual project boundaries. Implementation of the Class IV facilities would occur adjacent to but separate from existing roadways ROWs, which would result in the conversion of existing unpaved areas into developed pathway where there is the potential for oak trees to occur. Direct or indirect impacts to oak trees would conflict with local policies and ordinances that protect biological resources, including Policy LU-3.4, Policy NR-4.2, and Policy NR 4-10 of the City of Agoura Hills General Plan 2035, all of which focus on sustaining the city's protected oak trees, as well as Section 9657 of the AHMC, which aims to preserve all healthy oak trees. Conflicting with the City of Agoura Hills General Plan 2035 and the AHMC would be potentially significant, and mitigation would be required.

Operation of the Class IV facilities would consist of bicycle travel along physically separated bikeways adjacent to travel lanes, which would not have the potential to impact oak trees or other protected biological resources. No operational impact would occur.

Enhanced Bicycle Treatments

Enhanced bicycle treatments could include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. These facilities would be implemented at various locations throughout the city within or adjacent to existing, new, or improved bikeways. Implementation would not result in development within previously undeveloped areas suitable for oak trees or other protected biological resources. Operation of the enhanced bicycle treatments would include continued use of existing bicycle facilities, storing of bicycles at new parking facilities, and use of bicycle repair facilities. These activities would not result in direct or indirect impacts to oak trees or other protected biological resources. No impact would occur.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The Amendments would not have a physical impact on the Project area. Thus, the Amendments would not result in direct or indirect impacts to oak trees or other protected biological resources. No impact would occur.

Mitigation Measures

Class I facilities, Medea Creek Path, and Class IV facilities would require the following mitigation measures. Mitigation Measure BIO-1a, Mitigation Measure BIO-1c, Mitigation Measure BIO-2a, Mitigation Measure BIO-2b, and Mitigation Measure BIO-2c would be required; refer to Impact BIO-1 and Impact BIO-2 for full text of these measures. The following mitigation would also be required.

BIO-5a Tree Protection

The City shall procure all necessary tree removal permits prior to impacting a protected oak tree. A tree protection and replacement plan shall be developed by a certified arborist for any protected oak tree(s) or other naturally occurring native tree that has a trunk diameter (at 4.5 feet above grade; diameter at breast height [DBH]) that will be affected by implementation of an individual project identified within the BMP. The tree protection and replacement plan shall include, but would not be limited to, an inventory of protected oak trees and naturally occurring native trees with a DBH of four inches or more within the individual construction site, setbacks from trees and protective fencing, restrictions regarding grading and paving near trees, direction regarding pruning and digging within the root zone of trees, and requirements for replacement and maintenance of trees. If protected oak trees or other naturally occurring native trees with a DBH of four inches or more will be removed, replacement tree plantings of like species in accordance with the city standards, but at a minimum ratio of 4:1 (trees planted to trees impacted) for protected oak trees in accordance with the City of Agoura Hills Oak Tree Preservation Guidelines and Oak Tree Ordinance (Municipal Code Article IX, Chapter 6, Part 2., Division 7) and a minimum ratio of 1:1 replacement for other naturally occurring native trees with a DBH of four inches or more, and shall be installed on-site or at an approved off-site location and a restoration and monitoring program shall be developed and implemented for a minimum of seven years.

If the protective zone (as defined per the Agoura Hills Oak Tree Preservation Guidelines) of a protected oak tree is disturbed by more than 30 percent, the tree shall be retained and mitigated at a ratio of 4:1 as described above, because long-term impacts that may lead to decline or mortality may not be visible for several years. Any protected oak tree that will be encroached within its

protective zone during construction shall have a certified arborist present to oversee the work activities. Any trimming of roots and branches shall be performed or directly supervised by a certified arborist and shall be done in accordance with the American National Standards Institute A300 Tree Care standards.

Significance After Mitigation

Implementation of Mitigation Measure BIO-1a would require a pre-construction biological resources survey to identify protected biological resources within the limits of the Project area, preparation of a report on the potential impacts due to Project activities and mitigate as needed. Mitigation Measure BIO-1c would require implementation of construction BMPs into all grading and construction plans to minimize impacts to sensitive biological resources. Implementation of Mitigation Measure BIO-2a would protect and minimize the loss of riparian vegetation and natural communities. Implementation of Mitigation Measure BIO-2b would require identification, and if present, the delineation of riparian and other sensitive natural communities. Implementation of Mitigation Measure BIO-2c would require compensatory mitigation for the disturbance to riparian habitat, sensitive natural communities, and protected wetlands. Implementation of Mitigation Measure BIO-5a would require tree protection and removal permits prior to disturbance. With implementation of Mitigation Measure BIO-1a, MM BIO-1c, MM Bio-2a through MM Bio-2c, and MM-Bio 5a, impacts related to local policies or ordinances would be less than significant.

Threshold 6:	Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Impact BIO-6 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH AN ADOPTED HABITAT CONSERVATION PLAN. NO IMPACT WOULD OCCUR.

There are no existing landscape-level Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans within the boundaries of the City of Agoura Hills. Thus, the proposed Project would not conflict with any such plans. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

No impact would occur.

4.3.4 Cumulative Impacts

The geographic scope for cumulative impacts related to biological resources is the Project area, which encompasses all of the City of Agoura Hills. Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1, would have the potential to result in cumulative impacts to biological resources within the city, including special-status plant and wildlife species, sensitive natural communities, wetlands, riparian habitats, wildlife movement corridors, nursery sites, oak trees, or other protected biological resources. The magnitude of impacts would depend upon the location, type, and size of development and the specific resources associated with individual project sites. Biological resource evaluations would be completed on a case-by-case basis

for all future development. Compliance with applicable regulations and implementation of appropriate mitigation measures, including those contained within this PEIR, would address impacts to biological resources associated with future development. Therefore, cumulative development would have a less-than-significant cumulative impact on biological resources. Furthermore, as there are no existing landscape-level Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans within the boundaries of the City of Agoura Hills, the project cannot contribute to a cumulative impact related to a conflict with such plans.

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4.4 Cultural Resources

The analysis in this section considers potential impacts to historical and archaeological resources and human remains. Specifically, this section discusses the environmental and regulatory setting; the criteria used to determine the significance of environmental impacts related to historical and archaeological resources and human remains; and potential impacts related to historical and archaeological resources and human remains that would result from implementation of the proposed Project. Potential impacts to tribal resources are addressed in Section 4.12, *Tribal Cultural Resources*; potential impacts to paleontological resources are addressed in Section 4.5, *Geology and Soils*.

4.4.1 Setting

a. Prehistoric Setting

The Project area, which compasses all of the City of Agoura Hills, is located in what is generally described as the Northern Bight archaeological region, one of eight geographical divisions of California designated by Jones and Klar (2007). This region encompasses the northern half of the California Bight, is bounded by the Southern California coastline, and encompasses the previously designated Southern Coast archaeological region described by Moratto (1984). The Northern Bight archaeological region primarily includes the counties of Santa Barbara, Ventura, and portions of Los Angeles, extending from the coastline at Vandenberg Air Force Base inland to the Cuyama River Valley and south to the Santa Monica Mountains and the Los Angeles Basin. Following Glassow et al. (2007), the pre-contact cultural chronology for the Northern Bight is generally divided into six periods: Paleo-Indian (ca. 10,000–7000 before common era [BCE]), Millingstone (7000–5000 BCE), Early (5000 BCE–2000 BCE), Middle (2000 BCE–1 common era [CE]), Middle-Late Transition (1–1000 CE), and Late (1000 CE–Historic Contact). These periods are discussed in further detail below.

Paleo-Indian Period (ca. 10,000–7,000 BCE)

The Paleo-Indian Period describes the earliest evidence of human occupation of the Northern Bight and includes the cultural trends and subsistence strategies of contemporary populations from approximately 10,000–7,000 BCE (Glassow et al. 2007). Archaeologists largely define the Paleo-Indian Period in North America by projectile points associated with extinct large mammal remains, such as mammoth, bison, and dire wolves in the Southwest and Plains regions (Erlandson et al. 2007; Huckell 1996). These projectile points have been classified as the Clovis style, which exhibit a lanceolate shape with a flute initiated from the base that extends as far as the midline (Justice 2002).

The earliest accepted dates for human occupation in California were recovered from archaeological sites on two of the Northern Channel Islands, located off the southern coast of Santa Barbara County. Over 90 paleo-coastal sites dating between approximately 11,000 to 6,200 years BCE have been documented in the Northern Channel Islands (McLaren et al. 2019). Archaeological deposits from the Daisy Cave site on San Miguel Island establishes the presence of people in this area approximately 8000 BCE (Erlandson 1991; Erlandson et al. 2007), and the Arlington Springs Woman (CA-SRI-173) has a calibrated date approximately 9000 BCE derived from the human remains and rodent bones recovered from within the same deposits on Santa Rosa Island (Erlandson et al. 2007; Glassow et al. 2007; Johnson et al. 2002). Shell middens identified on the mainland of California have yielded dates from 8000 to 7000 BCE (Erlandson et al. 2007).

Recent data from Paleo-Indian shell middens, bone middens, lithic scatters, and quarry workshops on the Channel Islands indicate that the area supported substantial human populations during later paleo-coastal times (McLaren et al. 2019). Data from the last 20 years also suggests that the economy was a diverse mixture of hunting, fishing, and gathering, with a major emphasis on aquatic resources in many coastal areas (e.g., Jones and Ferneau 2002; Erlandson et al. 2007). Shellfish are particularly prevalent, suggesting a heavy reliance on this resource, with varying intensities of reliance on fish, marine mammals, seabirds, and waterfowl (McLaren et al. 2019).

Assemblages on the Channel Islands include chipped-stone bifaces, cores and flake tools, ground-stone artifacts, bone gorges, Olivella shell beads, woven sea grass cordage, and red ochre. While no fluted points have been found on the Channel Islands, a few have been found along California's mainland coast (McLaren et al. 2019). One fluted projectile point fragment was recovered from site CA-SBA-1951 on the Santa Barbara Channel coastal plain (Erlandson 1994: 44; Erlandson et al. 1987). Archaeological deposits at the Daisy Cave site further yielded an assemblage of "the oldest known fishhooks in the Americas" (Erlandson et al. 2007: 57).

Millingstone Horizon (7,000–5,000 BCE)

Originally identified in 1929, the Millingstone Horizon, as described by Wallace (1955, 1978) and Warren (1968), is characterized by an ecological adaptation to collecting plant resources, such as seeds and nuts. This identification was suggested by the appearance and abundance of well-made milling implements (e.g., metates, milling slabs, and hand stones like manos and mullers) in the archaeological record, particularly in areas along the coast of California. Archaeologists generally accept that human occupation of California during the Paleo-Indian period originated from small, dispersed occupations. With milling implements occurring in high frequencies for the first time, archaeologists infer the Millingstone Horizon experienced a significant population increase in the Central Coast region (Glassow et al. 2007). Excavations at the Tank Site (CA-LAN-1) in Topanga Canyon from 1947 to 1948 (Treganza and Bierman 1958), for example, confirmed the presence of over 2,000 milling implements that correspond with the Millingstone Horizon.

Flaked stone assemblages, which include crude core and cobble-core tools, flake tools, large side-notched projectile points, and pitted stones (Glassow et al. 2007; Jones et al. 2007), and shell middens in coastal sites suggest that contemporary people in the Northern Bight practiced a mixed food procurement strategy. Faunal remains identified at Millingstone Horizon sites point to a broad-spectrum of hunting and gathering of shellfish, fish, birds, and mammals, though large faunal assemblages are uncommon. This mixed food procurement strategy demonstrates adaptation to regional and local environments.

Along the Northern Bight, Millingstone Horizon sites are most common on terraces and knolls, typically set back from the current coastline (Erlandson 1994: 46). 40 sites dating to this period have been identified in various settings, including rocky coasts, estuaries, and nearshore interior valleys (Glassow et al. 2007). The larger sites usually contain extensive midden deposits, possible subterranean house pits, and cemeteries. Most of these sites probably reflect intermittent use over many years of local cultural habitation and resource exploitation.

Early Period (5,000 BCE–2,000 BCE)

The Early Period of the Northern Bight is marked by a lower frequency of radiocarbon dated archaeological sites as well as changes in artifact forms. Differences in artifact forms, and particularly in ground stone implements, likely represent changes in subsistence (Glassow et al. 2007). The material culture recovered from Early Period sites within the Northern Bight provides

evidence for continued exploitation of inland plant and coastal marine resources, as well as the incorporation of "newly important food resources" found in specific habitats (Glassow et al. 2007: 197). In addition to the use of metates and manos, indigenous populations began to use mortars and pestles, such as those recovered from the Sweetwater Mesa (CA-LAN-267) and Aerophysics (CA-SBA-53) sites (Glassow et al. 2007).

Artifact assemblages recovered from Early Period sites also include bipointed bone gorge hooks used for fishing, Olivella beads, bone tools, and pendants made from talc schist. The frequency of projectile points in Early Period assemblages also increased, while the style began to change from lanceolate forms to side-notched forms (Glassow et al. 2007). The projectile point trend has become apparent at numerous sites along the Northern Bight coastal regions, as well as a few inland sites (e.g. CA-SBA-210 and CA-SBA-530). In many cases, manifestations of this trend are associated with the establishment of new and larger settlements, such as at the Aerophysics site (Glassow et al. 2007, Jones et al. 2007).

Middle Period (2000 BCE–1 CE)

The remains of fish, land mammals, and sea mammals are increasingly abundant and diverse in archaeological deposits along the coastal Northern Bight during the Middle Period, suggesting a pronounced trend toward greater adaptation to regional or local resources, as well as the development of socioeconomic and political complexity in indigenous populations (Glassow et al. 2007). Shell fishhooks were introduced, as opposed to the bone fishhooks found in earlier assemblages, and projectile points changed from side-notched dart points to contracting stem styles.

Flaked stone tools used for hunting and processing—such as large side-notched, stemmed, lanceolate or leaf-shaped projectile points, large knives, edge modified flakes, and drill-like implements—occurred in archaeological deposits in higher frequencies and are more morphologically diversified during the Middle Period. Bone tools, including awls, are more numerous than in the preceding period, and the use of asphaltum adhesive became common. Circular fish hooks that date from between 1000 and 500 BCE, compound bone fish hooks that date between CE 300 and 900, notched stone sinkers, and the tule reed or balsa raft, indicative of major developments in maritime technology, became common during this period (Arnold 1995; Glassow et al. 2007; Jones and Klar 2005: 466; King 1990: 87–88).

Populations continued to follow a seasonal settlement pattern until the end of the Middle Period; large, permanently occupied settlements with formal architecture, particularly in coastal areas, appear to have been the norm by the end of the Middle Period (Glassow et al. 2007). Indigenous populations began to bury the deceased in formal cemeteries with artifacts that may represent changes in ideology and the development of ritual practices (Glassow et al. 2007).

Middle-Late Transition Period (1 CE–1,000 CE)

The Middle-Late Transition period is marked in the archaeological record by major changes in settlement patterns, diet, and interregional exchange. Contemporary populations of the Northern Bight continued to occupy more permanent settlements with the continued use of formal cemeteries and burial of goods. The manufacture of the plank canoe, or tomol, allowed contemporary populations to catch larger fish that occupied deeper sea waters (Glassow et al. 2007). Following the introduction of the plank canoe, harpoons make a more pronounced appearance as their use increases. The plank canoe also appears to have influenced commerce between the mainland Northern Bight coastal regions and the Channel Islands (Glassow et al. 2007:

204). Evidence at Middle-Late Transition Period sites in the Northern Bight indicate that populations replaced atlatl (dart) technologies with the bow and arrow, which required smaller projectile points.

Late Period (1,000 CE–Historic Contact)

Archaeologists distinguish Late Period sites in the Northern Bight with small, finely worked projectile points and temporally diagnostic shell beads. Although shell beads were typical of coastal sites, trade brought many of these maritime artifacts to inland locations, especially during the latter part of the Late Period. Projectile points diagnostic of both the Middle and Late periods found within the Northern Bight region and down the central and southern coasts of California include large, contracting-stemmed types typical of the Middle Period, as well as small, leaf-shaped Late Period projectile points (Jones and Ferneau 2002: 217). The small, finely worked projectile points typically associated with bow and arrow technology are believed to have been introduced to the area by the Takic migration from the deserts into Southern California.

Other common artifacts identified at Late Period sites in the Northern Bight include bifacial bead drills, bedrock mortars, hopper mortars, lipped and cupped Olivella shell beads, and steatite disk beads. The presence of beads and bead drills suggest that low-level bead production was widespread throughout the region (Glassow et al. 2007). Unlike the large Middle Period shell middens, Late Period sites are more frequently single-component deposits with evidence for only one period of occupation or use. There are also more inland sites, with fewer and less visible sites along the Pacific shore during the Late Period.

b. Historic-Period Setting

Post-Contact history for the state of California is generally divided into three periods: the Spanish Period (1769–1822), Mexican Period (1822–1848), and American Period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish Period in California began with the establishment of a settlement at San Diego in 1769 and the subsequent founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marked the beginning of the Mexican Period, and the signing of the Treaty of Guadalupe Hidalgo in 1848 ended the Mexican-American War, which signaled the beginning of the American Period when California became a territory of the United States.

Spanish Period (1769 – 1822)

Spanish explorers made sailing expeditions along the coast of California between the mid-1500s and mid-1700s. In 1542, Juan Rodriguez Cabrillo led the first European expedition to observe what was known by the Spanish as Alta (upper) California. For more than 200 years, Cabrillo and other Spanish, Portuguese, British, and Russian explorers sailed the Alta California coast and made limited inland expeditions, but they did not establish permanent settlements (Bean 1968; Rolle 2003). The Spanish crown laid claim to Alta California based on the surveys conducted by Cabrillo and Vizcaíno (Bancroft 1885; Gumprecht 1999).

By the 18th century, Spain developed a three-pronged approach to secure its hold on the territory and counter against other foreign explorers. The Spanish established military forts known as presidios, as well as missions and pueblos (towns) throughout Alta California. The 1769 overland expedition by Captain Gaspár de Portolá marked the beginning of California's historic period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. Portolá established the Presidio of San

Diego as the first Spanish settlement in Alta California in 1769. Franciscan Father Junípero Serra also founded Mission San Diego de Alcalá that same year, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823 (Graffy 2010). The nearest missions to what is now Agoura Hills were San Fernando Rey de Espana and San Gabriel Arcangel, founded in 1797 and 1791, respectively.

The mission and presidio relied on Tongva and Tataviam labor; eventually, the majority of the native populations were forced to live within the mission complex. During the Spanish Period, construction of missions and associated presidios was a major emphasis with the goal of integrating the Native American population into Christianity and communal enterprise. Incentives were also provided to draw settlers to pueblos or towns. Three pueblos were established during the Spanish Period, only two of which, San José and Los Angeles, were successful and remain as California cities (Library of Congress 2024a, 2024b, Galvin Preservation Associates [GPA] 2009)).

Spain began making land grants in 1784, typically to retiring soldiers, although the grantees were only permitted to inhabit and work the land. The land titles technically remained property of the Spanish king (Livingston 1914). In 1800, Miguel Ortega was granted a Spanish grazing concession called Rancho Las Virgenes or El Rancho de Nuestra Senora La Reina de Las Virgenes. It was abandoned after his death in 1809.

Mexican Period (1822 – 1848)

Up to this period, several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the indigenous population. After more than a decade of intermittent rebellion and warfare, New Spain won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants (Orsi and Gutierrez 1998).

Extensive land grants were established in the interior during the Mexican Period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico's independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos. Commonly, former soldiers and well-connected Mexican families were the recipients of these land grants, which now included the title to the land (Graffy 2010). Rancho Las Virgenes was eventually given to Nemecio Dominquez and Domingo Carrillo in a land grant in 1834. A portion of the rancho was transferred to Nemecio's father, Jose Maria Dominguez, in 1837.

During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary Southern California export, providing a commodity to trade for goods from the east and other areas in the United States and Mexico. The number of nonnative inhabitants increased during this period because of the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who had no associated immunities (Graffy 2010).

American Period (1849 – Present)

The United States went to war with Mexico in 1846. The war ended in 1848 with the Treaty of Guadalupe Hidalgo, ushering California into its American Period. California officially became a state with the Compromise of 1850, which also created Utah and New Mexico (with present-day Arizona)

as United States territories (Waugh 2003). Horticulture and livestock, based primarily on cattle as the currency and staple of the rancho system, continued to dominate the Southern California economy through 1850s. The discovery of gold in the northern part of the state led to the Gold Rush beginning in 1848, and with the influx of people seeking gold, cattle were no longer desired mainly for their hides but also as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros, or cowboys, drove large herds from southern to northern California to feed that region's burgeoning mining and commercial boom.

A severe drought in the 1860s decimated cattle herds and drastically affected rancheros' source of income. In addition, property boundaries that were loosely established during the Mexican era led to disputes with new incoming settlers, problems with squatters, and lawsuits. Rancheros often were encumbered by debt and the cost of legal fees to defend their property. As a result, much of the rancho lands were sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944).

c. Local History

In 1845, Maria Antonia Machado de Reyes purchased land from her uncle, Jose Maria Dominguez. Maria, along with her son José Paulino, constructed an adobe home on the land in 1850. This home, known as Reyes Adobe, was determined eligible for listing in the National Register of Historic Places (NRHP) and is automatically eligible for listing in the California Register of Historical Resources (CRHR), and therefore qualifies as a historical resource under CEQA. This home was formally listed on the CRHR (California Historical Resources Status Code 2S2) in 1994, still remains and is one of the oldest houses in Agoura Hills; it was retained by the Reyes family until 1916 (City of Agoura Hills 2022; California Office of Historic Preservation 2025).

The area that would become Agoura Hills remained largely agricultural and sparsely populated through the entry into the American period in 1848 and the end of the nineteenth century. By 1900, the area was a popular stagecoach stop along El Camino Real due in part to a natural spring at the foothills of Ladyface Mountain. Modern development began in earnest in 1924 when Ira and Leon Colodny purchased 500 acres in the area and sold subdivided lots, calling the development "Independent Acres." In 1927, Paramount Pictures purchased a large portion of the former Rancho Las Virgenes south of the city to be used as a ranch for films (County of Los Angeles 2023). This area, then referred to as "Picture City", was one of the early developments in Agoura Hills and was situated in its southeast corner along the Cheeseboro Canyon mountains (USGS 1932). The Picture City Chamber of Commerce petitioned for a permanent local name and post office, and in 1928 the name of "Agoura" was chosen, after Pierre Agoure, a Basque rancher who moved to the area in the 1870s for sheepherding (County of Los Angeles 2023).

In the 1930s and 1940s, growth in the area remained limited largely due to a lack of proper water supply (City of Agoura Hills 2022). With the establishment of the La Virgenes Municipal Water District in the 1950s, a reliable water source made Agoura Hills more attractive to both families and businesses. Thus, development and the local population substantially increased. With its proximity to Los Angeles, families were drawn to the relatively quiet and suburban character of Agoura Hills despite its commuting distance to the larger metropolitan region. During this period, the local Highway 101 through Agoura Hills was expanded into the Ventura Freeway, further contributing to the expansion and population growth of the city and surrounding area. Agoura Hills continued to expand with large suburban developments as well as school and shopping areas from east to west, primarily on the east side of Kanan Road at first, eventually continuing west past Kanan Road beginning in the 1970s (NETRONline 2023). The first substantial housing tracts were also developed

during this period in the Hillrise, Liberty Canyon, and Lake Lindero communities (City of Agoura 2022).

On December 8, 1982, Agoura Hills became the 83rd city in Los Angeles County though local vote; in 1985 and 1987 the City adopted its first General Plan and Municipal Code, respectively (City of Agoura Hills 2022). Today, Agoura Hills is a prosperous community, popular for its schools and family-oriented environment (Pascal 2013).

d. Identification of Cultural Resources

Built Environment Resources

A review of the NRHP, CRHR, and California State Office of Historic Preservation Built Environment Directory (BERD), completed in March 2025, identified one designated resource in Agoura Hills. The Reyes Adobe Historical Site, located just north of the Ventura Freeway on Reyes Adobe Road, is listed in the CRHR and was previously determined eligible for listing in the NRHP by the California State Historic Preservation Officer; as such, it meets the definition of a historical resource pursuant to State CEQA Guidelines Section 15064.5(a). The property includes the 1850 adobe and a later barn which possesses significant associations with both the rancho period of California and adobe architecture.

The Project area is a developed urban area comprised of commercial and residential development punctuated by open space. Much of the development within the Project area has occurred during the past 40 to 50 years; therefore, there are buildings and structures throughout the city that meet the 45-year age threshold for consideration as historical resources pursuant to CEQA. Agoura Hills has not been previously subject to a formal, citywide historical resources survey. The review of available information did not identify additional properties which are designated or have previously been found eligible for listing in the NRHP or CRHR.

The City does not currently have a historic preservation ordinance or adopted criteria by which to designate historical resources locally. The City does recognize the unique character of the commercial portion of the area known as “Old Agoura” and adopted the Old Agoura Design Overlay District. The overlay district as currently adopted in the municipal code does not meet the definition of a “historic district” pursuant to federal and state guidelines and regulations.

Archaeological Resources

A California Historical Resources Information System (CHRIS) records search was completed for the Project area by staff at the South Central Coastal information Center (SCCIC), housed at California State University, Fullerton in February 2025. The records search included a review of all previously recorded cultural resources and previous studies within the Project area and a 0.5-mile radius. The records search results indicated 159 cultural resource studies have been conducted within 0.5 miles of the Project area. Of the 159 studies, 115 overlap proposed bicycle facilities identified in the BMP.

The records search results also indicated 62 cultural resources have been previously recorded within the 0.5-mile radius of the Project area including 44 prehistoric archaeological sites, one multicomponent archaeological site, two historic-period archaeological sites, three historic-period built environment resources, and 12 prehistoric isolates. Of the 62 previously recorded cultural resources, 11 overlap or are located immediately adjacent to (within 150 feet of) proposed bicycle facilities identified in the Project, all of which are prehistoric archaeological sites (Table 1). Of the 11 prehistoric archaeological resources located within or immediately adjacent to the proposed bicycle

facilities identified in the Project, two (P-19-000725 and -000726) are lithic scatters, three (P-19-000032, -000671, and -004819) are artifact scatters containing both lithic and groundstone artifacts, four (P-19-000041, -000238, -001352, and -004711) are habitation sites containing midden soils, and two (P-19-000243 and -000314) are habitation sites containing midden soils and human remains. Of these 11 resources, two (P-19-000032 and -000243) overlap Class I Bikeways, two (P-19-000671 and -001352) overlap Class II Bikeways, four (P-19-000238, -000314, -004711, and -004819) overlap Class III Bikeways, two (P-19-000725 and -000726) overlap Class IV Bikeways, and one (P-19-000041) overlaps Class I, II, and III Bikeways. These 11 resources are summarized in Table 4.4-1.

Table 4.4-1 Summary of Previously Recorded Cultural Resources Within or Immediately Adjacent to the Proposed Bikeways

Primary No. (P-19-)	Permanent Trinomial (CA-LAN-)	Descriptions	Dates Recorded	CRHR Eligibility	Bikeway
000032	32	Prehistoric archaeological site: artifact scatter	1967	Not evaluated	Class I Bikeway
000041	41	Prehistoric archaeological site: habitation site with midden soils	1951; 1961; 1965; 2000; 2010; 2011	Recommended eligible	Class I, II, and III Bikeways
000238	238	Prehistoric archaeological site: habitation site with midden soils	1963	Not evaluated	Class III Bikeway
000243	243	Prehistoric archaeological site: habitation site with midden soils and human remains	1963	Not evaluated	Class I Bikeway
000314	314	Prehistoric archaeological site: habitation site with midden soils and possible human remains	1963; 2011	Not evaluated	Class III Bikeway
000671	671	Prehistoric archaeological site: artifact scatter	1976	Not evaluated	Class II Bikeway
000725	725	Prehistoric archaeological site: lithic scatter	1977	Not evaluated	Class IV Bikeway
000726	726	Prehistoric archaeological site: lithic scatter	1977	Not evaluated	Class IV Bikeway
001352	1352	Prehistoric archaeological site: habitation site with midden soils	1987; 2011	Recommended eligible	Class II Bikeway
004711	4711	Prehistoric archaeological site: habitation site with midden soils	2015	Recommended eligible	Class III Bikeway
004819	4819	Prehistoric archaeological site: artifact scatter	2017	Recommended not eligible	Class III Bikeway

Source: SCCIC 2025

4.4.2 Regulatory Setting

a. Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) deals with historic preservation at the federal level. One of the most important provisions of the NHPA is the establishment of the NRHP, the official federal designation of historical resources. Although the Project does not have a federal nexus, properties which are listed in or have been formally determined eligible for listing in the NRHP are automatically listed in the CRHR. The following is therefore presented to provide applicable regulatory context.

The NRHP was authorized by Section 101 of the NHPA and is the nation's official list of cultural resources worthy of preservation. The NRHP, administered by the National Park Service, recognizes the quality of significance in American, state, and local history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects. To be eligible for the NRHP, a property must be significant under the criteria enumerated in 36 Code of Federal Regulations (CFR), Part 60.4. Specifically, a property is eligible for listing in the NRHP if it meets one or more of the following criteria:

Criterion A: Is associated with events that have made a significant contribution to the broad patterns of our history

Criterion B: Is associated with the lives of persons significant in our past

Criterion C: Embodies the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction

Criterion D: Has yielded, or may be likely to yield, information important in prehistory or history

In addition to meeting at least one of the above designation criteria, resources must also retain integrity. The NPS recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several of these seven qualities—if not all—defined in the following manner:

Location: The place where the historic property was constructed or the place where the historic event occurred

Design: The combination of elements that create the form, plan, space, structure, and style of a property

Setting: The physical environment of a historic property

Materials: The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property

Workmanship: The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory

Feeling: A property's expression of the aesthetic or historic sense of a particular period of time

Association: The direct link between an important historic event or person and a historic property

Listing in the NRHP does not entail specific protection or assistance for a property, but it does guarantee recognition in planning for federal or federally-assisted projects (46 United States Code [U.S.C.] § 470f [Section 106 of the NHPA]), eligibility for federal tax benefits and qualification for federal historic preservation assistance. The NRHP is influential beyond its statutory role because it achieves uniform standards of documentation and evaluation.

Certain properties are generally considered ineligible for listing in the NRHP, including cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions, relocated structures, or commemorative properties. Additionally, a property must be at least 50 years of age to be eligible for listing in the NRHP. The National Park Service states that 50 years is the general estimate of the time needed to develop the necessary historical perspective to evaluate significance (National Park Service 1997: 41). Properties which are less than 50 years must be determined to have "exceptional importance" to be considered eligible for NRHP listing.

b. State Regulations

California Register of Historical Resources

The CRHR was established in 1992 and codified by PRC Sections 5024.1 and Title 14 Section 4852. The CRHR is an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change (PRC Section 5024.1(a)). The criteria for eligibility for the CRHR are consistent with the NRHP criteria but have been modified for state use in order to include a range of historical resources that better reflect the history of California (PRC Section 5024.1(b)). Unlike the NRHP, the CRHR does not have a defined age threshold for eligibility; rather, a resource may be eligible for the CRHR if it can be demonstrated sufficient time has passed to understand its historical or architectural significance (California Office of Historic Preservation 2011). Furthermore, resources may still be eligible for listing in the CRHR even if they do not retain sufficient integrity for NRHP eligibility (California Office of Historic Preservation 2011). Generally, the California Office of Historic Preservation recommends that resources over 45 years of age be recorded and evaluated for historical resources eligibility (California Office of Historic Preservation 1995: 2).

A property is eligible for listing in the CRHR if it meets one or more of the following criteria:

Criterion 1: Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage

Criterion 2: Is associated with the lives of persons important to our past

Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values

Criterion 4: Has yielded, or may be likely to yield, information important in prehistory or history

The CRHR includes properties that are listed or have been formally determined to be eligible for listing in the NRHP, State Historical Landmarks and eligible Points of Historical Interest. Other resources require nomination for inclusion in the Register. These may include resources contributing to the significance of a local historic district, individual historical resources, historical resources identified in historic resource surveys conducted in accordance with State Historic Preservation Office (SHPO) procedures, historic resources or districts designated under a local ordinance

consistent with State Historic Resources Commission procedures, and local landmarks or historic properties designated under local ordinance.

Two other programs are administered by the state: California Historical Landmarks and California "Points of Historical Interest." California Historical Landmarks are buildings, sites, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value. California Points of Historical Interest are buildings, sites, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other historical value.

Codes Governing Human Remains

The disposition of human remains is governed by Health and Safety Code Section 7050.5 and PRC Sections 5097.5, 5097.94 and 5097.98. If human remains are discovered, the County Coroner must be notified within 48 hours and there should be no further disturbance to the site where the remains were found. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the Native American Heritage Commission (NAHC) within 24 hours. The NAHC, pursuant to PRC Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased Native Americans so they can inspect the burial site and make recommendations for treatment or disposal. Section 5097.5 of the Code states the following:

> A person shall not knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands...(c) A violation of this section is a misdemeanor…

As used in this section, "public lands" means lands owned by, or under the jurisdiction of, the State or any city, county, district, authority or public corporation, or any agency thereof. Consequently, the City of Agoura Hills is required to comply with Public Resource Code Section 5097.5 for its activities on publicly-owned land.

Section 5097.993 sets requirements for the unlawful and malicious excavation, removes, destruction, injury, or defacing of a Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the CRHR.

c. Local Regulations

City of Agoura Hills General Plan 2035

The City of Agoura Hills General Plan 2035 was adopted on March 24, 2010 (updated on August 10, 2022) by the City Council (City of Agoura Hills 2022). The City of Agoura Hills General Plan 2035 is a strategic document designed to guide the physical development of the city until the year 2035. Among other things, the City of Agoura Hills General Plan 2035 sets out the pattern of land uses, including residential, commercial, and industrial. It also establishes the system of streets, bikeways, and trails. The City of Agoura Hills General Plan 2035 addresses a wide variety of subject areas, including housing, traffic, natural resources, land uses, economic development, noise, and public safety.

The City of Agoura Hills General Plan 2035 contains the following goals and policies related to related to archaeological and historic resources, which would apply to the proposed Project.

Goal HR-1. The protection and maintenance of historic resources to foster stewardship and civic pride, which contributes to the unique identity and character of Agoura Hills.

> **Policy HR-1.1.** Enhance community appreciation of the importance of the City's historic sites and buildings, and protect and preserve significant historical resources, to the extent feasible
>
> **Policy HR-3.1.** Require that the potential for the presence of significant archaeological and paleontological resources be considered prior to the development of a property.

Goal HR-3. The protection of significant archaeological and paleontological resources in Agoura Hills.

> **Policy HR-3.2** Require that significant archaeological and paleontological resources be preserved in-situ, as feasible. When avoidance of impacts is not possible, require data recovery mitigation for all significant resources. Require that excavation of deposits of Native American origin be coordinated with and monitored by recognized Chumash representatives.
>
> **Policy HR-3.3**. Require that if human remains or funerary objects are discovered and unearthed during any soil disturbing activity, the discoveries shall be treated in compliance with applicable state and federal laws, including notifying the County Coroner and the California Native American Heritage Commission, as appropriate, and following relevant procedures.

City of Agoura Hills Municipal Code

The City does not currently have a historic preservation ordinance or adopted criteria by which to designate historical resources locally; the City does recognize the unique character of the commercial portion of the area known as "Old Agoura" through the adoption of the Old Agoura Design Overlay District in Article IX, Chapter 5, Part 6 of the Agoura Hills Municipal Code (AHMC). The intent of this overlay designation is to "preserve the unique character of Old Agoura through the establishment of special public improvement standards and design guidelines." It establishes permitted, conditional, and prohibited uses, in addition to providing design standards relating to building coverage, height, and signs among other considerations. Section 9552.2 of the AHMC specifically identifies four properties within the district which would require conditional use permits prior to any modification, alteration or change, specifically "Amazing Kate's," "Old Post Office," "Stage Door Theatre," and "Agoura Sign."

4.4.3 Impact Analysis

a. Methodology and Significance Thresholds

As discussed in Section 4.0, *Environmental Impact Analysis*, all Project components are analyzed at the programmatic level. Project components include the Bicycle Master Plan (BMP), the VMT Mitigation Exchange and Banking Program (Program), and the General Plan Amendments (Amendments). Projects included within the BMP are grouped into Class I facilities, Class II facilities, Class III facilities, Class IV facilities, and enhanced bicycle treatments, as identified in Section 2.5, Project Characteristics, and in Table 1 of Chapter 2, Project Description. The impact analysis contained herein provides a programmatic analysis of anticipated impacts for each of the five facility classes, as the individual project impacts associated with each class of facility are expected to be similar. Because the City seeks to prioritize implementation of the Medea Creek Path (Path) and the

Agoura High School Connection (Connection), the Path and the Connection have their own subheadings within the Class I Facility impact analysis subsection to provide a more specific assessment of their environmental impacts. Impacts associated with the General Plan Amendments are analyzed within their own subsection.

As discussed in Chapter 2, Project Description, the only projects that are currently planned, unfunded, and could potentially be funded by the VMT Mitigation Exchange and Banking Program are those currently included within the Bicycle Master Plan. Therefore, the impact analysis contained herein does not include a subsection for impacts associated with the Program, as the individual project list for the BMP and the Program are identical and impacts associated with the BMP would encompass impacts associated with the Program.

Within the following environmental analysis, impacts associated with each Project component are explicitly identified under the respective heading.

According to State CEQA Guidelines Appendix G, impacts related to cultural resources would be significant if the proposed Project would:

1. Cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5;
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or,
3. Disturb any human remains, including those interred outside of dedicated cemeteries.

The first threshold broadly refers to historical resources. To more clearly differentiate between archaeological and built environment resources, the analysis under Impact CUL-1 is limited to built environment resources. Archaeological resources, including those that may be considered historical resources pursuant to Section 15064.5 and those that may be considered unique archaeological resources pursuant to Section 21083.2, are considered under Impact CUL-2.

The significance of a cultural resource and subsequently the significance of any impact is determined by consideration of whether or not that resource can increase our knowledge of the past. The determining factors are site content and degree of preservation. A finding of archaeological significance follows the criteria established in the *CEQA Guidelines*. Specifically, State CEQA Guidelines Section 15064.5 (Determining the Significance of Impacts to Archaeological Resources) states:

> (a)(3) […] Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852)...
>
> (a)(4) The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.
>
> (b) A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

A substantial adverse change in the significance of a historical resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. Generally, impacts to historical resources can be mitigated to below a level of significance by following the Secretary of the Interior's Guidelines for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings [Guidelines § 15064.6(b)]. In some circumstances, documentation of a historical resource by way of historic narrative photographs or architectural drawings will not mitigate the impact of demolition below the level of significance [Guidelines § 15126.4(b)(2)].

Preservation in place is the preferred manner of mitigation for archaeological resources as it retains the relationship between artifacts and context [Guidelines § 15126.4 (b)(3)(A)].

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Impact CUL-1 THE PROPOSED PROJECT HAS THE POTENTIAL TO RESULT IN SIGNIFICANT IMPACTS IF DEVELOPMENT CARRIED OUT UNDER THE PROJECT WOULD CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

CEQA requires a lead agency to analyze whether historic and archaeological resources may be adversely impacted by a proposed project. Under CEQA, a "project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment" (California Public Resources Code [PRC] Section 21084.1). Answering this question is a two-part process: first, the determination must be made as to whether or not the proposed Project involves cultural resources; second, if cultural resources classified as historical or archaeological resources are present, the proposed Project must be analyzed for a potential "substantial adverse change in the significance" of the resource. Any future discretionary projects within the City's borders would be required to analyze site specific historic and archaeological resource impacts under CEQA and mitigate any impacts if feasible.

The records search and archival research, conducted in February and March 2025, respectively, identified one previously recorded built environment resource within the city. In 1994, the Reyes Adobe was determined eligible for listing in the NRHP and is automatically eligible for listing in the CRHR, and therefore qualifies as a historical resource under CEQA. There are also numerous structures (e.g., bridges, channels, streets), objects (e.g., street furniture), and buildings in the city that have not been subject to previous historical resources evaluation but which may meet the 45-year threshold triggering the need for consideration consistent with California Office of Historic Preservation (OHP) guidance. Implementation of the BMP may result in direct impacts to structures and objects, as well as indirect impacts to adjacent buildings that may qualify as historical resources but have yet to be evaluated. Direct impacts to structures and objects may result from construction activities such as pavement demolition, grading, retaining wall/fencing installation, street/undercrossing improvements, and pavement widening. Furthermore, although the BMP does not directly propose demolition or alteration to buildings, the introduction of new visual elements such as retaining walls/fences, bollards, signage, and traffic signals could result in indirect impacts to the setting of adjacent buildings.

Class I Facilities

Construction of the proposed Class I facilities would require clearing and grubbing, pavement demolition, grading, utility relocation, retaining wall or fencing installation, asphalt paving or repaving, street and undercrossing improvements, striping, and revegetation. These activities could directly impact structures and/or objects. These facilities may also indirectly impact adjacent buildings through the introduction of elements such as signage and new signal heads. Demolition or alteration of structures/objects and/or the introduction of new elements to the setting of adjacent buildings qualifying as historical resources could result in significant impacts. Therefore, the proposed Project has the potential to result in a substantial adverse change in the significance of a built environment resource qualifying as a historical resource under CEQA. Impacts would be potentially significant, and mitigation would be required.

MEDEA CREEK PATH

Implementation of the Medea Creek Path would include construction of an asphalt bike path, which could directly impact structures and/or objects, as well as indirectly impact buildings. These direct and indirect impacts can result in significant impacts to historical resources. Specific construction activities associated with the Path that could result in direct and/or indirect impacts to historical resources include demolition of existing curb ramps and modifications to medians and crosswalks as well as construction of access ramps, retaining walls/fences, and undercrossings. Impacts would be potentially significant, and mitigation would be required.

AGOURA HIGH SCHOOL CONNECTION

Construction activities for the Agoura High School Connection could also directly impact structures and objects, as well as indirectly impact buildings, which can result in significant impacts to historical resources. Specific construction activities that could result in direct and/or indirect impacts to historical resources would include modifications to medians, relocation of signal heads, reconfiguration of Thousand Oaks Boulevard, construction of concrete sidewalks, and construction of access ramps. Impacts would be potentially significant, and mitigation would be required.

Class II Facilities

Class II facilities would primarily involve restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes. Limited pavement widening would be required on Driver Avenue, between Easterly Road and Colodny Drive, and on Cornell Road, between Agoura Road and Cornell Way. Construction activities associated with pavement widening would involve clearing and grubbing, subgrade stabilization, base course installation, and asphalt paving. These activities could directly impact structures and/or objects. No above ground elements are planned as part of the Class II facilities; therefore, no indirect visual impacts to adjacent buildings are anticipated. Nonetheless, demolition or alteration of structures/objects could result in significant impacts to historical resources. Therefore, the proposed Project has the potential to result in a substantial adverse change in the significance of a built environment resource qualifying as a historical resource under CEQA. Impacts would be potentially significant, and mitigation would be required.

Class III Facilities

Implementation of Class III facilities involves re-marking existing roadways and, thus, does not require new construction, nor would it include above ground visual elements. Therefore, no direct

impacts to structures/objects or indirect impacts to adjacent buildings qualifying as historical resources are anticipated. No impact would occur.

Class IV Facilities

Class IV facilities would involve pavement demolition, grading, bollard or fencing installation, and asphalt paving or repaving. These activities could directly impact structures and/or objects and indirectly impact adjacent buildings through the introduction of elements such as signage and new signal heads. Demolition or alteration of structures/objects and/or the introduction of new elements to the setting of adjacent buildings qualifying as historical resources could result in significant impacts. Therefore, the proposed Project has the potential to result in a substantial adverse change in the significance of a built environment resource qualifying as a historical resource under CEQA. Impacts would be potentially significant, and mitigation would be required.

Enhanced Bicycle Treatments

Several enhanced bicycle treatments are also identified in the BMP. The construction of enhanced bicycle treatments could directly impact structures and/or objects and indirectly impact adjacent buildings through the introduction of elements such as signage, new signal heads, bicycle parking, and repair facilities. Demolition or alteration of structures/objects and/or the introduction of new elements to the setting of adjacent buildings qualifying as historical resources could result in significant impacts. Therefore, the proposed Project has the potential to result in a substantial adverse change in the significance of a built environment resource qualifying as a historical resource under CEQA. Impacts would be potentially significant, and mitigation would be required.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing vehicle miles traveled (VMT) through alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not facilitate development that would result in a direct or indirect impact to historical resources. No impact would occur.

Mitigation Measures

CUL-1 Prepare Historical Resources Evaluation Prior to Approval of Project Involving Structures 45 Years or Older and Implement Mitigation Prior to and During Construction

Prior to approval of individual Class I facilities, Class II facilities, Class IV facilities, and enhanced bicycle treatments that include construction activities which could result in direct/indirect impacts to historical resources, including those that could result in direct impacts to structures/objects and/or indirect impact to buildings 45 years or older, the City shall retain a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards (SOI PQS) in architectural history and/or history as defined in CFR Title 36, Part 61 to oversee the following steps:

- Prior to proceeding with the historical resources evaluation (HRE) described below, a qualified architectural historian or historian (who meets the Secretary of the Interior's Professional

Qualifications Standards (SOI PQS) in architectural history and/or history as defined in CFR Title 36, Part 61) shall conduct a review of the applicable registers of previously documented built environment resources qualifying as historical resources to determine the presence of such resources within or immediately adjacent to a Class I, II, or IV project footprint or enhanced bicycle facility, and to confirm its condition is consistent with that presented in associated designation documentation. This effort, which may include a field survey, shall be documented in a report (that may be combined with the report described in the third bullet below as necessary and appropriate) that shall be submitted to the City for review and approval prior to initiation of a project component.

- Based on guidance provided by the California Office of Historic Preservation (OHP), not all built environment resources merit recordation. Therefore, the professional judgement of an architectural historian (that meets the SOI PQS in architectural history or history as defined in Code of Federal Regulations, Title 36, Part 61) shall be relied upon to determine if built environment resources with potential significance requiring recordation are present within a given project component site or its immediate surroundings. If a project component site or property in its immediate surroundings includes a building, structure, or other built environment feature that is 45 years of age or older that merits recordation and has the potential to be significantly impacted by the project, the City shall prepare a HRE for the property containing said building, structure, or other built environment feature. The evaluation shall consider the eligibility of the resource for listing in the National Register of Historic Places and California Register of Historical Resources, in addition to any applicable local register of historical resources.
- The HRE shall be prepared by a SOI PQS architectural historian or historian. The HRE shall include an intensive-level evaluation prepared in accordance with the guidelines and best practices promulgated by the California OHP. The building, structure or other built environment feature shall be evaluated within an appropriate historic context and documented in a report that meets the California OHP guidelines. All evaluated resources shall be documented on California Department of Parks and Recreation Series 523 Forms (DPR forms) in accordance with the guidance included in the OHP's *Instruction for Recording Historical Resources*. The report with attached DPR forms shall be submitted to the City for review and approval prior to proceeding with construction of the project component.
- If built environment resources qualifying as historical resources having the potential to be significantly impacted by a proposed project component are identified within a proposed project component site or its immediate surroundings, efforts shall be made to ensure that impacts are mitigated. In such instances, the above-noted HRE report shall be amended or supplemented with a report that identifies the resource's character-defining features and recommends treatment methods for character-defining features. The report shall demonstrate how the proposed project component complies with the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI Standards) and avoids impacts to historical resources pursuant to CEQA. The report shall be submitted to the City for review and approval prior to proceeding with construction the project.
- If built environment historical resources are identified and compliance with the SOI Standards is not possible, appropriate site-specific mitigation measures that reduce impacts to historical resources to the greatest extent feasible shall be established and undertaken. Mitigation measures may include, but would not be limited to, documentation of the historical resource in the form of a Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) report that complies with the Secretary of the Interior's Standards for Architectural and

Engineering Documentation, or development of an interpretative display or educational opportunity that relates the history and significance of the resource to the public.

Significance After Mitigation

Implementation of Mitigation Measures CUL-1 would reduce impacts to historical resources to the extent feasible by identifying and evaluating significant historical resources and managing avoidance, or preservation, rehabilitation, restoration, or reconstruction in compliance with the Standards as applicable. Nonetheless, even with implementation of Mitigation Measures CUL-1, eligible historical resources could still be materially impaired by future development that would be carried out under the Project. It is possible that a future project could result in the demolition or substantial alteration of a historical resource. Therefore, this impact would remain significant and unavoidable.

Threshold 2:	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Impact CUL-2 THE PROPOSED PROJECT HAS THE POTENTIAL TO RESULT IN SIGNIFICANT IMPACTS IF DEVELOPMENT CARRIED OUT UNDER THE PROJECT WOULD CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

The CHRIS records search identified 62 cultural resources within the study area, 47 of which are archaeological sites. Of these 47 previously recorded archaeological sites, four are described as habitation sites containing midden soils, and two are described as habitation sites containing midden soils and human remains. As such, the CHRIS records search indicates the Project area is sensitive for the presence of subsurface archaeological resources that may be eligible for inclusion in the CRHR and qualify as significant.

Class I Facilities

Class I facilities involve the construction of new bike paths, which require grading and excavations. Depending on the depth of these ground-disturbing activities, the construction of Class I facilities could encounter surficial and subsurface archaeological resources. Therefore, the proposed Project has the potential to result in a substantial adverse change in the significance of an archeological resource. Impacts would be potentially significant, and mitigation would be required.

MEDEA CREEK PATH

Construction of the Medea Creek Path, which would include construction of an asphalt bike path that could intrude into previously undisturbed soils or sediments, could result in significant impacts to archaeological resources. Construction activities that could result in direct and/or indirect impacts archaeological resources include demolition of existing curb ramps and modifications to medians and crosswalks as well as construction of access ramps, retaining walls/fences, and undercrossings. Impacts would be potentially significant, and mitigation would be required.

AGOURA HIGH SCHOOL CONNECTION

Construction of the Agoura High School Connection, which would include construction of an asphalt bike path that could intrude into previously undisturbed soils or sediments, could result in significant impacts to archaeological resources. Construction activities that could result in impacts to

archaeological resources would include modifications to medians, relocation of signal heads, reconfiguration of Thousand Oaks Boulevard, construction of concrete sidewalks, and construction of access ramps. Impacts would be potentially significant, and mitigation would be required.

Class II Facilities

Class II facilities would primarily involve restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes. Limited pavement widening would be required on Driver Avenue, between Easterly Road and Colodny Drive, and on Cornell Road, between Agoura Road and Cornell Way. Construction activities associated with pavement widening would involve clearing and grubbing, subgrade stabilization, base course installation, and asphalt paving. If construction activities affect previously undisturbed soils or sediments, then construction of this type of Class II facility could significantly impact archaeological resources. Impacts would be potentially significant, and mitigation would be required.

Class III Facilities

Implementation of Class III facilities involves re-marking existing roadways, which does not require ground disturbance. Therefore, the construction of Class III facilities does not have the potential to impact archaeological resources. No impact would occur.

Class IV Facilities

The construction of Class IV facilities would involve re-marking existing roadways and installing vertical buffers, such as bollards, posts, or raised islands. Installing these barriers would result in minimal ground disturbance into sediments that are all or nearly all disturbed and/or fill sediments, which have low to no archaeological sensitivity. Therefore, the construction of this type of Class IV facility does not have the potential to impact archaeological resources. No impact would occur.

Alternatively, some Class IV facilities may require widening of existing roadways, which would require clearing and grubbing, subgrade stabilization, base course installation, and asphalt paving. If these activities affect previously undisturbed soils or sediments, then construction of this type of Class IV facility could significantly impact archaeological resources. Impacts would be potentially significant, and mitigation would be required.

Enhanced Bicycle Treatments

The construction of enhanced bicycle treatments could result in ground disturbing activities. Ground disturbance associated with the construction of enhanced bicycle treatments in previously undisturbed soils and sediments would result in direct impacts to archaeological resources. Therefore, the proposed Project has the potential to result in a substantial adverse change in the significance of an archaeological resource under CEQA. Impacts would be potentially significant, and mitigation would be required.

General Plan Amendments

The proposed General Plan Amendments would not facilitate development that would result in a direct or indirect impact to archaeological resources. No impact would occur.

Mitigation Measures

CUL-2 Prepare Archaeological Resources Assessment Prior to Project Approval and Implement Mitigation Prior to and During Construction

Prior to approval of individual Class I facilities, Class II facilities, Class IV facilities, and enhanced bicycle treatments that involve ground disturbing activities, the City shall retain an archaeologist that meets the SOI PQS in either prehistoric or historic archaeology (qualified archaeologist as defined in CFR, Title 36, Part 61) to oversee the preparation of an archaeological resources assessment).

- Archaeological Resources Assessments shall include a CHRIS records search at the SCCIC with a minimum 0.5-mile radius and a Sacred Lands File search through the California Native American Heritage Commission. The records searches will characterize the results of previous cultural resource surveys and disclose any cultural resources that have been recorded and/or evaluated in and around Class I facilities, Class II facilities involving road widening, Class IV facilities involving road widening, or enhanced bicycle treatments located in previously undisturbed areas. A Phase I pedestrian survey shall be undertaken at Class I facilities, Class II facilities involving road widening, Class IV facilities involving road widening, or enhanced bicycle treatments located in previously undisturbed areas and shall include the participation of a retained Tribal representative approved by local Tribes listed on the NAHC contact list culturally affiliated with the project area to locate any surface evidence of cultural materials. A geoarchaeological review (examination of CHRIS and ethnographic data, historical, geological, and soil maps, aerial imagery, geotechnical reports) shall be conducted to assess the potential for the project to encounter unknown archaeological resources during construction. A qualified archaeologist shall identify known archaeological resources and classify the Class I facilities, Class II facilities involving road widening, Class IV facilities involving road widening, or enhanced bicycle treatments located in previously undisturbed areas as having high, medium, or low sensitivity for unknown archaeological resources. The assessment shall also include recommendations for additional studies and/or mitigation, as necessary, such as archaeological and Tribal monitoring during construction-related ground disturbance. Construction monitoring shall be recommended when archaeological resources are present and/or the assessment identifies a moderate or high likelihood of archaeological resources being present.
- If the CHRIS search or Phase I archaeological survey identifies resources that may be impacted by Class I facilities, Class II facilities involving road widening, Class IV facilities involving road widening, or enhanced bicycle treatments located in previously undisturbed areas, the archaeological resources assessment shall also include Phase II testing and evaluation. Local Tribes listed on the NAHC contact list culturally affiliated with the area shall be notified of any prehistoric resources identified and retained, as requested, to advise on appropriate next steps. Local Tribes culturally affiliated with the project area shall be provided the opportunity to review and approve the Phase II Testing and Evaluation Plan prior to implementation. A Tribal representative shall be present to monitor all Phase II testing and evaluation activities. If resources are determined significant (i.e., eligible for the CRHR and/or NRHP or unique to the City) shall first consider whether avoidance and preservation in place is feasible. If resource avoidance and preservation in place is not feasible, appropriate site-specific mitigation measures shall be identified in the Phase II evaluation.

- For archaeological resources found eligible under CRHR Criterion 4/NRHP Criterion D (data potential) that cannot be avoided and will be impacted by Class I facilities, Class II facilities involving road widening, Class IV facilities involving road widening, or enhanced bicycle treatments located in previously undisturbed areas, mitigation shall include, but would not be limited to, a Phase III data recovery program. The data recovery program shall make provisions for adequately recovering the scientifically consequential information from and about the resource. The qualified archaeologist and City shall consult with appropriate Native American representatives regarding the data recovery program in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond those that are scientifically important, are considered. For archaeological resources that are found eligible under CRHR Criteria 1/NRHP Criteria A (events), 2/B (persons), and/or 3/C (design/craftsmanship) that cannot be avoided and will be impacted by Class I facilities, Class II facilities involving road widening, Class IV facilities involving road widening, or enhanced bicycle treatments located in previously undisturbed areas, other appropriate mitigation shall be determined by a qualified archaeologist in consultation with the City and, if the resource is of indigenous origin, local interested Tribes. Mitigation may include, but would not be limited to, development of interpretive or educational materials or preservation of all or portions of the archaeological site.
- Final disposition of any recovered artifacts or samples, which could include but would not be limited to curation or onsite reburial, shall occur as specified by the qualified archaeologist in consultation with the City and, if the resource is of indigenous origin, local interested Tribes. Artifacts and samples include material recovered from all phases of work, including the Phase I survey, Phase II testing, Phase III data recovery, and construction monitoring.

Significance After Mitigation

Implementation of Mitigation Measures CUL-2 would reduce impacts to archaeological resources to the extent feasible by identifying and evaluating significant archaeological resources and managing avoidance, or treatment as applicable. Nonetheless, even with implementation of Mitigation Measures CUL-2, archaeological resources eligible for listing in the NRHP and/or CRHR could still be significantly impacted by future development that would be carried out under the Project. Therefore, this impact would remain significant and unavoidable.

Threshold 3:	Would the project disturb any human remains, including those interred outside of formal cemeteries?

Impact CUL-3 FUTURE DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT WOULD COMPLY WITH CALIFORNIA HEALTH AND SAFETY CODE SECTION 7050.5, WHICH WOULD ENSURE IMPACTS TO HUMAN REMAINS ARE LESS THAN SIGNIFICANT.

The CHRIS records search identified multiple archaeological resources containing human remains within the Project area. Plan elements involving ground disturbing activities that may encounter human remains include Class I facilities, the Path, the Connection, Class II facilities involving road widening, Class IV facilities, and enhanced bicycle treatments. Therefore, the proposed Project has the potential to disturb human remains, including those interred outside of formal cemeteries. As noted in the Section 4.4.2b of the Regulatory Setting, human burials have specific provisions for treatment Health and Safety Code Section 7050.5 and PRC Sections 5097.5, 5097.94 and 5097.98.

If human remains are found during ground disturbing activities, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, the County coroner shall be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of being granted access to the site and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Due to required compliance with PRC Section 5097.98 and California Health and Safety Code Section 7050.5, impacts to human remains would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.4.4 Cumulative Impacts

The geographic scope for cumulative impacts related to cultural resources is the Project area, which encompasses all of the City of Agoura Hills. This geographic scope is appropriate because, generally, cultural resources impacts associated with individual developments are site-specific in nature and must be addressed on a case-by-case basis.

The past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1 in Chapter 3, *Environmental Setting*, would have the potential to adversely impact historical resources. The magnitude of impacts for individual projects to significantly impact historical resources would depend upon the location, size of development, and proximity to historical built environment resources. Historic resource evaluations would be completed on a case-by-case basis for all future development. Compliance with applicable regulations and implementation of appropriate mitigation measures, including resource avoidance measures and noise and vibration reduction measures, would address impacts related to historical resources associated with cumulative development. Therefore, cumulative development would have a less-than-significant cumulative impact involving substantial adverse changes in the significance of historical resources.

Past, present, and reasonably foreseeable future projects would also have the potential to adversely impact buried archaeological resources through ground-disturbing construction activities. The magnitude of impacts for individual projects to archaeological resources would depend upon the location, size of development, depth of the ground disturbance, and the resources within the individual development sites. Archeological resource evaluations would be completed on a case-by-case basis for all future development. Compliance with applicable regulations and implementation of appropriate mitigation measures, including resource avoidance measures and monitoring during ground disturbance within culturally sensitive areas, would address impacts related to archaeological resources associated with cumulative development. Therefore, cumulative development would have a less-than-significant cumulative impact involving substantial adverse changes in the significance of archeological resources.

Similarly, cumulative development projects would have the potential to adversely impact buried human remains through ground-disturbing construction activities. The magnitude of impacts for

individual projects would depend upon the location, size of development, depth of the ground disturbance. State of California Health and Safety Code Section 7050.5 would apply to all future development, and compliance with such regulations would address impacts related to buried human remains associated with cumulative development. Therefore, cumulative development would have a less-than-significant cumulative impact involving the disturbance of human remains.

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4.5 Geology and Soils

The analysis in this section considers potential impacts to geology and soils. Specifically, this section discusses the environmental and regulatory setting; the criteria used to determine the significance of environmental impacts related to geology and soils; and potential impacts related to geology and soils that would result from implementation of the proposed Project.

4.5.1 Setting

The Project area, which encompasses all of the City of Agoura Hills, is situated in the Transverse Ranges geomorphic province, one of the eleven geomorphic provinces in California (California Geological Survey [CGS] 2002). The Transverse Ranges extend approximately 275 miles west-east from Point Arguello in Santa Barbara County, east to the San Bernardino Mountains, and south to the Anacapa-Santa Monica-Hollywood-Raymond-Cucamonga fault zone (Yerkes and Campbell 2005). The Transverse Ranges are composed of Proterozoic to Mesozoic intrusive crystalline igneous and metamorphic rocks overlain by Cenozoic marine and terrestrial sedimentary deposits and volcanic rock (Norris and Webb 1976).

a. Earthquake Faults and Surface Rupture

A fault is a fracture or area of fractures between two units of rock that allow the units to move relative to each other, which can occur slowly over time as creep or rapidly during an earthquake. Earthquake faults are categorized as active, potentially active, and inactive. A fault is classified as active if it has moved during the Holocene epoch, which consists of approximately the last 11,700 years. A fault is classified as potentially active if it has experienced movement within the Quaternary epoch, which is during the last 1.8 million years, but not within the Holocene epoch. Faults that have not moved in the last 1.8 million years are generally considered inactive (California Department of Conservation 2018). The term seismicity describes the effects of seismic waves that are radiated from an earthquake fault in motion. While most of the energy released during an earthquake results in the permanent displacement of the ground, as much as 10 percent of the energy may dissipate immediately in the form of seismic waves. Faults are geologic hazards due to the potential for both surface fault rupture and seismic ground shaking (discussed in the following subsection), which are distinct but related properties. Surface fault rupture is the breakage of ground along the surface trace of a fault, which is caused by the intersection of the fault surface area ruptured in an earthquake with the earth's surface. Surface fault displacement occurs when material on one side of a fault moves relative to the material on the other side of the fault as a result of surface fault rupture. Surface fault rupture and displacement can be very destructive to structures and infrastructure constructed across active faults and within the rupture zone. However, the zone of damage is limited to a relatively narrow area along either side of the fault, as opposed to seismic ground shaking damage, which can be quite widespread. The amount of surface displacement during a rupture event can range from a few inches to tens of feet.

Like most of California, the Project area is subject to risks associated with earthquakes. Earthquakes are most common along geologic faults that are planes of weakness or fractures along which rocks have been displaced. There are no major faults within or immediately adjacent to the Project area. The nearest major faults to the Project area include the Simi-Santa Rosa Fault (approximately seven miles north of the Project area), the Oak Ridge Fault (approximately 17 miles north of the Project

area), and the San Cayetano Fault (approximately 18 miles north of the Project area) (City of Agoura Hills 2022).

Alquist-Priolo Earthquake Fault Zones are regulatory zones established throughout California by the CGS. These zones identify areas where potential surface rupture along an active fault could prove hazardous and identify where special studies are required to characterize the fault rupture hazard potential to habitable structures. There are no Alquist-Priolo Special Studies Zones identified within the City of Agoura Hills (City of Agoura Hills 2022).

b. Seismic Ground Shaking

In addition to surface rupture, the major cause of structural damage from earthquakes is seismic ground shaking. The intensity of ground motion expected at a particular site depends on the magnitude of the earthquake, the distance to the epicenter, and the geology of the area between the epicenter and the property. The composition of underlying soils, even those relatively distant from faults, can intensify ground shaking. Greater movement can be expected at sites located on poorly consolidated material, such as alluvium, within close proximity to the ruptured fault, or in response to a seismic event of great magnitude. Strong ground shaking from an earthquake can result in damage with buildings shifted off their foundations and underground pipes being broken.

The Project area may be subject to seismic ground shaking in the event of fault rupture of the Simi-Santa Rosa Fault, the Oak Ridge Fault, and the San Cayetano Fault (City of Agoura Hills 2022).

c. Liquefaction

Liquefaction is a seismic phenomenon in which loose, saturated granular and non-plastic fine-grained soils lose their structure/strength when subjected to high-intensity ground shaking and act like a liquid. Liquefaction occurs when three general conditions exist: 1) shallow groundwater within the top 50 feet of the ground surface; 2) low-density non-plastic soils; and 3) high-intensity ground motion. When liquefaction occurs, it can result in ground failure that can result in damage to roads, pipelines, and buildings. In areas subject to elevated liquefaction hazards with high groundwater tables, certain types of activities have the potential to exacerbate liquefaction risk, such as groundwater injection and stormwater infiltration.

Several areas within the Project area are located within liquefaction zones, primarily located along the foothills and slopes of the Santa Monica Mountains in the eastern and southeastern portions of the city (CGS 2025).

d. Landslides and Slope Instability

Landslides occur when slopes become unstable, and masses of earth material move downslope. Landslides are usually rapid events, often triggered during periods of rainfall or by earthquakes. Mudslides and slumps are a more shallow type of slope failure. They typically affect the upper surficial soil horizons rather than bedrock features. Usually, mudslides and slumps occur during or soon after periods of rainfall, but they can also be triggered by seismic shaking. Landslides can occur where faults have fractured rock and along the base of slopes or cliffs where supporting material has been removed by stream or wave erosion or by human activities. Heavy rainfall, human actions, or earthquakes can trigger landslides. They may take the form of slow continuous movement, such as a slump, or may move very rapidly as a semi-liquid mass, such as a debris flow or avalanche.

Slope disturbance and soil creep from a long-term geologic cycle of uplift, mass wasting, intense precipitation or wind, and gravity can result in slope failure in the form of mudslides and rock fall.

Mass wasting refers to a variety of erosional processes from gradual downhill soil creep to mudslides, debris flows, landslides, and rock fall - processes that are commonly triggered by intense precipitation or wind, which varies according to climactic shifts. Often, various forms of mass wasting are grouped together as landslides, which are generally used to describe the downhill movement of rock and soil. Soil creep is a long-term, gradual downhill migration of soil under the influence of gravity and is generally on the order of a fraction of an inch per year. These soils can gradually creep downslope from the sides of foundations, reducing lateral support.

Several areas within the Project area are considered landslide hazard zones, primarily located along foothills and mountain slopes in the northern, eastern, and southern portions of the city (CGS 2025). Although landslides can occur due to improper grading practices, no major structural damage has occurred in the City of Agoura Hills as a result of deep-seated bedrock instability triggered by grading practices. Superficial landslides have occurred locally on graded cut-and-fill slopes in tract developments. The majority of these shallow-slope failures occur on the moderate-to-steep soil-covered natural slopes throughout the city (City of Agoura Hills 2022).

e. Subsidence

Subsidence or settlement can occur from immediate settlement, consolidation, shrinkage of expansive soil, and liquefaction. Immediate settlement occurs when a load from a structure or placement of new fill material is applied, causing distortion in the underlying materials. This settlement occurs quickly and is typically complete after placement of the final load. Consolidation settlement occurs in saturated clay from the volume change caused by squeezing out water from the pore spaces. Consolidation occurs over a period of time and is followed by secondary compression, which is a continued change in void ratio[1] under the continued application of the load. Soils tend to settle at different rates and by varying amounts depending on the load weight or changes in properties over an area, which is referred to as differential settlement. Areas underlain by soft sediments or undocumented fills are most prone to settlement.

Natural subsidence occurs from shifting tectonic plates and dissolution of limestone and can produce sinkholes. Human-induced subsidence can occur from pumping water, oil, or gas from underground reservoirs; collapse of underground mines; drainage of wetlands; and soil compaction. Subsidence can be problematic because it threatens the stability of roads, bridges, canals, and other infrastructure. Soils particularly subject to subsidence include those with high silt or clay content. Soils with high shrink-swell potential can be particularly susceptible to subsidence during a loss of soil moisture.

No recognized subsidence has been identified in the Project area. Due to the limited groundwater resources contained in the relatively shallow alluvial basin, and because of the low probability of significant future oil production, the likelihood of substantial subsidence occurring in the Project area is minimal (City of Agoura Hills 2022).

f. Corrosive and Expansive Soils

Corrosive soils are considered a geologic hazard because they react with concrete and ferrous metals, which can cause damage to foundations and buried pipelines. Soils with relatively high clay content are expansive due to the capacity of clay minerals to take in water and swell (expand) to greater volumes. Expansive soils are also considered a geologic hazard because an increase in soil volume can exert forces on structures and, thus, damage building foundations, walls, and floors.

[1] The void ratio of a soil is the ratio of the volume of the empty spaces between solid particles to the volume of solid particles in the soil.

Differential settlement is a phenomenon that occurs when one portion of a building's foundation settles unevenly relative to other potions. In general, areas are susceptible to differential settlement if underlain by compressible sediments, such as poorly engineered artificial fill or loose unconsolidated alluvial sediments. When these soils dry out and shrink, structural damage can occur.

Within the Project area, ungraded native soils in the lowland portions of the City exhibit the highest potential for shrinkage and swelling (City of Agoura Hills 2022). Lowland portions of the city include East Agoura Hills, South End, Forest Cove, Reyes Adobe, , and Lake Lindero.

g. Paleontological Resources

Paleontological resources, or fossils, are the remains and traces of prehistoric life (Society of Vertebrate Paleontology [SVP] 2010). Fossils are typically preserved in layered sedimentary rocks, and the distribution of fossils is a result of the sedimentary history of the geologic units within which they occur. Fossils occur in a non-continuous and often unpredictable distribution within some sedimentary units, and the potential for fossils to occur within sedimentary units depends on several factors. Although it is not possible to determine whether a fossil will occur in any specific location, it is possible to evaluate the potential for geologic units to contain scientifically significant paleontological resources and therefore evaluate the potential for impacts to those resources and provide mitigation for paleontological resources if they occur during construction.

Absent specific agency guidelines, most paleontologists in California adhere to guidelines set forth by the SVP in its "Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources" (SVP 2010). These guidelines establish detailed protocols for the assessment of the paleontological resource potential, or "sensitivity" of a project area and outline measures to follow in order to mitigate adverse impacts to known or unknown fossil resources during project development. Using baseline information gathered during a paleontological resource assessment, the paleontological resource potential of the geologic unit(s) or members thereof underlying a project area can be assigned to a high, undetermined, low, or no paleontological sensitivity category. This criterion is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. While these standards were specifically written to protect vertebrate paleontological resources, all fields of paleontology have adopted these guidelines.

The geology of the region surrounding the City of Agoura Hills has been mapped by Dibblee and Ehrenspeck (1992, 1993) and Bedrossian and Roffers (2012). These authors identified many distinct geologic units underlying the Project area, including Quaternary alluvial sediments, Cenozoic sedimentary rocks, and Cenozoic volcanic rocks.

Quaternary alluvial sediments include sediments deposited by creeks, washes, and alluvial fans, and they are mapped primarily in the topographically lower parts of the BMP area (Dibblee and Ehrenspeck 1992, 1993; Bedrossian and Roffers 2012). The age of these sediments ranges from late Holocene, which are too young to preserve paleontological resources (i.e., less than 5,000 years old; SVP 2010), to Pleistocene, which are known to preserve paleontological resources in Los Angeles County (Jefferson 2010; Paleobiology Database 2025). Therefore, the paleontological sensitivity of these sediments varies with age, with younger sediments being low sensitivity and older sediments being high sensitivity. Furthermore, alluvial sediments increase in age with depth, so sediments that are low-sensitivity at the surface will become old enough to preserve paleontological resources, and therefore high sensitivity, at some depth in the subsurface.

Cenozoic sedimentary rocks of the Project area are primarily Oligocene to Miocene in age and assigned to geologic units such as the Monterey Formation and Topanga Formation (Dibblee and Ehrenspeck 1992, 1993; Bedrossian and Roffers 2012). Cenozoic sedimentary rocks are known to preserve paleontological resources throughout southern California (Paleobiology Database 2025), but their paleontological sensitivity varies by geologic unit being low, high, or undetermined.

Cenozoic volcanic rocks within the Project area are considered part of the Miocene-aged Conejo Volcanics (Dibblee and Ehrenspeck 1992, 1993). Volcanic rocks are generally not conducive to fossil preservation due to them forming via the cooling of molten rock at or below Earth's surface (SVP 2010). However, certain types of volcanic rocks (e.g., ashfall deposits, volcanic mudflows) can preserve paleontological resources. Therefore, volcanic rocks can have no, low, high, or undetermined paleontological sensitivity.

4.5.2 Regulatory Setting

a. Federal Regulations

National Earthquake Hazards Reduction Program

The National Earthquake Hazards Reduction Program was established by the United States Congress when it passed the Earthquake Hazards Reduction Act of 1977, Public Law 95-124. In establishing the National Earthquake Hazards Reduction Program, Congress recognized earthquake-related losses could be reduced through improved design and construction methods and practices, land use controls and redevelopment, prediction techniques and early warning systems, coordinated emergency preparedness plans, and public education and involvement programs. The four basic goals are as follows:

- Develop effective practices and policies for earthquake loss reduction and accelerate their implementation.
- Improve techniques for reducing earthquake vulnerabilities of facilities and systems.
- Improve earthquake hazards identification and risk assessment methods, and their use.
- Improve the understanding of earthquakes and their effects.

Several key federal agencies contribute to earthquake mitigation efforts. There are four primary National Earthquake Hazards Reduction Program agencies:

- National Institute of Standards and Technology of the Department of Commerce
- National Science Foundation
- USGS
- Federal Emergency Management Agency (FEMA)

Implementation of National Earthquake Hazards Reduction Program priorities is accomplished primarily through original research, publications, and recommendations to assist and guide state, regional, and local agencies in the development of plans and policies to promote safety and emergency planning.

Landslide Hazard Program

The USGS created the Landslide Hazard Program in the mid-1970s; the primary objective of the program is to reduce long-term losses from landslide hazards by improving our understanding of the

causes of ground failure and suggesting mitigation strategies. The federal government takes the lead role in funding and conducting this research, whereas the reduction of losses due to geologic hazards is primarily a State and local responsibility.

Clean Water Act

Congress enacted the Clean Water Act (CWA), formerly the Federal Water Pollution Control Act of 1972, with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and non-point source discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402). NPDES permitting authority is administered by the California State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCB) on behalf of the United States Environmental Protection Agency. The City of Agoura Hills is within the jurisdiction of the Los Angeles RWQCB.

While the CWA is primarily associated with protecting and enhancing surface water quality, some regulatory provisions of the CWA help to control erosion and soil loss and compliance with these provisions can help mitigate potential impacts to geology and soils. In particular, the SWRCB administers the NPDES Construction General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) (Order 2009-0009-DWQ, as amended by Orders 2010-0014- DWQ and 2012-006-DWQ). The order applies to construction sites or other projects that include one or more acre of soil disturbance, as required by the CWA. Activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground, such as grubbing or excavation. The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) prepared by a Qualified SWPPP Developer and submitted to the SWRCB. The SWPPP contains a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The purposes of the SWPPP are: (1) to help identify the sources of sediment and other pollutants that could affect the quality of stormwater discharges and (2) to describe and ensure the implementation of best management practices (BMPs) to reduce or eliminate sediment and other pollutants in stormwater as well as non-stormwater discharges resulting from construction activity. BMPs that can be implemented include, but are not limited to, silt fences, runoff control devices, wind erosion control, prevention of fluid leaks, and use of tracking controls at the site entrance.

Disaster Mitigation Act of 2000

Congress passed the Disaster Mitigation Act of 2000 to amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act by invoking new and revitalized approaches to mitigation planning. Section 322 of the act emphasizes the need for state and local government entities to closely coordinate mitigation planning activities and makes the development of a hazard mitigation plan a specific eligibility requirement for any local government applying for federal mitigation grant funds. Communities with an adopted and federally approved hazard mitigation plan thereby become pre-positioned and more apt to receive available mitigation funds before and after the next declared disaster. To implement the new Stafford Act provisions, FEMA published requirements and procedures for local hazard mitigation plans in the Code of Federal Regulations (CFR) at Title 44, Chapter 1, Part 201.6. These regulations specify minimum standards for developing, updating, and

submitting local hazard mitigation plans for FEMA review and approval at least once every five years.

b. State Regulations

California Building Code

Part 2 of Title 24 of the California Code of Regulations (CCR), known as the California Building Code (CBC), establishes minimum standards intended to safeguard public health, safety, and general welfare through the regulation of design, construction, and site development activities. While the CBC primarily applies to buildings and structures, certain provisions are applicable to general construction activities, particularly when grading, drainage, retaining walls, or other structural elements are involved. The CBC includes requirements for seismic safety, excavation, foundations, retaining walls, and site demolition, all of which may be relevant to the development of bicycle paths depending on site conditions. It also regulates grading activities, including drainage and erosion control.

Chapter 16 of the CBC defines seismic sources and outlines procedures for calculating seismic forces. These requirements apply to structural components that may be associated with bicycle paths, such as bridges, undercrossings, or retaining walls. The CBC uses factors such as occupancy category, site class, soil classification, and seismic coefficients to determine a Seismic Design Category (SDC), which ranges from SDC A (very low seismic vulnerability) to SDC E/F (very high seismic vulnerability near major faults). Design specifications for applicable components are determined based on the assigned SDC.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act, California's Alquist-Priolo Act (PRC 2621 et seq.), is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The Alquist-Priolo Act prohibits the location of most types of structures intended for human occupancy across the traces of active faults and strictly regulates construction in the corridors along active faults (Earthquake Fault Zones). It also defines criteria for identifying active faults, giving legal weight to terms such as "active," and establishes a process for reviewing building proposals in and adjacent to Earthquake Fault Zones. Under the Alquist-Priolo Act, faults are zoned, and construction along or across them is strictly regulated if they are "sufficiently active" and "well-defined." A fault is considered sufficiently active if one or more of its segments or strands shows evidence of surface displacement during Holocene time (defined as within the last 11,000 years). A fault is considered well-defined if its trace can be clearly identified by a trained geologist at the ground surface or in the shallow subsurface, using standard professional techniques, criteria and judgment.

Seismic Safety Act

The Seismic Safety Act established the California Seismic Safety Commission in 1975 with the intent of providing oversight, review, and recommendations to the Governor and State Legislature regarding seismic issues. The commission's name was changed to the Alfred E. Alquist Seismic Safety Commission in 2006. Since then, the Commission has adopted several documents based on recorded earthquakes, such as the 1994 Northridge earthquake, 1933 Long Beach earthquake, the 1971 Sylmar earthquake, etc.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 was passed into law following the destructive October 17, 1989, Mw 6.9 Loma Prieta earthquake. The act directs CGS to delineate Seismic Hazard Zones. In accordance with the mapping criteria, the CGS seismic hazard zone maps identify areas with the potential for a ground shaking event that corresponds to a 10-percent probability of exceedance in 50 years. The purpose of the act is to reduce the negative implications of seismic hazards to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and State agencies are directed to use seismic hazard zone maps developed by CGS in their land-use planning and permitting processes. The act requires site-specific the preparation of geotechnical investigations, including mitigation measures based on site-specific conditions, prior to permitting most urban development projects in seismic hazard zones.

California Public Resources Code Section 5097.5

California Public Resource Code (PRC) Section 5097.5 states "no person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface" any "vertebrate paleontological site" on public lands without the "permission of the public agency having jurisdiction over such lands." Violation of this section is a misdemeanor. As used in PRC Section 5097.5, "public lands" means lands owned by or under the jurisdiction of the State or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, public agencies are required to comply with PRC Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others.

c. Regional and Local Regulations

City of Agoura Hills General Plan 2035

The City of Agoura Hills General Plan 2035 was adopted on March 24, 2010 (updated on August 10, 2022) by the City Council (City of Agoura Hills 2022). The City of Agoura Hills General Plan 2035 is a strategic document designed to guide the physical development of the city until the year 2035. Among other things, the City of Agoura Hills General Plan 2035 sets out the pattern of land uses, including residential, commercial, and industrial. It also establishes the system of streets, bikeways, and trails. The City of Agoura Hills General Plan 2035 addresses a wide variety of subject areas, including housing, traffic, natural resources, land uses, economic development, noise, and public safety.

The City of Agoura Hills General Plan 2035 contains the following goals and policies related to geology and soils, which would apply to the proposed Project.

Goal S-2. Minimize adverse effects to residents, public and private property, and essential services caused by seismic and geologic hazards.

> **Policy S-2.2**. Require geotechnical investigations to determine the potential for ground rupture, groundshaking, landslides, and liquefaction due to seismic events, as well as expansive soils and subsidence problems on sites, including steep slopes, except where the Building Official determines such hazards are not present.

City of Agoura Hills Municipal Code

Portions of the Path would be constructed on land zoned as Open Space-Restricted (OS-R) and Open Space- Deed Restricted (OS-DR). Section 9489 of the City's Municipal Code sets forth special

standards that apply to development within any OS-R district. In accordance with Section 9489.2, the proposed project must be located and designed so as to protect the safety of current and future community residents, and the proposed project must not create significant threats to life and/or property due to the presence of geologic, seismic, slope instability, fire, flood, mud flow, or erosion hazards. Section 9490 of the City's Municipal Code sets forth special standards that apply to development within any OS-DR district. In accordance with Section 9490.5, the proposed project must be located and designed so as to protect the safety of current and future community residents, and the proposed project must not create significant threats to life and/or property due to the presence of geologic, seismic, slope instability, fire, flood, mud flow, or erosion hazards. The City's Hillside and Scenic Corridor Preservation Ordinance (Section 9652) establishes specific standards for development within these districts. In accordance with this ordinance, the proposed project must minimize grading, preserve natural landforms and vegetation, and be designed to minimize visual impacts, ensure stable slopes, and prevent hazards related to erosion, flooding, and landslides.

4.5.3 Impact Analysis

a. Methodology and Significance Thresholds

As discussed in Section 4.0, *Environmental Impact Analysis*, all Project components are analyzed at the programmatic level. Project components include the Bicycle Master Plan (BMP), the VMT Mitigation Exchange and Banking Program (Program), and the General Plan Amendments (Amendments). Projects included within the BMP are grouped into Class I facilities, Class II facilities, Class III facilities, Class IV facilities, and enhanced bicycle treatments, as identified in Section 2.5, *Project Characteristics,* and in Table 1 of Chapter 2, *Project Description.* The impact analysis contained herein provides a programmatic analysis of anticipated impacts for each of the five facility classes, as the individual project impacts associated with each class of facility are expected to be similar. However, because the City seeks to prioritize implementation of the Medea Creek Path (Path) and the Agoura High School Connection (Connection), the Path and the Connection have their own subheadings within the Class I Facility impact analysis subsection to provide a more specific assessment of their environmental impacts. Impacts associated with the General Plan Amendments are analyzed within their own subsection.

As discussed in Chapter 2, *Project Description*, the only projects that are currently planned, unfunded, and could potentially be funded by the VMT Mitigation Exchange and Banking Program are those currently included within the Bicycle Master Plan. Therefore, the impact analysis contained herein does not include a subsection for impacts associated with the Program, as the individual project list for the BMP and the Program are identical and impacts associated with the BMP would encompass impacts associated with the Program.

Within the following environmental analysis, impacts associated with each Project component are explicitly identified under the respective heading.

According to State CEQA Guidelines Appendix G, impacts related to geology and soils would be significant if the proposed project would:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault,
b. Strong seismic ground shaking,
c. Seismic-related ground failure, including liquefaction, or
d. Landslides;

2. Result in substantial soil erosion or the loss of topsoil;
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
4. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;
5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; or
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

b. Project Impacts and Mitigation Measures

Threshold 1a:	Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Impact GEO-1 THERE ARE NO FAULTS OR ALQUIST-PRIOLO SPECIAL STUDIES ZONES WITHIN OR IMMEDIATELY ADJACENT TO THE PROJECT AREA. THEREFORE, IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING RUPTURE OF A KNOWN EARTHQUAKE FAULT. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Fault rupture can occur along or immediately adjacent to faults during an earthquake. Fault rupture is characterized by ground cracks and displacement which could endanger life and property. Damage is typically limited to areas close to the moving fault. As discussed in Section 4.5.1, *Setting*, there are no faults or Alquist-Priolo Special Studies Zones within the Project area. There are three faults in the vicinity of the city: the Simi-Santa Rosa Fault (approximately seven miles north of the Project area), the Oak Ridge Fault (approximately 17 miles north of the Project area), and the San Cayetano Fault (approximately 18 miles north of the Project area). Therefore, implementation of the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. This impact would be less than significant.

Threshold 1b: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Impact GEO-2 THE PROJECT AREA IS NOT LOCATED WITHIN OR ADJACENT TO AN ACTIVE FAULT AND THE PROJECT DOES NOT INCLUDE THE CONSTRUCTION OF BUILDINGS OR HABITABLE STRUCTURES. THE PROJECT WOULD NOT EXACERBATE THE RISK OF LOSS, INJURY, OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Seismic ground shaking is the result of an earthquake, and the impacts can be widespread. Although a function of earthquake intensity, ground shaking effects can be magnified by the underlying soils and geology, which may amplify shaking at great distances. It is difficult to predict the magnitude of ground shaking following an earthquake, as shaking can vary widely within a relatively small area. As discussed in Section 4.5.1, *Setting*, the closest faults to the Project area include the Simi-Santa Rosa Fault (approximately seven miles north of the Project area), the Oak Ridge Fault (approximately 17 miles north of the Project area), and the San Cayetano Fault (approximately 18 miles north of the Project area). Although the Project area is not located within an active fault, the Project area is located in a seismically active area, as is the majority of southern California. As such, the nearby earthquake faults could produce strong seismic ground shaking within the Project area in the event of an earthquake.

Implementation of individual projects identified within the BMP would involve construction activities such as clearing and grubbing, pavement demolition, grading, subgrade stabilization, utility relocation, construction of undercrossings and/or overcrossings, installation of retaining walls, construction of bollards and fencing, asphalt paving or repaving, striping, restriping, reconfiguration and/or revegetation. Construction activities would be required to comply with CBC standards related to, but not limited to, excavation, grading and earthwork construction, and fills. Compliance with these standards would ensure that construction activities would not exacerbate seismic ground shaking.

Implementation of the BMP would result in the construction of pedestrian undercrossings beneath existing roadways but would not result in the construction of buildings or habitable structures. Undercrossing improvements would be required to comply with CBC standards related to, but not limited to, design specifications and procedures for calculating seismic forces. Pursuant to Policy S-2.2 in the City of Agoura Hills General Plan 2035, a geotechnical investigation would be prepared prior to construction of undercrossing improvements to determine the potential for risks related to ground rupture and ground shaking due to seismic events. Although the Project area would be subject to ground shaking, particularly in the event of an earthquake originating along the Simi-Santa Rosa Fault, this hazard is common in the region and the Project would not increase exposure of people to the risk of loss, injury or death from structural failure due to seismic ground shaking.

As part of the proposed Project, the City must also amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The proposed General Plan Amendments would not result in construction activities or physical development that could increase the risk of loss, injury or death from structural failure due to seismic ground shaking.

Overall, implementation of the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. This impact would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 1c:	Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Impact GEO-3 PORTIONS OF THE PROJECT WOULD BE LOCATED WITHIN LIQUEFACTION ZONES. WITH COMPLIANCE WITH APPLICABLE REGULATORY REQUIREMENTS UNDER THE CALIFORNIA BUILDING CODE, THE PROJECT WOULD NOT EXACERBATE THE RISK OF LOSS, INJURY, OR DEATH INVOLVING LIQUEFACTION. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

As discussed in Section 4.5.1, *Setting*, several areas within the City of Agoura Hills are located within liquefaction zones, primarily located along the foothills and slopes of the Santa Monica Mountains in the eastern and southeastern portions of the city (CGS 2025).

Class I Facilities

Class I facilities would be located within identified liquefaction zones. Construction activities for Class I facilities would include clearing and grubbing, pavement demolition, grading, utility relocation, retaining wall or fencing installation, asphalt paving or repaving, street and undercrossing improvements, striping, and revegetation. Given the programmatic nature of the BMP, construction details for all individual projects included within the BMP are not yet known. As discussed in Chapter 2, *Project Description*, specific construction details have been identified for the Medea Creek Path, a two-mile bicycle path and the longest new facility proposed in the BMP. Construction of the Path would result in the largest area of disturbance with the most construction activities. The maximum depth of excavation required during construction of the Path would be 12 feet. All other facilities included within the BMP would be expected to result in less intensive construction. Therefore, it can be assumed that the maximum depth of excavation required during construction of the remaining Class I facilities would also be 12 feet.

Construction activities would be required to comply with CBC standards related to, but not limited to, excavation, grading and earthwork construction, and fills. Compliance with these standards would ensure that temporary construction activities, including grading and ground disturbance at depths of up to 12 feet, would not exacerbate seismic-related ground failure, including an increased risk of liquefaction. Furthermore, implementation of the Class I facilities would not result in the construction of buildings or habitable structures, and undercrossing improvements would be required to comply with CBC standards related to, but not limited to, design specifications and procedures for calculating seismic forces. Pursuant to Policy S-2.2 in the City of Agoura Hills General Plan 2035, a geotechnical investigation would be prepared prior to construction of undercrossing improvements to determine the potential for risks related to liquefaction due to seismic events. Therefore, Class I facilities would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. This impact would be less than significant.

MEDEA CREEK PATH

The Path is not located within an identified liquefaction zone. Therefore, there would be no impact related to the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

AGOURA HIGH SCHOOL CONNECTION

The Connection is not located within an identified liquefaction zone. Therefore, there would be no impact related to the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

Class II Facilities

The proposed Class II facilities are not located within an identified liquefaction zone. Therefore, there would be no impact related to the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

Class III Facilities

Class III facilities would be located within identified liquefaction zones. Construction activities associated with implementation of the proposed Class III facilities would be limited to the restriping of existing roads to identify bike routes, and no ground disturbance would occur. Implementation of the Class III facilities would not result in the construction of buildings or habitable structures. Therefore, implementation of the Class III facilities would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. This impact would be less than significant.

Class IV Facilities

The proposed Class IV facilities are not located within an identified liquefaction zone. Therefore, there would be no impact related to the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

Enhanced Bicycle Treatments

Enhanced bicycle treatments could include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. These facilities would be implemented at various locations throughout the city within or adjacent to existing, new, or improved bikeways, which could be located within identified liquefaction zones. Construction activities associated with implementation of the enhanced bicycle treatments could include minor ground disturbing activities, which would be required to comply with CBC standards related to, but not limited to, excavation, grading and earthwork construction, and fills. Compliance with these standards would ensure that temporary construction activities during implementation of the enhanced bicycle treatments would not exacerbate seismic-related ground failure, including an increased risk of liquefaction. Furthermore, enhanced bicycle treatments would not include buildings or habitable structures, and any aboveground features would be required to comply with CBC standards related to, but not limited to, design specifications and procedures for calculating seismic forces. Therefore, implementation of these facilities would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. This impact would be less than significant.

General Plan Amendments

As part of the proposed Project, the City must also amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The proposed General Plan Amendments would not result in construction activities or physical development that could increase the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 1d: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Impact GEO-4 PORTIONS OF THE PROJECT WOULD BE LOCATED WITHIN AREAS IDENTIFIED AS AT RISK OF LANDSLIDES. WITH COMPLIANCE WITH APPLICABLE REGULATORY REQUIREMENTS UNDER THE CALIFORNIA BUILDING CODE, THE PROJECT WOULD NOT EXACERBATE THE RISK OF LOSS, INJURY, OR DEATH INVOLVING LANDSLIDES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

As discussed in Section 4.5.1, *Setting*, several areas within the City of Agoura Hills are considered landslide hazard zones, primarily located along foothills and mountain slopes to the in the northern, eastern, and southern portions of the city (CGS 2025).

Class I Facilities

Class I facilities would be located within areas identified as at risk of landslides. Construction activities for Class I facilities would include clearing and grubbing, pavement demolition, grading, utility relocation, retaining wall or fencing installation, asphalt paving or repaving, street and undercrossing improvements, striping, and revegetation. These construction activities would be required to comply with CBC standards related to, but not limited to, excavation, grading and earthwork construction, and fills. Compliance with these standards would ensure that temporary construction activities, including grading and ground disturbance at depths of up to 12 feet, would not exacerbate the risk of landslides near Class I facilities. Furthermore, implementation of the Class I facilities would not result in the construction of buildings or habitable structures, and undercrossing improvements would be required to comply with CBC standards related to, but not limited to, design specifications and procedures for calculating seismic forces. Pursuant to Policy S-2.2 in the City of Agoura Hills General Plan 2035, a geotechnical investigation would be prepared prior to construction of undercrossing improvements to determine the potential for risks related to landslides due to seismic events. Therefore, Class I facilities would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. This impact would be less than significant.

MEDEA CREEK PATH

The Path is located adjacent to areas identified as at risk of landslides. Construction activities would be required to comply with CBC standards related to, but not limited to, excavation, grading and

earthwork construction, and fills. Compliance with these standards would ensure that temporary construction activities, including grading and ground disturbance at depths of up to 12 feet, would not exacerbate the risk of landslides within or near the Path's alignment. Furthermore, implementation of the Path would not result in the construction of buildings or habitable structures, and undercrossing improvements would be required to comply with CBC standards related to, but not limited to, design specifications and procedures for calculating seismic forces. Pursuant to Policy S-2.2 in the City of Agoura Hills General Plan 2035, a geotechnical investigation would be prepared prior to construction of undercrossing improvements to determine the potential for risks related to landslides due to seismic events. Therefore, the Path would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. This impact would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

The Connection is located adjacent to areas identified as at risk of landslides. Construction activities would be required to comply with CBC standards related to, but not limited to, excavation, grading and earthwork construction, and fills. Compliance with these standards would ensure that temporary construction activities, including grading and ground disturbance at depths of up to 12 feet, would not exacerbate the risk of landslides near the Connection. Furthermore, implementation of the Connection would not result in the construction of buildings, habitable structures, or undercrossings. Nonetheless, any aboveground features would be required to comply with CBC standards related to, but not limited to, design specifications and procedures for calculating seismic forces. Therefore, the Connection would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. This impact would be less than significant.

Class II Facilities

The proposed Class II facilities are not located within an identified as at risk of landslides. Therefore, there would be no impact related to the risk of loss, injury, or death involving landslides.

Class III Facilities

Class III facilities would be located within areas identified as at risk of landslides. Construction activities associated with implementation of the proposed Class III facilities would be limited to the restriping of existing roads to identify bike routes, and no ground disturbance would occur. Implementation of the Class III facilities would not result in the construction of buildings or habitable structures. Therefore, implementation of the Class III facilities would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. This impact would be less than significant.

Class IV Facilities

The proposed Class IV facilities are not located within an identified as at risk of landslides. Therefore, there would be no impact related to the risk of loss, injury, or death involving landslides.

Enhanced Bicycle Treatments Facilities

Enhanced bicycle treatments could include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. These facilities would be implemented at various locations throughout the city within or adjacent to

existing, new, or improved bikeways, which could be located within areas identified as at risk of landslides. Construction activities associated with implementation of the enhanced bicycle treatments could include minor ground disturbing activities, which would be required to comply with CBC standards related to, but not limited to, excavation, grading and earthwork construction, and fills. Compliance with these standards would ensure that temporary construction activities during implementation of the enhanced bicycle treatments would not exacerbate the risk of landslides. Furthermore, enhanced bicycle treatments would not include buildings or habitable structures, and any aboveground features would be required to comply with CBC standards related to, but not limited to, design specifications and procedures for calculating seismic forces. Therefore, implementation of these facilities would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. This impact would be less than significant.

General Plan Amendments

As part of the proposed Project, the City must also amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The proposed General Plan Amendments would not result in construction activities or physical development that could increase the risk of loss, injury, or death involving landslides. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 2:	Would the project result in substantial soil erosion or the loss of topsoil?

Impact GEO-5 THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Implementation of Class I facilities including the Path and the Connection, Class II facilities, Class IV facilities, and enhanced bicycle treatments would involve earth-disturbing construction activities. Loose and disturbed soils are more prone to erosion and loss of topsoil by wind and water. As identified in Section 4.7, *Hydrology and Water Quality,* soil erosion is effectively controlled through a combination of State Water Resources Control Board (SWRCB) permits and AHMC requirements. Specifically, individual projects that disturb more than one acre of soil would be subject to the SWRCB Construction General Permit, which mandates preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP identifies and prescribes sediment controls—such as silt fences, sediment basins, and stabilized construction entrances—to maintain pre-development flow paths, prevent on- or off-site siltation, and minimize the potential for erosion. Individual projects that disturb between one and five acres of soil may opt for a Small Construction Rainfall Erosivity Waiver, but regardless of waiver applicability would be required to comply with Article V, Chapter 5 of the AHMC, which would ensure Best Management Practices (BMPs) for erosion control are implemented. Individual projects disturbing less than one acre of soil, though exempt from the Construction General Permit, would be bound by the AHMC's BMP requirements, ensuring consistent erosion and sediment controls for construction of all individual

projects identified within the BMP. Therefore, construction activities associated with implementation of Class I facilities including the Path and the Connection, Class II facilities, Class IV facilities, and enhanced bicycle treatments would not result in substantial soil erosion or the loss of topsoil. This impact would be less than significant.

Implementation of Class III facilities would be limited to the restriping of existing roads to identify bike routes, and no ground disturbance would occur. Therefore, Class III facilities would not result in substantial soil erosion or the loss of topsoil. No impact would occur.

After completion of construction activities, all ground surfaces would be either hardscape or maintained landscaping, and no large areas of exposed soils would be left to erode off individual project sites. Therefore, operation of individual projects implemented under the BMP would not result in substantial soil erosion or the loss of topsoil, and no impact would occur.

As part of the proposed Project, the City must also amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The proposed General Plan Amendments would not result in construction activities or physical development that could result in substantial soil erosion or the loss of topsoil. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 3:	Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Impact GEO-6 PORTIONS OF THE PROJECT WOULD BE LOCATED ON GEOLOGIC UNITS OR SOILS THAT ARE UNSTABLE. HOWEVER, THE PROJECT WOULD NOT EXACERBATE SOIL INSTABILITY, NOR WOULD THE PROJECT RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

As discussed under Impact GEO-3 and Impact GEO-4, Class II and Class IV facilities would not be located in areas identified as at risk of landslide or liquefaction; Class I facilities, Class III facilities, and enhanced bicycle treatments would be located in areas identified as at risk of both landslide and liquefaction; and the Path and the Connection would be located adjacent to areas identified as at risk of landslides but not within an identified liquefaction zone. Compliance with CBC standards and adherence to City of Agoura Hills General Plan 2035 Policy S-2.2, implementation of individual projects identified within the BMP would not exacerbate soil instability such that the risk of landslides or liquefaction would be increased. Impacts related to landslides and liquification would be less than significant.

Lateral spreading is a type of liquefaction-induced ground failure that occurs on gentle slopes or flat areas when poorly drained soils lose pressure during ground shaking and fall apart. Although soils within the Project area could experience lateral spreading during ground shaking events, compliance with CBC standards and adherence to City of Agoura Hills General Plan 2035 Policy S-2.2 would reduce the potential risk such that construction activities would not increase the risk of

lateral spreading. Furthermore, implementation of the proposed Project would not result in the construction of buildings or habitable structures on soils subject to lateral spreading. Impacts related to lateral spreading would be less than significant.

Subsidence and collapse are the downward vertical movement or shrinking of the ground surface, which can be caused by natural activity (e.g., ground shaking or sinkholes) or human activity (e.g., drilling or groundwater dewatering). Construction activities for individual projects would require ground disturbance but would not require groundwater dewatering. Furthermore, as discussed in Section 4.5.1, *Setting*, no recognized subsidence has been identified in the City of Agoura Hills and the likelihood of substantial subsidence occurring in the Project area is low. Pursuant to Policy S-2.2 in the City of Agoura Hills General Plan 2035, a geotechnical investigation would be prepared prior to construction of aboveground features to determine the potential for risks of subsidence problems. Therefore, implementation of individual projects identified within the BMP would not have the potential to result in on- or off-site subsidence or collapse. Impacts related to subsidence and collapse would be less than significant.

As part of the proposed Project, the City must also amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The proposed General Plan Amendments would not result in construction activities or physical development that could result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 4:	Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Impact GEO-7 THE PROJECT MAY BE LOCATED UPON EXPANSIVE SOILS. COMPLIANCE WITH APPLICABLE CITY REQUIREMENTS WOULD MINIMIZE POTENTIAL RISKS ASSOCIATED WITH EXPANSIVE SOILS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

As discussed in Section 4.5.1, *Setting*, ungraded native soils in or near East Agoura Hills, South End, Forest Cove, Reyes Adobe, and Lake Lindero exhibit the highest potential for shrinkage and swelling (City of Agoura Hills 2022). Implementation of individual projects identified within the BMP could occur on expansive soils, and bicycle facilities could be subject to damage or instability when underlying soils shrink or swell. Pursuant to Policy S-2.2 in the City of Agoura Hills General Plan 2035, a geotechnical investigation would be prepared prior to individual project approvals to determine the potential for risks related to expansive soils. The adverse effects of expansive soils would be avoided through proper subsoil preparation, drainage, and foundation design during construction activities if such risks are identified.

As part of the proposed Project, the City must also amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The proposed General Plan Amendments would not result in construction activities or physical development that could occur on expansive soils.

Overall, the proposed Project would not result in substantial direct or indirect risks to life or property due to expansive soils. This impact would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 5:	Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Impact GEO-8 THE PROJECT WOULD NOT REQUIRE THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS. NO IMPACT WOULD OCCUR.

The proposed Project would not result in the construction of buildings or habitable structures requiring a sanitary sewer system. Therefore, the Project would not require the use of septic tanks or alternative wastewater disposal systems. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

No impact would occur.

Threshold 6:	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact GEO-9 GROUND DISTURBANCE DURING CONSTRUCTION ACTIVITIES COULD ENCOUNTER GEOLOGIC UNITS WITH HIGH OR UNDETERMINED PALEONTOLOGICAL SENSITIVITY. WITH IMPLEMENTATION OF MITIGATION MEASURE GEO-9, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Due to the programmatic nature of the Project, a precise, project-level analysis of the specific impacts of individual projects identified within the BMP on paleontological resources is not possible at this time. The potential for impacts to paleontological resources can only be determined at the individual project level because the effects depend on individual project site conditions such as the underlying geology and the history of development at that project site. Nonetheless, individual projects that would be facilitated by implementation of the BMP fall into several categories, and the nature of some facility types could preclude them from having a potential impact on paleontological resources regardless of location. Specifically, ground-disturbing activities associated with construction of individual projects identified within the BMP would have the potential to damage or

destroy paleontological resources that may be present on or below the ground surface in areas of high or undetermined paleontological sensitivity.

Class I Facilities

Construction of the Class I facilities would require ground disturbing activities. These activities could result in the discovery of paleontological resources if undisturbed geologic units with high or undetermined paleontological sensitivity are encountered. Consequently, damage to or destruction of paleontological resources could occur during implementation of the Class I facilities. This impact would be potentially significant, and mitigation would be required.

MEDEA CREEK PATH

Construction of the Path would require ground disturbing activities. These activities could result in the discovery of paleontological resources if undisturbed geologic units with high or undetermined paleontological sensitivity are encountered. Consequently, damage to or destruction of paleontological resources could occur during implementation of the Path. This impact would be potentially significant, and mitigation would be required.

AGOURA HIGH SCHOOL CONNECTION

Construction of the Connection would require ground disturbing activities. These activities could result in the discovery of paleontological resources if undisturbed geologic units with high or undetermined paleontological sensitivity are encountered. Consequently, damage to or destruction of paleontological resources could occur during implementation of the Connection. This impact would be potentially significant, and mitigation would be required.

Class II Facilities

The establishment of Class II facilities would generally require roadway restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes. Restriping activities would not require ground disturbance and therefore would not result in the discovery of paleontological resources.

Pavement widening would be necessary on Driver Avenue and Cornell Road to allow for the addition of bicycle lanes. Pavement widening would require ground disturbance, and these activities could result in the discovery of paleontological resources if undisturbed geologic units with high or undetermined paleontological sensitivity are encountered. Consequently, damage to or destruction of paleontological resources could occur during implementation of the Class II facilities. This impact would be potentially significant, and mitigation would be required.

Class III Facilities

Establishment of Class III facilities would be limited to the restriping of existing roads to identify bike routes. Restriping activities would not require ground disturbance and therefore would not result in the discovery of paleontological resources.

Class IV Facilities

Construction of Class IV facilities would require ground disturbing activities. These activities could result in the discovery of paleontological resources if undisturbed geologic units with high or undetermined paleontological sensitivity are encountered. Consequently, damage to or destruction

of paleontological resources could occur during implementation of the Class IV facilities. This impact would be potentially significant, and mitigation would be required.

Enhanced Bicycle Treatments

Enhanced bicycle treatments could include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. These facilities would be implemented at various locations throughout the city within or adjacent to existing, new, or improved bikeways. Although minimal, implementation of these facilities would require ground disturbance. Ground disturbance could result in the discovery of paleontological resources if undisturbed geologic units with high or undetermined paleontological sensitivity are encountered. Consequently, damage to or destruction of paleontological resources could occur during implementation of the enhanced bicycle treatments. This impact would be potentially significant, and mitigation would be required.

General Plan Amendments

As part of the proposed Project, the City must also amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The proposed General Plan Amendments would not result in ground disturbing activities and therefore would not result in the discovery of paleontological resources. No impact would occur.

Mitigation Measures

GEO-9 Paleontological Resources Assessment

Prior to approval of final design for individual projects identified within the BMP that involve ground disturbance, the City shall require preparation of a Paleontological Resources Assessment. This assessment may be prepared as a standalone report or incorporated into a larger environmental review document. The Paleontological Resources Assessment shall be prepared by an individual meeting the standards of a Qualified Professional Paleontologist as defined by the SVP. The assessment shall summarize the results of a records search of the Natural History Museum of Los Angeles County, summarize the results of a desktop review of available literature and geologic maps of the individual project site, characterize the paleontological sensitivity of the geologic unit(s) present within the project site using the SVP paleontological sensitivity scale, assess the potential for significant impacts to paleontological resources, and provide mitigation recommendations for avoiding or reducing impacts to paleontological resources from project construction, if necessary.

Significance After Mitigation

Implementation of Mitigation Measure GEO-9 would identify the potential to encounter paleontological resources at individual project sites and prescribe specific mitigation for construction activities based on the site's sensitivity. With implementation of Mitigation Measure GEO-9, impacts related to paleontological resources would be less than significant.

4.5.4 Cumulative Impacts

The geographic scope of cumulative impacts for geology and soils is the Project area, which encompasses all of the City of Agoura Hills. This geographic scope is appropriate because the Project would occur in various locations throughout the city, and geologic hazards are present but varied throughout the city. For this analysis, a cumulative impact would occur if cumulative development

would have the potential to directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic ground shaking, liquefaction, or landslides; result in substantial soil erosion or the loss of topsoil; be located on an unstable geologic unit and potentially result in landslide, lateral spreading, subsidence, liquefaction, or collapse; be located on expansive soil; have soils incapable of supporting the use of septic tanks or alternative wastewater disposal systems; or destroy a unique paleontological resource, site, or geologic feature.

Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1, would expose additional people and property to seismic and geologic hazards that are present in the region. The magnitude of geologic hazards for individual projects would depend upon the location, type, and size of development as well as specific hazards associated with individual sites. Any specific geologic hazards associated with each individual site would be limited to that site without affecting other areas. Furthermore, compliance with both the CBC requirements and Policy S-2.2 in the City of Agoura Hills General Plan 2035 would reduce the risk of seismic and geologic hazards for all future projects. Therefore, cumulative development would have a less-than-significant cumulative impact involving the risk of loss, injury, or death due to rupture of a known earthquake fault, seismic ground shaking, liquefaction, or landslides; substantial soil erosion; unstable geologic units; expansive soils, or soils incapable of supporting the use of septic tanks.

During construction, cumulative development would result in ground disturbance; during operation, cumulative development could increase access to areas known to contain scientifically significant paleontological resources. Therefore, construction and operation of cumulative development could increase the chances of damage, destruction, or unlawful collection of those resources. This cumulative impact to paleontological resources would be potentially significant. Ground-disturbing activities associated with construction facilitated by the proposed Project have the potential to damage or destroy paleontological resources that may be present on or below the ground surface in areas of high or undetermined paleontological sensitivity. With implementation of Mitigation Measure GEO-8, Project impacts related to paleontological resources would be less than significant due to the preparation of a site-specific paleontological resources assessment. Therefore, the Project would not contribute considerably to a cumulative impact related to paleontological resources.

4.6 Hazards and Hazardous Materials

The analysis in this section considers potential impacts to hazards and hazardous materials. Specifically, this section discusses the environmental and regulatory setting; the criteria used to determine the significance of environmental impacts related to hazards and hazardous materials; and potential impacts related to hazards and hazardous materials that would result from implementation of the proposed Project.

4.6.1 Setting

a. Overview of Hazardous Materials

The term "hazardous materials" refers to both hazardous materials and hazardous waste. The term "hazardous material" is defined in the State of California's Health and Safety Code (HSC), Division 20, Chapter 6.95, Section 25501(n) as:

> Any material that …, "because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment" […]. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

Hazardous waste is hazardous material generated, intentionally or unintentionally, as a byproduct of some process or condition. Hazardous wastes are defined in California HSC Section 25141(b) as wastes that:

> …because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause, or significantly contribute to an increase in mortality or an increase in serious illness [or] pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

A material is hazardous if it exhibits one or more of the following characteristics: toxicity, ignitability, corrosivity, and reactivity. These types of hazardous materials are further defined below:

- **Toxic Substances.** Toxic substances are materials that are poisonous to living organisms and can cause health effects. Carcinogens, substances that can cause cancer, are a special class of toxic substances. Examples of toxic substances include benzene (a component of gasoline and suspected carcinogen) and methylene chloride (a common laboratory solvent and a suspected carcinogen).
- **Ignitable Substances.** Ignitable substances are hazardous because of their ability to burn. Gasoline, hexane, and natural gas are examples of ignitable substances.
- **Corrosive Materials.** Corrosive materials can cause severe burns. Corrosives include strong acids and bases such as sodium hydroxide (lye) or sulfuric acid (battery acid).
- **Reactive Materials.** Reactive materials may cause explosions or generate toxic gases. Explosives, pure sodium or potassium metals (which react violently with water), and cyanides are examples of reactive materials.

b. Hazardous Substances

Volatile Organic Compounds

Volatile Organic Compounds (VOCs) are a group of chemicals that easily evaporate at room temperature and are found in many products, including paints, solvents, and cleaning supplies. The United States Environmental Protection Agency (U.S. EPA) states that VOCs can have both short- and long-term health effects, ranging from eye, nose, and throat irritation to more severe impacts such as liver and kidney damage (U.S. EPA 2024a). VOCs also contribute to the formation of ground-level ozone and smog, impacting air quality.

Gasoline

Gasoline is a highly flammable liquid composed of hydrocarbons, including alkanes, benzene, toluene, and xylenes. According to the U.S. EPA, exposure to gasoline can occur through inhalation, ingestion, or skin contact, leading to health effects such as dizziness, headaches, respiratory issues, and central nervous system depression. Prolonged exposure to gasoline vapors can result in organ damage or cancer due to the presence of benzene and other toxic substances. Additionally, burning gasoline releases harmful pollutants like carbon monoxide, which can be fatal in high concentrations (U.S. EPA 2024b). The Occupational Safety and Health Administration (OSHA) regulations require proper storage of flammable liquids like gasoline in approved containers with clear labeling to prevent accidental misuse or fire hazards (29 Code of Federal Regulations (CFR) Section 1910.106)

Deisel

Diesel fuel, a complex mixture of hydrocarbons, is commonly used in engines and heating systems. OSHA identifies diesel as a flammable liquid that poses several health hazards, including skin irritation, respiratory issues, and potential carcinogenic effects. Inhalation of diesel fumes can cause dizziness, headaches, and long-term exposure may lead to more severe health problems such as lung damage and cancer. Diesel spills can also contaminate soil and water, posing environmental risks(OSHA 2025).

Asbestos-Containing Materials

Asbestos is a naturally occurring fibrous material that was widely used in asphalt and in structures built between 1945 and 1978 for its fireproofing and insulating properties. Asbestos-containing materials (ACM) were banned by the U.S. EPA between the early 1970s and 1991 under the authority of the federal Clean Air Act and the Toxic Substances Control Act due to their harmful health effects. Exposure to asbestos increases the risk of developing lung disease, such as lung cancer, mesothelioma, or asbestosis (U.S. EPA 2024c). Common ACMs include vinyl flooring and associated mastic, wallboard and associate joint compound, plaster, stucco, acoustic ceiling spray, ceiling tiles, heating system components, and roofing materials. Pre-1973 commercial and industrial structures are required to implement asbestos regulations if damage occurs, or if remodeling, renovation, or demolition activities disturb ACMs.

Lead and Lead-Based Paint

Lead is a naturally occurring element that can be toxic to humans and animals, and lead exposure can result in health effects, especially in children. Lead and lead compounds have been used in a variety of consumer products, including lead-based paint (LBP), ceramics, pipes and plumbing materials, solders, gasoline, batteries, ammunition, and cosmetics (U.S. EPA 2024d). In 1978,

consumer uses of lead-based paint were banned. Old paint and pavement may contain lead, which could be disturbed by demolition.

c. Generation and Disposal of Hazardous Materials and Waste

Many chemicals used in household cleaning, construction, light and heavy industry, dry cleaning, film processing, landscaping and automotive maintenance and repair are considered to generate hazardous materials and waste. Additionally, in some cases, past industrial or commercial uses on a site may have resulted in spills or leaks of hazardous materials and petroleum that have caused contamination of the underlying soil and groundwater. Federal and state laws require that soils and groundwater having concentrations of contaminants that are higher than certain acceptable levels are handled and disposed as hazardous waste during excavation, transportation, and disposal. The California Code of Regulations (CCR), Title 22, Sections 66261.20-24 contains technical descriptions of characteristics that would cause a soil to be classified as a hazardous waste. Hazardous materials require special methods of disposal, storage and treatment, and the release of hazardous materials requires an immediate response to protect human health and safety and the environment. Improper disposal can harm the environment and people who work in the waste management industry.

d. Use, Transport, and Abatement of Hazardous Materials

If improperly handled, hazardous materials can result in public health hazards through human contact with contaminated soils or groundwater, or through airborne releases in vapors, fumes, or dust. There is also the potential for accidental or unauthorized releases of hazardous materials that would pose a public health concern. The use, transport, and disposal of hazardous materials and wastes are required to occur in accordance with federal, State, and local regulations. In accordance with such regulations, the transport of hazardous materials and waste can only occur with transporters who have received training and appropriate licensing. Additionally, hazardous waste transporters are required to complete and carry a hazardous waste manifest, which includes forms, reports, and procedures designed to seamlessly track hazardous waste.

Hazardous materials used and generated within the city and their waste would be transported via major regional routes, such as United States Highway 101 (Ventura Freeway). The City does not have direct authority over the transport of hazardous materials on this roadway. Instead, the United States Department of Transportation and California Highway Patrol regulate transportation of hazardous materials by truck.

e. Existing Hazardous Materials Contamination

Chapter 5, *Community Safety,* of the City of Agoura Hills General Plan 2035 identifies various sources of hazardous materials within the city. Specifically, land uses near the Ventura Freeway corridor are at risk of exposure if an accident occurs during the transport of hazardous material; leaking underground storage tanks (LUST) containing motor vehicle fuels and other toxic substances can contaminate soil and groundwater; and, a network of natural gas pipelines presents a risk of accidental rupture during construction activities. Light industrial facilities, dry cleaners, and auto repair shops use solvents and other toxic substances, which can generate hazardous wastes. Residences and office buildings can also store potentially hazardous materials, though typically in smaller quantities than commercial or industrial uses (City of Agoura Hills 2022).

f. Wildland Fire

Wildlands are tracts of land in a natural state. Wildland fires are uncontrolled fires in wildland areas with extensive combustible fuel, including vegetation. The Wildland Urban Interface (WUI) is the area where human development meets wildland vegetation, and it is typically characterized by a mix of residential, commercial, and natural land uses. The WUI is particularly vulnerable to wildfire because it combines the presence of human-built structures with the presence of combustible vegetation and other wildfire fuels. The city contains both WUI and Wildfire Influence zones, which are zones with wildfire susceptible vegetation up to 1.5 miles from WUI zones (The California Department of Forestry and Fire Protection [CAL FIRE] 2025).

In California, state and local agencies share responsibility for wildfire prevention and suppression, and federal agencies take part as well. Federal agencies are responsible for oversight of federal lands in Federal Responsibility Areas (FRA). The State of California has determined that some non-federal lands in unincorporated areas with watershed value are of statewide interest and have classified those lands as State Responsibility Areas (SRA), which are managed by CAL FIRE. All incorporated areas and unincorporated lands not in FRAs or SRAs are classified as Local Responsibility Areas (LRA). The City of Agoura Hills is a Very High Fire Hazard Severity Zone (VHFHSZ) in a LRA and is bordered on the north and south by VHFHSZs in a SRA (CAL FIRE 2024).

4.6.2 Regulatory Setting

a. Federal Regulations

Occupational Safety and Health Act

Created by the Occupational Safety and Health Act of 1970 (CFR Title 29), the OSHA is the federal agency responsible for ensuring worker safety. OSHA regulations provide standards for safe workplaces and work practices, including those relating to hazardous materials handling. Occupational Safety and Health Act Standard 1917.156 designates fueling locations, regulates liquid fuel, and specifies standards for fueling operation and storage. Occupational Safety and Health Act Standard 1910.39 mandates that each job site have a fire prevention plan.

Hazardous Materials Transportation Act

The United States Department of Transportation, in conjunction with U.S. EPA, is responsible for enforcement and implementation of federal laws and regulations pertaining to transportation of hazardous materials. The Hazardous Materials Transportation Act of 1974 (49 United States Code 5101) directs the United States Department of Transportation to establish criteria and regulations regarding the safe storage and transportation of hazardous materials. 49 CFR Parts 171 to 180 define the types of material classified as hazardous, regulate the transportation of hazardous materials, and specify the marking of vehicles transporting hazardous materials.

Comprehensive Environmental Response, Compensation, and Liability Act and Superfund Amendments and Reauthorization Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) was enacted in 1980 and amended by the Superfund Amendments and Reauthorization Act in 1986. This law provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Among other things, CERCLA established requirements concerning closed and abandoned hazardous waste sites,

provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled revision of the National Contingency Plan, which provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants.

In 1986, the Superfund Amendments and Reauthorization Act (SARA) amended CERCLA, reflecting the U.S. EPA's experience in administering the Superfund program over six years. SARA provided new enforcement authorities and tools, increased the amount of funds available for hazardous waste site cleanups, and increased the awareness of human health problems affiliated with hazardous waste sites. SARA also revised the U.S. EPA's Hazard Ranking System to accurately assess the risk posed to human health and the environment by uncontrolled hazardous waste sites.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) was passed by the United States Congress in 1976 and is administered by U.S. EPA to regulate the introduction of new or already existing chemicals. Under the TSCA, U.S. EPA evaluates potential risks from new and existing chemicals and acts to address any unreasonable risks chemicals may have on human health and the environment. The TSCA provides U.S. EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures.

Emergency Planning and Community Right-to-Know Act

The Emergency Planning and Community Right-to-Know Act was created under SARA Title III to help communities protect public health and safety from chemical hazards. The national legislation requires each state to appoint a State Emergency Response Commission, which then divides each state into Emergency Planning Districts and nominates a Local Emergency Planning Committee for each district. The Emergency Planning and Community Right-to-Know Act provides compliance and reporting standards as well as waste, chemical, and cleanup enforcement, allowing each district to plan and prepare thoroughly should a hazardous waste accident or release arise.

b. State Regulations

Hazardous Waste Control Law

DTSC, a department of CalEPA, is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of the Resource Conservation and Authority Act and the California Health and Safety Code. DTSC also administers the California Hazardous Waste Control Law (California Health and Safety Code Section 25100, et seq.) to regulate hazardous wastes. The Hazardous Waste Control Law lists chemicals and common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

Environmental Health Standards for the Management of Hazardous Waste Law

Title 22 CCR Division 4.5, Chapter 11, Sections 66261.20 through 66261.24 contain technical descriptions of characteristics that would classify waste material, including soil, as hazardous waste. Specifically, waste is considered hazardous if it is toxic, ignitable, corrosive, or reactive pursuant to the criteria established in Title 22 CCR Division 4.5, Chapter 11, Article 3. When excavated, soils with concentrations of contaminants higher than certain acceptable levels must be handled and disposed of as hazardous waste. When demolished, structural features containing LBP can also be considered hazardous waste, depending on concentrations, and must be handled and disposed of as hazardous waste.

AB 747

AB 747 requires cities and counties in California to address the capacity of evacuation routes in the safety element of their general plans. It mandates that local governments plan for the capacity of these routes under various emergency scenarios to ensure effective evacuations.

California Government Code Section 65962.5

California Government Code Section 65962.5 requires DTSC, the California Department of Health Services, SWRCB, and the California Department of Resources, Recycling, and Recovery (CalRecycle) to compile and annually update lists of hazardous materials sites and land designated as hazardous waste sites throughout the state. The Secretary for Environmental Protection consolidates the information submitted by these agencies and distributes it to each city and county where sites on the lists are located. Before a lead agency accepts an application for any development project as complete, the applicant must consult these lists to determine if the site at issue is included. If any soil is excavated from a site containing hazardous materials, it is considered a hazardous waste if it exceeds specific criteria in CCR Title 22. Remediation of hazardous wastes found at a site may be required if excavation of these materials is performed, or if certain other soil-disturbing activities would occur. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking jurisdiction.

California Code of Regulations

Soil excavated from a site would be considered a hazardous waste it contained hazardous materials exceeding specific criteria identified by the DTSC in Title 22, Division 4.5 Section 66261.10 of the CCR. Remediation of hazardous waste found at a site may be required if excavation of these materials is performed, or if other soil disturbing activities would occur. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking jurisdiction.

Additionally, because of its toxic properties, lead is regulated by the CCR as a hazardous material as well as a toxic air contaminant. State-certified contractors must perform inspection, testing, and abatement of lead-containing building materials in compliance with applicable health and safety and hazardous materials regulations. These regulations cover the demolition, removal, cleanup, transportation, storage, and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, monitoring, and compliance to ensure the safety of construction workers exposed to lead-based materials. The California Division of Occupational

Safety and Health's (Cal/OSHA) Lead in Construction Standard requires project proponents to develop and implement a lead compliance plan when LBP would be disturbed during construction. The plan must describe activities that could emit lead, methods for complying with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities.

California Public Resources Code

The California Public Resources Code (PRC) requires projects that would be located within 0.25 mile of a school and might reasonably be expected to emit or handle hazardous materials to consult with the school district regarding potential hazards. California PRC also directs CAL FIRE to map fire hazards within State Responsibility Areas (SRAs) based on fuel loading, slope, fire weather, and other relevant factors present, including areas where winds have been identified by the department as a major cause of wildfire spread. These zones, referred to as Fire Hazard Severity Zones and classify a wildland zone as Moderate, High, or Very High fire hazard based on the average hazard across the area included in the zone.

California Fire Code

The California Fire Code is contained within Chapter 9 of CCR Title 24 and is based on the International Fire Code. Updated every three years, the California Fire Code includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution.

California Vehicle Code

Section 31303 of the California Vehicle Code requires that hazardous materials be transported via routes with the least overall travel time and prohibits the transportation of hazardous materials through residential neighborhoods.

California Manual on Uniform Traffic Control Devices

Chapter 6C of the California Manual on Uniform Traffic Control Devices (CA MUTCD) outlines the essential components and principles for establishing safe and effective Temporary Traffic Control zones during road work or incidents. The goal is to ensure the safety of road users and workers while maintaining efficient traffic flow. Key guidance elements include proper signage, buffer zones, barriers and channelizing devices, reduced speed limits, and lane closure (California Department of Transportation [Caltrans] 2014).

c. Regional

Las Virgenes-Malibu Council of Governments Multi-Jurisdictional Hazards Mitigation Plan 2024

The Las Virgenes-Malibu Council of Governments (LVMCOG) Multi-Jurisdictional Hazard Mitigation Plan (2024) is a regional plan spanning five jurisdictions in Los Angeles County: Agoura Hills, Calabasas, Hidden Hills, Malibu, and Westlake Village. The LVMCOG Multi-Jurisdictional Hazard Mitigation Plan addresses several critical areas to enhance community safety within the City of Agoura Hills. The Hazard Mitigation Plan states that there are sites in the region known to harbor hazardous materials, but there has been no historical record of a major hazardous material spill or incident in the cities within the region. Therefore, the Hazard Mitigation Plan evaluates hazards as a

risk of natural disasters and climate change including flooding, earthquake, and fire. For emergency access and evacuation, the Multi-Jurisdictional Hazard Mitigation Plan focuses on maintaining critical evacuation routes, improving infrastructure resilience, and coordinating local agencies for effective traffic management and communication during emergencies. These strategies collectively aim to protect residents and the environment from various hazards (LVMCOG 2024).

Los Angeles County Emergency Evacuation Zones

The Los Angeles County Emergency Evacuation Zones are designed to provide clear and organized evacuation procedures during emergencies. These zones are determined based on tactical and geographic considerations, major roads, and ingress/egress routes. The zones are part of a coordinated effort by the Los Angeles County Office of Emergency Management, Los Angeles County Fire Department, and Lost Angeles County Sheriff's Department to ensure efficient and safe evacuations. The system includes real-time updates on evacuation status through online platforms, which help residents stay informed about their specific zone's evacuation orders and warning (City of Agoura Hills 2025).

d. Local

City of Agoura Hills General Plan 2035

The City of Agoura Hills General Plan 2035 was adopted on March 24, 2010 (updated on August 10, 2022) by the City Council (City of Agoura Hills 2022). The City of Agoura Hills General Plan 2035 is a strategic document designed to guide the physical development of the city until the year 2035. Among other things, the City of Agoura Hills General Plan 2035 sets out the pattern of land uses, including residential, commercial, and industrial. It also establishes the system of streets, bikeways, and trails. The City of Agoura Hills General Plan 2035 addresses a wide variety of subject areas, including housing, traffic, natural resources, land uses, economic development, noise, and public safety.

The City of Agoura Hills General Plan 2035 contains the following goals and policies related to hazards and hazardous materials, which would apply to the proposed Project

Goal S-3. Minimize risks to persons and property in Agoura Hills from urban and wildland fires.

> **Policy S-3.10**. Plan for emergency evacuation, including identifying standards for evacuation, and maintaining adequate departure paths especially in areas that do not have at least two emergency evacuation routes (i.e., points of ingress and egress).
>
> **Policy S-3.15.** Implement measures of the Las Virgenes-Malibu Council of Governments Multi-Jurisdictional Hazard Mitigation Plan relevant to the City, and work to ensure the Hazard Mitigation Plan is periodically updated.

Goal S-5. Residents, visitors, property, and the natural environment in Agoura Hills are protected to the maximum extent feasible by the use, storage, or transport of hazardous materials.

> **Policy S-5.5.** Require proponents of projects in known areas of contamination from oil operations or other uses to perform comprehensive soil and groundwater contamination assessments, and undertake remedial procedures, as appropriate, prior to grading and development.

Goal S-6. Effective emergency response to natural or human-induced disasters that minimize the loss of life and damage to property, and also reduce disruptions in the delivery of vital public and private services during and following a disaster.

> **Policy S-6.1.** Maintain and implement the Standardized Emergency Management System (SEMS) Plan to address disasters, such as earthquakes, flooding, hazardous material spills, epidemics, fires, extreme weather, accidents, and terrorism.

Agoura Hills Evacuation Plan 2020

The 2018 Woolsey Fire required a full evacuation of the City of Agoura Hills, demonstrating the need for a comprehensive and coordinated evacuation plan. In response, the City adopted the Agoura Hills Evacuation Plan in 2020. The evacuation plan was developed through a collaborative multi-agency development process including representatives from the City, the Los Angeles County Fire Department, the Los Angeles County Sheriff's Department, and the Los Angeles County Office of Emergency Services. The evacuation plan divides the city into nine evacuation zones and establishes seven evacuation routes including (City of Agoura Hills 2020):

- Kanan Road (southbound to Ventura Freeway)
- Kanan Road (northbound for Section 3)
- Reyes Adobe Road (southbound to Ventura Freeway),
- Reyes Adobe Road (northbound to Ventura Freeway),
- Agoura Road,
- Chesebro Road, and
- Liberty Canyon Road.

The evacuation plan also identifies feeder routes including Colodny Dive, Driver Avenue, and Fairview Place.

City of Agoura Hills Municipal Code

The Agoura Hills Municipal Code (AHMC) includes provisions for development standards in regard to emergency vehicle access, hazards, and fire code. Specifically, Article III, Chapter 1, Section 3100 of the AHMC formally adopts the 2023 Los Angeles County Fire Code, which includes portions of the 2022 California Fire Code and the 2021 Edition of the International Fire Code. Together, these codes set standards for permitted road designs and road widths that shall be maintained at all times.

4.6.3 Impact Analysis

a. Methodology and Significance Thresholds

As discussed in Section 4.0, *Environmental Impact Analysis*, all Project components are analyzed at the programmatic level. Project components include the Bicycle Master Plan (BMP), the Vehicle Miles Traveled (VMT) Mitigation Exchange and Banking Program (Program), and the General Plan Amendments (Amendments). Projects included within the BMP are grouped into Class I facilities, Class II facilities, Class III facilities, Class IV facilities, enhanced bicycle treatments, as identified in Section 2.5, *Project Characteristics,* and in Table 1 of Chapter 2, *Project Description.* The impact analysis contained herein provides a programmatic analysis of anticipated impacts for each of the five facility classes, as the individual project impacts associated with each class of facility are

expected to be similar. Because the City seeks to prioritize implementation of the Medea Creek Path (Path) and the Agoura High School Connection (Connection), the Path and the Connection have their own subheadings within the Class I Facility impact analysis subsection to provide a more specific assessment of their environmental impacts. Impacts associated with the General Plan Amendments are analyzed within their own subsection.

As discussed in Chapter 2, *Project Description*, the only projects that are currently planned, unfunded, and could potentially be funded by the VMT Mitigation Exchange and Banking Program are those currently included within the Bicycle Master Plan. Therefore, the impact analysis contained herein does not include a subsection for impacts associated with the Program, as the individual project list for the BMP and the Program are identical and impacts associated with the BMP would encompass impacts associated with the Program.

Within the following environmental analysis, impacts associated with each Project component are explicitly identified under the respective heading.

According to Appendix G of the *California Environmental Quality Act* (CEQA) *Guidelines*, impacts related to hazards and hazardous materials would be significant if the proposed project would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or,
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
Threshold 2:	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Impact HAZ-1 BY FOLLOWING APPLICABLE LEGISLATION AND THROUGH IMPLEMENTATION OF A SOIL MANAGEMENT PLAN WHEN REQUIRED, THE PROPOSED PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH EITHER THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS, OR THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS. WITH IMPLEMENTATION OF MITIGATION MEASURE HAZ-1, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Class I Facilities

Construction of Class I facilities would include clearing and grubbing, pavement demolition, grading, utility relocation, retaining wall or fencing installation, asphalt paving or repaving, street improvements and/or construction of undercrossings and/or overcrossings, striping, and revegetation. These activities would temporarily increase the regional transport, use, disposal, and possibility of release of hazardous materials.

Construction-related hazardous materials would include diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals. Pavement demolition and ground disturbing activities would also require the excavation and transport of paving materials (e.g., asphalt, concrete, roadbed fill materials) and soils, which could possibly be contaminated by vehicle-related pollution (e.g., oil, gasoline, diesel, and other automotive chemicals). Additionally, roadways constructed before the 1970s were known to use asbestos-containing materials in asphalt and LBP for roadway markings. Therefore, the existing pavement may contain asbestos and/or LBP due to its age. Yellow paint striping may also contain metals, such as lead and chromium, that require special handling and disposal.

The increased transport, use, and disposal of hazardous materials has the potential to result in adverse effects in the event construction workers, the public, or the surrounding environment become exposed to them, resulting in associated health risks. Potential reasonably foreseeable upset and accident conditions that could occur from the transport, use, and disposal of hazardous materials include direct contact of these materials on skin, incidental ingestion of hazardous materials, or inhalation of airborne dust released from dried hazardous materials. The transport, use, and disposal of hazardous materials could also result in accidental spills, leaks, toxic releases, fire, or explosion. Ground-disturbing activities could generate fugitive dust, which can also have adverse effects on construction workers, the public, and the surrounding environment if concentrated.

Demolition of asphalt pavement during construction would not create airborne hazards, as construction would occur in an open-air environment and potentially hazardous dust associated with asphalt demolition would dissipate quickly. Furthermore, any transport, use, disposal, or handling of potentially hazardous materials during construction of the Class I facilities would be required to comply with applicable federal, state, and local regulations established by U.S. EPA, the

State of California, and the City of Agoura Hills. These regulations, as identified in Section 4.6.2, *Regulatory Setting,* include OSHA, the Hazardous Material Transportation Act, Hazardous Waste Control Law, Environmental Health Standards for the Management of Hazardous Waste Law, and the CCR, all of which establish procedures for the proper transport, use, storage, and disposal of excess hazardous materials and hazardous construction waste. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The only known hazardous materials sites within 1,000 feet of proposed Class I facilities are located adjacent to the Path, which is discussed below. There are no other known hazardous materials sites located adjacent to other Class I facilities proposed within the BMP. Therefore, construction of Class I facilities would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Operation of the Class I facilities would consist of bicycle and pedestrian travel along shared use paths. The addition of bicycle infrastructure within the city would not increase the use, transportation, storage, or generation of significant quantities of hazardous materials during operation activities. Rather, use of the Class I bicycle facilities identified in the BMP may result in a decreased likelihood of the release of hazardous materials like diesel fuel and gasoline because these facilities would provide an alternative to vehicular travel. Therefore, operation of the Class I facilities would not create a significant hazard to the public or the environment. Overall, with compliance with existing regulations, this impact would be less than significant

MEDEA CREEK PATH

Hazardous materials associated with the construction of the Path would include diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals. Compliance with applicable federal, state, and local laws and regulations, including those identified under Section 4.6.2, *Regulatory Setting,* would minimize potential impacts to the public and environment associated with the routine transport, use, or disposal or accidental release of hazardous materials during construction.

There are three closed LUST sites (V-Fire Station #36, Shell #204-0048-0107, and Agoura Building Materials) and one closed Cleanup Program site (Galaxy Cleaners) located within 1,000 feet of the Path alignment (SWRCB 2025). While ground disturbance associated with construction of the Path would not occur directly on these sites, there is a possibility that contamination from these former sites has migrated through soil and could be present in soils where ground disturbance would occur. Therefore, ground disturbance associated with construction of the Path would have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This impact would be potentially significant, and mitigation would be required.

Operation of the Path would consist of bicycle and pedestrian travel along a shared use path. Use of this bicycle infrastructure would not increase the use, transportation, storage, or generation of significant quantities of hazardous materials during operation activities. As such, the Medea Creek Path would not create a significant hazard to the public or the environment during operation. Impacts associated with operation would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

Hazardous materials associated with the construction of the Connection would include diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals. Compliance with applicable federal, state, and local laws and regulations, including those identified under Section 4.6.2, *Regulatory Setting,* would minimize potential impacts to the public and environment associated with the routine transport, use, or disposal or accidental release of hazardous materials during construction. There are no known hazardous materials sites located within 1,000 feet of the proposed Connection. Therefore, construction of the Connection would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Operation of the Connection would consist of bicycle and pedestrian travel along a shared use path. Use of bicycle infrastructure would not increase the use, transportation, storage, or generation of significant quantities of hazardous materials during operation activities. As such, the Connection would not create a significant hazard to the public or the environment during operation. This impact would be less than significant.

Class II Facilities

Implementation of the Class II facilities would generally not require ground disturbance; rather, construction activities would include roadway restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes. Construction-related hazardous materials associated with roadway restriping would include diesel fuel, lubricants, and paints and solvents. Pavement widening would be required on Driver Avenue, between Easterly Road and Colodny Drive, and on Cornell Road, between Agoura Road and Cornell Way to allow for the addition of bicycle lanes. Pavement widening would require clearing and grubbing, subgrade stabilization, base course installation, and asphalt paving. Construction-related hazardous materials would include diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals.

Construction activities associated with implementation of the Class II facilities would temporarily increase the regional transport, use, and disposal of hazardous materials. Compliance with applicable federal, state, and local laws and regulations, including those identified under Section 4.6.2, *Regulatory Setting,* would minimize potential impacts to the public and environment associated with the routine transport, use, or disposal or accidental release of hazardous materials during construction. Furthermore, there are no hazardous materials sites located within 1,000 feet of any proposed Class II facilities. Therefore, construction of the Class II facilities would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Operation of the Class II facilities would consist of bicycle travel along delineated bike lanes. Use of bicycle infrastructure would not increase the use, transportation, storage, or generation of significant quantities of hazardous materials during operation activities. This impact would be less than significant.

Class III Facilities

Construction of Class III facilities would require roadway restriping to identify bike routes. Hazardous materials associated with roadway restriping would include diesel fuel, lubricants, and paints and solvents. Compliance with applicable federal, state, and local laws and regulations, including those identified under Section 4.6.2, *Regulatory Setting,* would minimize potential impacts

to the public and environment associated with the routine transport, use, or disposal or accidental release of hazardous materials during construction.

There are 19 known hazardous materials sites located within 1,000 feet of proposed Class III facilities identified within the BMP. Due to the lack of ground disturbance required for implementation, proposed Class III facilities would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Operation of the Class III facilities would consist of bicycle travel along shared use travel lanes. Use of bicycle infrastructure would not increase the use, transportation, storage, or generation of significant quantities of hazardous materials during operation activities. This impact would be less than significant.

Class IV Facilities

Construction of Class IV facilities would include pavement demolition, minor grading, bollard or fencing installation, asphalt paving or repaving, and striping. These activities would temporarily increase the regional transport, use, disposal, and possibility for the release of hazardous materials into the environment. Hazardous materials associated with the construction of Class IV facilities would include diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals. Compliance with applicable federal, state, and local laws and regulations, including those identified under Section 4.6.2, *Regulatory Setting,* would minimize potential impacts to the public and environment associated with the routine transport, use, or disposal or accidental release of hazardous materials during construction.

There are two closed LUST sites (V-Fire Station #36 and Lake Lindero Country Club) and one closed Cleanup Program site (Joe Martin Commercial Property) located within 1,000 feet of proposed Class IV facilities (SWRCB 2025). The Lake Lindero Country Club sites and Joe Martin Commercial Property site are located directly adjacent to the proposed Class IV facility on Thousand Oaks Boulevard. The V-Fire Station #36 site is located approximately 850 feet south of the proposed Class IV facility on along Thousand Oaks Boulevard. Contamination from these sites could be present in soils where ground disturbance would occur. Therefore, ground disturbance associated with construction of the Class IV facilities would have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This impact would be potentially significant, and mitigation would be required.

Operation of the Class IV facilities would consist of bicycle travel along physically separated bikeways adjacent to travel lanes. Use of bicycle infrastructure would not increase the use, transportation, storage, or generation of significant quantities of hazardous materials during operation activities. As such, Class IV facilities would not create a significant hazard to the public or the environment during operation. Impacts associated with operation of the Class IV facilities would be less than significant.

Enhanced Bicycle Treatments

Enhanced bicycle treatments would be implemented at various locations throughout the city. These facilities could include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Compliance with applicable federal, state, and local laws and regulations, including those identified under Section 4.6.2,

Regulatory Setting, would minimize potential impacts to the public and environment associated with the routine transport, use, or disposal or accidental release of hazardous materials during construction. Although minor, construction activities associated with these facilities may still require limited ground disturbance. If ground disturbance were to occur near a known hazardous release site, contamination from the site(s) could be present in soils where ground disturbance would occur. Therefore, ground disturbance associated with construction of the enhanced bicycle treatments would have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This impact would be potentially significant, and mitigation would be required.

Operation of the enhanced bicycle treatments would include continued use of existing bicycle facilities, storing of bicycles at new parking facilities, and use of bicycle repair facilities. Use of these facilities would not increase the use, transportation, storage, or generation of significant quantities of hazardous materials during operation activities. As such, the enhanced bicycle treatments would not create a significant hazard to the public or the environment during operation. Impacts associated with operation of the enhanced bicycle treatments would be less than significant.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, Infrastructure and Community Services, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Therefore, the Amendments would not result in impacts to the public and environment associated with the routine transport, use, or disposal or accidental release of hazardous materials. No impact would occur.

Mitigation Measures

HAZ-1 Soil Management Plan

Prior to commencement of ground-disturbing activities for proposed facilities within 1,000 feet of a known hazardous release site, the City shall retain a qualified consultant (i.e., professional geologist or professional engineer) to prepare a Soil Management Plan (SMP) for the project. The SMP shall address:

1. On-site handling and management of unanticipated contaminated soils or other contaminated wastes (e.g., stained soil, soil with solvent or chemical odors) if encountered during ground disturbance, and
2. Specific actions to reduce hazards to construction workers and off-site receptors during construction (e.g., personal protective equipment, dust control, and/or air monitoring).

The SMP must establish remedial measures and soil management practices to ensure construction worker safety and prevent the off-site migration of contaminants from the project site to the satisfaction of the Director of Public Works. These measures and practices may include, but are not limited to:

- Proper transportation and disposal procedures for contaminated materials in accordance with applicable regulations, including CCR Title 22.

- A requirement to halt work in the immediate area and contact a qualified consultant (i.e., professional geologist or professional engineer) immediately to evaluate the project site conditions if odorous or visually stained soils, other indications of piping or equipment (including hydrocarbon piping or equipment), or debris are encountered during ground-disturbing activities.
- A health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of project construction activities with the requirements and procedures for employee protection and outlines proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.
- Reporting on monitoring activities.

The Director of Public Works shall review and approve the SMP prior to construction (grading/excavation) activities at and prior to issuing grading permits for proposed facilities within 1,000 feet of a known hazardous release site. The City shall implement the SMP during grading and construction activities.

Significance After Mitigation

Implementation of Mitigation Measure HAZ-1 would ensure that potential hazardous materials encountered during future construction (including Pathway construction) activities would be properly transported and disposed of, reducing impacts to a less-than-significant level.

Threshold 3:	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Impact HAZ-2 COMPLIANCE WITH APPLICABLE REGULATIONS AND IMPLEMENTATION OF A SOIL MANAGEMENT PLAN WHEN REQUIRED WOULD MINIMIZE THE POTENTIAL FOR CONSTRUCTION TO CREATE A SIGNIFICANT HAZARD INVOLVING HAZARDOUS EMISSIONS OR THE HANDLING OF HAZARDOUS MATERIALS WITHIN ONE-QUARTER MILE OF A SCHOOL. WITH IMPLEMENTATION OF MITIGATION MEASURE HAZ-1, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Class I Facilities

Yerba Buena Elementary School is located approximately 0.2 mile (1,056 feet) from the proposed Class I facility on Reyes Adobe Road. Construction of Class I facilities could emit hazardous emissions or require the handling of hazardous materials, substances, or waste. Any transport, use, disposal, or handling of potentially hazardous materials during construction of the Class I facilities would be required to comply with applicable federal, state, and local regulations established by U.S. EPA, the State of California, and the City. These regulations, as identified in Section 4.6.2, *Regulatory Setting,* include OSHA, the Hazardous Material Transportation Act, Hazardous Waste Control Law, Environmental Health Standards for the Management of Hazardous Waste Law, and CCR, all of which establish procedures for the proper transport, use, storage, and disposal of excess hazardous materials and hazardous construction waste. Furthermore, the only hazardous materials sites within 1,000 feet of proposed Class I facilities are located adjacent to the Path, which is discussed below. Use of bicycle infrastructure would not increase the use, transportation, storage, or generation of significant quantities of hazardous materials during operation activities such that hazardous materials, substances, or wastes would be emitted. With compliance with existing regulations,

construction and operation of the Class I facilities would not pose a significant hazard to existing or proposed schools within one-quarter mile of individual project sites. This impact would be less than significant.

MEDEA CREEK PATH

Willow Elementary School is located approximately 400 feet east of the proposed Path alignment. Construction of the Path could emit hazardous emissions or require the handling of hazardous materials, substances, or waste. Compliance with applicable federal, state, and local laws and regulations, including those identified under Section 4.6.2, *Regulatory Setting,* would minimize the potential for potentially hazardous materials to be emitted during construction activities. While there are known hazardous materials sites located within 1,000 of the Path, the closest known release site is located approximately 0.42 mile from Willow Elementary School. Therefore, ground disturbance within one-quarter mile of Willow Elementary School would not be likely to encounter contamination from this former site. Use of bicycle infrastructure would not increase the use, transportation, storage, or generation of significant quantities of hazardous materials during operation activities such that hazardous materials, substances, or wastes would be emitted. With compliance with existing regulations, construction and operation of the Path would not pose a significant hazard to existing or proposed schools within one-quarter mile of individual project sites. This impact would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

Agoura High School is located directly adjacent to the proposed Connection. Construction of the Connection could emit hazardous emissions or require the handling of hazardous materials, substances, or waste. Compliance with applicable federal, state, and local laws and regulations, including those identified under Section 4.6.2, *Regulatory Setting,* would minimize the potential for potentially hazardous materials to be emitted during construction activities. Furthermore, there are no hazardous materials sites within 1,000 feet of the Connection. Use of bicycle infrastructure would not increase the use, transportation, storage, or generation of significant quantities of hazardous materials during operation activities such that hazardous materials, substances, or wastes would be emitted. With compliance with existing regulations, construction and operation of the Connection would not pose a significant hazard to existing or proposed schools within one-quarter mile of individual project sites. This impact would be less than significant.

Class II Facilities

Agoura High School is located directly between two proposed Class II facilities on Driver Avenue and Thousand Oaks Boulevard. Conejo Hebrew High School is located approximately 700 feet west of a proposed Class II facility on Reyes Adobe Road. Construction of Class II facilities could emit hazardous emissions or require the handling of hazardous materials, substances, or waste. Compliance with applicable federal, state, and local laws and regulations, including those identified under Section 4.6.2, *Regulatory Setting,* would minimize the potential for potentially hazardous materials to be emitted during construction activities. Furthermore, fuels, lubricants, paints, and solvents used during roadway restriping would be contained within vessels specifically engineered for safe storage to prevent the accidental release of hazardous materials. These materials would not be transported, stored, or used in quantities that would pose a significant hazard to students attending schools located within one-quarter mile of construction activities.

There are no known hazardous materials sites within 1,000 feet of Driver Avenue or Cornell Road where ground disturbance would occur. Use of bicycle infrastructure would not increase the use, transportation, storage, or generation of significant quantities of hazardous materials during operation activities such that hazardous materials, substances, or wastes would be emitted. With compliance with existing regulations, construction and operation of the Class II facilities would not pose a significant hazard to existing or proposed schools within one-quarter mile of individual project sites. This impact would be less than significant.

Class III Facilities

There are five schools located within one-quarter mile of proposed Class III facilities:

- Lindero Canyon Middle School,
- Conejo Hebrew High School,
- Agoura High School,
- Willow Elementary, and
- Sumac Elementary School.

Implementation of the Class III facilities would be limited to roadway restriping to identify bike routes. Fuels, lubricants, paints, and solvents used during roadway restriping would be contained within vessels specifically engineered for safe storage to prevent the accidental release of hazardous materials. These materials would not be transported, stored, or used in quantities that would pose a significant hazard to students attending schools located within one-quarter mile of construction activities. Furthermore, due to the lack of ground disturbance, implementation of proposed Class III facilities located within one-quarter mile of an existing or proposed school would not encounter contaminated soils from hazardous materials release sites.

Use of bicycle infrastructure would not increase the use, transportation, storage, or generation of significant quantities of hazardous materials during operation activities such that hazardous materials, substances, or wastes would be emitted. With compliance with existing regulations, construction and operation of the Class III facilities would not pose a significant hazard to existing or proposed schools within one-quarter mile of individual project sites. This impact would be less than significant.

Class IV Facilities

Lindero Canyon Middle School is located 890 feet north of the proposed Class IV facility on Thousand Oaks Boulevard. Willow Elementary School is located 450 feet west of the proposed Class IV facility on Kanan Road, and Sumac Elementary School is located 325 feet east of the proposed Class IV facility on Kanan Road. Construction of Class IV facilities could emit hazardous emissions or require the handling of hazardous materials, substances, or waste. Compliance with applicable federal, state, and local laws and regulations, including those identified under Section 4.6.2, *Regulatory Setting,* would minimize the potential for potentially hazardous materials to be emitted during construction activities

There are two closed LUST sites and one closed Cleanup Program site located within 1,000 feet of proposed Class IV facilities. The closed Cleanup Program Site (Joe Martin Commercial Property) is located approximately 0.21 mile south of Lindero Canyon Middle School. Contamination from this site could be present in soils where ground disturbance would occur. Therefore, ground disturbance associated with construction of the Class IV facility on Thousand Oaks Boulevard would have the

potential to emit hazardous emissions within one-quarter mile of the Lindero Canyon Middle School. This impact would be potentially significant, and mitigation would be required.

Operation of the Class IV facilities would consist of bicycle travel along physically separated bikeways adjacent to travel lanes. Use of bicycle infrastructure would not increase the use, transportation, storage, or generation of significant quantities of hazardous materials during operation activities such that hazardous materials, substances, or wastes would be emitted. As such, Class IV facilities would not create a significant hazard to the public or the environment during operation. However, construction would result in a potentially significant impact, and mitigation would be required.

Enhanced Bicycle Treatments

Enhanced bicycle treatments would be implemented at various locations throughout the city and could be constructed within one-quarter mile of a school. These facilities would be located within or adjacent to existing, new, or improved bikeways. Construction activities could emit hazardous emissions or require the handling of hazardous materials, substances, or waste. Furthermore, although minor, construction activities associated with these facilities may require limited ground disturbance. If ground disturbance were to occur near a known hazardous release site, contamination from the site(s) could be present in soils where ground disturbance would occur. Nonetheless, compliance with applicable federal, state, and local laws and regulations, including those identified under Section 4.6.2, *Regulatory Setting,* would minimize the potential for potentially hazardous materials to be emitted during construction activities. Use of the enhanced bicycle treatments would not increase the use, transportation, storage, or generation of significant quantities of hazardous materials during operation activities such that hazardous materials, substances, or wastes would be emitted. With adherence to existing regulations, construction and operation of the enhanced bicycle treatments would not pose a significant hazard to existing or proposed schools within one-quarter mile of individual project sites. This impact would be less than significant.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Therefore, the Amendments would not result in impacts to the public and environment associated with the routine transport, use, or disposal or accidental release of hazardous materials within one-quarter mile of a school. No impact would occur.

Mitigation Measures

Mitigation Measure HAZ-1 would be required; refer to Impact HAZ-1 for full text of this measure.

Significance After Mitigation

Implementation of Mitigation Measure HAZ-1 would require preparation of an SMP to ensure that potential hazardous materials associated with former hazardous materials sites would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste

within one-quarter mile of an existing or proposed school. Impacts would be less than significant with mitigation incorporated.

Threshold 4:	Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Impact HAZ-3 INDIVIDUAL FACILITIES IDENTIFIED IN THE BICYCLE MASTER PLAN WOULD NOT BE LOCATED ON AN ACTIVE SITE INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5. THROUGH COMPLIANCE WITH APPLICABLE REGULATIONS, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

California Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to maintain an updated Hazardous Waste and Substances Sites List, also known as the Cortese List. The list includes specific types of hazardous materials sites, such as hazardous waste facilities subject to corrective action, hazardous substance release sites selected for and subject to a response action, all underground storage tank sites for which an unauthorized release report is filed, all solid waste disposal facilities from which there is a migration of hazardous waste, and sites subject to cease and desist and cleanup and removal (abatement) orders that concern the discharge of wastes that are hazardous materials. The following databases were searched in February 2025 for records related to any known hazardous materials contamination near proposed facilities included in the BMP:

- State Water Resources Control Board (SWRCB) GeoTracker database, which includes data from the California Department of Toxic Substances Control (DTSC) (SWRCB 2025).
- SWRCB's list of solid waste disposal sites with waste constituents above hazardous waste levels outside the waste management unit (CalEPA 2025).
- CalEPA Active Cease and Desist Orders (CDOs) and Cleanup Abatement Orders (CAOs) (CalEPA 2025).
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (CalEPA 2025).

According to databases of hazardous materials sites identified above, there are four registered SWRCB LUST cleanup sites and two registered Cleanup Program site located within 1,000 feet of proposed facilities included in the Plan that would require ground disturbance during construction; all six identified hazardous materials sites have a status of "Completed—Case Closed," indicating no further evaluation and remediation are required (SWRCB 2025).

Class I Facilities

The only known hazardous materials sites located on or near a Class I facility are located adjacent to the Path, which is discussed below. There are no other known hazardous materials sites located near proposed Class I facilities. Therefore, implementation of the Class I facilities would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur.

MEDEA CREEK PATH

The Path would be located near several hazardous materials sites compiled pursuant to Government Code Section 65962.5, including three closed LUST sites (V-Fire Station #36, Shell #204-0048-0107, and Agoura Building Materials) and one closed Cleanup Program site (Galaxy Cleaners) (SWRCB 2025). V-Fire Station #36 is located 480 feet west of the Path; Shell #204-0048-0107 is located 950 feet west of the Path; Agoura Building Materials is located 780 feet west of the Path; and Galaxy Cleaners is located 880 feet west of the Path. While ground disturbance would not occur directly on these sites, there is a possibility that contamination from these former sites has migrated through soil and could be present in soils where ground disturbance is anticipated to occur. Therefore, ground disturbance associated with construction of the Path would have the potential to create a significant hazard to the public or environment. However, compliance with regulations discussed in Section 4.6.2, *Regulatory Setting*, would minimize the potential for ground disturbance creating a significant hazard to the public or environment. This impact would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

The Connection is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur.

Class II Facilities

Proposed Class II facilities would be located on or near several known hazardous materials sites compiled pursuant to Government Code Section 65962.5, including five closed LUST sites (Tosco – 76 Station #7426, Hydro West, Exxon #7-3364, Shell #204-0054-0124, and Circle K #2211248) (SWRCB 2025). Construction activities for the proposed Class II facilities near the known hazardous materials sites would be limited to roadway restriping and would not require ground disturbance. Pavement widening would be required on Driver Avenue and on Cornell Road. There are no known hazardous materials sites located on or near these two road segments. Therefore, construction of the Class II facilities would not expose the public or environment to previously contaminated soils associated with sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. This impact would be less than significant.

Class III Facilities

Proposed Class III facilities would be located on or near 15 known hazardous materials sites compiled pursuant to Government Code Section 65962.5, including 16 closed LUST sites (SWRCB 2025). Construction of Class III facilities would be limited to roadway restriping and would not require ground disturbance. Therefore, construction of Class III facilities would not expose the public or environment to previously contaminated soils associated with sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. This impact would be less than significant.

Class IV Facilities

Proposed Class IV facilities would be located on or near several hazardous materials sites compiled pursuant to Government Code Section 65962.5, including two closed LUST sites (Lake Lindero Country Club and V-Fire Station #36) and one closed Cleanup Program site (Joe Martin Commercial Property) (SWRCB 2025). The Lake Lindero Country Club and Joe Martin Commercial Property sites are located directly adjacent to the proposed Class IV facility on Thousand Oaks Boulevard. The V-

Fire Station #36 site is located approximately 850 feet south of the proposed Class IV facility on along Thousand Oaks Boulevard, and there is a possibility that contamination from this former site has migrated through soil and could be present where ground disturbance is anticipated to occur. However, compliance with regulations discussed in Section 4.6.2, *Regulatory Setting*, would minimize the potential for ground disturbance creating a significant hazard to the public or environment. This impact would be less than significant..

Enhanced Bicycle Treatments

Enhanced bicycle treatments would be implemented at various locations throughout the city. Construction of these facilities could occur on or near sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Although limited, ground disturbance associated with construction of the enhanced bicycle treatments could have the potential to create a significant hazard to the public or environment. This impact would be potentially significant, and mitigation would be required.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Therefore, the Amendments would not result in impacts to the public and environment associated with being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 5:	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Impact HAZ-4 THE CITY IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT. NO IMPACT WOULD OCCUR.

The Van Nuys Airport is located approximately 14.2 miles east of the Project. According to the Los Angeles County Airport Land Use Commission's Airport Influence Area Figure, the City of Agoura Hills is not located within the noise contours of the Van Nuys Airport or any other nearby airport (Los Angeles County Airport Land Use Commission 2003). Therefore, the proposed Project would not result in a safety hazard or excessive noise for people residing or working in the City related to airport operation. No impact would occur.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

No impact would occur.

Threshold 6:	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

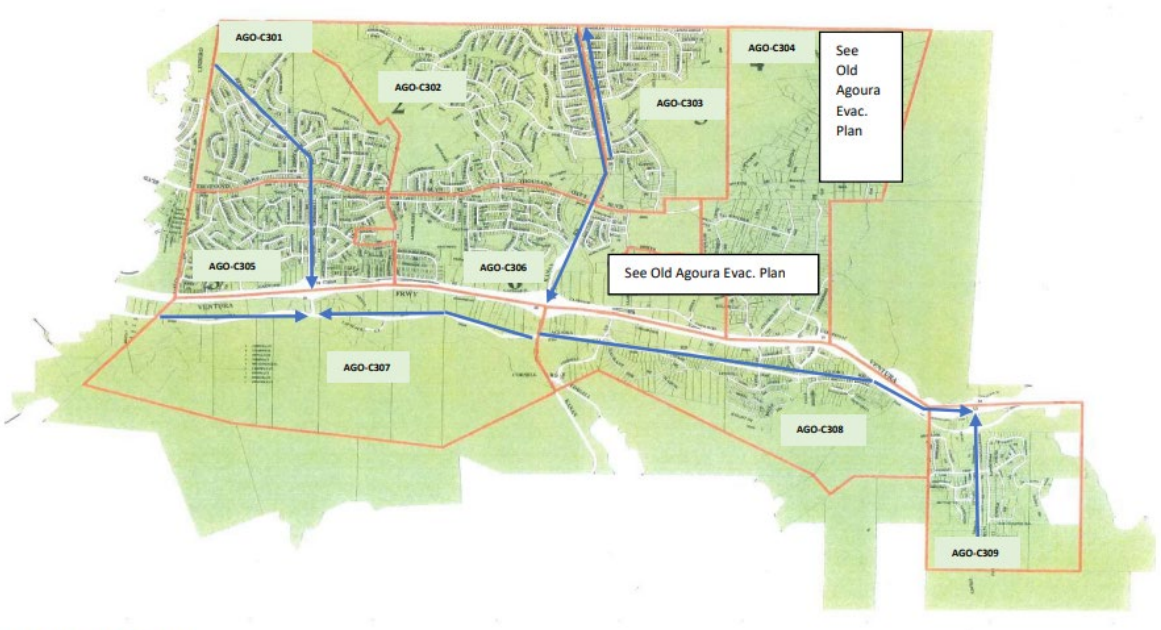
Impact HAZ-5 With compliance with the California Manual of Uniform Traffic Control Devices during construction activities, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.

The City adopted the Agoura Hills Evacuation Plan in 2020. The evacuation plan divides the City into nine different evacuation zones and establishes seven primary evacuation routes including (City of Agoura Hills 2020):

- Kanan Road (southbound to Ventura Freeway),
- Kanan Road (northbound for Section 3)
- Reyes Adobe Road (southbound to Ventura Freeway),
- Reyes Adobe Road (northbound to Ventura Freeway),
- Agoura Road,
- Chesebro Road, and
- Liberty Canyon Road.

The evacuation plan identifies feeder routes including Colodny Drive, Driver Avenue, and Fairview Place. The Agoura Hills Evacuation Plan also includes an Emergency Traffic Control Plan for the Old Agoura Area, which is located in evacuation zones AGO-C304 and AGO-C306 East in the eastern portion of the City. The Old Agoura Area evacuation zones have a singular point of ingress and egress (City of Agoura Hills 2020). The evacuation zones and evacuation routes for the Agoura Hills Evacuation Plan and the Emergency Traffic Control Plan for the Old Agoura Area are shown in Figure 4.6-1 and Figure 4.6-2 respectively.

Figure 4.6-1 Evacuation Zones and Major Evacuation Routes



AGO-C301 & AGO-C305
Use Reyes Adobe Rd to egress either eastbound or westbound on US 101

AGO-C302 & AGO-C306
Use Kanan Rd. southbound to US 101

AGO-C303
Use Kanan Rd. northbound to Lindero Canyon Rd.

AGO-C304 & AGO-C306 East (See Old Agoura Evacuation Plan; Page 5)

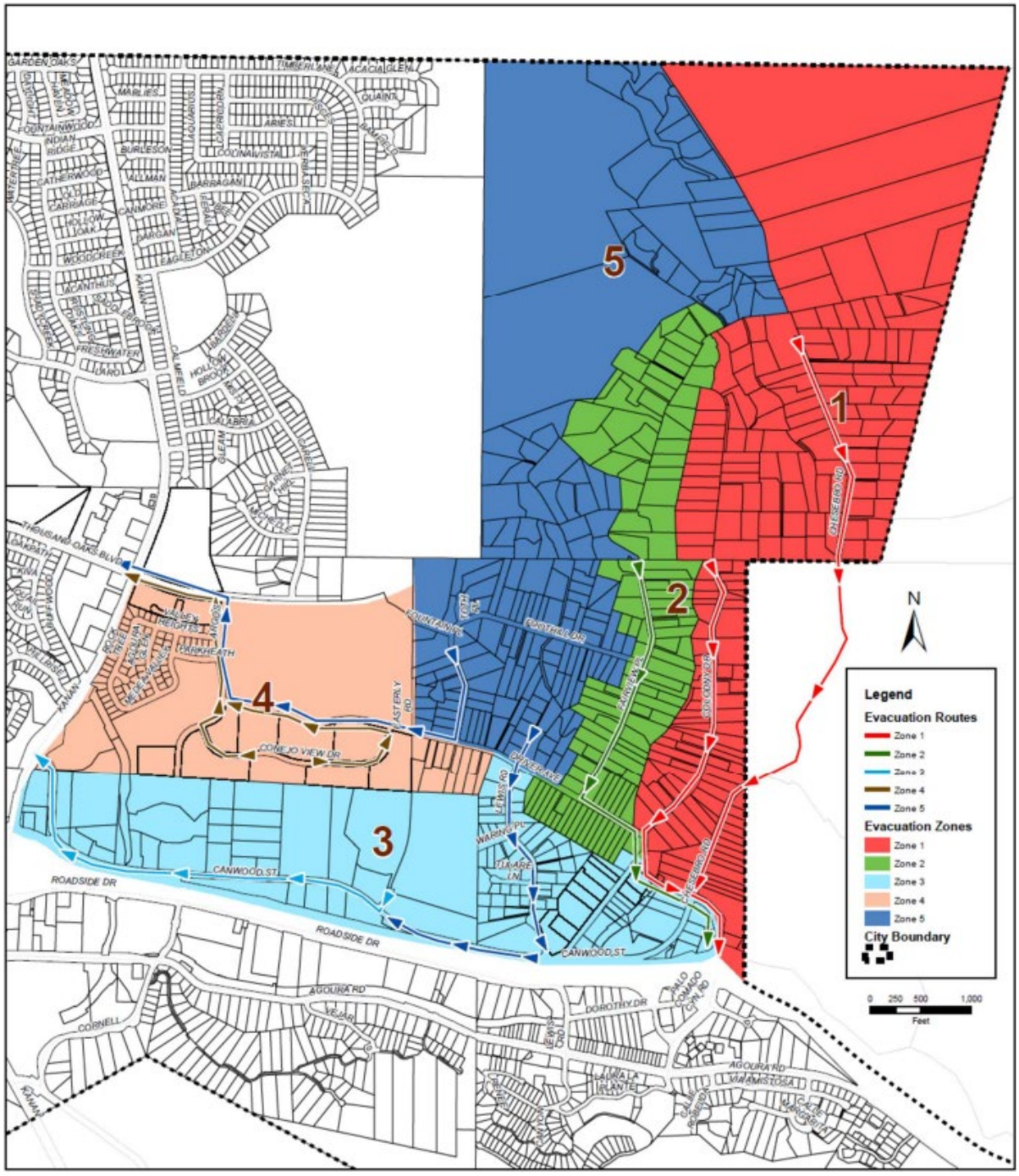
AGO-C307
Use Reyes Adobe Rd to egress either eastbound or westbound on US 101
Alternate: Agoura Rd (eastbound bound or westbound)

AGO-C308
Use Agoura Road, eastbound to Liberty Canyon, to US 101 south

AGO-C309
Use Liberty Canyon northbound to US 101.

Source: City of Agoura Hills 2020

Figure 4.6-2 Emergency Traffic Control Plan for the Old Agoura Area



Source: City of Agoura Hills 2020

Class I Facilities

Of the proposed Class I facilities identified within the BMP, two facilities would be constructed adjacent to primary evacuation routes on Reyes Adobe Road and Agoura Road. Construction of the proposed Class I facilities would require clearing and grubbing, pavement demolition, grading, utility relocation, retaining wall or fencing installation, asphalt paving or repaving, street and undercrossing improvements, striping, and revegetation. Storage, staging, and active work areas would be established during the construction period for Class I facilities. Storage and staging areas would be contained within the identified project boundary and outside of the roadway right of way (ROW). At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Although not currently anticipated, if future construction activities require work within the roadway, a construction traffic control plan would be prepared and implemented in accordance with the CA MUTCD. The construction traffic control plan would include the use of flaggers during any temporary lane closures, consistent with Chapter 6 (Flagger Control) of the CA MUTCD, and no detours would be required (Caltrans 2014). Therefore, construction of the Class I facilities would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.

Operation of the Class I facilities would consist of bicycle and pedestrian travel along shared use paths located away from existing roadways. As discussed in Section 4.13.6, *Population and Housing,* the proposed Project would not induce substantial unplanned population growth such that evacuation routes would be overburdened. Therefore, operation of the Class I facilities would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan during operation. This impact would be less than significant.

MEDEA CREEK PATH

The proposed Path would result in construction of a Class I bikeway along Medea Creek from Agoura Road to the northern limit of the city. Construction activities would require established storage, staging, and active work areas. Storage and staging areas would be contained within the identified project boundary and outside of existing roadway ROWs. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown.

Pedestrian and bicycle access ramps would be constructed on Agoura Road and Kanan Road to provide access to the path; both roadways are identified as primary evacuation routes in the Agoura Hills Evacuation Plan. Given the existing shoulder widths at these locations, temporary lane closures are not anticipated. Although not currently anticipated, if future construction activities require work within the roadway, a construction traffic control plan would be prepared and implemented in accordance with the CA MUTCD. The construction traffic control plan would include the use of flaggers during any temporary lane closures, consistent with Chapter 6 (Flagger Control) of the CA MUTCD, and no detours would be required (Caltrans 2014). Therefore, construction of the Path would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.

Operation of the Path would consist of bicycle and pedestrian travel along a shared use path away from existing roadways. As discussed in Section 4.13.6, *Population and Housing,* the proposed Project would not induce substantial unplanned population growth such that evacuation routes

would be overburdened. Therefore, operation of the Path would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan during operation. This impact would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

The proposed Connection would result in construction of a Class I bikeway connecting Thousand Oaks Boulevard to Fountain Place along the northern border of Agoura High School. Construction activities would require established storage, staging, and active work areas. Storage and staging areas would be contained within the identified project boundary and outside of existing roadway ROWs. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown.

Implementation of the Connection would involve roadway and intersection improvements on Thousand Oaks Boulevard near Argos Street, both of which are identified as evacuation routes in Old Agoura Area Emergency Traffic Control Plan. Specifically, improvements would include relocation of the existing signal head and modifications to the existing median on Thousand Oaks Boulevard. Relocation of the existing signal head would occur within the sidewalk adjacent to the westbound travel lane on Thousand Oaks Boulevard, which would not require lane closure or any work within the lane itself. Modifications to the existing median would occur on the side of the eastbound travel lane of Thousand Oaks Boulevard, which would not impede the westbound travel identified in the Old Agoura Area Emergency Traffic Control Plan. Therefore, construction of the Connection would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.

Operation of the Connection would consist of bicycle and pedestrian travel along a shared use path. As discussed in Section 4.13.6, *Population and Housing,* the proposed Project would not induce substantial unplanned population growth such that evacuation routes would be overburdened. Therefore, operation of the Connection would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan during operation. This impact would be less than significant.

Class II Facilities

Of the proposed Class II facilities identified within the BMP, three facilities would be constructed along identified evacuation routes. Specifically, bicycle lanes would be established on Reyes Adobe Road and Driver Avenue; Reyes Adobe Road is identified as a primary evacuation route in the Agoura Hills Evacuation Plan and Driver Avenue is identified as a feeder route in the Agoura Hills Evacuation Plan. Bicycle lanes would also be established on Thousand Oaks Boulevard; Thousand Oaks Boulevard and Driver Avenue are both partially identified as evacuation routes in Old Agoura Area Emergency Traffic Control Plan.

Implementation of the Class II facilities on Reyes Adobe Road and Thousand Oaks Boulevard would require roadway restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes. Restriping can generally be completed within a single work period and does not require the establishment of storage, staging, or work areas. Therefore, restriping activities would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Implementation of the Class II facility proposed on Driver Avenue would require pavement widening to allow for the addition of bicycle lanes. Construction activities would require the creation of storage, staging, and active work areas. Storage and staging areas would be contained within the identified project boundary and outside of existing roadway ROWs. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. To facilitate pavement widening, active work areas could be established within travel lanes, requiring temporary lane closures. During construction activities that require work within the roadway or temporary lane closures, a construction traffic control plan would be prepared and implemented in accordance with the CA MUTCD. The construction traffic control plan would include the use of flaggers during any temporary lane closures, consistent with Chapter 6 (Flagger Control) of the CA MUTCD, and no detours would be required (Caltrans 2014). Therefore, construction of the Class II facilities would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.

Operation of the Class II facilities would consist of bicycle travel along delineated bike lanes. The restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes would not require a reduction in vehicle travel lanes along any roadway. As discussed in Section 4.13.6, *Population and Housing,* the proposed Project would not induce substantial unplanned population growth such that evacuation routes would be overburdened. Therefore, operation of the Class II facilities would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan during operation. This impact would be less than significant.

Class III Facilities

Class III facilities are proposed along primary evacuation routes and feeder routes in the Agoura Hills Evacuation Plan and the Old Agoura Area Emergency Traffic Control Plan. Implentation of Class III facilities involve roadway restriping to identify bike routes. Restriping can generally be completed within a single work period and does not require the establishment of storage, staging, or work areas. Therefore, restriping activities would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.

Operation of the Class III facilities would consist of bicycle travel along shared use travel lanes. The restriping establish shared use travel lanes would not require a reduction in vehicle travel lanes along any roadway. As discussed in Section 4.13.6, *Population and Housing,* the proposed Project would not induce substantial unplanned population growth such that evacuation routes would be overburdened. Therefore, operation of the Class III facilities would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan during operation. This impact would be less than significant.

Class IV Facilities

Of the Class IV facilities identified within the BMP, one proposed Class IV facility would be constructed along Kanan Road north of Thousand Oaks Boulevard. Kanan Road is identified as a primary evacuation route in the Agoura Hills Evacuation Plan. Although Class II bicycle lanes are currently established along this portion of Kanan Road, physical vertical barriers, such as bollards, would be installed to convert the Class II bicycle lanes into a Class IV separated bikeway.

Construction activities would require the creation of storage, staging, and active work areas. Storage and staging areas would be contained within the identified project boundary and outside of existing roadway ROWs. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. A construction traffic control plan would be prepared and implemented for any construction activities occurring within the roadway, in accordance with the CA MUTCD. The construction traffic control plan would include the use of flaggers during temporary lane closures, consistent with Chapter 6 (Flagger Control) of the CA MUTCD, and no detours would be required (Caltrans 2014). Therefore, construction of the Class IV facility on Kanan Road would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.

Operation of the Class IV facilities would consist of bicycle travel along physically separated bikeways adjacent to existing travel lanes. As discussed in Section 4.13.6, *Population and Housing,* the proposed Project would not induce substantial unplanned population growth such that evacuation routes would be overburdened. Therefore, operation of the Class IV facilities would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan during operation. This impact would be less than significant.

Enhanced Bicycle Treatments

Enhanced bicycle treatments would include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Construction and implementation of these facilities would be completed within a single work period and would not require the establishment of storage, staging, or work areas. Operation of the enhanced bicycle treatments would include continued use of existing bicycle facilities, storing of bicycles at new parking facilities, and use of bicycle repair facilities. Therefore, the enhanced bicycle treatments would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Therefore, the Amendments would not result in impacts to the public and environment associated with an adopted emergency response plan or emergency evacuation plan. No impact would occur.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

No impact would occur.

Threshold 7:	Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Impact HAZ-6 THE PROPOSED PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES, EITHER DIRECTLY OR INDIRECTLY, TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The City of Agoura Hills is located in a Very High Fire Hazard Severity Zone (VHFHSZ) in a Local Responsibility Area and is bordered to the north and south by a VHFHSZ in State Responsibility Area (California Department of Forestry and Fire Protection 2024). During construction activities, there would be a temporary increase in human activity and potential ignition sources, including equipment that could create sparks, be a source of heat, or leak flammable materials on individual project sites. Heat or sparks from construction equipment, vehicles, and the use of flammable hazardous materials have the potential to ignite adjacent vegetation and start a fire, especially during weather events that include low-humidity and high wind speeds. OSHA mandates that each job site have a fire prevention plan (CFR Standard 1910.39) that includes "a list of all major fire hazards, proper handling and storage procedures for hazardous materials, potential ignition sources and their control, and the type of fire protection equipment necessary to control each major hazard; procedures to control accumulations of flammable and combustible waste materials; as well as procedures for regular maintenance of safeguards installed on heat-producing equipment to prevent the accidental ignition of combustible materials." Therefore, with OSHA compliance, construction of individual projects identified within the BMP would not potentially expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Operation of individual projects identified within the BMP would consist of bicycle and pedestrian travel. Use of these bicycle facilities would not result in the operation of equipment that could create sparks, be a source of heat, or leak flammable materials on individual project sites. As discussed in Section 4.13.6, *Population and Housing,* the proposed Project would not induce substantial unplanned population growth. Furthermore, the Project would not include structural components or physical development that would expose people or structures, to a significant risk of loss, injury or death involving wildland fires. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.6.4 Cumulative Impacts

The cumulative study area for hazardous materials is the Project area, which encompasses all of the City of Agoura Hills. Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1, would have the potential to expose residents, employees, and visitors to hazards and hazardous materials. The magnitude of hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Hazard evaluations would be completed on a case-by-case basis for all future development. Compliance with applicable regulations and implementation of appropriate mitigation measures, including remedial action on contaminated sites, would address impacts related to these hazards

and hazardous materials associated with future development. Therefore, cumulative development would have a less-than-significant cumulative impact, involving the transport, use, and disposal of hazardous materials; accidental release of hazardous materials; release of hazardous materials within 0.25 mile of a school; and creation of a hazard to the public or environment from listed hazardous materials sites.

The Project site is not located within an airport land use plan or within two miles of a public airport. Therefore, the project cannot contribute to a cumulative impact related to a safety hazard related to aircraft operations.

All cumulative projects would be required to comply with the LVMCOG Multi-Jurisdictional Hazard Mitigation Plan, which includes actions to reduce risks from hazards, including emergency response. Therefore, cumulative development would not impair implementation of or physically interfere with an evacuation plan, and cumulative impacts related to hazards, hazardous materials, and emergency response would be less than significant.

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4.7 Hydrology and Water Quality

4.7.1 Setting

The analysis in this section considers potential impacts to hydrology and water quality. Specifically, this section discusses the environmental and regulatory setting; the criteria used to determine the significance of environmental impacts related to hydrology and water quality; and potential impacts related to hydrology and water quality that would result from implementation of the proposed Project.

a. Surface Water

The Project area, which encompasses all of the City of Agoura Hills, is located in the Malibu Creek Watershed (HUC-10 1807010401), Medea Creek Subwatershed (HUC-8 18070104) (California Department of Transportation n.d.). The Malibu Creek Watershed covers 109 square miles in Los Angeles and Ventura counties. Much of the Malibu Creek Watershed remains relatively undeveloped; the dominant human-altered land uses within the watershed include residential use, agriculture, and commercial/industrial use. This development has been concentrated primarily in and around the cities of Agoura Hills, Westlake, Malibu, and Calabasas (Las Virgenes Malibu Conejo Council of Governments 2001).

The main hydrologic feature of the Malibu Creek Watershed is Malibu Creek, whose headwaters are located in the Simi Hills. Tributaries of Malibu Creek include Las Virgenes Creek and Medea Creek, the latter of which runs through the City of Agoura Hills (California Department of Transportation n.d.). Near the coast, Malibu Creek flows to the Santa Monica Bay through Malibu Lagoon. Pollutants of concern in Malibu Creek, many of which are discharged from non-point-sources, include excess nutrients, sediment, and bacteria (California Department of Water Resources [DWR] 2013).

For regulatory purposes, the Los Angeles Regional Water Quality Control Board (LARWQCB) uses the watershed classification system developed by DWR, which divides watersheds into Hydrologic Units (HUs) that are divided into Hydrological Areas (HA), which are further divided into Hydrological Sub-Areas (HSAs). As designated by the LARWQCB, the Project area is located within Santa Monica Bay HU, Malibu Creek HA, and Lindero Canyon HSA.

b. Surface Water Quality

Downstream receiving waters in the City of Agoura Hills include Palo Comado Creek, Lake Lindero, Lindero Creek, and Medea Creek. Lake Lindero, Lindero Creek, Palo Comado Creek and Medea Creek are listed on the 2024 303(d) list as impaired water bodies, as discussed below.

Lake Lindero

Lake Lindero is an artificial lake in the western portion of the City of Agoura Hills, primarily surrounded by residences as well as a public golf course. Lake Lindero is listed on the 2024 303(d) list as impaired for commercial and sport fishing, non-contact water recreation, and warm freshwater habitat. Plans to restore water quality of Lake Lindero include total maximum daily loads (TMDLs) for Malibu Creek and the Malibu Creek Watershed, which are designed to address trash and nutrients within the respective plan areas (United States Environmental Protection Agency [U.S. EPA] 2024).

Lindero Creek

Lindero Creek is a seasonal stream in the City of Agoura Hills, flowing through the foothills of the Santa Monica Mountains and eventually feeding into Lake Lindero. Lindero Creek is listed on the 2024 303(d) list as impaired for water contact recreation and warm freshwater habitat. Plans to restore water quality of Lindero Creek include TMDLs for Malibu Creek, Malibu Lagoon, and the Malibu Creek Watershed, which are designed to address bacteria, trash, and nutrients within the respective plan areas (U.S. EPA 2024).

Palo Comado Creek

Palo Comado Creek is a seasonal stream located in the city of Agoura Hills, flowing through the foothills of the Santa Monica Mountains. Palo Comado Creek is listed on the 2024 303(d) list as impaired for indicator bacteria. Plans to restore water quality of Palo Comado Creek include TMDLs for the Malibu Creek Watershed, which are designed to address bacteria within the respective plan area (U.S. EPA 2024).

Medea Creek

Medea Creek is a perennial stream in the City of Agoura Hills, located west of Kanan Road, that flows through residential and open space areas and eventually merges with Lindero Creek. Medea Creek is listed on the 2024 303(d) list as impaired for water contact recreation, cold freshwater habitat, and warm freshwater habitat. Plans to restore water quality of Medea Creek include TMDLs for Malibu Creek, Malibu Lagoon, and the Malibu Creek Watershed, which are designed to address bacteria, sedimentation, trash, and nutrients within the respective plan areas (U.S. EPA 2024).

c. Drainage and Drainage Patterns

Drainage patterns within Agoura Hills are characterized by a network of creeks and stormwater management systems. Seasonal precipitation during the winter months is generally directed from the higher elevations (such as in the foothills of the Santa Monica Mountains) towards the lower-lying areas, where stormwater feeds into local creeks, such as Lindero Creek and Medea Creek. These creeks channel stormwater south through the city before converging and eventually draining into Malibu Creek, which flows southerly into North Santa Monica Bay.

To manage stormwater runoff and prevent flooding, the City has implemented various infrastructure projects, including storm drain systems, retention basins, and low-impact development (LID) practices. These measures help control the flow of water, reduce erosion, and improve overall water quality by filtering pollutants before they reach natural waterways.

d. Flooding and Inundation

Most of the City of Agoura Hills is not subject to flooding. According to the Federal Emergency Management Agency (FEMA) National Flood Hazard Layer, most of the city is located within Zone X, defined as an area of minimal flood hazard. Areas of the city that are subject to flooding include Lake Lindero, Lindero Creek, and Medea Creek. Lake Lindero is located within Zone A, which is a Special Flood Hazard Area (SFHA) with a one percent annual risk of a major flood, also known as the base flood or 100-year flood. Lindero Creek and Medea Creek each contain Zone A, as well as Zone AE (which refers to low-lying areas with a high risk of flooding; these areas have a one percent chance of flooding each year, and are also referred to as the 100-year floodplain), and Zone B

(defined as a low-risk flood zone with a 0.2 percent (one in 500) chance of experiencing a flood in a given year) (FEMA 2008, 2018).

Tsunamis and seiches are two types of water waves that are generated by earthquake events. Tsunamis are broad-wavelength ocean waves, and seiches are standing waves within confined bodies of water, typically reservoirs. According to the California Tsunami Maps, the City of Agoura Hills is not within an area subject to inundation from tsunami (California Department of Conservation 2025). Due to the absence of a large body of water upslope of the city, the Project area is not subject to inundation from seiche.

The City of Agoura Hills is potentially affected by several upstream dams within the Malibu Creek watershed. Notable dams include the Malibu Creek Dam, Rindge Dam, and Century Dam. However, these dams are regularly inspected and maintained to ensure their structural integrity and operational safety. The City collaborates with dam operators and emergency services to develop and maintain an Emergency Action Plan to mitigate the risk of inundation and ensure the safety of residents.

The Los Angeles County Department of Public Works presently owns and maintains three major flood control facilities in Agoura Hills: the Lindero Canyon Channel, the Chesebro Canyon Channel, and parts of Medea Creek. The Lindero Canyon Channel provides flood protection for the west drainage flow from Lindero Canyon, which extends into Ventura County, well beyond the City of Agoura Hills' northern boundary. The Chesebro Canyon Channel provides controlled drainage for the east drainage area of the city and intercepts the flows from Chesebro Canyon and Palo Comado Canyon. Medea Creek is partially improved between Agoura Road and north to the Ventura County line and provides flood control protection for the central drainage area of the city. Two major drainage channels not maintained by the Los Angeles County Department of Public Works are the Palo Comado Canyon and Liberty Canyon (City of Agoura Hills 2022). Palo Comado Canyon lies within the Santa Monica Mountains National Recreation Area and is managed by the National Park Service as a semi-natural channel; Liberty Canyon Channel is maintained by the Los Angeles County Flood Control District's Flood Maintenance Division.

e. Groundwater

The South Coast Hydrologic Region has 56 delineated groundwater basins (DWR 2003). The City of Agoura Hills overlies the Russell Valley Groundwater Basin, which covers approximately 3,100 acres in Los Angeles and Ventura Counties and is managed by the Calleguas Municipal Water District. The basin is a relatively small alluvial basin bounded by semi-permeable rocks of the Santa Monica Mountains, with the principal water-bearing formation being Holocene-age alluvium. This alluvium consists of unconsolidated, poorly sorted sand, gravel, silt, and clay, with groundwater being unconfined (DWR 2004).

The water balance of the basin indicates that recharge primarily occurs from the percolation of rainfall, with additional contributions from underflow and irrigation return. The basin is designated as Very Low Priority and is not in a state of overdraft. Groundwater quality within the basin is generally good, with no documented irrigation concerns, subsidence, or saline intrusion (DWR 2004, 2025). According to the United States Geological Survey, the minimum depth to groundwater (as recorded by wells within the area) is approximately 127 feet (United States Geological Survey 2025).

The Russell Valley Groundwater Basin is not adjudicated, meaning there is no court decree defining groundwater rights and usage. The regulatory boundaries for groundwater management align with the basin boundaries, ensuring consistent oversight and management practices.

f. Water Agencies and Management Regions

The City of Agoura Hills lies within the Los Angeles Regional Water Quality Control Board's (LARWQCB) boundaries. The LARWQCB protects ground and surface water quality in the Los Angeles Region, including the coastal watersheds of Los Angeles and Ventura Counties, along with very small portions of Kern and Santa Barbara Counties. The LARWQCB is the primary agency responsible for overseeing water quality issues in the region.

The city is located within the Greater Los Angeles County Integrated Regional Water Management (IRWM) Region.[1] The Greater Los Angeles County IRWM Region is comprised of five subregions (North Santa Monica Bay, Upper Los Angeles River, South Bay, Upper San Gabriel River and Rio Hondo River, and Lower San Gabriel and Lower Los Angeles Rivers) that span from Ventura County to Orange County, including portions of both counties, and from the Pacific Ocean coastline to the San Gabriel Mountains.

4.7.2 Regulatory Setting

a. Federal Regulations

Clean Water Act

The Federal Water Pollution Prevention and Control Act of 1948 was the first major law to address water pollution in the United States. In 1972, the Federal Water Pollution Control Act was amended and became known as the Clean Water Act. The Clean Water Act established the basic structure for regulating discharges of pollutants into the waters of the United States. The Clean Water Act gave the U.S. EPA the authority to implement federal pollution control programs, such as setting water quality standards for contaminants in surface water, establishing wastewater and effluent discharge limits for various industry contaminants in surface water, establishing wastewater and effluent discharge limits for various industry categories, and imposing requirements for controlling nonpoint-source pollution. At the federal level, the Clean Water Act is administered by the U.S. EPA and United States Army Corps of Engineers (USACE).

The federal Clean Water Act places the primary responsibility for the control of water pollution and for the planning of development and use of water resources with the states, although it does establish certain guidelines for the states to follow in developing their programs. At the state and regional levels in California, the Clean Water Act is enforced by the State Water Resources Control Board (SWRCB) and the nine RWQCBs.

SECTION 401: WATER QUALITY CERTIFICATION

Section 401 of the Clean Water Act regulates discharges of fill and dredged material to waters of the United States. Under Section 401, the SWRCB and RWQCBs have regulatory authority over actions in waters of the United States through the issuance of water quality certifications, which are issued in conjunction with any federal permit (e.g., permits issued by the USACE under Section 404 of the Clean Water Act, described below). Section 401 provides the SWRCB and the RWQCBs with the regulatory authority to waive, certify, or deny any proposed activity that could result in a discharge to surface waters of the State. To waive or certify an activity, these agencies must find the proposed discharge would comply with State water quality standards, including those protecting beneficial

[1] IRWM regions serve to coordinate regional water project funding applications and planning and serve as a primary source of budgetary planning for multi-jurisdictional water infrastructure projects.

uses and water quality. If these agencies deny the proposed activity, the federal permit cannot be issued.

SECTION 402: NATIONAL POLLUTANT ELIMINATION SYSTEM (NPDES)

Section 402 of the Clean Water Act establishes the NPDES regulations for stormwater and other pollutant discharges. Section 402 prohibits discharge of pollutants to waters of the United States unless they are regulated by an NPDES permit. Stormwater discharges are regulated under a variety of NPDES permits, including municipal, agricultural, industrial, construction, and low-threat discharge permits.

In 1987, Congress amended the Clean Water Act to require the implementation of a two-phased program to address stormwater discharges. Phase I of the NPDES program, promulgated by the U.S. EPA in November 1990, requires NPDES permits for stormwater discharges from municipal separate storm sewer systems (MS4s)[2] serving populations of 100,000 or greater, construction sites disturbing greater than five acres of land, and 10 categories of industrial activities.

The U.S. EPA recognized that smaller construction projects (disturbing less than five acres) and small MS4s (serving populations smaller than 100,000) were also contributing substantially to pollutant discharges nationwide. Therefore, in order to further improve stormwater quality, the U.S. EPA promulgated the NPDES Phase II program in January 2000, which requires NPDES permits for stormwater discharges from regulated small MS4s and for construction sites disturbing between one and five acres of land.

In California, the NPDES program is administered by SWRCB through the nine RWQCBs. Further discussion of the NPDES program and permits in California relevant to the Project are provided in discussion of state regulations, below.

SECTION 303(D): IMPAIRED WATERS AND TOTAL MAXIMUM DAILY LOADS (TMDL)

Section 303(d) of the Clean Water Act requires states to identify water bodies that do not meet water quality objectives and are not supporting beneficial uses. Each state must submit an updated biennial list, called the 303(d) list, to U.S. EPA. In addition to identifying the water bodies that are not supporting beneficial uses, the list also identifies the pollutant or stressor causing the impairment. Once a water body has been deemed impaired, a TMDL must be developed for each pollutant causing an impairment. A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards (often with a "factor of safety" included, which limits the total load of pollutants to a level well below that which could cause the standard to be exceeded). Once established, the TMDL is allocated among current and future dischargers into the water body.

National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 were enacted by Congress to reduce the costs of disaster relief. The intent of these acts was to reduce the need for large, publicly funded flood control structures and disaster relief efforts by restricting development in floodplains. FEMA administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities that comply with FEMA regulations limiting development in a floodplain. FEMA issues Flood Insurance Rate Maps (FIRMs) of communities

[2] An MS4 is a conveyance or system of conveyances designed or used to collect or convey stormwater (e.g., storm drains, pipes, ditches) that are owned by a state, city, town, or other public entity.

participating in the NFIP. These maps delineate flood hazard zones in the community. Local agencies are responsible for administering their community's floodplain management regulations. The City of Agoura Hills manages local storm drain facilities and is responsible for flood control planning within the city.

b. State Regulations

Porter-Cologne Water Quality Control Act

California's primary statute governing water quality and water pollution is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants the SWRCB and nine RWQCBs broad powers to protect water quality and is the primary vehicle for the implementation of the Clean Water Act in California. The Porter-Cologne Act grants the SWRCB and RWQCBs the authority and responsibility to adopt plans and policies, regulate discharges to surface water and groundwater, regulate waste disposal sites, and require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, oil, or petroleum product. Each RWQCB must adopt and implement a Water Quality Control Plan (Basin Plan) for its region in conformance with the policies set forth in the Porter-Cologne Act. The City of Agoura Hills is within the jurisdictional boundaries of the LARWQCB (Region 4).

California Toxics Rule

In May 2000, the U.S. EPA promulgated the California Toxics Rule, which established numeric water quality criteria for toxic pollutants for waters in California. The California Toxics Rule provides water quality criteria for certain potentially toxic compounds for inland surface waters, enclosed bays, estuaries, and waters designated for human health or aquatic life uses. The California Toxics Rule is often used by the RWQCBs when establishing water quality objectives and TMDLs. Although the California Toxics Rule criteria do not apply directly to discharges of stormwater runoff, they are utilized as benchmarks for toxics in urban runoff and to evaluate the potential ecological impacts of stormwater runoff to receiving waters.

Antidegradation Policy

The State Antidegradation Policy (Resolution No. 68-16) was adopted by SWRCB in 1968 to protect surface water and groundwater from degradation. The Antidegradation Policy applies to the disposal of waste to high-quality surface water and groundwater. The Antidegradation Policy requires the water quality of these water bodies to be maintained unless SWRCB finds the change will be consistent with maximum benefit to the people of the state, will not unreasonably affect present and anticipated beneficial uses of the waters, and will not result in water quality less than that prescribed in policies regulating water quality. The Antidegradation Policy also requires the best practicable treatment or control of discharges to high-quality waters to assure pollution or nuisance will not occur, and the highest possible water quality will be maintained.

Construction General Permit

The *General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities*, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit), adopted by SWRCB, regulates construction activities that include clearing, grading, and excavation resulting in soil disturbance of at least one acre of total land area. The Construction General Permit

authorizes the discharge of stormwater to surface waters from construction activities and requires all developers of land where construction activities will occur over more than one acre to do the following:

- Complete a Risk Assessment to determine pollution prevention requirements pursuant to the three risk levels established in the Construction General Permit;
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States;
- Develop and implement a Stormwater Pollution Prevention Plan (SWPPP) that specifies construction best management practices (BMP) that will reduce pollution in stormwater discharges to the Best Available Technology/Economically Achievable/Best Conventional Pollutant Control Technology standards;
- Perform inspections and maintenance of all BMPs; and
- Conduct stormwater sampling, if required based on risk level.

To obtain coverage under the Construction General Permit, a project applicant must electronically file all permit registration documents with SWRCB prior to the start of construction. Permit registration documents must include a Notice of Intent, Risk Assessment, site map, SWPPP, annual fee, and signed certification statement.

Typical BMPs contained in SWPPPs are designed to minimize erosion during construction, stabilize construction areas, control sediment, control discharges from groundwater dewatering, and control pollutants from construction materials. The SWPPP must also include a discussion of the program to inspect and maintain all BMPs.

The Construction General Permit also contains post-construction requirements for projects not covered under a Phase I or Phase II MS4 Permit. The Construction General Permit requires implementation of operational BMPs and low impact development features to reduce runoff and pollutants in stormwater discharge.

The Construction General Permit also includes groundwater dewatering requirements for projects not covered under a *De Minimis* or Low Threat Discharge Permit. The dewatering requirements mandate dischargers to implement BMPs to control the volume and velocity of dewatering discharges. The Construction General Permit also requires testing and treatment, if necessary, of groundwater discharge to verify the discharge meets or exceeds the effluent limitations specified in the permit.

Sustainable Groundwater Management Act

The Sustainable Groundwater Management Act (SGMA) of 2014 is a comprehensive three-bill package that Governor Jerry Brown signed into California state law in September 2014. The SGMA provides a framework for sustainable management of groundwater supplies by local authorities, with a limited role for State intervention if necessary to protect the resource. The plan is intended to achieve a reliable groundwater supply for California for years to come. The SGMA requires governments and water agencies of high- and medium-priority basins to halt overdrafts of groundwater basins. The SGMA requires the formation of local GSAs that are required to adopt GSPs to manage the sustainability of the groundwater basins.

c. Local Regulations

City of Agoura Hills General Plan 2035

The City of Agoura Hills General Plan 2035 was adopted on March 24, 2010 (updated on August 10, 2022) by the City Council (City of Agoura Hills 2022). The City of Agoura Hills General Plan 2035 is a strategic document designed to guide the physical development of the city until the year 2035. Among other things, the City of Agoura Hills General Plan 2035 sets out the pattern of land uses, including residential, commercial, and industrial. It also establishes the system of streets, bikeways, and trails. The City of Agoura Hills General Plan 2035 addresses a wide variety of subject areas, including housing, traffic, natural resources, land uses, economic development, noise, and public safety.

The City of Agoura Hills General Plan 2035 contains the following goals and policies related to Hydrology and Water Quality, which would apply to the proposed Project.

Goal S-1. Minimize risk to residents, workers, and visitors from flood hazards.

> **Policy S-1.6.** Regulate development within floodplains in accordance with the County, state and federal requirements, and maintain the City's eligibility under the National Flood Insurance Program.
>
> **Policy S-1.9.** Limit new development in Flood Zones A and AE, in accordance with the Federal Emergency Management Agency (FEMA) and City Building Code requirements, and assess properties for flooding vulnerabilities in these zones.

City of Agoura Hills Municipal Code

Article III, Chapter 7 of the Agoura Hills Municipal Code (AHMC) regulates floodplain management and addresses the management of flood-prone areas within the city. It includes regulations for development in floodplains to minimize flood risks and ensure compliance with federal and state floodplain management standards. This chapter specifies requirements for building permits, elevation certificates, and floodproofing measures. It also outlines the responsibilities of the floodplain administrator and procedures for variances and appeals.

Article V, Chapter 5 of the AHMC regulates stormwater management and discharge, focusing on the preventing of pollution from stormwater and urban runoff. It establishes regulations for the discharge of pollutants into the storm drain system and natural watercourses. Key provisions include requirements for BMPs to control runoff from construction sites, industrial facilities, and commercial properties. The chapter also outlines enforcement mechanisms and penalties for non-compliance.

4.7.3 Impact Analysis

a. Methodology and Significance Thresholds

As discussed in Section 4.0, *Environmental Impact Analysis*, all Project components are analyzed at the programmatic level. Project components include the Bicycle Master Plan (BMP), the VMT Mitigation Exchange and Banking Program (Program), and the General Plan Amendments (Amendments). Projects included within the BMPare grouped into Class I facilities, Class II facilities, Class III facilities, Class IV facilities, and enhanced bicycle treatments, as identified in Section 2.5, *Project Characteristics,* and in Table 1 of Chapter 2, *Project Description.* The impact analysis

contained herein provides a programmatic analysis of anticipated impacts for each of the five facilities, as impacts associated with each facility type are expected to be similar. However, because the City seeks to prioritize implementation of the Medea Creek Path (Path) and the Agoura High School Connection (Connection), the Path and the Connection have their own subheadings within the Class I Facility impact analysis subsection to provide a more specific assessment of their environmental impacts. Impacts associated with the General Plan Amendments are analyzed within their own subsection.

As discussed in Chapter 2, *Project Description*, the only projects that are currently planned, unfunded, and could potentially be funded by the VMT Mitigation Exchange and Banking Program are those currently included within the Bicycle Master Plan. Therefore, the impact analysis contained herein does not include a subsection for impacts associated with the Program, as the individual project list for the BMP and the Program are identical and impacts associated with the BMP would encompass impacts associated with the Program.

Within the following environmental analysis, impacts associated with each Project component are explicitly identified under the respective heading.

According to Appendix G of the *California Environmental Quality Act* (CEQA) *Guidelines*, impacts related to hydrology and water quality would be significant if the proposed Project would:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
    a. Result in substantial erosion or siltation on- or off-site,
    b. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site,
    c. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or
    d. Impede or redirect flood flows;
4. Risk release of pollutants due to project inundation if located in flood hazard, tsunami, or seiche zones; or,
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Impact HYD-1 THROUGH COMPLIANCE WITH EXISTING REGULATORY REQUIREMENTS, THE PROJECT WOULD NOT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUND WATER QUALITY. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Construction of Class I through Class IV Facilities

Construction of the proposed Class I facilities, including construction of the Medea Creek Path and Agoura High School Connection, would require clearing and grubbing, pavement demolition, grading, utility relocation, retaining wall or fencing installation, asphalt paving or repaving, street and undercrossing improvements, striping, and revegetation. Construction of Class II facilities would generally require roadway restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes. Pavement widening would be necessary on Driver Avenue, between Easterly Road and Colodny Drive, and on Cornell Road, between Agoura Road and Cornell Way to allow for the addition of bicycle lanes. Pavement widening associated with Class II facilities would require clearing and grubbing, subgrade stabilization, base course installation, and asphalt paving. Construction of the Class III facilities would be limited to the restriping of existing roads to identify bike routes, which would not involve ground disturbance. Construction of Class IV facilities would require pavement demolition, minor grading, bollard or fencing installation, asphalt paving or repaving, and striping.

Construction activities resulting in soil disturbance would increase the potential for erosion and sedimentation to occur. If construction activities occur during the rainy season, or in the event of heavy storms, soils from individual project sites could be entrained, eroded, and transported off-site or to downstream receiving waters. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, fuels), and concrete-related waste may be spilled or leaked during construction and have the potential to be transported off-site via stormwater runoff.

Individual projects proposed within the BMP that disturb less than one acre of soil are expressly exempt from the SWRCB's Construction General Permit as long as they are not part of a larger project that results in an overall disturbance of one acre or more. Regardless of disturbance acreage, all projects proposed within the BMP would comply with the BMP requirements identified in AHMC Article V, Chapter 5, which mandate sediment control (e.g., fiber rolls, stabilized entry pads) and runoff management (e.g., temporary diversion swales). As a result, during construction of individual projects that disturb less than one acre of soil, water quality would be maintained at pre-construction levels through erosion controls; no waste discharge to surface waters would occur beyond natural stormwater flows; surface water degradation via siltation or flooding would be prevented by stabilizing exposed soils; and groundwater would remain unaffected because there are no uncontained discharges or anticipated dewatering activities.

Individual projects proposed within the BMP that disturb between one and five acres of soil may qualify for a Small Construction Rainfall Erosivity Waiver if the project's Revised Universal Soil Loss Equation [R value[3]] is below five for the proposed timeframe. Waived sites would not be required to

[3] The rainfall-runoff erosivity factor (R-Factor) reflects the erosion potential on a site. It quantifies the effects of raindrop impacts and reflects the amount and rate of runoff associated with the rain. A lower R-Factor indicates a lower erosion potential.

comply with the Construction General Permit but would still be required to implement a site-specific SWPPP-equivalent in compliance with AHMC Article V, Chapter 5. Compliance with AHMC Article V, Chapter 5 would result in the implementation of BMPs for erosion and sediment capture (silt fences, sediment traps), pollution prevention (secured material storage, concrete washout containment), and routine inspections. Therefore, during construction of projects that qualify for a Small Construction Rainfall Erosivity Waiver, water quality would remain protected by the same suite of controls as required under the Construction General Permit; potential waste discharge would be managed on-site; surface water paths would be preserved and stabilized to prevent new erosion or flooding; and groundwater would be safeguarded because sediment and chemicals would be held on-site, with no dewatering or unpermitted discharges.

If the rainfall erosivity factor exceeds the waiver threshold (R value of five or more)—or if a waiver is not obtained—individual projects disturbing one to five acres would be required to comply with the Construction General Permit, and a full SWPPP would be implemented. The SWPPP prescribes BMPs for sediment control, dewatering, material handling, and spill response. It also requires visual monitoring, corrective-action reporting, and, for higher-risk segments, stormwater sampling. Implementation of the SWPPP would ensure water quality standards are met or exceeded; no unauthorized waste discharges occur; surface water degradation from increased runoff, erosion, or silt loading is prevented; and groundwater protection is maintained through engineered controls on dewatering and chemical storage.

Individual projects proposed within the BMP that disturb over five acres of soil would automatically trigger Construction General Permit coverage, SWPPP development, and implementation of all permit-level BMPs (including sediment basins and dewatering plans). The SWPPP would document pre- and post-development hydrology to confirm no net increase in peak flows, and all stormwater would be treated through sediment traps or active treatment systems. Consequently, water quality would remain at or above baseline levels; waste discharges would be routed through containment and treatment; surface water courses would remain unaltered in course or flow, avoiding erosion, flooding, and siltation; and groundwater would be protected by strict dewatering controls and secondary containment for chemicals.

Across all disturbance thresholds (less than one acre, between one and five acres, and greater than five acres), compliance with the SWRCB Construction General Permit (or waiver), implementation of site-specific SWPPPs, and compliance with AHMC Article V BMPs would collectively minimize the potential to violate water quality standards, result in unpermitted waste discharges, and degrade surface or groundwater quality. Construction impacts would be less than significant.

Operation of Class I through Class IV Facilities

Operation of the Class I facilities, including the Path and Connection, would consist of bicycle and pedestrian travel along shared use paths; operation of the Class II facilities would consist of bicycle travel along delineated bike lanes; operation of the Class III facilities would consist of bicycle travel along shared use travel lanes; operation of the Class IV facilities would consist of bicycle travel along physically separated bikeways adjacent to travel lanes. These operational activities would not introduce new land uses that discharge additional pollutants to downstream receiving waters relative to existing conditions. Compliance with existing regulatory requirements, such as the SWRCB's Construction General Permit and Article V, Chapter 5 of the AHMC, would ensure that the Class I through Class IV facilities do not violate water quality standards or waste discharge requirements and would not create substantial runoff water or otherwise degrade water quality. Operational impacts would be less than significant.

Enhanced Bicycle Treatments

Enhanced bicycle treatments would include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Construction activities associated with these facilities would disturb less than one acre of soil and would be exempt from the requirements of the Construction General Permit. Construction of the enhanced bicycle treatments would comply with Article V, Chapter 5 of the AHMC, which requires implementation of BMPs to control runoff from construction sites. Therefore, construction of the enhanced bicycle treatments would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, and the impact would be less than significant.

Operation of the enhanced bicycle treatments would include continued use of existing bicycle facilities, storing of bicycles at new parking facilities, and use of bicycle repair facilities. Operation of enhanced bicycle treatments would not introduce new land uses that discharge additional pollutants to downstream receiving waters relative to existing conditions. Compliance with existing regulatory requirements would ensure that the enhanced bicycle treatments do not violate water quality standards or waste discharge requirements and would not create substantial runoff water or otherwise degrade water quality. Operational impacts would be less than significant.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing vehicle miles traveled (VMT) through alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Therefore, the Amendments would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 2:	Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Impact HYD-2 THE PROJECT WOULD NOT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE RUSSELL VALLEY GROUNDWATER BASIN. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Class I Facilities

Construction of the proposed Class I facilities would require clearing and grubbing, pavement demolition, grading, utility relocation, retaining wall or fencing installation, asphalt paving or repaving, street and undercrossing improvements, striping, and revegetation. Given the programmatic nature of the BMP, construction details for all individual projects included within the BMP are not yet known. As discussed in Chapter 2, *Project Description*, specific construction details have been identified for the Medea Creek Path, a two-mile bicycle path and the longest new facility proposed in the BMP. Construction of the Path would result in the largest area of disturbance with the most construction activities. The maximum depth of excavation required during construction of the Path would be 12 feet. All other facilities included within the BMP would be expected to result in less intensive construction. Therefore, it can be assumed that the maximum depth of excavation required during construction of the remaining Class I facilities would also be 12 feet. As discussed in Section 4.7.1(e), groundwater is anticipated at a depth of approximately 127 feet. Therefore, groundwater would not be encountered during grading and excavation activities for Class I facilities. Thus, construction activities would not require groundwater dewatering and would not decrease groundwater supplies or interfere with recharge. No impacts to groundwater supplies or recharge would occur during construction.

Operation of the Class I facilities would consist of bicycle and pedestrian travel along shared use paths. Operation of the Class I facilities would not substantially increase impervious surface area, as the facilities would be constructed from semi-permeable materials such as asphalt concrete. During precipitation events, stormwater would flow into adjacent permeable (grass or landscaped) areas, or onto existing streets, where it would be collected by the city's existing stormwater system. Therefore, the Class I facilities would not substantially interfere with groundwater recharge such that the Class I facilities would impede sustainable groundwater management of the basin. No impacts on groundwater supplies or recharge would occur during operation.

MEDEA CREEK PATH

Groundwater is anticipated at a depth of approximately 127 feet. The estimated depth of ground disturbance during construction of the Path is 12 feet. Therefore, groundwater would not be encountered during grading and excavation activities associated with construction of the Path. Construction activities would not otherwise require groundwater dewatering and therefore would not decrease groundwater supplies or interfere with recharge. No impacts to groundwater supplies or recharge would occur during construction.

Due to the addition of pavement within previously undisturbed areas, the Path would result in an increase in impervious surfaces. During precipitation events, stormwater would flow into adjacent permeable (grass or landscaped) areas or onto existing streets where it would be collected by the city's existing stormwater system. Therefore, the Path would facilitate the off-site movement of

stormwater, allowing for infiltration and recharge of the underlying Russell Valley Groundwater Basin. Impacts during operation would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

Groundwater is anticipated at a depth of approximately 127 feet. As discussed in Chapter 2, *Project Description*, specific construction details have been identified for the Connection, and the estimated depth of ground disturbance during construction of the Connection is 12 feet. Therefore, groundwater would not be encountered during grading and excavation activities associated with construction of the Connection. Construction activities would not otherwise require groundwater dewatering and therefore would not decrease groundwater supplies or interfere with recharge. No impacts to groundwater supplies or recharge would occur during construction.

Due to the addition of pavement within previously undisturbed areas, the Connection would result in an increase in impervious surfaces. During precipitation events, stormwater would flow into adjacent permeable (grass or landscaped) areas or onto existing streets where it would be collected by the city's existing stormwater system. Therefore, the Connection would facilitate the off-site movement of stormwater, allowing for infiltration and recharge of the underlying Russell Valley Groundwater Basin. Impacts during operation would be less than significant.

Class II Facilities

Construction of Class II facilities would generally require roadway restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes. Pavement widening would be necessary on Driver Avenue and Cornell Road to allow for the addition of bicycle lanes. Pavement widening would require clearing and grubbing, subgrade stabilization, base course installation, and asphalt paving. These activities would not involve excavation and would not require groundwater dewatering, and therefore would not decrease groundwater supplies or interfere with recharge. No impacts to groundwater supplies or recharge would occur during construction.

Operation of the Class II facilities would consist of bicycle travel along delineated bike lanes, with the exception of roadway widening on Driver Avenue and Cornell Road. The proposed roadway widenings would not substantially increase impervious surface area, as the roadways would consist of semi-permeable materials such as asphalt, and would be similar to existing conditions in that stormwater would be directed to current drainage systems. Therefore, the Class II facilities would not increase impervious surface area and would not substantially interfere with groundwater recharge such that the Class II facilities would impede sustainable groundwater management of the basin. No impacts on groundwater supplies or recharge would occur during operation.

Class III Facilities

Construction of the Class III facilities would be limited to the restriping of existing roads to identify bike routes, which would not involve grading or excavation. Therefore, groundwater dewatering would not be required during construction activities. Construction activities would not otherwise require groundwater dewatering and therefore would not decrease groundwater supplies or interfere with recharge. Therefore, no impacts to groundwater supplies or recharge would occur during construction.

Operation of the Class III facilities would consist of bicycle travel along existing travel lanes. Therefore, the Class III facilities would not increase impervious surface area and would not substantially interfere with groundwater recharge such that the Class III facilities would impede

sustainable groundwater management of the basin. No impacts on groundwater supplies or recharge would occur during operation.

Class IV Facilities

Construction of the proposed Class IV facilities would require pavement demolition, grading, bollard or fencing installation, asphalt paving or repaving, and striping. Given the programmatic nature of the BMP, construction details for all individual projects included within the BMP are not yet known. As discussed in Chapter 2, *Project Description*, specific construction details have been identified for the Medea Creek Path, a two-mile Class I facility and the longest new facility proposed in the BMP. Construction of the Path would result in the largest area of disturbance with the most construction activities. The maximum depth of excavation required during construction of the Path would be 12 feet. All other facilities included within the BMP would be expected to result in less intensive construction. Therefore, it can be assumed that the maximum depth of excavation required during construction of the Class IV facilities would also be 12 feet. As discussed in Section 4.7.1(e), groundwater is anticipated at a depth of approximately 127 feet. Therefore, groundwater would not be encountered during grading and excavation activities for Class IV facilities. Thus, construction activities would not require groundwater dewatering and would not decrease groundwater supplies or interfere with recharge. No impacts to groundwater supplies or recharge would occur during construction.

Operation of the Class IV facilities would consist of bicycle travel along physically separated bikeways. The bikeways would be located adjacent to existing travel lanes and would consist of semi-permeable materials such as asphalt. Similar to existing conditions, stormwater from the bikeways would be directed to current drainage systems. Therefore, the Class IV facilities would not increase impervious surface area and would not substantially interfere with groundwater recharge such that the Class IV facilities would impede sustainable groundwater management of the basin. No impacts on groundwater supplies or recharge would occur during operation.

Enhanced Bicycle Treatments

Enhanced bicycle treatments would include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Construction of the enhanced bicycle treatments would not involve excavation and would not require groundwater dewatering, and therefore would not decrease groundwater supplies or interfere with recharge. Therefore, no impacts to groundwater supplies or recharge would occur during construction.

Operation of the enhanced bicycle treatments would include continued use of existing bicycle facilities, storing of bicycles at new parking facilities, and use of bicycle repair facilities. Enhanced bicycle treatments would be implemented at various locations throughout the city within or adjacent to existing, new, or improved bikeways and would not result in the addition of new, paved areas. Therefore, the enhanced bicycle treatments would not increase impervious surface area and would not substantially interfere with groundwater recharge such that the enhanced bicycle treatments would impede sustainable groundwater management of the basin. No impacts on groundwater supplies or recharge would occur during operation.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed

BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Therefore, the Amendments would not substantially interfere with groundwater recharge such that the Amendments would impede sustainable groundwater management of the basin. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 3a: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

Threshold 3b: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Threshold 3c: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Threshold 3d: Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

Impact HYD-3 THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE PROJECT AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON OR OFF SITE, WOULD RESULT IN FLOODING ON OR OFF SITE, WOULD PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF, OR WOULD IMPEDE OR REDIRECT FLOOD FLOWS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Class I Facilities

Construction of the Class I facilities would not substantially alter the existing drainage pattern of the Project area and would not alter the course of a stream or river because no streams or rivers are located within the individual Class I project sites. Construction and operation of the Class I facilities would not result in substantial erosion or siltation on or off site, flooding on or off site, substantial

additional sources of polluted runoff, or impeded or redirected flood flows, as discussed in the following analyses.

Erosion and siltation are effectively controlled through a combination of SWRCB permits and AHMC requirements. Class I facilities that disturb more than one acre of soil are subject to the SWRCB Construction General Permit, which mandates preparation and implementation of a SWPPP. The SWPPP identifies and prescribes sediment controls—such as silt fences, sediment basins, and stabilized construction entrances—to maintain pre-development flow paths and prevent on- or off-site siltation. Class I facilities that disturb between one and five acres of soil may opt for a Small Construction Rainfall Erosivity Waiver, but regardless of waiver applicability must comply with Article V, Chapter 5 of the AHMC, which would ensure BMPs for erosion and siltation are implemented. Class I facilities disturbing less than one acre of soil, though exempt from the Construction General Permit, are bound by the AHMC's BMP requirements, ensuring consistent erosion and sediment controls for construction of all Class I facilities. Therefore, construction of the Class I facilities would have a less than significant impact involving substation erosion or siltation.

Article V, Chapter 5 of the AHMC explicitly requires that post-development runoff rates and volumes do not exceed pre-development conditions, which would ensure construction of the Class I facilities would not increase downstream flood peaks. For larger Class I facilities covered by the Construction General Permit, hydrologic modeling submitted in the SWPPP would demonstrate that peak flow rates for the 10-, 25-, and 100-year storms remain unchanged. Therefore, construction of the Class I facilities would have a less than significant impact involving on- or off-site flooding.

The potential for additional pollutants to enter surface waters during construction of the Class I facilities would be addressed in the SWPPP (if required) and under the AHMC's BMP requirements. Specifically, the SWPPP prescribes pollution prevention measures for all potential sources of contamination including concrete washout areas, fuel and chemical storage zones, vehicle maintenance areas, and material stockpiles. These measures include covered staging areas, secondary containment, designated washout locations, and spill-response plans that together prevent oils, metals, and other chemicals from becoming entrained in stormwater. Article V applies these same standards to all Class I facilities, regardless of size, so even projects exempt from the Construction General Permit would implement run-on/run-off controls and strict handling procedures. Therefore, construction of the Class I facilities would have a less than significant impact involving additional sources of polluted runoff.

Construction activities associated with the Class I facilities would not impede or redirect flood flows because no permanent structures would be placed within mapped floodways or active channels, and natural overland flow paths would be preserved. Therefore, construction of the Class I facilities would have a less than significant impact involving impeded or redirected flood flows.

Operation of the Class I facilities would consist of bicycle and pedestrian travel along shared use paths and would not introduce new uses that discharge additional water pollutants relative to existing conditions. Operation of the Class I facilities would thus not have the potential to substantially alter the existing drainage pattern of the Project area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off site, would result in flooding on or off site, would provide substantial additional sources of polluted runoff, or would impede or redirect flood flows. There would be no impact.

MEDEA CREEK PATH

Existing drainage across the Path's proposed alignment consists of shallow sheet flow over a gently sloping native soil surface that conveys rainfall downslope into intermittent swales and ultimately into Medea Creek. No defined channel crosses the Path alignment, and there is no current diversion or confinement of flows along the Path alignment. Construction of the Path would maintain nearly all pre-development infiltration: runoff would pass through the pavement, temporarily store in the aggregate bed, and then infiltrate into native soils. Therefore, construction of the Path would not substantially alter the existing drainage pattern of the Project area and would not alter the course of a stream or river. No construction work would occur within Medea Creek.

Construction of the Path would disturb more than one acre of soil, which would increase the potential for erosion and sedimentation. Construction of the Path would be required to comply with the Construction General Permit and Article V, Chapter 5 of the AHMC, which require preparation and implementation of a SWPPP and implementation of Erosion Control BMPs and Sediment Control BMPs designed to minimize erosion and retain sediment on-site. Additionally, the SWPPP would include construction BMPs to control and direct on-site surface runoff and would include detention facilities, if required, to minimize stormwater runoff from the construction site such that it does not exceed the capacity of the downstream stormwater drainage systems. Through compliance with the Construction Stormwater General Permit and implementation of the SWPPP and construction BMPs, as well as compliance with the AHMC, construction of the Path would not substantially alter the existing drainage pattern of the Project area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off site, would result in flooding on or off site, would provide substantial additional sources of polluted runoff, or would impede or redirect flood flows. This impact would be less than significant.

Operation of the Path would not involve ground-disturbing activities that could increase the potential for erosion or siltation. Through the addition of paving for the proposed bike path, the Path would increase impervious surfaces. During precipitation events, stormwater would flow into adjacent permeable (grass or landscaped) areas, or onto existing streets, where it would be collected by the city's existing stormwater system. The Path would consist of a primarily ground-level bikeway, which would not constitute a barrier that could substantially increase on- or off-site flooding or impede or redirect flood flows when compared to existing conditions. Therefore, although the Path would result in an increase in impervious surface areas, operation of the Path would not substantially alter the existing drainage pattern of the Project area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off site, would result in flooding on or off site, would provide substantial additional sources of polluted runoff, or would impede or redirect flood flows. This impact would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

Construction of the Connection would not substantially alter the existing drainage pattern of the Project area and would not alter the course of a stream or river because no streams or rivers are located within the Project area. Construction of the Connection would disturb less than one acre of soil. Because construction of the Connection would disturb less than one acre of soil, the Connection would be exempt from the requirements of the Construction General Permit. However, construction of the Connection would comply with Article V, Chapter 5 of the AHMC, which requires implementation of BMPs to control erosion and sediment from construction sites. Therefore,

construction of the Connection would not substantially alter the existing drainage pattern of the Project area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off site, would result in flooding on or off site, would provide substantial additional sources of polluted runoff, or would impede or redirect flood flows. This impact would be less than significant.

Operation of the Connection would not involve ground-disturbing activities that could increase the potential for erosion or siltation. Through the addition of paving for the proposed bike path, the Connection would increase impervious surfaces. During precipitation events, stormwater would flow into adjacent permeable (grass or landscaped) areas, or onto existing streets, where it would be collected by the city's stormwater system. The Connection would consist of a primarily ground-level bikeway that would not constitute a barrier that could substantially increase on- or off-site flooding or impede or redirect flood flows when compared to existing conditions. Therefore, although the Connection would result in an increase in impervious surface areas, operation of the Connection would not substantially alter the existing drainage pattern of the Project area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off site, would result in flooding on or off site, would provide substantial additional sources of polluted runoff, or would impede or redirect flood flows. This impact would be less than significant.

Class II Facilities

Construction of the Class II facilities would not substantially alter the existing drainage pattern of the Project area and would not alter the course of a stream or river because no streams or rivers are located within the Project area. Construction of Class II facilities would generally require roadway restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes, as well as pavement widening on Driver Avenue and on Cornell Road to allow for the addition of bicycle lanes. Pavement widening would require clearing and grubbing, subgrade stabilization, base course installation, and asphalt paving. These activities would result in soil disturbance, which would in turn increase the potential for erosion and sedimentation to occur.

Class II facilities that disturb more than one acre are subject to the SWRCB Construction General Permit, which mandates preparation and implementation of a SWPPP. The SWPPP identifies and prescribes sediment controls—such as silt fences, sediment basins, and stabilized construction entrances—to maintain pre-development flow paths and prevent on- or off-site siltation. Class II facilities that disturb between one and five acres may opt for a Small Construction Rainfall Erosivity Waiver, but must nonetheless comply with Article V, Chapter 5 of the AHMC, ensuring BMPs for erosion and siltation are implemented. Class II facilities under one acre, though exempt from the Construction General Permit, are bound by the AHMC's BMP requirements, ensuring consistent erosion and sediment controls for construction of all Class II facilities. Therefore, construction of the Class II facilities would have a less than significant impact involving substation erosion or siltation.

The AHMC explicitly requires that post-development runoff rates and volumes do not exceed pre-development conditions, which would ensure construction of the Class II facilities would not increase downstream flood peaks. For larger Class II facilities covered by the Construction General Permit, hydrologic modeling submitted in the SWPPP would demonstrate that peak flow rates for the 10-, 25-, and 100-year storms remain unchanged. Therefore, construction of the Class II facilities would have a less than significant impact involving on- or off-site flooding.

The potential for additional pollutants to enter surface waters during construction of the Class II facilities would be addressed in the SWPPP (if required) and under the AHMC's BMP requirements. The SWPPP prescribes pollution prevention measures for all potential sources of contamination—concrete washout areas, fuel and chemical storage zones, vehicle maintenance areas, and material stockpiles. These measures include covered staging areas, secondary containment, designated washout locations, and spill-response plans that together prevent oils, metals, and other chemicals from becoming entrained in stormwater. Article V applies these same standards to all Class II facilities, regardless of size, so even projects exempt from the Construction General Permit would implement run-on/run-off controls and strict handling procedures. Therefore, construction of the Class II facilities would have a less than significant impact involving additional sources of polluted runoff.

Construction activities associated with the Class II facilities would not impede or redirect flood flows because no permanent structures would be placed within mapped floodways or active channels, and natural overland flow paths would be preserved. Therefore, construction of the Class II facilities would have a less than significant impact involving impeded or redirected flood flows.

Operation of the Class II facilities would consist of bicycle travel along delineated bike lanes and would not introduce new land uses with the potential to generate erosion, sedimentation, or additional water pollutants relative to existing conditions. Operation of the Class II facilities would thus not have the potential to substantially alter the existing drainage pattern of the Project area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off site, would result in flooding on or off site, would provide substantial additional sources of polluted runoff, or would impede or redirect flood flows. There would be no impact.

Class III Facilities

Construction of the Class III facilities would not substantially alter the existing drainage pattern of the Project area and would not alter the course of a stream or river because no streams or rivers are located within the Project area. Construction of the Class III facilities would be required to comply with Article V, Chapter 5 of the AHMC, which requires implementation of BMPs designed to minimize erosion and retain sediment on site. Compliance with Article V, Chapter 5 of the AHMC would minimize sediment discharge in stormwater runoff. Therefore, construction of the Class III facilities would not substantially alter the existing drainage pattern of the Project area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off site, would result in flooding on or off site, would provide substantial additional sources of polluted runoff, or would impede or redirect flood flows. This impact would be less than significant.

Operation of the Class III facilities would consist of bicycle travel along shared use travel lanes and would not introduce new land uses with the potential to generate erosion, sedimentation, or additional water pollutants relative to existing conditions. Operation of the Class III facilities would thus not have the potential to substantially alter the existing drainage pattern of the Project area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off site, would result in flooding on or off site, would provide substantial additional sources of polluted runoff, or would impede or redirect flood flows. There would be no impact.

Class IV Facilities

Construction of the Class IV facilities would not substantially alter the existing drainage pattern of the Project area and would not alter the course of a stream or river because no streams or rivers are located within the Project area. The Class IV facilities would be located within existing roadways, and would not result in the addition of new, paved areas.

Class IV facilities that disturb more than one acre are subject to the SWRCB Construction General Permit, which mandates preparation and implementation of a SWPPP. The SWPPP identifies and prescribes sediment controls—such as silt fences, sediment basins, and stabilized construction entrances—to maintain pre-development flow paths and prevent on- or off-site siltation. Class IV facilities that disturb between one and five acres may opt for a Small Construction Rainfall Erosivity Waiver, but must nonetheless comply with Article V, Chapter 5 of the AHMC, ensuring BMPs for erosion and siltation are implemented. Class IV facilities under one acre, though exempt from the Construction General Permit, are bound by the AHMC's BMP requirements, ensuring consistent erosion and sediment controls for construction of all Class II facilities. Therefore, construction of the Class IV facilities would have a less than significant impact involving substation erosion or siltation.

The AHMC explicitly requires that post-development runoff rates and volumes do not exceed pre-development conditions, which would ensure construction of the Class IV facilities would not increase downstream flood peaks. For larger Class IV facilities covered by the Construction General Permit, hydrologic modeling submitted in the SWPPP would demonstrate that peak flow rates for the 10-, 25-, and 100-year storms remain unchanged. Therefore, construction of the Class IV facilities would have a less than significant impact involving on- or off-site flooding.

The potential for additional pollutants to enter surface waters during construction of the Class IV facilities would be addressed in the SWPPP (if required) and under the AHMC's BMP requirements. The SWPPP prescribes pollution prevention measures for all potential sources of contamination—concrete washout areas, fuel and chemical storage zones, vehicle maintenance areas, and material stockpiles. These measures include covered staging areas, secondary containment, designated washout locations, and spill-response plans that together prevent oils, metals, and other chemicals from becoming entrained in stormwater. Article V applies these same standards to all Class IV facilities, regardless of size, so even projects exempt from the Construction General Permit would implement run-on/run-off controls and strict handling procedures. Therefore, construction of the Class IV facilities would have a less than significant impact involving additional sources of polluted runoff.

Construction activities associated with the Class IV facilities would not impede or redirect flood flows because no permanent structures would be placed within mapped floodways or active channels, and natural overland flow paths would be preserved. Therefore, construction of the Class IV facilities would have a less than significant impact involving impeded or redirected flood flows.

Operation of the Class IV facilities would consist of bicycle travel along physically separated bikeways and would not introduce new land uses with the potential to generate erosion, sedimentation, or additional water pollutants relative to existing conditions. Operation of the Class IV facilities would thus not have the potential to substantially alter the existing drainage pattern of the Project area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off site, would result in flooding on or off site, would provide substantial additional sources of polluted runoff, or would impede or redirect flood flows. There would be no impact.

Enhanced Bicycle Treatments

Enhanced bicycle treatments would include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Construction and operation of the enhanced bicycle treatments would not result in the addition of new, paved areas. Therefore, the enhanced bicycle treatments would not increase impervious surface area. Construction of the enhanced bicycle treatments would comply with Article V, Chapter 5 of the AHMC, which requires implementation of BMPs to control runoff from construction sites. Construction and operation of the enhanced bicycle treatments would not have the potential to substantially alter the existing drainage pattern of the Project area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off site, would result in flooding on or off site, would provide substantial additional sources of polluted runoff, or would impede or redirect flood flows. No impact would occur.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Therefore, the Amendments would not have the potential to substantially alter the existing drainage pattern of the Project area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off site, would result in flooding on or off site, would provide substantial additional sources of polluted runoff, or would impede or redirect flood flows. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 4:	In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Impact HYD-4 THE PROPOSED PROJECT WOULD NOT RISK THE RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION IN FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Class I Facilities

The proposed Class I facilities are not located within a flood hazard zone, tsunami inundation zone, or seiche inundation zone (FEMA 2008, 2018). Therefore, the Class I facilities would not have the potential to be subject to inundation, and no impact would occur.

MEDEA CREEK PATH

The Path is not located within a tsunami inundation zone or a seiche inundation zone. However, the Path is located within FEMA Zone AE and Zone B, which are designated as special flood hazard areas (FEMA 2008, 2018). Implementation of erosion control measures and BMPs as part of the SWPPP, as required by the Construction General Permit, would reduce the potential for release of pollutants during construction of the Path. Operation of the Path would consist of bicycle and pedestrian travel along a shared use path and would not involve the use of hazardous materials, and thus would not create a risk associated with the release of pollutants should the Path be inundated during a flooding event. Therefore, impacts involving the release of pollutants due to inundation would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

The Connection is not located within a flood hazard zone, tsunami inundation zone, or a seiche inundation zone. Therefore, the Connection would not have the potential to be subject to inundation, and no impact would occur.

Class II Facilities

The proposed Class II facilities are not located within a flood hazard zone, tsunami inundation zone, or a seiche inundation zone. Therefore, the Class II facilities would not have the potential to be subject to inundation, and no impact would occur.

Class III Facilities

The proposed Class III facilities are not located within a tsunami inundation zone or a seiche inundation zone. However, six of the proposed Class III facilities are located within FEMA Zone AE and Zone B, which are designated as special flood hazard areas (FEMA 2008, 2018). Construction of the Class III facilities would be limited to the restriping of existing roads to identify bike routes, which would not involve ground disturbance, and thus compliance with the Construction General Permit, and implementation of an associated SWPPP, would not be required. However, implementation of BMPs for runoff control as required by Article V, Chapter 5 of the AHMC would reduce the potential for release of pollutants during construction of the Class III facilities. Operation of the Class III facilities would not involve the use of hazardous materials and thus would not create a risk associated with the release of pollutants should the proposed Class III bike paths be inundated during a flooding event. Therefore, impacts involving the release of pollutants due to inundation would be less than significant.

Class IV Facilities

The proposed Class IV facilities are not located within a flood hazard zone, tsunami inundation zone, or a seiche inundation zone. Therefore, the Class IV facilities would not have the potential to be subject to inundation, and no impact would occur.

Enhanced Bicycle Treatments

The enhanced bicycle treatments are not located within a tsunami inundation zone or a seiche inundation zone. However, some of the enhanced bicycle treatments may be located within FEMA Zone AE and Zone B, which are designated as special flood hazard areas (FEMA 2008, 2018). Implementation of BMPs for runoff control, as required by Article V, Chapter 5 of the AHMC, would reduce the potential for release of pollutants during construction of the enhanced bicycle

treatments. Operation of the enhanced bicycle treatments would not involve the use of hazardous materials and thus would not create a risk associated with the release of pollutants, should the enhanced bicycle treatments be inundated during a flood event. Therefore, impacts involving the release of pollutants due to inundation would be less than significant.

General Plan Amendments

The Amendments would not facilitate direct or indirect development that could risk the release of pollutants due to inundation. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 5:	Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact HYD-5 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The Project area overlies the Russell Valley Groundwater Basin, which is designated as Very Low Priority and is not in a state of overdraft (DWR 2025). As discussed under Impact HYD-2, construction of the proposed Project would not require groundwater dewatering and therefore would not decrease groundwater supplies or interfere with recharge. The proposed Project would not require a water supply during operation. In addition, there is no Groundwater Sustainability Plan because the Basin is low priority and it is not required under SGMA. Therefore, the proposed Project would not conflict with or obstruct implementation of a Groundwater Sustainability Plan.

As discussed under Impact HYD-1, construction of the proposed Project would involve soil-disturbing activities that would effectively be controlled through implementation of erosion control measures and BMPs as required by the AHMC and Construction General Permit (if applicable). Impacts to water quality during operation of the proposed Project would be effectively controlled through compliance with existing water quality standards. Consequently, the proposed Project would not conflict with a water quality control plan, and impacts would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.7.4 Cumulative Impacts

The cumulative study area for hydrology and water quality is the Malibu Creek Watershed. Cumulative development in the Malibu Creek Watershed would be a continuation of the existing

urban pattern of development that has already resulted in extensive modifications to watercourses in the Project area. Specifically, many of the Project area's watercourses have been channelized, and drainage systems have been put into place to respond to the past urbanization that has occurred in this area. For the cumulative analysis related to hydrology and water quality, the cumulative projects being considered include the related projects listed in Chapter 3, *Environmental Setting*, which all discharge to the same watershed as the proposed Project. Each of these related projects could potentially increase impervious surfaces throughout the region, redirect stormwater runoff during storm events, increase the peak flow of stormwater runoff, and contribute to pollutant loading in stormwater runoff reaching both the storm drain system and the downstream receiving waters, such as Palo Comado Creek, Lake Lindero, Lindero Creek, and Medea Creek. However, all of the cumulative projects, including the proposed Project, would be required to comply with NPDES and local water quality requirements and drainage standards. All projects that disturb one acre or more of soil must comply with the requirements of the Construction General Permit. Furthermore, all projects in Agoura Hills must comply with Article V, Chapter 5 of the AHMC. Implementation of BMPs, as required, would address drainage and surface water quality protection. As a result, cumulative impacts on water quality, drainage, flooding, and sedimentation would be less than significant.

The cumulative study area for groundwater is the Russell Valley Groundwater Basin. For the cumulative analysis related to groundwater, the cumulative projects being considered include the related projects listed in Chapter 3, *Environmental Setting*, which are located above the same groundwater basin or would utilize groundwater from the same groundwater basin as the proposed Project. Cumulative increases in impervious surface areas above the groundwater basin could affect groundwater recharge, and additional water demand would occur due to population growth associated with buildout of the City of Agoura Hills. Potential increases in groundwater pumping above current levels due to buildout of the region could potentially decrease available groundwater supplies. However, each cumulative project, including the proposed Project, would be reviewed by the City of Agoura Hills to confirm adequate water supplies are available such that water supplied from groundwater sources would not substantially decrease groundwater supplies. Finally, the Russell Valley Groundwater Basin is not in a state of overdraft or designated as a medium or high priority groundwater basin, and water supplied to cumulative development from groundwater would not substantially decrease groundwater supplies. Therefore, cumulative impacts to groundwater resources would be less than significant.

The cumulative study area for flooding and inundation consists of special flood hazard areas within the City of Agoura Hills. Cumulative development within these areas, which include Lake Lindero, Lindero Creek, Medea Creek, and lands adjacent to these three waterbodies, could result in increased flooding, including redirection of flood flows, increases in flood boundaries, and increases in flood elevations. For the cumulative analysis related to flooding and inundation, the cumulative projects being considered include the related projects listed in Chapter 3, *Environmental Setting*, within the City of Agoura Hills. Each cumulative project that encroaches in a floodplain would be reviewed by the City of Agoura Hills and FEMA to verify compliance with all applicable regulations governing development within floodplain. If required, FEMA would revise the Flood Insurance Rate Map to reflect changes in floodplains resulting from the cumulative projects. Review of floodplain encroachments by the City of Agoura Hills and FEMA are designed to prevent substantial changes to the floodplain as a result of cumulative development in the region. As a result, cumulative impacts related to flooding would be less than significant.

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4.8 Land Use and Planning

The analysis in this section considers potential impacts to land use and planning. Specifically, this section discusses the environmental and regulatory setting; the criteria used to determine the significance of environmental impacts related to land use and planning; and potential impacts related to land use and planning that would result from implementation of the proposed Project.

4.8.1 Setting

a. Current Land Use Pattern

The Project area, which encompasses all of the City of Agoura Hills, is located in the foothills of the Santa Monica Mountains on the far western edge of Los Angeles County in the Conejo Valley. The city is located approximately 36 miles west of downtown Los Angeles, encompasses approximately 4,366 acres, and is bisected by U.S. Highway 101 (Ventura Freeway), which runs east-west in the southern portion of the city. Rolling hills and a blend of semi-rural and suburban development characterize the City of Agoura Hills, which is known for its distinct neighborhoods, natural landscapes, and recreational resources.

Residential development is the predominant land use in the city; housing accounts for approximately 38 percent of the city's land uses. Approximately 32 percent of the city's land use is park and open space, the second largest land use category. There are over 700 acres of vacant land in the city, which is approximately 16 percent of the city's land use (City of Agoura Hills 2010a). Vacant land includes land where development is currently proposed and pending but not yet constructed, such as land within an adopted Specific Plan and land with regulatory and/or topographical constraints.

b. Residential

Although residential uses in the city have some variety in development densities, the majority (65 percent) are considered single-family residential, ranging between two and six dwelling units per acre. Single-family residential uses are found throughout the city but are primarily concentrated north of the Ventura Freeway. Approximately 24 percent of residential uses are classified as low to very low density, with densities ranging between 0.2 and two dwelling units per acre. These low densities are concentrated in the eastern area of the city, known as Old Agoura. The city allows for medium- and high-density residential uses, but these areas represent a much smaller proportion of the total residences (11 percent) (City of Agoura Hills 2022).

c. Nonresidential

Commercial development occupies approximately 163 acres (less than 4 percent) of the city's total land area (City of Agoura Hills 2022). Commercial uses include neighborhood centers, shopping centers, mixed use centers, retail spaces, restaurants, hotels, and commercial recreation. Commercial uses are concentrated along Kanan Road, Agoura Road, and near the Ventura Freeway. Recent retail development near the Ventura Freeway includes household goods sales, such as furniture, rugs, and appliances. These developments are a regional commercial draw to Agoura Hills (City of Agoura Hills 2010a). Business parks occupy approximately 189 acres (four percent) of the city's total land area (City of Agoura Hills 2022). This land use is concentrated along Canwood Street and Agoura Road (City of Agoura Hills 2010a). Chapter 2, *Community Conservation & Development,*

of the City of Agoura Hills General Plan 2035 identifies approximately 875 acres of planned nonresidential development (City of Agoura Hills 2010a).

d. Parks and Open Space

Park and open space land uses include open space, local parks, and private recreation uses. Restricted open space accounts for approximately 1,000 acres (23 percent) of the city's land area, permanent open space (deed-restricted open space) accounts for approximately 304 acres (7 percent) of the city's land area, and local parks account for approximately 74 acres (less than 2 percent) of the city's total land area (City of Agoura Hills 2022).

e. Drainage, Floodplain, and Water Course

Drainages, floodplains, and watercourses comprise approximately 38 acres (less than 1 percent) of the city's total land use. Drainage areas consist of concrete-lined channels and Lake Lindero. There are approximately 15 acres of open water within the city (City of City of Agoura Hills 2010a; City of Agoura Hills 2022).

f. Government, School, and Utility

Public facilities account for approximately 90 acres (2 percent) of the city's total land use (City of Agoura Hills 2022). Public facilities include city, county, and other government properties and facilities. In the City of Agoura Hills, these facilities include public libraries, public schools, fire and police stations, City Hall, U.S. Post Offices, the County of Los Angeles Animal Shelter, and the County of Los Angeles Flood Control Yard. Public facilities also include public utilities and utility rights of way, including electrical utility facilities, water tanks, and a pump station (City of Agoura Hills 2010a).

4.8.2 Regulatory Setting

a. Federal Regulations

There are no federal regulations related to land use applicable to the proposed Project.

b. State Regulations

Senate Bill 375

Senate Bill (SB) 375 requires that a metropolitan planning organization adopt a sustainable communities strategy as part of its regional transportation plan to reduce GHGG emissions from cars and light trucks in a region. SB 375 requires the State Air Resources Board, working in consultation with metropolitan planning organization, to provide each region with GHG emission reduction targets for the automobile and light truck sector. Agoura Hills is located within the Regional Transportation Plan/Sustainable Communities Strategy developed by the Southern California Association of Governments.

c. Regional and Local Regulations

Connect SoCal 2024

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties. SCAG addresses regional issues relating to transportation, the economy, community development, and the environment. Every four years, SCAG updates their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), as required by federal and state regulations. On April 4, 2024, SCAG's Regional Council formally approved Connect SoCal 2024*,* the 2024-2050 RTP/SCS.

Connect SoCal 2024 builds upon the progress made through the 2020-2045 RTP/SCS. It includes ten goals focused on promoting economic prosperity, improving mobility, protecting the environment, and supporting healthy/complete communities. Implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies.

The SCS portion of Connect SoCal 2024 establishes a land use vision of center-focused placemaking, concentrating growth in and near Priority Growth Areas, transferring development rights, implementing urban greening, creating greenbelts and community separators, and implementing regional advanced mitigation. Overall, the RTP/SCS contributes to the fundamental goals of making 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 the region's mobility, livability, and prosperity for future generations.

City of Agoura Hills General Plan 2035

The City of Agoura Hills General Plan 2035 was adopted on March 24, 2010 (updated on August 10, 2022) by the City Council (City of Agoura Hills 2022). The City of Agoura Hills General Plan 2035 is a strategic document designed to guide the physical development of the city until the year 2035. Among other things, the City of Agoura Hills General Plan 2035 sets out the pattern of land uses, including residential, commercial, and industrial. It also establishes the system of streets, bikeways, and trails. The City of Agoura Hills General Plan 2035 addresses a wide variety of subject areas, including housing, traffic, natural resources, land uses, economic development, noise, and public safety.

The City of Agoura Hills General Plan 2035 contains the following goals and policies related to land use and planning, which would apply to the proposed Project

Goal LU-3. Open space lands that are preserved to maintain the visual quality of the City and provide recreational opportunities, protect the public from safety hazards, and conserve natural resources.

> **Policy LU-3.3.** Provide a network of open spaces and greenbelts with pedestrian access where appropriate.

Goal LU-4. Structure and form of development that respects Agoura Hills' natural setting; maintains distinct and interconnected places for residents to live, shop, work, and play; and is more compact to reduce automobile dependence.

Policy LU-4.2. Maintain and, where incomplete, develop a citywide network of open spaces that is connected to and provides access for all neighborhoods and districts incorporating greenbelts, drainage corridors, parklands, bicycle and pedestrian paths, equestrian trails, and natural open spaces.

Policy LU-4.8. Promote the development of complete pedestrian, bicycle, and vehicular connections that provide access from all residential neighborhoods to commercial, employment, cultural, civic, recreational, and open space destinations.

Goal LU-5. 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-5.4. Promote land development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and waste.

Goal LU-9. Maintenance of the identity, scale, and character of the City's distinct residential neighborhoods.

Policy LU-9.2. Ensure that existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, pathways, and bikeways and are within easy walking distance of residents.

Goal LU-13. 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-13.1. Make centers more pedestrian friendly, reduce visual clutter associated with signage, and enhance the definition and character of the street frontage and associated streetscape.

Goal LU-19. Open space lands that provide an attractive environmental setting for Agoura Hills and visual relief from development, protect the viability of natural resources and habitat, offer passive recreational opportunities for residents and visitors, and protect residents from the risks of natural hazards.

Policy LU-19.1. Maintain a multi-functional "green infrastructure" consisting of natural areas, open spaces, urban forest, and parklands, which serves as a defining physical feature of Agoura Hills, provides visitors and residents with access to open spaces and recreation, is designed for environmental sustainability, and reduces greenhouse gas emissions.

Policy LU-19.2. Place a high priority on acquiring and preserving open space lands for purposes of passive recreation, habitat protection and enhancement, resource conservation, flood hazard management, public safety purposes, and overall community benefit.

Goal LU-21. An economically viable commercial center serving residents of adjoining neighborhoods, where the physical appearance of buildings, landscapes, and public rights-of-way are improved to complement the neighborhood's quality and character.

Policy LU-21.3. Improve the public streets and sidewalks that enhance the visual character and quality of the neighborhood commercial district, considering such elements as landscape; well-designed benches, trash receptacles, and other street furniture; decorative sidewalk and crosswalk paving; and pedestrian-oriented lighting; wayfinding signage.

Goal LU-27. Improvement of the economic vitality of the existing commercial shopping centers and re-positioning as a focal point of neighborhood identity, activity, and socialization.

> **Policy LU-27.4**. Improve sidewalks and crosswalks with distinctive paving materials and pedestrian-oriented amenities, provide bikeway connections, where feasible, to improve the inter-connectivity of the shopping centers with one another and adjoining residential neighborhoods.

Agoura Village Specific Plan

The Agoura Village Specific Plan, adopted in 2008 and updated in 2024, is a long-range planning effort intended to guide the revitalization, appropriate uses, and beautification of the Agoura Village (City of Agoura Hills 2024b). The Specific Plan area encompasses approximately 135 acres of developed and underdeveloped land running along both sides of Agoura Road, one block west of Kanan Road to approximately two blocks east of Cornell Road. Roadside Drive and the Ventura Freeway border the Specific Plan area to the north, and open space borders the Specific Plan area to the south.

Chapter 3, *Streetscape Beautification & Public Improvements,* of the Agoura Village Specific Plan provides recommendations for street beautification amenities and gateways. This Chapter indicates that bicycle racks shall be installed at convenient locations along Agoura Road, at any future bus stop, and conveniently located near building entries that are centrally located within development and not facing Agoura Road. Chapter 4, *Mobility,* of the Agoura Village Specific Plan identifies opportunities for new or improved pedestrian, bicycle, and transit infrastructure, and traffic calming concepts. This chapter also notes that all bicycle facilities within the Specific Plan area shall be constructed in accordance with Figure M-7 of the General Plan, which will be updated as part of the General Plan Amendments.

City of Agoura Hills Municipal Code

Article IX of the Agoura Hills Municipal Code (AHMC) contains the city's Zoning Code, which serves as the primary implementation tool of the City of Agoura Hills General Plan 2035. Whereas the City of Agoura Hills General Plan 2035 is a policy document and sets forth direction for development decisions, the Zoning Code is a regulatory document that establishes specific standards for the use and development of all land in the city. The specific zoning districts, identified in Chapter 1 of the Zoning Ordinance, guide which specific uses are permitted in which locations throughout the city.

4.8.3 Impact Analysis

a. Methodology and Significance Thresholds

As discussed in Section 4.0, *Environmental Impact Analysis*, all Project components are analyzed at the programmatic level. Project components include the Bicycle Master Plan (BMP), the VMT Mitigation Exchange and Banking Program (Program), and the General Plan Amendments (Amendments). Projects included within the BMP are grouped into Class I facilities, Class II facilities, Class III facilities, Class IV facilities, and enhanced bicycle treatments, as identified in Section 2.5, *Project Characteristics,* and in Table 1 of Chapter 2, *Project Description.* The impact analysis contained herein provides a programmatic analysis of anticipated impacts for each of the five facility classes, as the individual project impacts associated with each class of facility are expected to be similar. Because the City seeks to prioritize implementation of the Medea Creek Path (Path) and the Agoura High School Connection (Connection), the Path and the Connection have their own

subheadings within the Class I Facility impact analysis subsection to provide a more specific assessment of their environmental impacts. Impacts associated with the General Plan Amendments are analyzed within their own subsection.

As discussed in Chapter 2, *Project Description*, the only projects that are currently planned, unfunded, and could potentially be funded by the VMT Mitigation Exchange and Banking Program are those currently included within the BMP. Therefore, the impact analysis contained herein does not include a subsection for impacts associated with the Program, as the individual project list for the BMP and the Program are identical and impacts associated with the BMP would encompass impacts associated with the Program.

Within the following environmental analysis, impacts associated with each Project component are explicitly identified under the respective heading.

According to State CEQA Guidelines Appendix G, , impacts related to land use and planning would be significant if the proposed Project would:

1. Physically divide an established community; or,
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the Project physically divide an established community?

Impact LU-1 THE PROPOSED PROJECT WOULD RESULT IN THE ADDITION OF NEW AND IMPROVED BICYCLE AND PEDESTRIAN PATHWAYS IN THE CITY OF AGOURA HILLS, WHICH WOULD ENHANCE LOCAL AND REGIONAL CONNECTIVITY. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Implementation of individual projects identified within the BMP would involve construction activities such as clearing and grubbing, pavement demolition, grading, subgrade stabilization, utility relocation, construction of undercrossings and/or overcrossings, installation of retaining walls, construction of bollards and fencing, asphalt paving or repaving, striping, restriping, reconfiguration and/or revegetation. Construction activities would require use of delivery trucks, vehicles, and other construction equipment, as well as the creation of storage, staging, and active work areas. These areas would be located within or adjacent to the identified project boundaries. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Nonetheless, construction of individual projects could affect roadways and the circulation system if construction were to occur within roadway rights-of-way (ROWs) or require temporary lane closures. A construction traffic control plan would be prepared and implemented for any construction activities occurring within the roadway ROW in accordance with the California Manual of Uniform Traffic Control Devices (MUTCD). The construction traffic control plan would include the use of flaggers during temporary lane closures and would ensure the use of proper signage, buffer zones, barriers, and reduced speed limits around construction zones consistent with Chapter 6 (Flagger Control) of the MUTCD, and no detours would be required (Caltrans 2014). Therefore, construction activities would not physically divide an established community.

Implementation of the Project would not result in the development of structures or buildings. Operation of individual projects identified within the BMP would consist of bicycle and pedestrian

travel along shared use paths, delineated bike lanes, shared use travel lanes, and physically separated bikeways. Operation of the enhanced bicycle treatments would also include continued use of existing bicycle facilities, storing of bicycles at new parking facilities, and use of bicycle repair facilities. Use of these bicycle facilities would result in improved connectivity within the city by enhancing local mobility options and providing a diverse network of interconnected bicycle and pedestrian corridors and support facilities that aim to link local and regional destinations.

As part of the proposed Project, the City must also amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The proposed General Plan Amendments would not result in physical development that could physically divide an established community.

Overall, implementation of the proposed Project would not physically divide an established community. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

No impact would occur.

Threshold 2:	Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect?

Impact LU-2 THE PROPOSED PROJECT WOULD BE CONSISTENT WITH CONNECT SOCAL 2024, THE CITY OF AGOURA HILLS GENERAL PLAN 2035, AND THE AGOURA VILLAGE SPECIFIC PLAN. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The primary land use plans relevant to the proposed Project are the RTP/SCS (Connect SoCal 2024) (SCAG 2024), the City of Agoura Hills General Plan 2035, and the Agoura Village Specific Plan.

Implementation of the proposed Project would result in shared use bicycle and pedestrian paths, delineated bike lanes, shared use travel lanes, and physically separated bikeways. Operation of these facilities would be consistent with the Connect SoCal 2024 goals aimed at reducing emissions from transportation sources, as the proposed Project would encourage alternative travel modes. The Connect SoCal 2024 goals that the project would advance are as follows:

Mobility. Build and maintain and integrated multimodal transportation network.

> **Mobility Goal 1.** Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions.

Environment. Create a healthy region for the people today and tomorrow.

> **Environment Goal 2**. Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water.

Implementation of the BMP would also be consistent with City of Agoura Hills General Plan 2035 goals and policies, including Policy LU-3.3, which aims to provide a network of open spaces and greenbelts with pedestrian access; Policy LU-4.8, which aims to promote the development of complete pedestrian, bicycle, and vehicular connections that provide access from all residential neighborhoods to commercial, employment, cultural, civic, recreational, and open space destinations; Policy LU-5.4, which aims to promote land development practices that reduce energy consumption, pollution, and greenhouse gas emissions; and, Policy LU-27.4, which aims to improve sidewalks and crosswalks with pedestrian-oriented amenities and provide bikeway connections.

Implementation of the BMP would also result in the installation of enhanced bicycle treatments at various locations throughout the city. These facilities would include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Installation of these facilities would be consistent with Chapter 3, *Streetscape Beautification & Public Improvements,* of the Agoura Village Specific Plan, which calls for bicycle racks at convenient locations along Agoura Road, at any future bus stop, and conveniently located near building entries that are centrally located within development.

As part of the proposed Project, the City must also amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, guided by the BMP. This shift in focus to reducing VMT would be consistent with the Connect SoCal 2024 goals aimed at reducing emissions from transportation sources and City of Agoura Hills General Plan 2035 Policy LU-5.4, which aims to promote land development practices that reduce energy consumption, pollution, and greenhouse gas emissions.

Implementation of the BMP would also be consistent with the City of Agoura Hills Zoning Code. The BMP proposes the installation and enhancement of bicycle and pedestrian infrastructure, including shared use paths, bike lanes, and support facilities, which are permitted within public rights-of-way and open space areas. It does not propose changes to existing land uses or introduce incompatible uses in any zoning district. Therefore, implementation of the BMP would not conflict with the City's Zoning Code and would result in a less than significant impact.

Overall, the proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purposes of avoiding or mitigating an environmental effect.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.8.4 Cumulative Impacts

The geographic scope for cumulative impacts related to land use and planning is the Project area, which encompasses all of the City of Agoura Hills. Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1, would not physically divide an established community because these cumulative projects do not involve the creation of new linear features, such as roads, that could divide the community or prohibit mobility within the community. Conflicts

regarding compatibility between past, present, and reasonably foreseeable future projects, and applicable land use plans, policies, or regulations would be localized and addressed on a case-by-case basis, with potential impacts being reduced through design review for consistency with the City of Agoura Hills General Plan 2035 and the Agoura Village Specific Plan. Therefore, cumulative development would not result in a significant cumulative impact related to land use and planning.

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4.9 Noise

The analysis in this section considers potential impacts related to noise and vibration. Specifically, this section discusses the environmental and regulatory setting; the criteria used to determine the significance of environmental impacts related to noise and vibration; and potential impacts related to noise and vibration that would result from implementation of the proposed Project.

4.9.1 Setting

a. Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. *Noise* is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighted scale is an adjustment to the actual sound pressure levels so that the levels are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (Hz) and less sensitive to frequencies around and below 100 Hz. In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as contained in fluctuating levels of sound over a period of time. Typically, Leq is summed over a one-hour period (Caltrans 2013).

Sound pressure is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be approximately 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while noise levels along arterial streets are generally in the 50 to 60+ dBA range. Normal conversational levels are in the 60-65 dBA range and ambient noise levels greater than that can interrupt conversations.

Noise levels typically attenuate at a rate of 6 dBA per doubling of distance from point sources such as industrial machinery. Noise from roads typically attenuates at a rate of about 4.5 dBA per doubling of distance over absorptive ground surfaces (e.g., grass). Noise from roads typically attenuates at about 3 dBA per doubling of distance over reflective ground surfaces (e.g., pavement).

The actual time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. To evaluate community noise on a 24-hour basis, the day-night average sound level was developed (Ldn). Ldn is the time average of all A-weighted levels for a 24-hour period with a 10 dB upward adjustment added to those noise levels

occurring between 10:00 PM and 7:00 AM to account for the general increased sensitivity of people to nighttime noise levels. The Community Noise Equivalent Level (CNEL) is identical to the Ldn with one exception. The CNEL adds 5 dB to evening noise levels (7:00 PM to 10:00 PM). Thus, both the Ldn and CNEL noise measures represent a 24-hour average of A-weighted noise levels with Ldn providing a nighttime adjustment and CNEL providing both an evening and nighttime adjustment (Caltrans 2013).

b. Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent buildings or structures and vibration energy that may propagate through the buildings or structures. Vibration may be felt, may manifest as an audible low-frequency rumbling noise (referred to as groundborne noise), and may cause windows, items on shelves, and pictures on walls to rattle. Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants at vibration-sensitive land uses and may cause structural damage.

Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. Vibration amplitudes are usually expressed in peak particle velocity (PPV). The PPV velocity is normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used as it corresponds to the stresses that are experienced by buildings (Caltrans 2020).

High levels of groundborne vibration may cause damage to nearby building or structures; at lower levels, groundborne vibration may cause minor cosmetic (i.e., non-structural damage) such as cracks. These vibration levels are nearly exclusively associated with high impact activities such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation.

c. Sources of Noise and Vibration

The Project area encompasses all of the City of Agoura Hills. Motor vehicles, including cars/light trucks, buses, and various types of heavy-duty trucks, are the most substantial sources of noise in most of the Project area. These sources can be attributed to the extensive network of major, primary, and secondary arterials located throughout the city, as well as the large number of vehicle trips that occur each day. Railway and airport noise sources are located far from the City of Agoura Hills and therefore noise levels associated with those sources are negligible; specifically, the nearest airport (Van Nuys Airport) is located approximately 14.2 miles east of the city, and the nearest railroad tracks are located approximately 7.4 miles to the north of the city.

In order to classify existing noise levels from mobile noise sources, existing roadway noise contours are shown in in Figure N-1 of the City of Agoura Hills General Plan 2035 (Agoura Hills 2022). U.S. Highway 101 (Ventura Freeway) and arterial roads, such as Kanan Road, Thousand Oaks Boulevard and Agoura Road, generate the greatest level of noise exposure in the community. Existing residential uses in close proximity to these roadway segments could be exposed to high noise levels on a regular basis; noise levels along the Ventura Freeway corridor could exceed 70 dBA CNEL near the freeway (Caltrans 2017).

d. Sensitive Receptors

Noise-sensitive land uses include locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Chapter 5, *Community Safety,* of the City of Agoura Hills General Plan 2035 identifies noise-sensitive land uses as schools, libraries, hospitals, other medical facilities, and residences (Agoura Hills 2022). Vibration-sensitive receptors, which are similar to noise-sensitive receptors, include residences and institutional uses, such as schools, churches, and hospitals. Vibration-sensitive receptors also include buildings where vibrations may interfere with vibration-sensitive equipment or historic buildings that could sustain damage from strong vibrations. Sensitive receptors adjacent to individual project site boundaries include residences, schools, and medical facilities.

4.9.2 Regulatory Setting

a. Federal Regulations

FTA Transit and Noise Vibration Impact Assessment Manual

The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For residential, commercial, and industrial uses, the daytime noise threshold is 80 dBA L_{eq}, 85 dBA L_{eq}, and 90 dBA L_{eq} for an eight-hour period, respectively.

Occupational Health and Safety Administration

The federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the U.S. EPA. Noise limitations would apply to the operation of construction equipment and could also apply to operational equipment proposed as part of the Project. Noise exposure of this type is dependent on work conditions and is addressed through a facility's Health and Safety Plan, as required under OSHA.

b. State Regulations

California General Plan Guidelines, Government Code Section 65302(f)

State law requires general plans to include a Noise Element under Government Code Section 65302(f). The California General Plan Guidelines, published by the Governor's Office of Planning and Research, indicate acceptable, specific land use types in areas with specific noise exposure. The guidelines also offer adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. These Guidelines are advisory, and local jurisdictions have the authority to set specific noise standards based on local conditions.

c. Local Regulations

City of Agoura Hills General Plan 2035

The City of Agoura Hills General Plan 2035 was adopted on March 24, 2010 (updated on August 10, 2022) by the City Council (City of Agoura Hills 2022). The City of Agoura Hills General Plan 2035 is a

strategic document designed to guide the physical development of the city until the year 2035. Among other things, the City of Agoura Hills General Plan 2035 sets out the pattern of land uses, including residential, commercial, and industrial. It also establishes the system of streets, bikeways, and trails. The City of Agoura Hills General Plan 2035 addresses a wide variety of subject areas, including housing, traffic, natural resources, land uses, economic development, noise, and public safety.

Chapter 5, *Community Safety,* of the City of Agoura Hills General Plan 2035 specifies acceptable ranges of noise levels for various land use categories. These ranges, shown in Table 4.9-1, help determine compatibility between existing and future land uses. The Community Safety chapter also contains interior and exterior noise standards for various land use categories, shown in Table 4.9-2.

The City of Agoura Hills General Plan 2035 (City of Agoura Hills 2010) also contains the following goals and policies related to noise and vibration, which would apply to the proposed Project:

Goal N-1. Minimized land use conflicts between various noise sources and other human activities.

Policy N-1.2. Require buildings and sites to be designed such that surrounding noise-sensitive uses are adequately buffered from noise-generating uses.

Policy N-1.6. Enforce standards that specify acceptable noise limits for various land uses throughout the City. Table 4.9-1 shows criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the bases of specific Noise Standards. These standards, presented in Table 4.9-2, define City policy related to land uses and acceptable noise levels.

Goal N-3. Minimized non-transportation-related noise impacts on sensitive noise receptors.

Policy N-3.1. Continue to enforce interior and exterior noise standards to ensure that sensitive noise receptors are not exposed to excessive noise levels from stationary noise sources, such as machinery, equipment, fans, and air conditioning equipment.

Policy N-3.3. Continue to enforce restrictions on hours of construction activity so as to minimize the impacts of noise and vibration from the use of trucks, heavy drilling equipment, and other heavy machinery, including property maintenance equipment, to adjacent uses, particularly in residential areas.

Table 4.9-1 Noise/Land Use Compatibility Matrix

		Community Noise Equivalent Level (CNEL), dBA			
Categories	**Uses**	**Clearly Compatible**	**Normally Compatible**	**Normally Incompatible**	**Clearly Incompatible**
Residential	Single-Family, Duplex, Multiple Family	<55 – 59	60 – 69	70 – 74	75+
Residential	Mobile Homes	<55 – 59	60 – 64	65 – 74	75+
Commercial Regional, District	Hotels, Motels, Transient Lodging	<55 – 59	60 – 69	70 – 79	80+
Commercial Regional, Village District, Special	Commercial Retail, Banks, Restaurants, Movie Theaters	<55 – 69	70 – 79	80+	n/a
Commercial Industrial Institutional	Office Buildings, Research and Development, Professional Offices, City Office Building	<55 – 64	65 – 74	75 – 79	80+

Categories	Uses	Community Noise Equivalent Level (CNEL), dBA			
		Clearly Compatible	Normally Compatible	Normally Incompatible	Clearly Incompatible
Commercial Recreation **Institutional** Civic Center	Amphitheaters, Concert Halls, Auditoriums, Meeting Halls	n/a	<55 – 59	60 – 69	70+
Commercial Recreation	Children's Amusement Parks, Miniature Golf Courses, Go-cart Tracks, Equestrian Centers, Sports Clubs	<55 – 64	65 – 74	n/a	75+
Commercial General, Special **Industrial** **Institutional**	Automobile Service Stations, Auto Dealerships, Manufacturing, Warehousing, Wholesale, Utilities	<55 – 69	70+	n/a	n/a
Institutional General	Hospitals, Churches, Libraries, School Classrooms	<55 – 59	60 – 64	65 – 74	75+
Open Space	Parks	<55 – 64	65 – 69	70 – 74	75+
Open Space	Golf Courses, Cemeteries, Nature Centers, Wildlife Habitat	<55 – 69	70 – 74	75+	n/a

Clearly Compatible. Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Normally Compatible. New construction or development should be undertaken only after detailed analysis of the noise reduction requirements is made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Incompatible. New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Incompatible. New construction or development should generally not be undertaken.

Source: City of Agoura Hills 2022

Table 4.9-2 Interior and Exterior Noise Standards

Land Use Categories		CNEL	
Categories	Uses	Interior[a]	Exterior[b]
Residential	Single Family, Duplex, Multiple Family	45[c]	55
	Mobile Homes	45	55
Commercial	Hotels, Motels, Transient Lodging	45	n/a
	Commercial Retail, Banks, Restaurants	55	n/a
	Office Buildings, Research and Development, Professional Offices, City Office Building	50	n/a
	Amphitheaters, Concert Halls, Auditoriums, Meeting Halls	45	n/a
	Gymnasiums (multipurpose)	50	n/a
	Sports Clubs, Movie Theaters	55	n/a
Industrial	Manufacturing, Warehousing, Wholesale, Utilities	65	n/a
Institutional	Hospitals, School Classrooms	45	55
	Churches, Libraries	45	55

Land Use Categories		CNEL	
Categories	**Uses**	**Interior[a]**	**Exterior[b]**
Open Space	Parks	n/a	65

a. Includes bathrooms, toilets, closets, corridors

b. Limited to the following:

- Private yard of single-family.
- Multi-family private patio or balcony which is served by a means of exit from inside the dwelling.
- Balconies 6 feet deep or less are exempt.
- Mobile home park.
- Park's picnic area.
- Schools' playground.

c. Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.

Source: City of Agoura Hills 2022

Agoura Hills Municipal Code

Chapter 6, Section 9656.2 of the Agoura Hills Municipal Code (AHMC) contains exterior noise standards based on time of day, as shown in Table 4.9-3. The AHMC prohibits the creation of any noise that exceeds these exterior noise limits, as measured at the property line of another residential property.

Table 4.9-3 City of Agoura Hills Exterior Noise Standards

Noise Zone[1]	Noise Level[2]	Time Period
1	55 dBA	7:00 a.m. – 10:00 p.m.
	50 dBA	10:00 p.m. – 7:00 a.m.

[1] Per Chapter 6, Section 9656.1, "[a]ll properties located in residential zone districts" are assigned to noise zone 1 (City of Agoura Hills 2024).

[2] In the event the alleged offensive noise consists entirely of impact noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by five dBA.

Source: City of Agoura Hills Municipal Code, Chapter 6, Section 9656 (City of Agoura Hills 2024b)

Furthermore, Section 7.08.060(b) of the AHMC imposes additional limits to the exterior noise standards shown in Table 4.9-3 depending on the duration of the noise, stating it is unlawful for any person at any location within the city to create noise exceeding:

- The noise standard for a cumulative period of more than 15 minutes in any hour;
- The noise standard plus 5 dBA for a cumulative period of more than 10 minutes in any hour;
- The noise standard plus 10 dBA for a cumulative period of more than five minutes in any hour;
- The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour; or
- The noise standard plus 20 dBA for any period of time.

Additionally, Section 9656.2(c) of the AHMC states "[i]n the event the ambient noise level exceeds any of the noise limit categories above, the noise level applicable to said category shall be increased to reflect said ambient noise level". However, Section 9656.4(e) exempts "noise sources associated with construction, repair, remodeling, or grading of any real property, provided said activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a legal holiday."

4.9.3 Impact Analysis

a. Methodology and Significance Thresholds

As discussed in Section 4.0, *Environmental Impact Analysis*, all Project components are analyzed at the programmatic level. Project components include the Bicycle Master Plan (BMP), the VMT Mitigation Exchange and Banking Program (Program), and the General Plan Amendments (Amendments). Projects included within the BMP are grouped into Class I facilities, Class II facilities, Class III facilities, Class IV facilities, and enhanced bicycle treatments, as identified in Section 2.5, *Project Characteristics,* and in Table 1 of Chapter 2, *Project Description.* The impact analysis contained herein provides a programmatic analysis of anticipated impacts for each of the five facility classes, as the individual project impacts associated with each class of facility are expected to be similar. Because the City seeks to prioritize implementation of the Medea Creek Path (Path) and the Agoura High School Connection (Connection), the Path and the Connection have their own subheadings within the Class I Facility impact analysis subsection to provide a more specific assessment of their environmental impacts. Impacts associated with the General Plan Amendments are analyzed within their own subsection.

As discussed in Chapter 2, *Project Description*, the only projects that are currently planned, unfunded, and could potentially be funded by the VMT Mitigation Exchange and Banking Program are those currently included within the Bicycle Master Plan. Therefore, the impact analysis contained herein does not include a subsection for impacts associated with the Program, as the individual project list for the BMP and the Program are identical and impacts associated with the BMP would encompass impacts associated with the Program.

Within the following environmental analysis, impacts associated with each Project component are explicitly identified under the respective heading.

According to Appendix G of the *California Environmental Quality Act* (CEQA) *Guidelines*, impacts related to noise and vibration would be significant if the proposed Project would:

1. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies;
2. Generate excessive groundborne vibration or groundborne noise levels; or,
3. For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.

Construction Noise

The City does not have a quantified noise level to assess noise impacts during construction, as daytime construction activities are exempt from noise thresholds under AHMC Section 9656.4(e). Therefore, implementation of individual projects identified within the BMP would result in a significant impact if temporary construction noise produced during daytime hours could expose noise-sensitive receptors to adverse noise levels that substantially exceed the FTA's standard of 80 dBA $L_{eq(8\text{-}hour)}$ at residential receptors. FTA's noise standard of 80 dBA $L_{eq(8\text{-}hour)}$ would also be applied to other sensitive receptors, including schools, libraries, hospitals or other medical facilities, in the vicinity of the project boundaries.

For the purpose of this analysis, construction noise associated with implementation of the proposed Bicycle Master Plan is estimated based on reference noise levels reported by the FTA's *Noise and Vibration Impact Assessment* (FTA 2018) for various pieces of construction equipment. Due to the linear nature of the proposed bicycle facilities, construction equipment would be mobile along individual project sites throughout the day. Therefore, it is conservatively assumed that construction equipment would generally operate as close as 25 feet from the nearest noise-sensitive receptors at any given time. Construction noise level estimates do not account for the presence of intervening structures or topography, which could reduce noise levels at receptor locations.

Operational Noise

Operational noise associated with the BMP would include landscaping and maintenance activities, portable amplified music from facility users, and people's voices. Pursuant to AHMC Section 9656.2, operational noise would be significant if exterior noise levels at residences exceed 55 dBA during daytime hours of 7:00 a.m. to 10:00 p.m., and 50 dBA during nighttime hours of 10:00 p.m. to 7:00 a.m.

Groundborne Vibration

The City does not have a quantified threshold to assess vibration impacts during construction and operation. Therefore, the *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) is used to evaluate potential impacts from vibration during construction activities related to potential building damage. Construction vibration impacts from implementation of individual projects identified within the BMP would be significant if vibration levels exceed the FTA criteria identified in Table 4.9-4. For example, impacts would be significant if vibration levels exceed 0.12 in/sec PPV at buildings extremely susceptible to vibration damage (e.g. historical buildings), 0.2 in/sec PPV at non-engineered timber and masonry buildings (e.g. residential structures), 0.3 in/sec PPV at engineered concrete and masonry (no plaster) (e.g. commercial structures) and 0.5 in/sec PPV at reinforced-concrete, steel or timber (no plaster) (e.g. industrial buildings). These are the identified limits where minor cosmetic (i.e., non-structural) damage may occur to these buildings. Therefore, for a conservative analysis, construction vibration impacts would be significant if vibration levels exceed 0.12 in/sec PPV at nearby buildings.

Table 4.9-4 Vibration-related Building Damage Thresholds

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel or timber (no plaster)	0.50
II. Engineered concrete and masonry (no plaster)	0.30
III. Non-engineered timber and masonry buildings	0.20
IV. Buildings extremely susceptible to vibration damage	0.12

PPV = peak particle velocity

in/sec = inches per second

L_v = root mean square velocity in decibels (VdB) re 1 micro-inch/second

Source: FTA 2018

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact NOI-1 CONSTRUCTION OF INDIVIDUAL BICYCLE FACILITIES IDENTIFIED IN THE BICYCLE MASTER PLAN WOULD TEMPORARILY PRODUCE HIGH NOISE LEVELS, POTENTIALLY IMPACTING NEARBY NOISE-SENSITIVE LAND USES. OPERATION OF THE BICYCLE FACILITIES IS NOT ANTICIPATED TO INCREASE ON-SITE NOISE LEVELS OR RESULT IN ADDITIONAL TRANSPORTATION NOISE. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

Class I Facilities

Construction of Class I facilities would require clearing and grubbing, pavement demolition, grading, utility relocation, retaining wall or fencing installation, asphalt paving or repaving, street and undercrossing improvements, striping, and revegetation. Table 4.9-5 illustrates typical noise levels associated with various common types of construction equipment required for these activities at a distance of 25 feet, which is a conservative assumption of the distance of construction activities to the nearest sensitive receptors. Noise from stationary sources of construction equipment typically drops off at a rate of six dBA per doubling of distance; therefore, as shown in the table, noise levels would be approximately six dBA lower than shown in the table at 50 feet from source construction site and 12 dBA lower at a distance of 100 feet from source construction site.

Table 4.9-5 Typical Noise Levels for Construction Equipment (dBA)

Equipment	Typical Level 25 feet from the Source	Typical Level 50 feet from the Source	Typical Level 100 feet from the Source
Air Compressor	86	80	74
Backhoe	86	80	74
Concrete Mixer	91	85	79
Dozer	91	85	79
Grader	91	85	79
Jack Hammer	94	88	82[1]
Loader	86	80	74
Paver	91	85	79
Roller	91	85	79
Saw	82	76	70
Scarified	89	83	77
Scraper	91	85	79
Truck	90	84	78

Source: FTA 2018

[1] A jackhammer would exceed 80 dBA within 125 feet.

As shown in Table 4.9-5, construction noise levels could exceed 80 dBA $L_{eq(8\text{-hour})}$ at adjacent sensitive receptors located up to 125 feet away from construction activities associated with implementation of the Class I facilities, including at the residences located on Medfield Street adjacent to the

proposed Medfield Path and the residences on Dovetail Drive adjacent to the proposed Class I facility on Reyes Adobe Road.

Section 9656.4 of the AHMC exempts specified activities from the provisions of Section 9656 including noise sources associated with construction, repair, remodeling, or grading of any real property, provided said activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a legal holiday. Implementation of General Plan Policy N-3.3 would also minimize construction noise through restrictions on construction hours. Nonetheless, construction noise levels may exceed FTA's standard of 80 dBA L_{eq} within a distance of 125 feet, and construction noise impacts would be potentially significant. Therefore, construction would result in a potentially significant impact, and mitigation would be required..

Operation of the Class I facilities would consist of bicycle and pedestrian travel along shared use paths. These activities would not contribute to existing traffic noise on or off-site. Operation could result in new sources of noise associated with landscaping and maintenance activities, portable amplified music from facility users, and people's voices. Noise from these sources would be required to comply with AHMC Section 9656.2. Therefore, operation of the Class I facilities would not expose neighboring noise-sensitive land uses to noise levels exceeding the City's existing standards shown in Table 4.9-3. Noise impacts associated with operation of the Class I facilities would be less than significant.

MEDEA CREEK PATH

Construction of the Madea Creek Path would temporarily increase ambient noise levels on and adjacent to areas where construction is occurring. As shown in Table 4.9-5, noise levels from individual pieces of construction equipment could exceed 80 dBA $L_{eq(8\text{-}hour)}$ at adjacent sensitive receptors located up to 125 feet away from construction activities, including at residences located adjacent to the proposed Path's alignment, and may temporarily disturb people at neighboring properties. Although implementation of General Plan Policy N-3.3 would minimize construction noise through restrictions on construction hours, construction noise levels would still exceed 80 dBA L_{eq} within a distance of 125 feet. Therefore, this impact would be potentially significant, and mitigation would be required.

Operation of the Path would consist of bicycle and pedestrian travel along a shared use path. These activities would not contribute to existing traffic noise on or off-site. Operation could result in new sources of noise associated with landscaping and maintenance activities, portable amplified music from facility users, and people's voices. Noise from these sources would be required to comply with AHMC Section 9656.2. Therefore, operation of the Path would not expose neighboring noise-sensitive land uses to noise levels exceeding the City's existing standards shown in Table 4.9-3. Noise impacts associated with operation of the Path would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

Construction of the Agoura High School Connection would temporarily increase ambient noise levels on and adjacent to areas where construction is occurring. As shown in Table 4.9-5, noise levels from individual pieces of construction equipment could exceed 80 dBA $L_{eq(8\text{-}hour)}$ at adjacent sensitive receptors located up to 125 feet away from construction activities, which include residences located on Carell Avenue and Agoura High School. Although implementation of General Plan Policy N-3.3 would minimize construction noise through restrictions on construction hours, construction noise

levels would still exceed 80 dBA L_{eq} within a distance of 125 feet. Therefore, this impact would be potentially significant, and mitigation would be required during construction.

Operation of the Connection would consist of bicycle and pedestrian travel along a shared use path. These activities would not contribute to existing traffic noise on or off-site. Operation could result in new sources of noise associated with landscaping and maintenance activities, portable amplified music from facility users, and people's voices. Noise from these sources would be required to comply with AHMC Section 9656.2. Therefore, operation of the Connection would not expose neighboring noise-sensitive land uses to noise levels exceeding the City's existing standards shown in Table 4.9-3. Noise impacts associated with operation of the Connection would be less than significant.

Class II Facilities

Construction of Class II facilities would generally require roadway restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes. Pavement widening would be necessary on Driver Avenue, between Easterly Road and Colodny Drive, and on Cornell Road, between Agoura Road and Cornell Way to allow for the addition of bicycle lanes. Pavement widening would require clearing and grubbing, subgrade stabilization, base course installation, and asphalt paving. Common types of construction equipment required for these activities include concrete mixers, dozers, graders, pavers, rollers, scrapers, and haul trucks. Table 4.9-5 illustrates typical noise levels associated with these types of construction equipment. As shown therein, noise levels from individual pieces of construction equipment could exceed 80 dBA $L_{eq(8\text{-}hour)}$ at adjacent sensitive receptors located up to 50 feet away from construction activities, including at the residences adjacent to Driver Road Avenue. Although implementation of General Plan Policy N-3.3 would minimize construction noise through restrictions on construction hours, construction noise levels would still exceed 80 dBA L_{eq} within a distance of 50 feet. Therefore, this impact would be potentially significant, and mitigation would be required during construction.

Operation of the Class II facilities would consist of bicycle travel along delineated bike lanes. These activities would not contribute to existing traffic noise on or off-site. Operation could result in new sources of noise associated with landscaping and maintenance activities, portable amplified music from facility users, and people's voices. Noise from these sources would be required to comply with AHMC Section 9656.2. Therefore, operation of the Class II facilities would not expose neighboring noise-sensitive land uses to noise levels exceeding the City's existing standards shown in Table 4.9-3. Noise impacts associated with operation of the Class II facilities would be less than significant.

Class III Facilities

Construction of Class III facilities would require roadway restriping to identify bike routes. Common types of construction equipment required for these activities include an air compressor. Typical noise levels associated with this type of construction equipment is 86 dBA at a distance of 25 feet, which would exceed 80 dBA $L_{eq(8\text{-}hour)}$ at adjacent residences located approximately 25 feet away from restriping activities. Although implementation of General Plan Policy N-3.3 would minimize construction noise through restrictions on construction hours, construction noise levels would exceed 80 dBA L_{eq} within a distance of 25 feet. Therefore, this impact would be potentially significant, and mitigation would be required during construction.

Operation of the Class III facilities would consist of bicycle travel along shared use travel lanes. These activities would not contribute to existing traffic noise on or off-site. Operation could result in new sources of noise associated with landscaping and maintenance activities, portable amplified

music from facility users, and people's voices. Noise from these sources would be required to comply with AHMC Section 9656.2. Therefore, operation of the Class III facilities would not expose neighboring noise-sensitive land uses to noise levels exceeding the City's existing standards shown in Table 4.9-3. Noise impacts associated with operation of the Class III facilities would be less than significant.

ClassI IV Facilities

Construction of Class IV facilities would require pavement demolition, minor grading, bollard or fencing installation, asphalt paving or repaving, and striping. Table 4.9-5 illustrates typical noise levels associated with various common types of construction equipment required for these activities. As shown therein, noise levels from individual pieces of construction equipment could exceed 80 dBA $L_{eq(8\text{-}hour)}$ at adjacent sensitive receptors located up to 125 feet away from construction activities, including at the residences adjacent to Thousand Oaks Boulevard and Kanan Road. Although implementation of General Plan Policy N-3.3 would minimize construction noise through restrictions on construction hours, construction noise levels would still exceed 80 dBA L_{eq} within a distance of 125 feet. Therefore, this impact would be potentially significant, and mitigation would be required during construction.

Operation of the Class IV facilities would consist of bicycle travel along physically separated bikeways adjacent to travel lanes. These activities would not contribute to existing traffic noise on or off-site. Operation could result in new sources of noise associated with landscaping and maintenance activities, portable amplified music from facility users, and people's voices. Noise from these sources would be required to comply with AHMC Section 9656.2. Therefore, operation of the Class IV facilities would not expose neighboring noise-sensitive land uses to noise levels exceeding the City's existing standards shown in Table 4.9-3. Noise impacts associated with operation of the Class IV facilities would be less than significant.

Enhanced Bicycle Treatments

Enhanced bicycle treatments would include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Construction activities associated with these facilities would be generally minor but may still require use of some of construction equipment identified in Table 4.9-5, such as an air compressor for restriping. Typical noise levels associated with this type of construction equipment is 86 dBA at a distance of 25 feet, which would exceed 80 dBA $L_{eq(8\text{-}hour)}$ at adjacent sensitive receptors located approximately 25 feet away from the restriping activities. Although implementation of General Plan Policy N-3.3 would minimize construction noise through restrictions on construction hours, construction noise levels would exceed 80 dBA L_{eq} within a distance of 25 feet. Therefore, impacts would be potentially significant, and mitigation would be required during construction.

Operation of the enhanced bicycle treatments would include continued use of existing bicycle facilities, storing of bicycles at new parking facilities, and use of bicycle repair facilities. These activities would not contribute to existing traffic noise on or off-site. Furthermore, operation of these facilities would not be expected to result in new sources of noise associated with landscaping and maintenance activities, portable amplified music from facility users, or people's voices. Nonetheless, any operational noise associated with the use of the enhanced bicycle treatments would be required to comply with AHMC Section 9656.2. Therefore, operation of the enhanced bicycle treatments would not expose neighboring noise-sensitive land uses to noise levels exceeding the City's existing standards shown in Table 4.9-3. Noise impacts associated with the enhanced bicycle treatments of the Class I facilities would be less than significant.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing vehicle miles traveled (VMT) through alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Therefore, the Amendments would not expose any noise-sensitive land uses to noise levels exceeding the FTA's or the City's existing noise standards. No impact would occur.

Mitigation Measures

N-1 Construction Noise Reduction Measures

The following construction noise reduction measures shall be included as standard conditions of approval for projects involving construction within 125 feet of a sensitive receptor:

- Properly muffle and maintain all construction equipment powered by internal combustion engines;
- Prohibit unnecessary idling of combustion engines;
- Locate all stationary noise-generating construction equipment (such as air compressors) as far as practical from existing nearby residences and other noise-sensitive land uses;
- Select quiet construction equipment, particularly air compressors, whenever possible;
- Fit motorized equipment with proper mufflers in good working order;
- Residences, schools, libraries, hospitals or other medical care facilities adjacent to individual project sites shall be notified, in advance and by writing, of the proposed construction schedule before construction activities commence, including details for the noise disturbance coordinator; and,
- Construction of each individual project identified within the BMP shall have a designated "noise disturbance coordinator" responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of noise complaints and shall require that reasonable measures be implemented to correct the problem. A telephone number for the disturbance coordinator shall be posted at the construction site.

Significance After Mitigation

Implementation of Mitigation Measure N-1 would require all construction equipment powered by internal combustion engines be properly muffled and maintained. Properly muffling and maintaining construction equipment would reduce construction noise impacts by 10 dBA (FHWA 2017). Properly muffling and maintaining all construction equipment powered by internal combustion engines in combination with the other identified noise reduction measures would ensure construction noise levels would not exceed 80 dBA $L_{eq(8\text{-}hour)}$. Therefore, with implementation of Mitigation Measure N-1, construction noise impacts would be less than significant.

Threshold 2:	Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

Impact NOI-2 CONSTRUCTION OF INDIVIDUAL BICYCLE FACILITIES IDENTIFIED IN BICYCLE MASTER PLAN WOULD TEMPORARILY GENERATE GROUNDBORNE VIBRATION, POTENTIALLY AFFECTING ADJACENT SENSITIVE LAND USES. OPERATION ACTIVITIES ARE NOT ANTICIPATED TO INCREASE ON-SITE VIBRATION LEVELS. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

Class I Facilities

Construction of Class I facilities would require clearing and grubbing, pavement demolition, grading, utility relocation, retaining wall or fencing installation, asphalt paving or repaving, street and undercrossing improvements, striping, and revegetation. Typical construction equipment used for these types of activities that produce vibration include vibratory rollers, caisson drills, bulldozers, loaded trucks, and jackhammers. Use of these types of construction equipment could intermittently generate strong vibration on and adjacent to construction sites. Table 4.9-6 identifies the estimated vibration levels from the use of typical construction equipment, based on reference levels provided by the FTA. As identified therein, vibration-sensitive receptors located within 25 feet of construction activities would experience the strongest vibration during the use of vibratory rollers at neighboring construction sites. Specifically, vibration levels during use of vibratory rollers could approach 0.210 in/sec PPV at a distance of 25 feet from the source, and 0.074 in/sec PPV at 50 feet.

Table 4.9-6 Vibration Levels for Typical Construction Equipment

	Estimated in/sec PPV at Nearest Sensitive Receptors			
Equipment	**25 Feet**	**50 Feet**	**100 Feet**	**200 Feet**
Vibratory Roller	0.210	0.074	0.026	0.009
Caisson Drilling	0.089	0.031	0.011	0.004
Large Bulldozer	0.089	0.031	0.011	0.004
Loaded Trucks	0.076	0.027	0.010	0.003
Jackhammer	0.035	0.012	0.004	0.002
Small Bulldozer	0.003	0.001	0.000	0.000

Source: FTA 2006

Compliance with AHMC Section 9656.4 and adherence to General Plan Policy N-3.3 would restrict construction activities to the hours of 7:00 a.m. to 8:00 p.m. Monday through Saturday, which would reduce the exposure of vibration to people who are sleeping during the nighttime hours. Nonetheless, vibration from a vibratory roller would exceed the FTA's threshold of 0.12 in/sec PPV for buildings extremely susceptible to vibration damage (e.g. historical buildings) at distances of 37 feet or less. At distances of 26 feet or less, vibration from a vibratory roller would exceed the FTA's threshold of 0.2 in/sec PPV for non-engineered timber and masonry buildings (e.g., a typical residential structure). For a conservative analysis, it is assumed that construction vibration levels would be significant if the 0.12 in/sec PPV threshold is exceeded for any off-site structures. Therefore, use of a vibratory roller during construction would exceed FTA's threshold of 0.12 in/sec PPV at off-site structures within 37 feet, and this impact would be potentially significant. Implementation of mitigation would be required.

Operation of the Class I facilities would consist of bicycle and pedestrian travel along shared use paths. These activities would not result in a new substantial source of vibration. Therefore, operational groundborne vibration impacts would be less than significant.

MEDEA CREEK PATH

Construction of the Medea Creek Path could intermittently generate strong vibration on and adjacent to areas where construction is occurring. As shown in Table 4.9-6, vibration levels during use of a vibratory roller within 25 feet of a nearby building would exceed the FTA's threshold of 0.12 in/sec PPV and may temporarily disturb people at neighboring properties. This impact would be potentially significant, and implementation of mitigation would be required.

Operation of the Path would consist of bicycle and pedestrian travel along a shared use path. These activities would not result in a new substantial source of vibration. Therefore, operational groundborne vibration impacts would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

Construction of the Agoura High School Connection could intermittently generate strong vibration on and adjacent to areas where construction is occurring. As shown in Table 4.9-6, vibration levels during use of a vibratory roller within 25 feet of a nearby building would exceed the FTA's threshold of 0.12 in/sec PPV and may temporarily disturb people at neighboring properties. This impact would be potentially significant, and implementation of mitigation would be required.

Operation of the Connection would consist of bicycle and pedestrian travel along a shared use path. These activities would not result in a new substantial source of vibration. Therefore, operational groundborne vibration impacts would be less than significant.

Class II Facilities

Construction of Class II facilities would generally require roadway restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes. Pavement widening would be necessary on Driver Avenue, between Easterly Road and Colodny Drive, and on Cornell Road, between Agoura Road and Cornell Way to allow for the addition of bicycle lanes. Pavement widening would require clearing and grubbing, subgrade stabilization, base course installation, and asphalt paving. A vibratory roller would be required for paving activities. As shown in Table 4.9-6, vibration levels during use of a vibratory roller within 25 feet of a nearby building would exceed the FTA's threshold of 0.12 in/sec PPV and may temporarily disturb people at neighboring properties. This impact would be potentially significant, and implementation of mitigation would be required.

Operation of the Class II facilities would consist of bicycle travel along delineated bike lanes. These activities would not result in a new substantial source of vibration. Therefore, operational groundborne vibration impacts would be less than significant.

Class III Facilities

Construction of Class III facilities would require roadway restriping to identify bike routes. Roadway restriping would not require the use of construction equipment that would produce vibration. Therefore, vibration levels during implementation of the Class III facilities would not exceed the FTA's threshold of 0.12 in/sec PPV. This impact would be less than significant.

Operation of the Class III facilities would consist of bicycle travel along shared use travel lanes. These activities would not result in a new substantial source of vibration. Therefore, operational groundborne vibration impacts would be less than significant.

Class IV Facilities

Construction of Class IV facilities would require pavement demolition, minor grading, bollard or fencing installation, asphalt paving or repaving, and striping. Typical construction equipment used for these types of activities that produce vibration include vibratory rollers, caisson drills, bulldozers, loaded trucks, and jackhammers. Use of these types of construction equipment could intermittently generate strong vibration on and adjacent to construction sites. As shown in Table 4.9-6, vibration levels during use of a vibratory roller within 25 feet of a nearby building would exceed the FTA's threshold of 0.12 in/sec PPV and may temporarily disturb people at neighboring properties. This impact would be potentially significant, and implementation of mitigation would be required.

Operation of the Class IV facilities would consist of bicycle travel along physically separated bikeways adjacent to travel lanes. These activities would not result in a new substantial source of vibration. Therefore, operational groundborne vibration impacts would be less than significant.

Enhanced Bicycle Treatments

Enhanced bicycle treatments would include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Implementation of these facilities would not require the use of construction equipment that would produce vibration. Therefore, vibration levels during implementation of the Class enhanced bicycle treatments would not exceed the FTA's threshold of 0.12 in/sec PPV. This impact would be less than significant.

Operation of the enhanced bicycle treatments would include continued use of existing bicycle facilities, storing of bicycles at new parking facilities, and use of bicycle repair facilities. These activities would not result in a new substantial source of vibration. Therefore, operational groundborne vibration impacts would be less than significant.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing vehicle miles traveled VMT through alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Therefore, the Amendments would not generate vibration. No impact would occur.

Mitigation Measures

N-2 Construction Vibration Control Plan

Prior to the issuance of any Grading Permit, the Public Works Department shall verify that the Project plans and specifications include provisions that require that paving activities within 37 feet of off-site structures utilize a static roller in lieu of a vibratory roller.

Significance After Mitigation

Mitigation Measure N-2 would require a static roller be used in lieu of a vibratory roller within 37 feet of an off-site structure. Use of a static roller would generate vibration levels of approximately 0.05 in/sec PPV at a distance of 25 feet (McIver 2012). With implementation of Mitigation Measure N-2, groundborne vibration associated with construction of individual projects would be less than the most conservative significance threshold of 0.12 in/sec PPV at adjacent off-site sensitive receptors in the vicinity of individual project sites. Therefore, with mitigation, impacts associated with project construction vibration at all surrounding sensitive receptors would be less than significant.

Threshold 3:	For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

Impact NOI-3 NOISE-SENSITIVE RECEPTORS IN AGOURA HILLS WOULD BE LOCATED OUTSIDE OF NOISE CONTOURS ASSOCIATED WITH NEARBY AIRPORTS. NO IMPACT WOULD OCCUR.

The Van Nuys Airport is located approximately 14.2 miles east of the Project area. According to the Los Angeles County Airport Land Use Commission's Airport Influence Area Figure, the City of Agoura Hills, and therefore the Project area, is not located within the noise contours of the Van Nuys Airport or any other nearby airport (Los Angeles County Airport Land Use Commission 2003). Therefore, the implementation of the proposed Project would not expose people residing or working in the Project area to excessive aircraft noise levels. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

No impact would occur.

4.9.4 Cumulative Impacts

The geographic scope for cumulative noise and vibration impacts includes the areas immediately adjacent to the individual bicycle facilities proposed within the BMP, as noise and vibration attenuates rapidly when it travels from the source to the receiver. A cumulative assessment of noise and vibration considers the proposed Project in combination with ambient growth and other past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1, within the vicinity of the Project area. As discussed in Chapter 3, *Environmental Setting*, cumulative development would include recreation, residential, commercial, and office uses. Each proposed development would generate temporary noise and vibration impacts during construction. Construction schedules for some of the cumulative projects considered may align with implementation of the proposed Project. Construction noise and vibration are localized impacts that rapidly attenuate as distance from the source increases, especially within an urban environment. In addition, each individual project would need to comply with City standards regarding construction. Therefore, cumulative impacts related to construction noise and vibration would be less than significant.

The Project would have no impact related to noise or vibration during operation, nor is the Project area located within two miles of a public airport or within the noise contours identified in an airport land use plan. Therefore, the Project cannot contribute to a cumulative impact related to noise or vibration during operation, or excessive noise levels from aircraft operations.

4.10 Recreation

This section analyzes potential impacts to recreation. Specifically, this section discusses the environmental and regulatory setting, the criteria used to determine the significance of environmental impacts related to recreation, and potential impacts related to recreation that would result from implementation of the proposed Project.

4.10.1 Setting

a. Regional Parks and Recreation Facilities

The Project area encompasses all of the City of Agoura Hills. The Santa Monica Mountains National Recreation Area (SMMNRA) borders the City to the east and south. The SMMNRA is comprised of approximately 153,075 acres, features over 500 miles of trails, and is considered one of the largest urban national recreation areas in the country (City of Agoura Hills 2010a). SMMNRA is jointly operated by the National Park Service, California State Parks, Santa Monica Mountains Conservancy, and Mountains Recreation and Conservation Authority. Popular recreation sites within the SMMNRA include (National Park Service 2025):

- **Cheesebro/Palo Comado Canyon**. This recreation area features hiking, biking, and equestrian routes through generally undisturbed areas. The area is joined to the east by the Upper Las Virgenes Canyon Open Space Preserve (formerly Ahmanson Ranch), which consists of nearly 3,000 acres of open space.
- **Paramount Ranch**. This 2,700-acre resource offers hiking trails, a picnic area, and a western town movie set.
- **Peter Strauss Ranch**. This resource offers hiking, concerts, picnics, and art exhibits on approximately 78 acres.
- **Malibu Creek State Park**. This recreation area provides over 4,000 acres of open space land and features hiking and equestrian trails that lead through the wilderness preserve and across Mulholland Highway.

Other recreation facilities located near the city include parks within the Conejo Valley Recreation and Park District, parks within the community of Oak Park, and recreational resources within the communities of Thousand Oaks and Westlake Village (City of Agoura Hills 2022).

b. Local Parks and Recreation Facilities

The City of Agoura Hills has a variety of parks, recreation, and open space areas that provide land for recreational uses and the preservation of natural features. There are approximately 1,378 acres of land within the city classified as Local Park, Restricted Open Space, and Open Space/Deed Restricted land uses, all of which are intended to protect lands for open space uses. The Restricted Open Space land use includes areas for which development rights are assumed to exist, but development potential is constrained because of natural habitats, oak trees, visual/aesthetic values or other constraints. The Open Space/Deed Restricted land use includes areas with deed restrictions that provide additional limitations on their use as open space. Open Space/Deed Restricted areas are owned by both public agencies and private homeowners' associations; Morrison Ranch and Chateau Park are two residential tracks with large open space acreages that are maintained by private homeowners' associations. The city also has approximately 28 acres of Commercial Recreation land

use, which include commercial uses that are recreation-oriented with ancillary retail sales and restaurants, such as golf courses (City of Agoura Hills 2022).

There are seven key open space resources within the city including Lindero Canyon, Medea Creek, Ladyface Mountain, Palo Comado Hills, Morrison Hills, Southeast Ridge, and Indian Hills. These resources provide access to active and passive open spaces throughout the city and the surrounding area, as well as biological habitats for wildlife and visual value for the community (City of Agoura Hills 2022). In addition to open space areas, the City owns and maintains eight local neighborhood parks and two community centers including Chumash Park, Forest Cove Park, Morrison Park, Old Agoura Park, Reyes Adobe Park, Sumac Park, Agoura Hills Community Center, Agoura Hills/Calabasas Community Center. Local schools also serve as recreational facilities. Specifically, the Las Virgenes Unified School District includes five school sites that offer recreational uses outside of school hours. These sites offer open playfields and specialized facilities such as a pool, tennis courts, and a gymnasium (City of Agoura Hills 2022).

c. Trails

There is a network of existing trails throughout the City of Agoura Hills. This trail system links open space and recreational resources within the City of Agoura Hills to surrounding communities, including Thousand Oaks, Oak Park, and Westlake Village. Equestrian trails throughout the Old Agoura area provide equestrian access to the Santa Monica Mountains. The Zuma Ridge Trail also traverses the city, which allows for both pedestrian and equestrian access and connects to the national parklands surrounding the city (City of Agoura Hills 2010a).

4.10.2 Regulatory Setting

a. Federal Regulations

There are no federal regulations related to recreation that apply to the proposed Project.

b. State Regulations

State Public Park Preservation Act of 1971

The State Public Park Preservation Act is an instrument for protecting and preserving parkland in California. Under Division 5, Chapter 2.5 of the Public Resource Code, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation, land, or both, are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

c. Regional and Local Regulations

City of Agoura Hills General Plan 2035

The City of Agoura Hills General Plan 2035 was adopted on March 24, 2010 (updated on August 10, 2022) by the City Council (City of Agoura Hills 2022). The City of Agoura Hills General Plan 2035 is a strategic document designed to guide the physical development of the city until the year 2035. Among other things, the City of Agoura Hills General Plan 2035 sets out the pattern of land uses, including residential, commercial, and industrial. It also establishes the system of streets, bikeways, and trails. The City of Agoura Hills General Plan 2035 addresses a wide variety of subject areas,

including housing, traffic, natural resources, land uses, economic development, noise, and public safety.

The City of Agoura Hills General Plan 2035 contains the following goals and policies related to recreation, which would apply to the proposed Project.

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

> **Policy M-8.1.** Provide bikeway connectivity between residential areas and surrounding natural resource areas, parks, schools, employment centers, and other activity centers in the community.
>
> **Policy M-8.3**. Encourage recreational biking and promote the community's mountain biking trail system to residents and visitors.

Goal CS-1. Balanced and comprehensive recreation facilities for the Agoura Hills community.

> **Policy CS-1.1**. Develop and maintain parks and recreational areas in accordance with the goals in Table CS-1.
>
> **Policy CS-1.3**. Connect recreational facilities with walking paths, trails, bikeways, and equestrian trails.
>
> **Policy CS-1.5**. Ensure that the location and design of all parks, recreation, and community centers are compatible with existing adjoining uses.
>
> **Policy CS-1.6.** Distribute parks and facilities so that they are well dispersed throughout the community, and include recreation opportunities for all residents
>
> **Policy CS-1.7**. When renovating and creating new recreational facilities, ensure accessible standards as specified in state and federal laws, such as the Americans with Disabilities Act (ADA).

Goal CS-2. Recreational programs and services that promote personal enrichment, healthy lifestyles, wellness, fun, lifelong learning, skill development, and community relationships.

> **Policy CS-2.1**. Provide a wide range of recreation opportunities designed to enrich the lives of all residents, including passive, active, individual, and organized recreational services, including reasonable accommodations for special needs individuals and groups.

In accordance with Goal CS-1 of the City of Agoura Hills General Plan 2035, the city seeks to maintain eight acres of parks and open space areas for every 1,000 residents. This goal is further divided into three acres of local park and recreational spaces for every 1,000 residents and five acres of open space areas for every 1,000 residents (City of Agoura Hills 2022). According to the California Department of Finance (DOF), the City of Agoura Hills had a population of 19,904 on January 1, 2025 (DOF 2025). Based on the approximately 1,378 acres of park and open space land uses, the city currently maintains nearly 70 acres of park and open space area for every 1,000 residents.

City of Agoura Hills Municipal Code

Article IX of the Agoura Hills Municipal Code (AHMC) contains the city's Zoning Code, which serves as the primary implementation tool of the City of Agoura Hills General Plan 2035. The Zoning Code designates certain zoning districts to maintain open space and recreation areas within the city.

Specifically, Section 9481 of the Zoning Ordinance designates the Open Space-Restricted District (OS-R) for areas that should be preserved as natural open space because of natural habitat, visual and aesthetic value or other reasons by restricting or transferring development rights. Section 9490 of the Zoning Ordinance designates the Open Space – Deed Restricted District (OS-DR) for areas which should be preserved as natural open space because of natural habitat, visual and aesthetic value or other reason by restricting development rights through deed restrictions. Section 9411 of the Zoning Ordinance designates the Local Park District (P) for local recreational and passive uses compatible with the nearby residential areas and the community.

Article X, Chapter 8 of the AHMC defines parkland dedication fees and codifies the parkland service level goals outlined in Chapter 3, *Infrastructure and Community Services,* of the City of Agoura Hills General Plan 2035. The regulations require subdividers to dedicate land to the city at a ratio based on proposed dwelling units to create parkland and recreation space.

4.10.3 Impact Analysis

a. Methodology and Significance Thresholds

As discussed in Section 4.0, *Environmental Impact Analysis*, all Project components are analyzed at the programmatic level. Project components include the Bicycle Master Plan (BMP), the VMT Mitigation Exchange and Banking Program (Program), and the General Plan Amendments (Amendments). Projects included within the BMP are grouped into Class I facilities, Class II facilities, Class III facilities, Class IV facilities, and enhanced bicycle treatments, as identified in Section 2.5, *Project Characteristics,* and in Table 1 of Chapter 2, *Project Description.* The impact analysis contained herein provides a programmatic analysis of anticipated impacts for each of the five facility classes, as the individual project impacts associated with each class of facility are expected to be similar. Because the City seeks to prioritize implementation of the Medea Creek Path (Path) and the Agoura High School Connection (Connection), the Path and the Connection have their own subheadings within the Class I Facility impact analysis subsection to provide a more specific assessment of their environmental impacts. Impacts associated with the General Plan Amendments are analyzed within their own subsection.

As discussed in Chapter 2, *Project Description*, the only projects that are currently planned, unfunded, and could potentially be funded by the VMT Mitigation Exchange and Banking Program are those currently included within the Bicycle Master Plan. Therefore, the impact analysis contained herein does not include a subsection for impacts associated with the Program, as the individual project list for the BMP and the Program are identical and impacts associated with the BMP would encompass impacts associated with the Program.

Within the following environmental analysis, impacts associated with each Project component are explicitly identified under the respective heading.

According to State CEQA Guidelines Appendix G, impacts related to recreation would be significant if the proposed Project would:

1. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or,
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Impact REC-1 BICYCLE FACILITIES IMPLEMENTED UNDER THE PROPOSED BMP WOULD NOT INCREASE THE USE OF RECREATIONAL FACILITIES SUCH THAT PHYSICAL DETERIORATION WOULD OCCUR OR BE ACCELERATED. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Class I Facilities

Construction of the Class I facilities would require clearing and grubbing, pavement demolition, grading, utility relocation, retaining wall or fencing installation, asphalt paving or repaving, street and undercrossing improvements, striping, and revegetation. Storage, staging, and active work areas would be established during the construction period for Class I facilities. These areas would be located outside of existing roadways within the individual project boundaries. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Given the known locations of proposed Class I facilities, storage, staging, and active work areas would not occur within or adjacent to recreational facilities. Therefore, construction impacts associated with the implementation of Class I facilities would be less than significant

Operation of the Class I facilities would consist of bicycle and pedestrian travel along shared use paths. Implementation of Class I facilities would result in new and improved multimodal access throughout the city, including to existing parks and open space resources. Improved access could incrementally increase the number of visitors at recreational facilities within and surrounding the city. However, as determined in Section 4.13.5, *Population and Housing,* the proposed Project would not induce substantial population growth. Therefore, operation of the Class I facilities would not result in an increase in the use of existing recreational facilities such that the city would be unable to meet their service ratio goals, nor would substantial physical deterioration of recreational facilities occur or be accelerated. Operational impacts would be less than significant.

MEDEA CREEK PATH

The proposed Path would result in construction of a Class I facility along Medea Creek from Agoura Road to the northern city limit. Storage, staging, and active work areas would be established during construction activities. Because there is designated open space surrounding Medea Creek, the establishment of storage, staging, and active work areas could occur within or adjacent to this open space, which could restrict access to this recreational resource.

The City of Agoura Hills General Plan 2035 includes ratio goals for park and open space resources. Specifically, the city seeks to maintain eight acres of park and open space areas for every 1,000 residents. The city currently maintains nearly 70 acres of park and open space areas for every 1,000 residents. Therefore, if the establishment of storage, staging, and active work areas were to restrict access to an open space area, residents could access alternative recreational facilities within and immediately surrounding the city while the city continues to meet its ratio goals for park and open space resources. As such, any temporary increase in the use of alternative recreational facilities

would not result in substantial physical deterioration of the alternative recreational facility. Construction impacts associated with the implementation of the Path would be less than significant.

Operation of the Path would consist of bicycle and pedestrian travel along a shared use path. Implementation of the Path would result in improved access to Chumash Park and the established open space areas surrounding Medea Creek, which could incrementally increase the number of visitors at these recreational resources. As determined in Section 4.13.5, *Population and Housing,* the proposed Project would not induce substantial population growth. Therefore, operation of the Path would not result in an increase in the use of existing recreational facilities such that the city would be unable to meet their service ratio goals, nor would substantial physical deterioration of recreational facilities occur or be accelerated. Operational impacts would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

The proposed Connection would result in construction of a Class I facility connecting Thousand Oaks Boulevard to Fountain Place along the northern border of Agoura High School. Storage, staging, and active work areas would be established during construction activities. Although Agoura High School does offer recreational uses near the location of this proposed facility, storage, staging, and active work areas would not be established on school property. Therefore, construction activities would not result in the increased use of existing neighborhood and regional parks or other recreational facilities. No construction impacts would occur.

Operation of the Connection would consist of bicycle and pedestrian travel along a shared use path. Implementation of the Connection would result in improved access to the recreational features of Agoura High School, which could incrementally increase the number of visitors at this recreational resource. As determined in Section 4.13.5, *Population and Housing,* the proposed Project would not induce substantial population growth. Therefore, operation of the Connection would not result in an increase in the use of existing recreational facilities such that the city would be unable to meet their service ratio goals, nor would substantial physical deterioration of recreational facilities occur or be accelerated. Operational impacts would be less than significant.

Class II Facilities

The establishment of Class II facilities would generally require roadway restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes. Restriping can be completed within a single work period and does not require the establishment of storage, staging, or work areas. As such, restriping activities would not restrict access to or result in temporary closures of existing parks or recreational facilities throughout the city.

Pavement widening would be necessary on Driver Avenue, between Easterly Road and Colodny Drive, and on Cornell Road, between Agoura Road and Cornell Way, to allow for the addition of bicycle lanes. These activities would require the establishment of storage, staging, or work areas. Although unanticipated, pavement widening on Driver Avenue and the establishment of storage, staging, or work areas could restrict access to or result in temporary closures of the Old Agoura Park. If temporary construction impacts to Old Agoura Park were to occur, residents could access alternative recreational facilities within and immediately surrounding the city while the city continues to meet its ratio goals for park and open space resources. As such, any temporary increase in the use of recreational facilities would not result in substantial physical deterioration of the facility. Construction impacts associated with the implementation of Class II facilities would be less than significant.

Operation of the Class II facilities would consist of bicycle travel along delineated bike lanes on existing roadways. Implementation of these facilities would not provide new or improved access to existing parks and open space resources within and surrounding the city given that no new roadways are proposed. Furthermore, as determined in Section 4.13.5, *Population and Housing,* the proposed Project would not induce substantial population growth. Therefore, operation of the Class II facilities would not result in an increase in the use of existing recreational facilities such that the city would be unable to meet their service ratio goals, nor would substantial physical deterioration of recreational facilities occur or be accelerated. Operational impacts would be less than significant.

Class III Facilities

Establishment of Class III facilities would be limited to the restriping of existing roads to identify bike routes. Restriping can be completed within a single work period and does not require the establishment of storage, staging, or work areas. As such, restriping activities associated with the implementation of Class III facilities would not restrict access to or result in temporary closures of existing parks or recreational facilities throughout the city.

Operation of the Class III facilities would consist of bicycle travel along shared use travel lanes on existing roadways. Implementation of these facilities would not provide new or improved access to existing parks and open space resources within and surrounding the city given that no new roadways are proposed. Furthermore, as determined in Section 4.13.5, *Population and Housing,* the proposed Project would not induce substantial population growth. Therefore, operation of the Class III facilities would not result in an increase in the use of existing recreational facilities such that the city would be unable to meet their service ratio goals, nor would substantial physical deterioration of recreational facilities occur or be accelerated. Operational impacts would be less than significant.

Class IV Facilities

Construction of Class IV facilities would require pavement demolition, minor grading, bollard or fencing installation, asphalt paving or repaving, and striping. Implementation of the Class IV facilities would occur adjacent to but separate from existing roadway ROWs. These activities could require the establishment of storage, staging, or work areas. Given the known locations of proposed Class I facilities, storage, staging, and active work areas could occur within or adjacent to recreational facilities, which could restrict access to or result in temporary closures of the recreational facilities. If temporary construction impacts to recreational facilities were to occur, residents could access alternative recreational facilities within and immediately surrounding the city while the city continues to meet its ratio goals for park and open space resources. As such, any temporary increase in the use of recreational facilities would not result in substantial physical deterioration of the facility. Construction impacts associated with the implementation of Class IV facilities would be less than significant

Operation of the Class IV facilities would consist of bicycle travel along physically separated bikeways adjacent to existing travel lanes. Implementation of these facilities would not provide new or improved access to existing parks and open space resources within and surrounding the city given that no new roadways are proposed. Furthermore, as determined in Section 4.13.5, *Population and Housing,* the proposed Project would not induce substantial population growth. Therefore, operation of the Class IV facilities would not result in an increase in the use of existing recreational facilities such that the city would be unable to meet their service ratio goals, nor would substantial physical deterioration of recreational facilities occur or be accelerated. Operational impacts would be less than significant.

Enhanced Bicycle Treatments

Enhanced bicycle treatments could include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. These facilities would be implemented at various locations throughout the city within or adjacent to existing, new, or improved bikeways. Construction and implementation of these facilities would be completed within a single work period and would not require the establishment of storage, staging, or work areas. As such, implementation of the enhanced bicycle treatments would not restrict access to or result in temporary closures of existing parks or recreational facilities throughout the city. Construction impacts would be less than significant.

Operation of the enhanced bicycle treatments would include continued use of existing bicycle facilities, storing of bicycles at new parking facilities, and use of bicycle repair facilities. Operation of these facilities would not provide new or improved access to existing parks and open space resources within and surrounding the city. Furthermore, as determined in Section 4.13.5, *Population and Housing,* the proposed Project would not induce substantial population growth. Therefore, operation of the enhanced bicycle treatments would not result in an increase in the use of existing recreational facilities such that the city would be unable to meet their service ratio goals, nor would substantial physical deterioration of recreational facilities occur or be accelerated. Operational impacts would be less than significant.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Therefore, the Amendments would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No impact would occur.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 2:	Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might adversely affect the environment?

Impact REC-2 IMPLEMENTATION OF THE PROPOSED PROJECT WOULD RESULT IN THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES THAT COULD ADVERSELY AFFECT THE ENVIRONMENT. THOSE IMPACTS ARE IDENTIFIED THROUGHOUT THIS PROGRAMMATIC ENVIRONMENTAL IMPACT REPORT. IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

The proposed Project consists of a Bicycle Master Plan, which proposes to build upon the city's existing bicycle network by constructing approximately 30 miles of new bikeways, implementing improvements to existing bikeways, and providing new enhanced bicycle treatments throughout the

city. Implementation of the BMP would result in the construction and expansion of recreational facilities. The environmental impacts of implementing the BMP have been evaluated throughout this Programmatic Environmental Impact Report (PEIR). No additional impacts outside those disclosed herein would occur. With the implementation of mitigation measures identified throughout this PEIR, impacts related to Cultural Resources would remain significant and unavoidable; impacts related to Biological Resources, Geology and Soils, Hazards and Hazardous Materials, and Noise would be potentially significant and would require the implementation of mitigation measures. All other impacts would be less than significant. No additional impacts related to Recreation would occur.

As part of the proposed Project, the City must also amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The proposed General Plan Amendments would not result in physical development includes recreational facilities or requires the construction or expansion of recreational facilities. No impact would occur.

Mitigation Measures

Refer to Section 4.3, *Biological Resources,* Section 4.4, *Cultural Resources,* Section 4.5, *Geology and Soils*, Section 4.6, *Hazards and Hazardous Materials,* and Section 4.9, *Noise*, for full text of relevant mitigation measures.

No additional mitigation measures related to Recreation would be required.

Significance After Mitigation

Following the implementation of mitigation measures, impacts related to Cultural Resources would remain significant and unavoidable; impacts related to Biological Resources, Geology and Soils, Hazards and Hazardous Materials, and Noise, would be reduced to less than significant.

No additional impacts related to Recreation would occur.

4.10.4 Cumulative Impacts

The geographic scope for cumulative impacts to recreation is the City of Agoura Hills and adjoining recreational and open space facilities. This geographic scope is appropriate because of the connectivity of recreational resources within and surrounding the city. Past, present, and reasonably foreseeable future projects, as identified in Table 3-1, include residential, commercial, and recreational development. Cumulative development could directly and indirectly result in population growth within the City of Agoura Hills, which could increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. This impact would be potentially significant if population growth associated with cumulative development were to prevent the city from meeting its recreation service goals, as identified within the City of Agoura Hills General Plan 2035. The proposed Project would result in new and improved multimodal access throughout the city, including access to existing parks and open space resources, but would not result in population growth such that the city would be unable to meet its recreation service goals. Therefore, the Project would not contribute considerably to a cumulative impact.

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4.11 Transportation

The analysis in this section considers potential impacts to transportation. Specifically, this section discusses the environmental and regulatory setting; the criteria used to determine the significance of environmental impacts related to transportation; and potential impacts related to transportation that would result from implementation of the proposed Project.

4.11.1 Setting

a. Roadway System

Regional Highways

The Project area encompasses all of the City of Agoura Hills. U.S. Highway 101 (Ventura Freeway) is the only major highway in the city, connecting it to other communities in Southern California. It runs east-west in the southern portion of the city. There are four interchanges along the Ventura Freeway that provide access to the city including the Reyes Adobe interchange, the Kanan interchange, the Chesebro/Palo Comado Canyon interchange, and the Liberty Canyon interchange (City of Agoura Hills 2022a).

Primary Arterials

Primary arterials are streets and highways that are designed to move high volumes of traffic between the freeway and local circulation system. Primary arterials typically include four to six divided lanes, and access to primary arterials from private properties and collector streets is limited. Primary arterials in the City of Agoura Hills include (City of Agoura Hills 2022a):

- Kanan Road, a north-south corridor that spans the entirety of the central portion of the city. This facility generally provides two travel lanes in each direction and is divided by a raised median. As Kanan Road approaches the Ventura Freeway, three lanes are provided in the southbound direction beginning at Canwood Street. South of Agoura Road to the southern city limit, Kanan Road provides one travel lane in each direction. Limited access is provided to development along this corridor and street parking is prohibited. The posted speed limit is 45 miles per hour (mph) south of Agoura Road and north of Laro Drive, 40 mph between Canwood Street and Laro Drive, and 35 mph between Agoura Road and Canwood Street.
- Thousand Oaks Boulevard, an east-west corridor between Carell Avenue and the western city limit. This facility provides two travel lanes in each direction. There is limited access to development along this corridor, and street parking is prohibited west of Kanan Road. The posted speed limit is 45 mph.

Secondary Arterials

Secondary arterials are similar to primary arterials but serve a more localized function. Secondary arterials generally have a narrower right-of-way (ROW) than primary arterials and provide two to four divided or undivided travel lanes. Secondary arterials provide more access to adjacent development and have less parking restrictions. Secondary arterials in the city include (City of Agoura Hills 2022a):

- Agoura Road, an east-west corridor that spans the entirety of the southernmost part of the city. This facility provides one travel lane in each direction between the eastern city limits and just

west of Kanan Road and two travel lanes in each direction from just west of Kanan Road to the western city limits. The segment of Agoura Road east of Cornell Road to the eastern boundary of the Agoura Village Specific Plan Area is semi-rural with no curb, gutter, sidewalk, or streetlights. On-street parking is permitted along this facility from Kanan Road to Cornell Road and in the Old Agoura commercial area. The posted speed limit is 45 mph.

- Reyes Adobe Road, a north-south corridor between the northwestern city limit and Agoura Road. This facility provides two travel lanes in each direction between Canwood Street and Lake Lindero Road; south of Canwood Street, the facility narrows to one travel lane in each direction over the Ventura Freeway overcrossing, then widens again to two lanes in each direction south of the Ventura Freeway. There are no driveways north of the Ventura Freeway and access to cross streets is limited. On-street parking is prohibited along the entire corridor, and the posted speed limit is 40 mph.
- Canwood Street, an east-west corridor between Driver Avenue and Lake Crest Drive running parallel to the north side of the Ventura Freeway. This facility provides one travel lane in each direction between Lake Lindero Road and Chesebro Road. Access is provided to adjacent development, and on-street parking is permitted west of Reyes Adobe Road. On-street parking 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 increases to 40 mph.
- Palo Comado Canyon Road, a north-south corridor that connects the Driver Avenue/Chesebro Road intersection north of the Ventura Freeway to Chesebro Road south of the Ventura Freeway. This facility provides one travel lane in each direction, development along the corridor is limited, and on-street parking is prohibited. The posted speed limit is 35 mph.
- Liberty Canyon Road, a north-south corridor that extends from the Ventura Freeway south to the southern city limit. One travel lane is provided in each direction and on-street parking is permitted. The posted speed limit is 40 mph.

Semi-Rural Arterials

Semi-Rural Arterials reflect semi-rural character. They lack continuous curbs, gutters, sidewalks, and streetlights, and allow for narrower rights-of-way (minimum 36 feet). The semi-rural arterial classification also involves two travel lanes and Class II bicycle lanes. Semi-rural arterials in the city include (City of Agoura Hills 2024):

- Agoura Road, an east-west corridor that spans the entirety of the southernmost part of the city. From Cornell Road to the eastern Agoura Village Specific Plan Area, this facility is classified as a semi-rural arterial.

Collector Streets

Collector streets are designed to distribute traffic from higher classified arterial streets to local access streets and adjacent properties. Collector streets generally provide two to three undivided travel lanes. Collector streets in the city include (City of Agoura Hills 2022a):

- Driver Avenue, an east-west corridor between Chesebro Road and Argos Street. This facility has one travel lane in each direction and provides local access to adjacent neighborhoods. On-street parking is allowed, and the posted speed limit is 30 mph.
- Chesebro Road, an east-west corridor between the eastern city limit and Canwood Street. Chesebro also serves as a north-south collector street between Palo Comado Canyon Road and the Ventura Freeway eastbound on-ramp. This facility has one travel lane in each direction and

provides on-street parking on the north side of the road between Canwood Street and Palo Comado Canyon Road, along both sides of the road south of Dorothy Drive, and along the south side of the road between Palo Comado Canyon Road and Agoura Road. The posted speed limit ranges from 25 mph to 35 mph.

Local Streets

Local streets typically have two undivided lanes and are designed to be low-volume and low-speed, providing access to individual properties. Local residential streets are generally not intended to handle through traffic. Arterial, connector, and local streets within the City of Agoura Hills are shown in Figure 4.11-1, below (City of Agoura Hills 2022a).

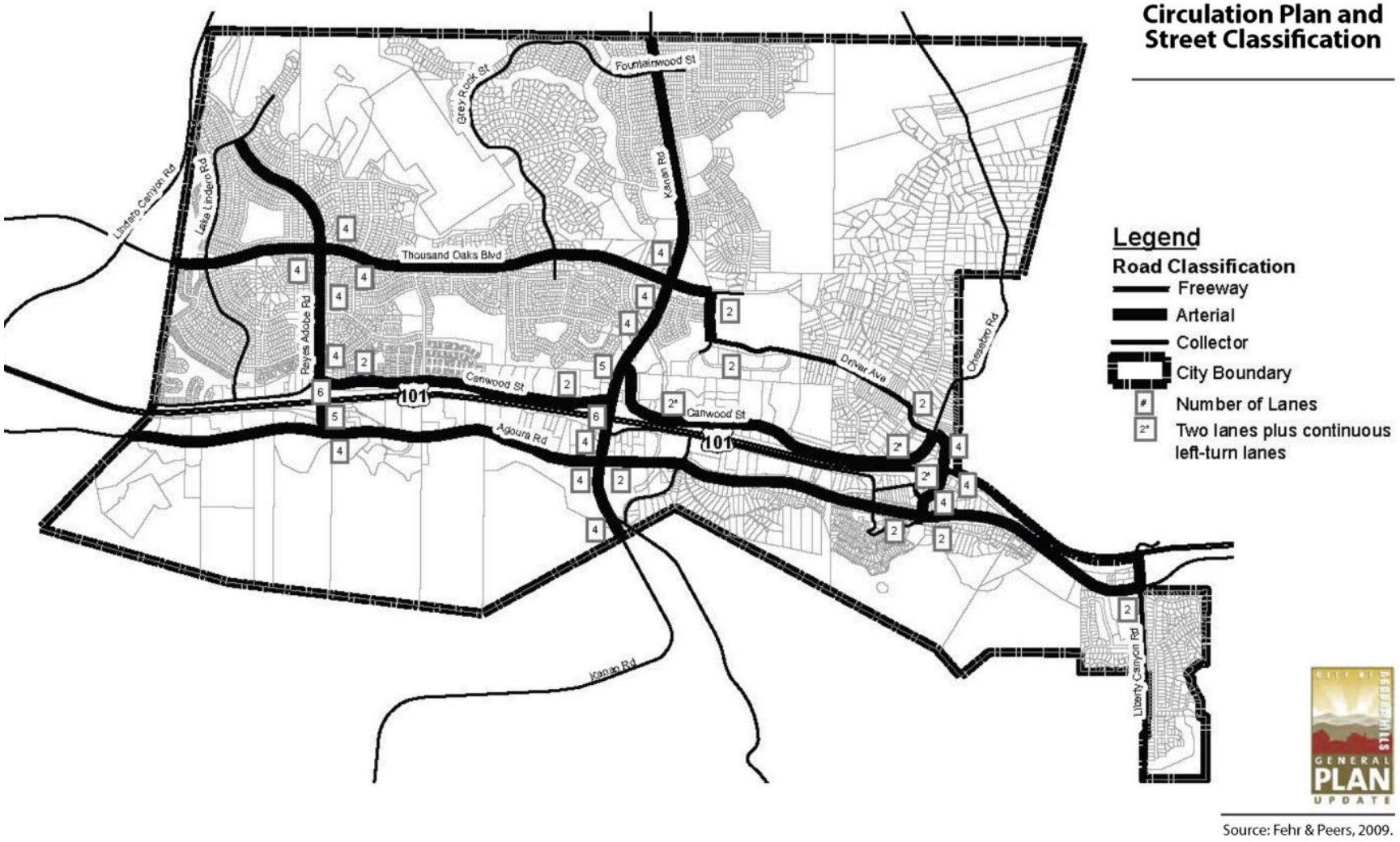
b. Transit System

The Los Angeles County Metropolitan Transportation Authority (Metro) and the City of Los Angeles Department of Transportation (LADOT) provide regional public transit services to the City of Agoura Hills. Metro service provides access between Thousand Oaks and Warner Center in the west San Fernando Valley while the LADOT Commuter Express provides service between Downtown Los Angeles and Thousand Oaks/Newbury Park (City of Agoura Hills 2022a). Specifically, Metro Line 161 provides local service between Warner Center and the City of Thousand Oaks. Within the City of Agoura Hills, this route generally runs along Agoura Road to Roadside Drive, Kanan Road, and Thousand Oaks Boulevard. Overall, this bus line includes 15 stops within the city limits. LADOT Commuter Express 422 and LADOT Commuter Express 423 are express commuter lines that travel from Downtown Los Angeles to the City of Thousand Oaks. Within the City of Agoura Hills, these lines operate on Kanan Road and Thousand Oaks Boulevard and include seven stops in the western portion of the city.

In addition to the regional transit services described above, the City of Agoura Hills operates a dial-a-ride service and a seasonal shuttle service (City of Agoura Hills 2022a). The Agoura Hills Dial-A-Ride service provides a demand-responsive door-to-door transportation service Monday through Friday at a reduced fare to residents who are 65 or older and to individuals with disabilities. Services are provided between any two points within the city limits of Agoura Hills and the Malibu Lake area. There are also trips to the cities of Westlake Village and Thousand Oaks, to the community of Oak Park, and appointment-based destinations to the community of Woodland Hills for an increased fare. The Summer Beach Bus provides service between the City of Agoura Hills and local beach communities during the summer season (June to August), typically to Zuma and Leo Carrillo Beaches. Bus stops include Lindero Canyon Middle School, Agoura High School, and Agoura Road at Liberty Canyon Road.

Transit available in the City of Agoura Hills also includes the Kanan Shuttle, which is operated by the City of Thousand Oaks. The Kanan Shuttle, which runs on clean natural gas and is ADA-compliant, travels to residential areas and neighborhood schools near Kanan Road in the City of Agoura Hills and Oak Park community. The Kanan Shuttle service is provided by the County of Ventura in partnership with the City of Agoura Hills, Oak Park Unified School District, and the Oak Park County Service Area #4 (City of Thousand Oaks 2025).

Figure 4.11-1 Circulation Plan and Street Classification



Source: City of Agoura Hills 2022a

c. Bicycle Network

The existing bicycle network in the City of Agoura Hills is comprised of 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes (City of Agoura Hills 2022b). The bicycle network is generally comprised of Class II and Class III facilities, which are shared facilities on roadways. Bicycle facilities within the city will be described as follows in Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 following adoption of the proposed General Plan Amendments:

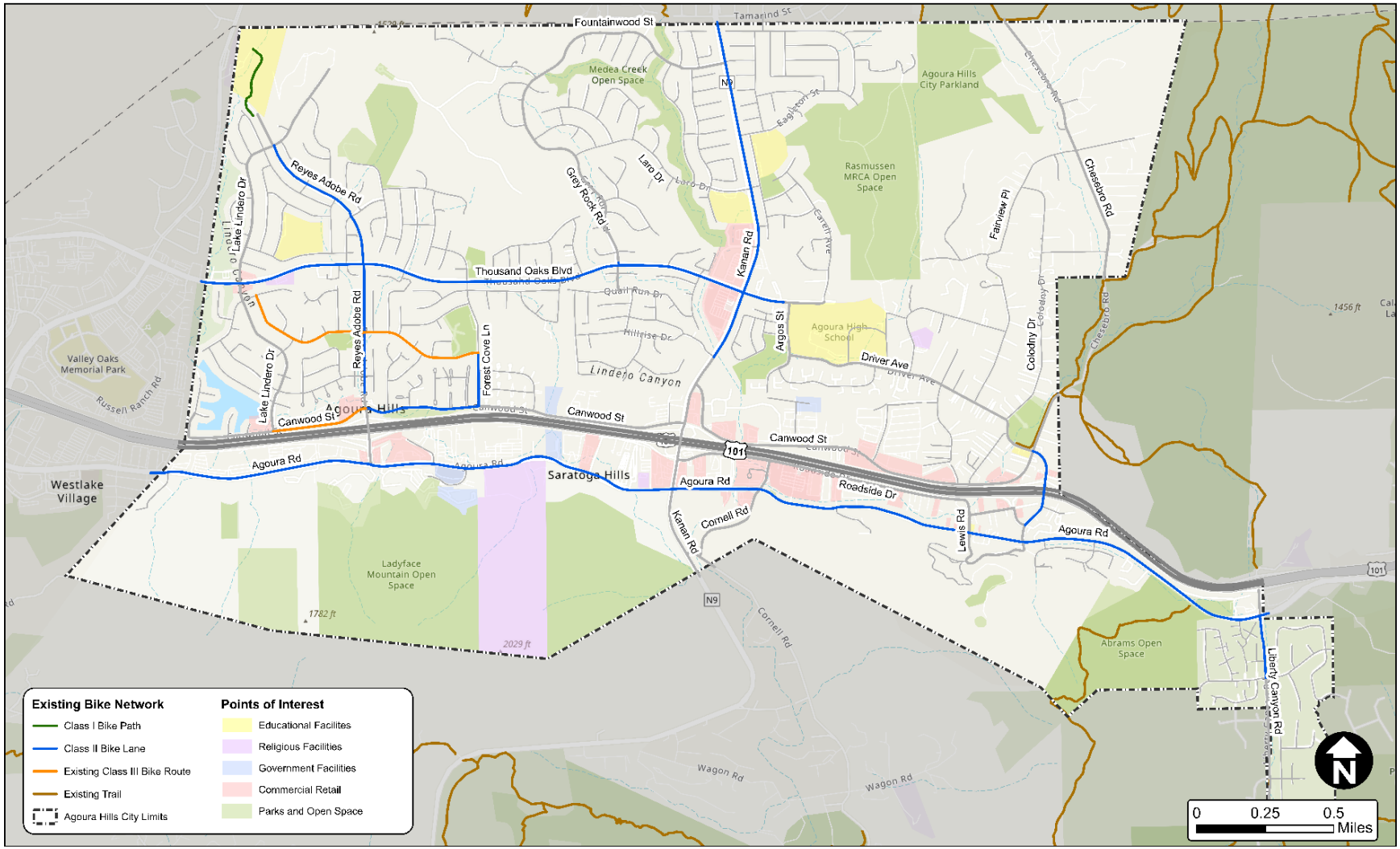
- Kanan Road—A Class II facility between the northern City limits and Hillrise Drive.
- Reyes Adobe Road—A mixed Class I and Class II facility between Lindero Canyon Road and Canwood Street. The Class II facility comprises the majority of the bicycle route on Reyes Adobe Road between Lindero Canyon Road 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 Thousand Oaks Boulevard and Canwood Street. The Class II facility is available between Rainbow Creek Drive and Canwood Street. The Class III facility is provided in the northbound direction between Rainbow Crest Drive and Thousand Oaks Boulevard.
- Thousand Oaks Boulevard—A Class II facility that spans between the western City limits and Argos Street (eastbound only) or Kanan Road (westbound only).
- 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.
- Palo Comado Canyon Road—A Class II facility between Chesebro Road and Agoura Court, crossing the Palo Comado Canyon Interchange; this was implemented after the General Plan Update and coincided with the Palo Comado Canyon Interchange improvement.

The existing bicycle facility network is shown in Figure 4.11-2, below.

d. Pedestrian Facilities

Pedestrian facilities available within the city are comprised of sidewalks, crosswalks, and a footbridge over the Ventura Freeway. Sidewalks are generally available to link the residential communities to arterial roads. Several sections of roadways do not currently have sidewalks available including Driver Avenue, between Easterly Road and Chesebro Road; Kanan Road, between Laro Drive and the northern city limit; portions of Agoura Road, between the western city limit and Kanan Road, and east of Kanan Road to the eastern city limit; and, Reyes Adobe Road, north of Rainbow Hill Road to Lake Lindero Drive. There are crosswalks available at all signalized intersections. Pedestrian linkages between the northern and southern sides of the Ventura Freeway are available through sidewalks on the bridges of Reyes Adobe Road, Kanan Road, and Palo Comado Canyon Road overpasses. There is also a footbridge available across the Ventura Freeway, joining Canwood Street and Roadside Drive west of the Palo Comado Canyon Interchange (City of Agoura Hills 2022a).

Figure 4.11-2 Agoura Hills Existing Bike Network



Source: City of Agoura Hills 2024

4.11.2 Regulatory Setting

a. Federal Regulations

There are no federal regulations related to transportation applicable to the proposed Project.

b. State Regulations

Caltrans Highway Design Manual

Chapter 200 and 1000, *Geometric Design and Structure Standards* and *Bicycle Transportation Design*, of the California Department of Transportation (Caltrans) Highway Design Manual outlines safe geometric design of bicycle facilities and serves as the official design standard for bikeways in California. Chapter 200 focuses on appropriate stopping distances, curvatures, superelevation transitions, overcrossings/undercrossings, and bicycle railings for Class II and III facilities. Chapter 1000 intends to help accommodate motor vehicle and bicycle traffic on the roadway system, or as a complement to the road system, to meet the needs of cyclists for Class I facilities. This chapter also classifies and defines bicycle facilities (Caltrans 2020, 2025). Design Information Bulletin 89 provides similar guidance specifically for Class IV bikeways (Caltrans 2022).

Caltrans Manual on Uniform Traffic Control Devices

Chapter 6C of the California Manual on Uniform Traffic Control Devices (CA MUTCD) outlines the essential components and principles for establishing safe and effective Temporary Traffic Control zones during road work or incidents. The goal is to ensure the safety of road users and workers while maintaining efficient traffic flow. Key guidance elements include proper signage, buffer zones, barriers and channelizing devices, reduced speed limits, and lane closure (Caltrans 2014).

California Transportation Plan 2050

The California Transportation Plan is prepared by Caltrans every five years to provide a long-range policy framework to meet the State's future mobility needs and reduce greenhouse gas (GHG) emissions to goals set by the California Global Warming Solutions Act of 2006 (Assembly Bill [AB 32], and implementing legislation Senate Bill (SB) 375 (discussed below). The most recent California Transportation Plan 2050 was adopted in 2021 (Caltrans 2021). The California Transportation Plan defines goals, performance-based policies, and strategies to achieve the State's collective vision for California's future Statewide, integrated, multimodal transportation system by envisioning a sustainable system that improves mobility and enhances quality of life. Through ongoing engagement, the California Transportation Plan is intended to provide goals and visions to support a fully integrated, multimodal, sustainable transportation system that supports the quality of life, prosperous economy, human and environmental health, and social equity.

Assembly Bill 1358

Assembly Bill (AB) 1358 requires the legislative body of a city or county, upon revision of the circulation element of their general plan, to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway including drivers, pedestrians, cyclists, individuals with disabilities, seniors, and public transit users. The characteristics of complete streets include the following: integrated and comprehensive transportation network; multi-model design

accommodating walking, cycling, transit, driving, parking, and deliveries; street design correlating to the adjacent land uses; pedestrian and bicycle facilities providing connectivity and promoting safety; uniform landscaping, including street trees and landscaped medians and sidewalks; and sustainable design minimizing runoff, heat island effects, and responding to climatic demands and conservation of scarce resources. (City of Agoura Hills 2022b).

Senate Bill 375

Senate Bill (SB) 375 requires that a metropolitan planning organization adopt a sustainable communities strategy as part of its regional transportation plan to reduce GHG emissions from cars and light trucks in a region. SB 375 requires the State Air Resources Board, working in consultation with metropolitan planning organizations, to provide each region with GHG emission reduction targets for the automobile and light truck sector. Agoura Hills is included within the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) developed by the Southern California Association of Governments (SCAG).

Senate Bill 743

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. SB 743 changed the way transportation impact analysis is conducted as part of California Environmental Quality Act (CEQA) compliance. These changes eliminated automobile delay, level of service, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts under CEQA.

Prior rules treated automobile delay and congestion as an environmental impact. SB 743 requires the State CEQA Guidelines to prescribe an analysis that better accounts for transit and reductions of greenhouse gas emissions. In December 2018, Office of Planning and Research (OPR) released the final update to State CEQA Guidelines consistent with SB 743, which recommends using vehicle miles traveled (VMT) as the most appropriate metric of transportation impact to align local environmental review under CEQA with California's long-term greenhouse gas emissions reduction goals. The *Guidelines* require all jurisdictions in California to use VMT-based thresholds of significance no later than July 1, 2020.

At the same time as the release of the updated State CEQA Guidelines*,* OPR also released a non-binding *Technical Advisory on Evaluating Transportation Impacts in CEQA*, which outlines potential VMT analysis methodologies and thresholds of significance for use by agencies in California based on substantial evidence developed by OPR related to achievement of the State's greenhouse gas emissions reductions targets (GOLUCI 2018).

State CEQA Guidelines Section 15064.3 and OPR Technical Advisory

State CEQA Guidelines Section 15064.3 implements SB 743 and establishes VMT as the most appropriate measure of transportation impacts. The primary components of Section 15064.3 include:

- Identifies VMT as the most appropriate measure of transportation impacts;
- Declares that a project's effect on automobile delay shall not constitute a significant environmental impact (except for projects increasing roadway capacity);
- Creates a rebuttable presumption of no significant transportation impacts for (a) land use projects within one-half mile of either an existing major transit stop or a stop along an existing

high quality transit corridor, (b) land use projects that reduce VMT below existing conditions, and (c) transportation projects that reduce or have no impact on VMT;

- Allows a lead agency to qualitatively evaluate VMT if existing models are not available; and
- Gives lead agencies discretion to select a methodology to evaluate a project's VMT, but requires lead agencies to document that methodology in the environmental document prepared for the project.

CEQA lead agencies were required to comply with the State Guideline Section 15064.3 no later than July 1, 2020.

c. Regional Regulations

Connect SoCal 2024

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties. SCAG addresses regional issues relating to transportation, the economy, community development, and the environment. Every four years, SCAG updates their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), as required by federal and state regulations. On April 4, 2024, SCAG's Regional Council formally approved Connect SoCal 2024, the 2024-2050 RTP/SCS.

Connect SoCal 2024 builds upon the progress made through implementation of the 2020-2045 RTP/SCS. Using growth forecasts and economic trends that project out over a 20-year period, Connect SoCal 2024 considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs. Compared to previous RTPs, Connect SoCal 2024 places a greater emphasis on sustainability and integrated planning and includes a strong commitment to reduce emissions from transportation sources to comply with California SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act.

d. Local Regulations

City of Agoura Hills General Plan 2035

The City of Agoura Hills General Plan 2035 was adopted on March 24, 2010 (updated on August 10, 2022) by the City Council (City of Agoura Hills 2022a). The City of Agoura Hills General Plan 2035 is a strategic document designed to guide the physical development of the city until the year 2035. Among other things, the City of Agoura Hills General Plan 2035 sets out the pattern of land uses, including residential, commercial, and industrial. It also establishes the system of streets, bikeways, and trails. The City of Agoura Hills General Plan 2035 addresses a wide variety of subject areas, including housing, traffic, natural resources, land uses, economic development, noise, and public safety.

The City of Agoura Hills General Plan 2035 contains the following goals and policies related to transportation, which would apply to the proposed Project.

Goal M-1. 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. Maintain a safe and efficient system of circulation.

Goal M-2. 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. Ensure that the existing and future transportation system serves multiple modes of travel, such as driving, walking, biking, and transit.

Policy M-2.1. Develop an interconnected mobility system that allows travel on alternative routes and modes.

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

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

Policy M-6.1. 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. 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.

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

Policy M-8.1. 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. 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. Establish a Bicycle Safety Program that aims to educate the public about the safe use of bicycles on the City’s bikeways.

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

Policy M-12.2. 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. Support regional planning efforts that maximize the efficiency of existing transportation facilities.

Goal S-21. Decrease Greenhouse Gas Emissions through a Reduction in VMT.

Policy S-21.1. Develop a Citywide network that ensures access to safe bicycle facilities, and connects to regional bicycle facilities.

Agoura Village Specific Plan

The Agoura Village Specific Plan, adopted in 2008 and updated in 2024, is a long-range planning effort intended to guide the revitalization, appropriate uses, and beautification of the Agoura Village (City of Agoura Hills 2024). The Specific Plan area encompasses approximately 135 acres of

developed and underdeveloped land running along both sides of Agoura Road, one block west of Kanan Road to approximately two blocks east of Cornell Road. Roadside Drive and the Ventura Freeway border the Specific Plan area to the north, and open space borders the Specific Plan area to the south.

Chapter 3, *Streetscape Beautification & Public Improvements,* of the Agoura Village Specific Plan provides recommendations for street beautification amenities and gateways. This Chapter indicates that bicycle racks shall be installed at convenient locations along Agoura Road, at any future bus stop, and conveniently located near building entries that are centrally located within development and not facing Agoura Road. Chapter 4, *Mobility,* of the Agoura Village Specific Plan identifies opportunities for new or improved pedestrian, bicycle, and transit infrastructure, and traffic calming concepts. This chapter also notes that all bicycle facilities within the Specific Plan area shall be constructed in accordance with Figure M-7 of the General Plan, which will be updated as part of the General Plan Amendments.

Ladyface Mountain Specific Plan

The Ladyface Mountain Specific Plan, adopted in 1991 and amended in 2010, is a long-range planning effort intended to guide development at the base of Ladyface Mountain in the City of Agoura Hills. The Ladyface Mountain Specific Plan area covers approximately 747 acres, of which about 225 are developable while 520 acres are designated as permanent open space. The Ladyface Mountain Specific Plan area is bounded by Agoura Road to the north, Kanan Road to the east, the Agoura Hills city limit along the Ladyface ridgeline to the south, and the Agoura Hills-Westlake Village city limits to the west.

The Ladyface Mountain Specific Plan establishes hillside development standards to preserve the natural character of the mountain. Chapter III, Design Guidelines, emphasizes oak tree preservation, natural grading techniques, and architecture that blends in with the hillside environment. It also includes standards for drought-tolerant landscaping and signage. Chapter IV, Development Regulations, includes requirements for building coverages and grading, mandates transportation demand management strategies, LEED-equivalent construction practices, and water-efficiency. Chapter V, Implementation, establishes procedures for Conditional Use Permits, architectural review, and environmental review under CEQA.

City of Agoura Hills Municipal Code

The City of Agoura Hills Municipal Code (AHMC) includes provisions for development standards in regard to bicycles and emergency vehicle access. Article III, Chapter 2 of the AHMC discusses public safety in regard to traffic regulations. Specifically, Section 3206 states that bicycles are prohibited on sidewalks, pedestrian walkways, and parking areas within a shopping center, shopping district, or business district. Section 9654.3(L) of the AHMC identifies bicycle parking standards.

4.11.3 Impact Analysis

a. Methodology and Significance Thresholds

As discussed in Section 4.0, *Environmental Impact Analysis*, all Project components are analyzed at the programmatic level. Project components include the Bicycle Master Plan (BMP), the VMT Mitigation Exchange and Banking Program (Program), and the General Plan Amendments (Amendments). Projects included within the BMP are grouped into Class I facilities, Class II facilities, Class III facilities, Class IV facilities, and enhanced bicycle treatments, as identified in Section 2.5,

Project Characteristics, and in Table 1 of Chapter 2, *Project Description.* The impact analysis contained herein provides a programmatic analysis of anticipated impacts for each of the five facility classes, as the individual project impacts associated with each class of facility are expected to be similar. Because the City seeks to prioritize implementation of the Medea Creek Path (Path) and the Agoura High School Connection (Connection), the Path and the Connection have their own subheadings within the Class I Facility impact analysis subsection to provide a more specific assessment of their environmental impacts. Impacts associated with the General Plan Amendments are analyzed within their own subsection.

As discussed in Chapter 2, *Project Description*, the only projects that are currently planned, unfunded, and could potentially be funded by the VMT Mitigation Exchange and Banking Program are those currently included within the Bicycle Master Plan. Therefore, the impact analysis contained herein does not include a subsection for impacts associated with the Program, as the individual project list for the BMP and the Program are identical and impacts associated with the BMP would encompass impacts associated with the Program.

Within the following environmental analysis, impacts associated with each Project component are explicitly identified under the respective heading.

According to Appendix G of the *California Environmental Quality Act* (CEQA) *Guidelines*, impacts related to transportation would be significant if the proposed project would:

1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
2. Conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b);
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or,
4. Result in inadequate emergency access?

b. Project Impacts and Mitigation Measures

Threshold 1:	Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact TRA-1 THE PROPOSED PROJECT WOULD BE CONSISTENT WITH CONNECT SOCAL 2024, THE CITY OF AGOURA HILLS GENERAL PLAN 2035, AND THE AGOURA VILLAGE SPECIFIC PLAN. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The primary plans addressing the circulation system in the Project area are the RTP/SCS (SCAG 2024), the City of Agoura Hills General Plan 2035, and the Agoura Village Specific Plan. These plans address various modes of transportation, including roadway vehicle, transit, bicycle, and pedestrian facilities, and include goals, policies, and objectives related to these modes of transportation.

Implementation of individual projects identified within the BMP would involve construction activities such as clearing and grubbing, pavement demolition, grading, subgrade stabilization, utility relocation, construction of undercrossings and/or overcrossings, installation of retaining walls, construction of bollards and fencing, asphalt paving or repaving, striping, restriping, reconfiguration and/or revegetation. Construction would require use of delivery trucks, vehicles, and other construction equipment, as well as the creation of storage, staging, and active work areas. These areas would be located within or adjacent to the identified project boundaries. At the time of

construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Nonetheless, construction of individual projects could affect roadways and the circulation system if construction were to occur within roadway rights-of-way (ROWs) or require temporary lane closures, which would conflict with Goal M-1 of the City of Agoura Hills General Plan 2035, which calls for a safe and efficient roadway system. A construction traffic control plan would be prepared and implemented for any construction activities occurring within the roadway ROW in accordance with the CA MUTCD. The construction traffic control plan would include the use of flaggers during temporary lane closures and would ensure the use of proper signage, buffer zones, barriers, and reduced speed limits around construction zones consistent with Chapter 6 (Flagger Control) of the CA MUTCD, and no detours would be required (Caltrans 2014). Therefore, temporary construction impacts resulting in conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, would be less than significant.

Operation of individual projects identified within the BMP would consist of bicycle and pedestrian travel along shared use paths, delineated bike lanes, shared use travel lanes, and physically separated bikeways. These activities would be consistent with the SoCal Connect 2024 goals aimed at reducing emissions from transportation sources, as the proposed Project would encourage alternative travel modes. Implementation of the BMP would also be consistent with City of Agoura Hills General Plan 2035 goals and policies including Goal M-2, which aims to create a transportation system that serves all modes of travel, Goal M-6, which aims to reduce reliance on single-occupancy vehicle travel and VMT through the provision of alternative travel modes, Goal M-8, which aims to enhance bicycle facilities throughout Agoura Hills, and Goal M-21, which aims to decrease GHG emissions through a reduction in VMT.

Implementation of the BMP would result in the installation of enhanced bicycle treatments at various locations throughout the city. These facilities would include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Installation of these facilities would be consistent with Chapter 3, *Streetscape Beautification & Public Improvements,* of the Agoura Village Specific Plan, which calls for bicycle racks at convenient locations along Agoura Road, at any future bus stop, and conveniently located near building entries that are centrally located within development

As part of the proposed Project, the City must also amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, guided by the BMP. This shift in focus to reducing VMT would be consistent with the SoCal Connect 2024 goals aimed at reducing emissions from transportation sources, City of Agoura Hills General Plan 2035 Goal M-6, which aims to reduce reliance on single-occupancy vehicle travel and VMT through the provision of alternative travel modes, and City of Agoura Hills General Plan 2035 Goal M-21, which aims to decrease GHG emissions through a reduction in VMT.

Overall, this impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 2:	Would the project conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?

Impact TRA-2 CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROPOSED PROJECT WOULD NOT RESULT IN LONG-TERM TRIP GENERATION, AND ANY TEMPORARY INCREASE IN VMT WOULD NOT SUBSTANTIALLY IMPACT REGIONAL VMT. ACTIVE TRANSPORTATION PROJECTS GENERALLY REDUCE VMT. THEREFORE, THE PROPOSED PROJECT IS PRESUMED TO RESULT IN A LESS-THAN-SIGNIFICANT IMPACT.

State CEQA Guidelines Section 15064.3(b)describes considerations for evaluating a project's transportation impacts. Specifically, this section of the State CEQA Guidelines includes criteria for analyzing transportation impacts, such as:

1. Land Use Projects. VMT exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease VMT in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
2. Transportation Projects. Transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements.
3. Qualitative Analysis. If existing models or methods are not available to estimate the VMT for the particular project being considered, a lead agency may analyze the project's VMT qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
4. Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's VMT, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate VMT and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section

Impacts related to VMT during construction of individual projects identified within the BMP would be primarily associated with the construction equipment, worker vehicles, and truck deliveries accessing individual project sites. Pursuant to State CEQA Guidelines Section 15064.3(b), construction-related VMT is generally evaluated qualitatively. Any increase in the number of trips taken on roadways in the Project area due to construction activities for individual projects would be temporary in nature and would cease to occur once the construction period is over. Construction would not result in long-term trip generation, and any temporary increase in VMT would not substantially impact regional VMT. Therefore, construction impacts related to VMT would be less than significant.

The City of Agoura Hills adopted their own Transportation Assessment Guidelines in 2020, which establish city-specific protocols for transportation assessments. These guidelines identify a variety of screening thresholds that can be used to determine if the facts of a project can result in the presumption of a less than significant transportation impact. These guidelines do not establish protocols for determining transportation impacts of active transportation projects (City of Agoura Hills 2020). Therefore, this analysis relies on the Governor's Office of Land Use and Innovation's Technical Advisory on Evaluating Transportation Impacts in CEQA (2018). As identified therein, active transportation projects generally reduce VMT and therefore are presumed to cause a less-than-significant impact on transportation.

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, guided by the BMP. Additionally, the General Plan Amendments would include the addition of Policy M-6.7, which would require new development projects to minimize VMT and submit a VMT analysis as part of a development application. Overall, the proposed Project would not conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b). This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 3:	Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact TRA-3 DUE TO THE IMPLEMENTATION OF A TRAFFIC CONTROL PLAN DURING ACTIVITIES OCCURRING WITHIN THE ROADWAY, CONSTRUCTION WOULD NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE. INDIVIDUAL PROJECTS IDENTIFIED WITHIN THE BMP WOULD BE DESIGNED TO COMPLY WITH THE CALTRANS HIGHWAY DESIGN MANUAL. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Class I Facilities

Construction of Class I facilities would include clearing and grubbing, pavement demolition, grading, utility relocation, retaining wall or fencing installation, asphalt paving or repaving, street improvements and/or construction of undercrossings and/or overcrossings, striping, and revegetation. These activities would require the use of delivery trucks, vehicles, and other construction equipment, as well as the creation of storage, staging, and active work areas. These areas would be located within or adjacent to the identified project boundaries and outside of existing roadway ROWs. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Nonetheless, construction of Class I facilities could temporarily increase hazards due to geometric design features or incompatible uses from the temporary presence of construction equipment on

local roadways and the potential for lane closures. A construction traffic control plan would be prepared and implemented for any construction activities occurring within the roadway ROW in accordance with the CA MUTCD. The construction traffic control plan would include the use of flaggers during temporary lane closures and would ensure the use of proper signage, buffer zones, barriers, and reduced speed limits around construction zones, consistent with Chapter 6 (Flagger Control) of the CA MUTCD (Caltrans 2014). Therefore, construction of the Class I facilities would not substantially increase hazards due to a geometric design feature or incompatible uses.

Operation of the Class I facilities would consist of bicycle and pedestrian travel along shared use paths. These facilities would provide a completely separate ROW designated for the exclusive use of bicycles and pedestrians with minimal vehicle crossflows. All Class I facilities would be designed in adherence with the Caltrans Highway Design Manual Chapter 1000, which specifies the appropriate width, clearance, signage, intersection design, crossing pavement, horizontal alignment, and superelevation (Caltrans 2025). Prior to approval of individual Class I facilities identified within the BMP, design review would ensure all standards outlined in the Caltrans Highway Design Manual are met. Therefore, proposed Class I facilities would not substantially increase hazards due to a geometric design feature or incompatible use. This impact would be less than significant.

MEDEA CREEK PATH

Construction of the Path would require the use of delivery trucks, vehicles, and other construction equipment, as well as the creation of storage, staging, and active work areas. These areas would be located within or adjacent to the identified project boundary and outside of existing roadway ROWs. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Nonetheless, construction activities could result in a temporary increase in hazards due to geometric design features or incompatible uses if construction equipment is present on local roadways or if temporary lane closures are required. Although not currently anticipated, if future construction activities require work within the roadway, a construction traffic control plan would be prepared and implemented in accordance with the CA MUTCD. The construction traffic control plan would include the use of flaggers during temporary lane closures and would ensure the use of proper signage, buffer zones, barriers, and reduced speed limits around construction zones, consistent with Chapter 6 (Flagger Control) of the CA MUTCD (Caltrans 2014). Therefore, construction of the Path would not substantially increase hazards due to a geometric design feature or incompatible uses.

Operation of the Path would consist of bicycle and pedestrian travel along a shared use path designated for the exclusive use of bicycles and pedestrians. As currently proposed, the Path would include four roadway crossings with bicycle and pedestrian access ramps and/or crosswalks at Kanan Road, Thousand Oaks Boulevard, Laro Drive, and Fountainwood Street, an undercrossing beneath the Ventura Freeway, and an undercrossing beneath Oak Creek Lane. During design advancement, all components of the Path would comply with the Caltrans Highway Design Manual Chapter 1000, which specifies the appropriate width, clearance, signage, intersection design, crossing pavement, horizontal alignment, and superelevation (Caltrans 2025). Prior to final approval of the Path, design review would ensure all standards outlined in the Caltrans Highway Design Manual are met. Therefore, operation of the Path would not substantially increase hazards due to a geometric design feature or incompatible use. This impact would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

Construction of the Connection would require the use of delivery trucks, vehicles, and other construction equipment, as well as the creation of storage, staging, and active work areas. These areas would be located within or adjacent to the identified project boundary and outside of existing roadway ROWs. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Implementation of the Connection would involve roadway and intersection improvements on Thousand Oaks Boulevard near Argos Street. Specifically, improvements would include relocation of the existing signal head and modifications to the existing median on Thousand Oaks Boulevard. Construction of these improvements could result in a temporary increase in hazards due to geometric design features or incompatible uses due to construction equipment on local roadways or if temporary lane closures are required. A construction traffic control plan would be prepared and implemented for any construction activities occurring within the roadway ROW in accordance with the CA MUTCD. The construction traffic control plan would include the use of flaggers during temporary lane closures and would ensure the use of proper signage, buffer zones, barriers, and reduced speed limits around construction zones, consistent with Chapter 6 (Flagger Control) of the CA MUTCD (Caltrans 2014). Therefore, construction of the Connection would not substantially increase hazards due to a geometric design feature or incompatible uses.

Operation of the Connection would consist of bicycle and pedestrian travel along a shared use path designated for the exclusive use of bicycles and pedestrians. As currently proposed, the Connection would include modifications to the existing median on Thousand Oaks Boulevard, construction of a sidewalk connection at the intersection of Thousand Oaks Boulevard and Argos Street, construction of a sidewalk extension at the eastern end of Thousand Oaks Boulevard, and construction of a bicycle and pedestrian access ramp at Easterly Road near Fountain Place. During design advancement, all components of the Connection would comply with the Caltrans Highway Design Manual Chapter 1000, which specifies the appropriate lane width, clearance, signage, intersection design, crossing pavement, horizontal alignment, and superelevation (Caltrans 2025). Prior to final approval of the Connection, design review would ensure all standards outlined in the Caltrans Highway Design Manual are met. Therefore, operation of the Connection would not substantially increase hazards due to a geometric design feature or incompatible use. This impact would be less than significant.

Class II Facilities

Construction of Class II facilities would generally consist of roadway restriping and reconfiguration of lane widths. These activities would require the use of paint trucks and similar equipment along existing roadways. Restriping can be completed within a single work period and does not require the establishment of storage, staging, or work areas. Nonetheless, the presence of paint trucks could result in a temporary increase in hazards due to incompatible uses from construction equipment on local roadways. A construction traffic control plan would be prepared and implemented for any activities occurring within the roadway ROW in accordance with the CA MUTCD. Therefore, construction of the Class II facilities would not substantially increase hazards due to a geometric design feature or incompatible uses.

Implementation of Class II facilities would also require pavement widening on Driver Avenue and Cornell Road to allow for the addition of bicycle lanes. Construction would require the use of delivery trucks, vehicles, and other construction equipment, as well as the creation of storage,

staging, and active work areas. These areas would be located within or adjacent to the identified project boundaries and outside of existing roadway ROWs. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Nonetheless, pavement widening could temporarily increase hazards due to geometric design features or incompatible uses from the temporary presence of construction equipment on local roadways and the potential for lane closures. A construction traffic control plan would be prepared and implemented for any construction activities occurring within the roadway ROW in accordance with the CA MUTCD. The construction traffic control plan would include the use of flaggers during temporary lane closures and would ensure the use of proper signage, buffer zones, barriers, and reduced speed limits around construction zones, consistent with Chapter 6 (Flagger Control) of the CA MUTCD (Caltrans 2014). Therefore, pavement widening during construction of the Class II facilities on Driver Avenue and Cornell Road would not substantially increase hazards due to a geometric design feature or incompatible uses.

Operation of the Class II facilities would consist of bicycle travel along delineated bike lanes, which would separate vehicles and bicyclists into distinct lanes. Class II bike lanes would be designed in adherence with the City and County guidelines as well as the Caltrans Highway Design Manual. Therefore operation of the Class II facilities would not substantially increase hazards due to a geometric design feature or incompatible use. This impact would be less than significant.

Class III Facilities

Construction of the Class III facilities would be limited to the restriping of existing roads to identify bike routes. These activities would require the use of paint trucks and similar equipment along existing roadways. Restriping can be completed within a single work period and does not require the establishment of storage, staging, or work areas. Nonetheless, the presence of paint trucks could result in a temporary increase in hazards due to incompatible uses from construction equipment on local roadways. A construction traffic control plan would be prepared and implemented for any activities occurring within the roadway ROW in accordance with the CA MUTCD. Therefore, construction of the Class III facilities would not substantially increase hazards due to a geometric design feature or incompatible uses.

Operation of the Class III facilities would consist of bicycle travel along shared use travel lanes. Class III bike routes would be designed in adherence with City and County Guidelines and the Caltrans Highway Design Manual. Therefore operation of the Class III facilities would not substantially increase hazards due to a geometric design feature or incompatible use. This impact would be less than significant.

Class IV Facilities

Construction of Class IV facilities would require pavement demolition, minor grading, bollard or fencing installation, asphalt paving or repaving, and striping. Construction would require use of delivery trucks, vehicles, and other construction equipment, as well as the creation of storage, staging, and active work areas. These areas would be located within or adjacent to the identified project boundaries and outside of existing roadway ROWs. At the time of construction, should the construction contractor require additional staging areas, they would be responsible for identifying and securing long-term staging areas on previously disturbed storage yards, the locations of which are currently unknown. Nonetheless, construction of Class IV facilities could temporarily increase hazards due to geometric design features or incompatible uses from the temporary presence of

construction equipment on local roadways and the potential for lane closures. A construction traffic control plan would be prepared and implemented for any construction activities occurring within the roadway ROW in accordance with the CA MUTCD. The construction traffic control plan would include the use of flaggers during temporary lane closures and would ensure the use of proper signage, buffer zones, barriers, and reduced speed limits around construction zones, consistent with Chapter 6 (Flagger Control) of the CA MUTCD (Caltrans 2014). Therefore, construction of the Class IV facilities would not substantially increase hazards due to a geometric design feature or incompatible uses.

Operation of the Class IV facilities would consist of bicycle travel along physically separated bikeways adjacent to travel lanes, which would physically separate vehicles and bicyclists into ROWs within the roadway due to the presence of vertical barriers. All Class IV facilities would be designed in adherence with City and County guidelines and the Caltrans Highway Design Manual Chapter 1000, which specifies the appropriate width, signage, intersection design, crossing points, and physical separation for Class IV facilities (Caltrans 2022). Therefore, proposed Class IV facilities would not substantially increase hazards due to a geometric design feature or incompatible use. This impact would be less than significant.

Enhanced Bicycle Treatments

Enhanced bicycle treatments would include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Construction and implementation of these facilities would be completed within a single work period and would not require the establishment of storage, staging, or work areas. Nonetheless, implementation of the enhanced bicycle treatments could result in a temporary increase in hazards due to incompatible uses from construction equipment on local roadways. A construction traffic control plan would be prepared and implemented for any activities occurring within the roadway ROW in accordance with the CA MUTCD. Therefore, construction of the enhanced bicycle treatments would not substantially increase hazards due to a geometric design feature or incompatible uses.

Operation of the enhanced bicycle treatments would include continued use of existing bicycle facilities, storing of bicycles at new parking facilities, and use of bicycle repair facilities. Enhanced bicycle treatments would be implemented at various locations throughout the city, but these facilities would generally be placed within or adjacent to existing, new, or improved bikeways. Therefore, the enhanced bicycle treatments would not substantially increase hazards due to a geometric design feature or incompatible uses. This impact would be less than significant

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, guided by the BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Therefore, the Amendments would not result in safety hazards due to a geometric design feature or incompatible uses. No impact would occur.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 4:	Would the project result in inadequate emergency access?

Impact TRA-4 **DUE TO THE IMPLEMENTATION OF A TRAFFIC CONTROL PLAN DURING ACTIVITIES OCCURRING WITHIN THE ROADWAY, CONSTRUCTION WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS. COORDINATION WITH THE AGOURA HILLS FIRE DEPARTMENT PRIOR TO DESIGN REVIEW AND FUTURE PROJECT APPROVAL WOULD ENSURE EMERGENCY ACCESS IS MAINTAINED DURING OPERATION. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.**

Class I Facilities

Construction of Class I facilities would involve the establishment of storage, staging, and active work areas. These areas would be located within or adjacent to the identified project boundaries and outside of existing roadway ROWs. Nonetheless, construction activities could have temporary effects on vehicle flow due to the temporary presence of construction equipment on local roadways and the potential for lane closures. Construction activities could also temporarily block access to roadways that are currently used by emergency response vehicles. A construction traffic control plan would be prepared and implemented for any construction activities occurring within the roadway ROW in accordance with the CA MUTCD. The construction traffic control plan would include the use of flaggers during temporary lane closures and would ensure the use of proper signage, buffer zones, barriers, and reduced speed limits around construction zones, consistent with Chapter 6 (Flagger Control) of the CA MUTCD. Furthermore, the CA MUTCD stipulates that a construction traffic control plan must include provisions for acceptable access to abutting property owners and businesses, and when work occurs on a high-volume or highly congested facility, vehicle storage or staging spaces must be provided for emergency vehicles (Caltrans 2014). Therefore, construction of the Class I facilities would not result in inadequate emergency access.

Operation of the Class I facilities would consist of bicycle and pedestrian travel along shared use paths away from existing roadway ROWs. In accordance with Chapter 1000 of the Caltrans Highway Design Manual, Class I facilities would be designed with widths of eight to 10 feet wide, with an additional two-foot buffer on either side (Caltrans 2025). As identified in the 2021 International Fire Code, fire apparatus access roads should have a minimum width of 20 feet (International Code Council 2021). Prior to design review and future approval of Class I facilities, coordination with the City of Agoura Hills Fire Department would be required to confirm the minimum sufficient widths for emergency access along the Class I facilities. Therefore, Class I facilities would not result in inadequate emergency access. This impact would be less than significant.

MEDEA CREEK PATH

Construction of the Path would involve the establishment of storage, staging, and active work areas. These areas would be located within or adjacent to the identified project boundary and outside of existing roadway ROWs. Nonetheless, construction activities could have temporary effects on vehicle flow due to the temporary presence of construction equipment on local roadways and the potential for lane closures. Construction activities could also temporarily block access to roadways that are currently used by emergency response vehicles. A construction traffic control plan would be prepared and implemented for any construction activities occurring within the roadway ROW in accordance with the CA MUTCD. The construction traffic control plan would include the use of

flaggers during temporary lane closures and would ensure the use of proper signage, buffer zones, barriers, and reduced speed limits around construction zones, consistent with Chapter 6 (Flagger Control) of the CA MUTCD. Furthermore, the CA MUTCD stipulates that a construction traffic control plan must include provisions for acceptable access to abutting property owners and businesses, and when work occurs on a high-volume or highly congested facility, vehicle storage or staging spaces must be provided for emergency vehicles (Caltrans 2014). Therefore, construction of the Path would not result in inadequate emergency access.

Operation of the Path would consist of bicycle and pedestrian travel along a shared use path away from existing roadway ROWs. As identified in Figure 2-3 through Figure 2-10, the width of the Path would range from 10 feet to 14 feet. Prior to design review and future approval of the Path, coordination with the City of Agoura Hills Fire Department would be required to confirm the minimum sufficient widths for emergency access along the Path. Therefore, the Path would not result in inadequate emergency access. This impact would be less than significant.

AGOURA HIGH SCHOOL CONNECTION

Construction of the Connection would involve the establishment of storage, staging, and active work areas. These areas would be located within or adjacent to the identified project boundary and outside of existing roadway ROWs. Nonetheless, construction activities could have temporary effects on vehicle flow due to the temporary presence of construction equipment on local roadways and the potential for lane closures. Construction activities could also temporarily block access to roadways that are currently used by emergency response vehicles. A construction traffic control plan would be prepared and implemented for any construction activities occurring within the roadway ROW in accordance with the CA MUTCD. The construction traffic control plan would include the use of flaggers during temporary lane closures and would ensure the use of proper signage, buffer zones, barriers, and reduced speed limits around construction zones, consistent with Chapter 6 (Flagger Control) of the CA MUTCD. Furthermore, the CA MUTCD stipulates that a construction traffic control plan must include provisions for acceptable access to abutting property owners and businesses, and when work occurs on a high-volume or highly congested facility, vehicle storage or staging spaces must be provided for emergency vehicles (Caltrans 2014). Therefore, construction of the Connection would not result in inadequate emergency access.

Operation of the Connection would consist of bicycle and pedestrian travel along a shared use path away from existing roadway ROWs. As identified in Figure 2-11 and Figure 2-12, the width of the Connection would range from 10 feet to 14 feet. Prior to design review and future approval of the Connection, coordination with the City of Agoura Hills Fire Department would be required to confirm the minimum sufficient widths for emergency access along the Connection. Therefore, the Connection would not result in inadequate emergency access. This impact would be less than significant.

Class II Facilities

Construction of Class II facilities would generally consist of roadway restriping and reconfiguration of lane widths. These activities would require the use of paint trucks and similar equipment along existing roadways. Restriping can be completed within a single work period and does not require the establishment of storage, staging, or work areas. Therefore, restriping activities would not result in inadequate emergency access.

Implementation of Class II facilities would also require pavement widening on Driver Avenue and Cornell Road to allow for the addition of bicycle lanes. Construction would require the use of

delivery trucks, vehicles, and other construction equipment, as well as the creation of storage, staging, and active work areas. These areas would be located within or adjacent to the identified project boundaries and outside of existing roadway ROWs. Nonetheless, construction activities could have temporary effects on vehicle flow due to the temporary presence of construction equipment on local roadways and the potential for lane closures. Construction activities could also temporarily block access to roadways that are currently used by emergency response vehicles. A construction traffic control plan would be prepared and implemented for any construction activities occurring within the roadway ROW in accordance with the CA MUTCD. The construction traffic control plan would include the use of flaggers during temporary lane closures and would ensure the use of proper signage, buffer zones, barriers, and reduced speed limits around construction zones, consistent with Chapter 6 (Flagger Control) of the CA MUTCD. Furthermore, the CA MUTCD stipulates that a construction traffic control plan must include provisions for acceptable access to abutting property owners and businesses, and when work occurs on a high-volume or highly congested facility, vehicle storage or staging spaces must be provided for emergency vehicles (Caltrans 2014). Therefore, construction of the Class II facilities would not result in inadequate emergency access.

Operation of the Class II facilities would consist of bicycle travel along delineated bike lanes on existing roadways. Therefore, there would be no change in emergency access from existing conditions. This impact would be less than significant.

Class III Facilities

Construction of the Class III facilities would be limited to the restriping of existing roads to identify bike routes. These activities would require the use of paint trucks and similar equipment along existing roadways. Restriping can be completed within a single work period and does not require the establishment of storage, staging, or work areas. Therefore, implementation of Class III facilities would not result in inadequate emergency access.

Operation of the Class III facilities would consist of bicycle travel along shared use travel lanes on existing roadways. Therefore, there would be no change in emergency access from existing conditions. This impact would be less than significant.

Class IV Facilities

Construction of Class IV facilities would involve the establishment of storage, staging, and active work areas. These areas would be located within or adjacent to the identified project boundaries and outside of existing roadway ROWs. Nonetheless, construction activities could have temporary effects on vehicle flow due to the temporary presence of construction equipment on local roadways and the potential for lane closures. Construction activities could also temporarily block access to roadways that are currently used by emergency response vehicles. A construction traffic control plan would be prepared and implemented for any construction activities occurring within the roadway ROW in accordance with the CA MUTCD. The construction traffic control plan would include the use of flaggers during temporary lane closures and would ensure the use of proper signage, buffer zones, barriers, and reduced speed limits around construction zones, consistent with Chapter 6 (Flagger Control) of the CA MUTCD. Furthermore, the CA MUTCD stipulates that a construction traffic control plan must include provisions for acceptable access to abutting property owners and businesses, and when work occurs on a high-volume or highly congested facility, vehicle storage or staging spaces must be provided for emergency vehicles (Caltrans 2014). Therefore, construction of the Class IV facilities would not result in inadequate emergency access.

Operation of the Class IV facilities would consist of bicycle travel along physically separated bikeways adjacent to travel lanes, which would physically separate vehicles and bicyclists into ROWs within the roadway due to the presence of vertical barriers such as mountable curbs or flexible barriers. Use of mountable curbs or flexible barriers would maintain separation between vehicles and bicyclists while allowing for emergency access from the adjacent travel lanes. Therefore, implementation of the Class IV facilities would not result in inadequate emergency access. This impact would be less than significant.

Enhanced Bicycle Treatments

Enhanced bicycle treatments would include street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Construction and implementation of these facilities would be completed within a single work period and would not require the establishment of storage, staging, or work areas. Therefore, implementation of enhanced bicycle treatments would not result in inadequate emergency access.

Operation of the enhanced bicycle treatments would include continued use of existing bicycle facilities, storing of bicycles at new parking facilities, and use of bicycle repair facilities. Enhanced bicycle treatments would be implemented at various locations throughout the city, but these facilities would generally be placed within or adjacent to existing, new, or improved bikeways. These facilities would not be placed in locations that would block ingress or egress, or would otherwise impede emergency access while in use. Therefore, enhanced bicycle treatments would not result in inadequate emergency access. This impact would be less than significant.

General Plan Amendments

As part of the proposed Project, the City must amend Chapter 3, *Infrastructure and Community Services,* of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The proposed General Plan Amendments would not result in construction or operation activities beyond existing conditions. Therefore, the Amendments would not result in inadequate emergency access. No impact would occur.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.11.4 Cumulative Impacts

The geographic scope for cumulative impacts related to transportation is the Project area, which encompasses all of the City of Agoura Hills. This geographic scope is appropriate because cumulative development would have a cascading effect on the overall circulation network throughout the city. A cumulative impact would occur if cumulative development from past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1, would have the potential to conflict with transportation programs, plans, ordinances, and policies; conflict with or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b); substantially increase hazards due to a geometric design features or incompatible uses; or result in inadequate emergency access.

Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1 and other cumulative development in the geographic scope defined above, would be required to comply with all local regulations and policies related to public transit, bicycle, and pedestrian facilities. Therefore, no cumulative impacts related to conflict with transportation programs, plans, ordinances, and policies would occur.

Cumulative development could facilitate an increase in VMT that may exceed applicable VMT thresholds. This would be a potentially significant cumulative impact. As described under Impact TRA-2, the proposed Project is an active transportation project that generally reduces VMT by encouraging alternative modes of travel. Therefore, implementation of the Project would not contribute to additional VMT in the City of Agoura Hills, and the Project would not have a considerable contribution to cumulative impacts related to VMT.

Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1 and other cumulative development in the geographic scope defined above, would be required to comply with the applicable regulations and design standards set forth by the City. Discretionary projects would undergo a project-level design review to ensure individual development projects comply with such regulations and standards related to hazards, incompatible uses, and emergency access. Therefore, cumulative impacts related to hazards due to geometric design features or incompatible uses, and cumulative impacts related to emergency access would be less than significant.

4.12 Tribal Cultural Resources

The analysis in this section considers potential impacts to tribal cultural resources. Specifically, this section discusses the environmental and regulatory setting; the criteria used to determine the significance of environmental impacts related to tribal cultural resources; and potential impacts related to tribal cultural resources that would result from implementation of the proposed Project.

Tribal cultural resources are those resources identified by California Native American tribes in consultation with lead agencies during tribal consultation (also referred to as Assembly Bill [AB] 52 consultation]. Local governments must also contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan (also referred to as Senate Bill [SB] 18 consultation). The analysis in this section is based on the results of the City's AB 52 and Senate Bill (SB) 18 consultation efforts.

4.12.1 Setting

a. Ethnographic Context

The Project area, which encompasses all of the City of Agoura Hills, is situated near the boundaries of several Native American groups including the Ventureño Chumash, the Gabrieleño, and the Tataviam. Below are synopses of ethnographic data for each of these three Native American groups.

Chumash

The Chumash spoke six closely related Chumashan languages that have been divided into three branches—Northern Chumash (consisting only of Obispeño), Central Chumash (consisting of Purisimeño, Ineseño, Barbareño, and Ventureño), and Island Chumash (Golla 2007). The name "Ventureño Chumash" denotes the people who were administered by the Spanish from the Mission San Buenaventura during the historic period. At the time of European-Native contact, the Ventureño Chumash occupied areas along creek corridors that provided intermittent or perennial fresh water sources. A series of trailways into these areas facilitated trade between coastal and other neighboring groups such as the Salinan to the north, the Southern Valley Yokuts and Tataviam to the east, and the Gabrielino (Tongva and Kizh) to the south (Roman 2017).

Early Spanish accounts from European-Native contact describe the Santa Barbara Channel as heavily populated. Estimates of the Chumash total population range from 8,000 to 10,000 (Kroeber 1925: 551) to 18,000 to 22,000 (Cook and Heizer 1965; Grant 1978a). Santa Cruz Island had at least six villages observed by Juan Rodriguez Cabrillo in 1542 (Johnson 1982). Typical house structures were large (up to 55 feet in diameter) and could accommodate 70 people (Kroeber 1925; Grant 1978b). The village of *šukuw*, (or *shuku*), at Rincon Point, was encountered by Gaspar de Portola in 1769. This village had 60 houses and seven canoes, with an estimated population of 300 (Grant 1978b). At this time, Western coastal Chumash lived in hemispherical dwellings covered by interwoven grasses, such as tule, carrizo grass, wild alfalfa, and fern (Grant 1978b). Other structures in a village included small sweathouses and a large ceremonial chamber (Kroeber 1925: 557).

Historic Spanish period accounts suggest the overarching social structure to be patrilineal chiefdoms. These have been separated into three sub-chief categories: "Big Chief," who lead groups of settlements, "Chief," who was head of a single village, and "Lesser Chief," who was subordinate to the others (Gamble et al. 2001). Social or economic status may also have been indicated through mortuary practices, although this is debated by archaeologists. Mourning rituals consisted of burials

in cemeteries with grave goods, such as *Olivella* shell beads, and beads made from other local shells. Other recorded mortuary rituals included burying individuals in the floor of a residence and burning the deceased's house and possessions (Gamble et al. 2001; Arnold and Green 2002).

During this period, Chumash populations exploited multiple subsistence strategies. The acorn was an especially important resource. It could be gathered, stored, ground into meal, or cooked into paste. Other seeds or fruits like pine nuts and wild cherries would be gathered and processed with a mortar. Hunting and fishing were also an important aspect of Chumash subsistence. Hunters would use a bow and arrow for land mammals like deer, coyote, and fox (Grant 1978b). Sea mammals were hunted with harpoons, while deep-sea fish were caught using nets, hooks, and lines. Shellfish were gathered from beaches using digging sticks, and mussels and abalone were pried from rocks using wood or bone wedges (Johnson 1982). Other subsistence technology included skillet-like flat stones called *comals*, sandstone storage bowls, and wooden plates and bowls. Archaeological evidence suggests the Ventureño Chumash practiced lithic production of tools from quartzite, chalcedony, and chert in separate lithic workspaces near their occupation sites (Roman 2017). Woven baskets were also used for food storage and food preparation. Tightly woven baskets for holding or draining water were made with coiling or twining techniques (Grant 1978b).

The Chumash were heavily affected by the arrival of Europeans. The Spanish missions and later Mexican and American settlers dramatically altered traditional Chumash lifeways. The Chumash population was considerably reduced by the introduction of European diseases. Many Chumash descendants still inhabit the region (Grant 1978a).

Gabrieleño

Archaeological evidence suggests the Gabrieleño arrived in the Los Angeles Basin sometime around 500 BCE; however, this has been a subject of debate. Many contemporary Gabrieleño identify themselves as descendants of the indigenous people living across the plains of the Los Angeles Basin and use the native term Tongva (King 1994). This term is used in the remainder of this section to refer to the pre-contact inhabitants of the Los Angeles Basin and their descendants. Surrounding native groups included the Chumash and Tataviam to the northwest, the Serrano and Cahuilla to the northeast, and the Juaneño and Luiseño to the southeast.

Tongva lands encompassed the greater Los Angeles Basin and three Channel Islands, San Clemente, San Nicolas, and Santa Catalina. The Tongva established large, permanent villages in the fertile lowlands along rivers and streams, and in sheltered areas along the coast, stretching from the foothills of the San Gabriel Mountains to the Pacific Ocean. Tribal population has been estimated to have been at least 5,000 (Bean and Smith 1978: 540), but recent ethnohistoric work suggests a number approaching 10,000 (O'Neil 2002). Houses constructed by the Tongva were large, circular, domed structures made of willow poles thatched with tule holding up to 50 people (Bean and Smith 1978). Other structures served as sweathouses, menstrual huts, ceremonial enclosures, and probably communal granaries. Cleared fields for races and games, such as lacrosse and pole throwing, were created adjacent to Tongva villages (McCawley 1996: 27). Archaeological sites composed of villages with various sized structures have been identified.

The Tongva subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the tribe exploited mountains, foothills, valleys, deserts, riparian, estuarine, and open and rocky coastal eco-niches. Like most native Californians, acorns were the staple food (an established industry by the time of the early Intermediate Period). Acorns were supplemented by the roots, leaves, seeds, and fruits of a wide variety of flora (e.g., islay, cactus, yucca, sages, and agave). Fresh water and saltwater fish, shellfish, birds, reptiles, and insects,

as well as large and small mammals, were also consumed (Bean and Smith 1978: 546; Kroeber 1925: 631–632; McCawley 1996: 119–123, 128–131).

A wide variety of tools and implements were used by the Tongva to gather and collect food resources. These included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Groups residing near the ocean used oceangoing plank canoes and tule balsa canoes for fishing, travel, and trade between the mainland and the Channel Islands (McCawley 1996: 7). Tongva people processed food with a variety of tools, including hammerstones and anvils, mortars and pestles, manos and metates, strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks. Food was consumed from a variety of vessels. Catalina Island steatite was used to make ollas and cooking vessels (Blackburn 1963; Kroeber 1925: 629; McCawley 1996: 129–138).

At the time of Spanish contact, the basis of Tongva religious life was the Chinigchinich cult, centered on the last of a series of heroic mythological figures. Chinigchinich gave instruction on laws and institutions, and taught the people how to dance, the primary religious act for this society. He later withdrew into heaven, where he rewarded the faithful and punished those who disobeyed his laws (Kroeber 1925: 637–638). The Chinigchinich religion seems to have been relatively new when the Spanish arrived. It was spreading south into the Southern Takic groups even as Christian missions were being built and may represent a mixture of native and Christian belief and practices (McCawley 1996: 143–144).

Deceased Tongva were either buried or cremated, with inhumation more common on the Channel Islands and the neighboring mainland coast and cremation predominating on the remainder of the coast and in the interior (Harrington 1942; McCawley 1996: 157). At the behest of the Spanish missionaries, cremation essentially ceased during the post-Contact period (McCawley 1996: 157).

Tataviam

The Tataviam were not well documented by early ethnographers. John P. Harrington was a primary source ethnographer, who conducted interviews with Tataviam descendants in the early twentieth century (Johnson and Earle 1990). Today, researchers generally agree the Tataviam spoke an Uto-Aztecan language, most likely a Takic language (Hudson 1982). This language is now dead (Johnson and Earle 1990).

Tataviam territory included the upper Santa Clara River from Piru Creek eastward, extending over the Sawmill Mountains to the southwest edge of the Antelope Valley (King and Blackburn 1978). Their territory was bounded on the west and north by various Chumash groups, to the east by the Kitanemuk and Serrano, and on the south by the Tongva (Gabrieleño and Fernandeño, although some Tataviam were also identified as Fernandeño because of their association with Mission San Fernando). Environmentally, their lands consisted of sloped areas surrounded by desert (Stickel and Weinman-Roberts 1980). Dwellings were domed-thatch shelters under shady overhanging rocks that aided in cooling (Eargle 2008). Settlement size ranged from 10 to 200 persons, with small settlements often ancillary to large villages.

Archaeological evidence from Bower's Cave—located between Newhall and Piru—combined with ethnographic evidence suggest their ritual organization was similar to both the Chumash and Gabrieliño, two groups whose lifestyles were distinct from one another. Rock art found in their traditional territory included representational and abstract pictographs, incised pictographs, petroglyphs, and cupules (Knight 2010).

The Tataviam were a hunting and gathering society. Acorns were a main food source and were ground into flour (Eargle 2008; Garza 2012). King and Blackburn (1978) hypothesize that because of the predominance of large south-facing slopes in their territory, the Tataviam relied on yucca as a food source more than their neighbors (Garza 2012). Additional food resources included sage seeds, berries, small mammals, deer, and possibly antelope.

Exogamous marriage was commonly practiced and Tataviam intermarried with Tongva, Chumash, and Kitanemuk neighbors (King and Blackburn 1978). Genealogical research suggests that Tataviam individuals and families persisted into the twentieth century in other communities (Johnson and Earle 1990). Spanish missions developed in the area relatively early, with records of Tataviam baptisms as early as 1803. By 1810, the Tataviam were virtually completely missionized through baptism at Mission San Fernando (King and Blackburn 1978; Johnson and Earle 1990).

4.12.2 Regulatory Setting

a. Federal Regulations

There are no federal regulations related to Tribal Cultural Resources applicable to the proposed Project.

b. State Regulations

Assembly Bill 52

AB 52 of 2015 expanded the California Environmental Quality Act (CEQA) by defining a new resource category, "tribal cultural resources." AB 52 establishes, "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (Public Resources Code [PRC] Section 21084.2). It further states the CEQA lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) define tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and that meets at least one of the following criteria, as summarized in *CEQA Guidelines* Appendix G:

1) Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k)
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process with California Native American tribes that must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." California Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

Senate Bill 18

California Government Code Section 65352.3 (adopted pursuant to the requirements of SB 18) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction and are identified, upon request, by the NAHC. As noted in the California Office of Planning and Research's Tribal Consultation Guidelines (2005), "the intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places." SB 18 refers to PRC Section 5097.9 and 5097.995 to define cultural places as:

- A Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9)
- A Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register of Historical Resources pursuant to Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (PRC Section 5097.995.

Health and Safety Code Sections 7050.5 and 7052

California Health and Safety Code Section 7050.5 provides legal protection for human remains discovered outside of a dedicated cemetery. Specifically, subsection (a) makes it a misdemeanor offense to knowingly mutilate, disinter, disturb, or remove human remains without lawful authority. Subsection (b) requires that if human remains are discovered in any location other than a dedicated cemetery, all excavation or disturbance must cease until the county coroner has made a determination regarding the nature of the remains. The coroner must assess whether the remains fall under their jurisdiction according to Government Code Section 27491 and related provisions, and must provide treatment and disposition recommendations within two working days, consistent with PRC Section 5097.98. Subsection (c) mandates that if the coroner determines the remains are not under their jurisdiction and identifies or suspects the remains to be Native American, the NAHC must be notified by telephone within 24 hours. This provision ensures timely tribal notification and potential involvement in the treatment and disposition of Native American remains.

California Health and Safety Code Section 7052 establishes felony penalties for further unlawful treatment of human remains and reinforces the legal and ethical standards for the respectful treatment of human remains.

c. Local Regulations

The City of Agoura Hills General Plan 2035 was adopted on March 24, 2010 (updated on August 10, 2022) by the City Council (City of Agoura Hills 2022). The City of Agoura Hills General Plan 2035 is a strategic document designed to guide the physical development of the city until the year 2035. Among other things, the City of Agoura Hills General Plan 2035 sets out the pattern of land uses, including residential, commercial, and industrial. It also establishes the system of streets, bikeways, and trails. The City of Agoura Hills General Plan 2035 addresses a wide variety of subject areas, including housing, traffic, natural resources, land uses, economic development, noise, and public safety.

The City of Agoura Hills General Plan 2035 contains the following goals and policies related to tribal cultural resources, which would apply to the proposed Project.

Goal HR-3 City That Recognizes its Prehistoric Resources. The protection of significant archaeological and paleontological resources in Agoura Hills.

HR-3.1 Recognition of Resources. Require that the potential for the presence of significant archaeological and paleontological resources be considered prior to the development of a property. (Imp HR-5).

HR-3.2 Protection of Resources. Require that significant archaeological and paleontological resources be preserve in-situ, as feasible. When avoidance of impacts is not possible, require data recovery mitigation for all significant resources. Require that excavation of deposits of Native American origin be coordinated with and monitored by recognized Chumash representatives. (Imp HR-6).

HR-3.3 Discovery of Resources. Require that if human remains or funerary objects are discovered and unearthed during any soil disturbing activity, the discoveries shall be treated in compliance with applicable state and federal laws, including notifying the County Coroner and the California Native American Heritage Commission, as appropriate, and following relevant procedures.

4.12.3 Impact Analysis

a. Methodology and Significance Thresholds

As discussed in Section 4.0, *Environmental Impact Analysis*, all Project components are analyzed at the programmatic level. Project components include the Bicycle Master Plan (BMP), the VMT Mitigation Exchange and Banking Program (Program), and the General Plan Amendments (Amendments). Projects included within the BMP are grouped into Class I facilities, Class II facilities, Class III facilities, Class IV facilities, and enhanced bicycle treatments, as identified in Section 2.5, Project Characteristics, and in Table 1 of Chapter 2, Project Description. The impact analysis contained herein provides a programmatic analysis of anticipated impacts for each of the five facility classes, as the individual project impacts associated with each class of facility are expected to be similar. Because the City seeks to prioritize implementation of the Medea Creek Path (Path) and the Agoura High School Connection (Connection), the Path and the Connection have their own subheadings within the Class I Facility impact analysis subsection to provide a more specific assessment of their environmental impacts. Impacts associated with the General Plan Amendments are analyzed within their own subsection.

As discussed in Chapter 2, Project Description, the only projects that are currently planned, unfunded, and could potentially be funded by the VMT Mitigation Exchange and Banking Program are those currently included within the Bicycle Master Plan. Therefore, the impact analysis contained herein does not include a subsection for impacts associated with the Program, as the individual project list for the BMP and the Program are identical and impacts associated with the BMP would encompass impacts associated with the Program.

Within the following environmental analysis, impacts associated with each Project component are explicitly identified under the respective heading.

According to State CEQA Guidelines Appendix G, impacts related to tribal cultural resources would be significant if the proposed Project would:

1. Cause a substantial adverse change in the significance of a TCR, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size

and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

AB 52 and SB 18 Consultation

On November 23, 2024, the California Native American Heritage Commission (NAHC) conducted a Sacred Lands File (SLF) search for the Project area. The SLF search did not identify the presence of known tribal cultural resources within or in the vicinity of the Project area. The NAHC identified a list of tribal contacts known to be traditionally and culturally affiliated with the Place of Use.

The City of Agoura Hills sent AB 52 notification letters via certified mail to the following Native American tribal contacts:

- Barbareño/Ventureño Band of Mission Indians
- Chumash Council of Bakersfield
- Fernandeño Tataviam Band of Mission Indians
- Gabrieleno/Tongva San Gabriel Band of Mission Indians

The City of Agoura Hills sent SB 18 notification letters via certified mail to the following Native American tribal contacts:

- Barbareño/Ventureño Band of Mission Indians
- Chumash Council of Bakersfield
- Coastal Band of the Chumash Nation
- Northern Chumash Tribal Council
- Santa Ynez Band of Chumash Indians
- Fernandeño Tataviam Band of Mission Indians
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino-Tongva Tribe

Under AB 52 and SB 18, tribes have 30 and 90 days to respond and request consultation, respectively. The City received one response from the Fernandeño Tataviam Band of Mission Indians (FTBMI). No responses were received from the other three groups notified.

On January 24, 2025, Miguel Luna, Chief Administrative Officer for the FTMBI, responded via email requesting additional details regarding the proposed Project. City staff responded to Mr. Luna's inquiry the same day providing the requested details. On February 18, 2025, Mr. Luna responded by referring to previous consultation efforts undertaken between the City and FTBMI in December 2022, wherein the following Conditions of Approval (COAs) were recommended by FTBMI for projects that would impact a tribal cultural resource:

- CUL-1. Retention of a Qualified Archaeologist
- CULT-2. Retention of tribal monitors affiliated with the FTBMI
- CUL-3. Implementation of a Worker Environmental Awareness Program (WEAP)
- CUL-4. Inadvertent discovery protocols for archaeological resources
- CUL-5. Inadvertent discovery protocols for human remains

Mr. Luna requested revisions to the COA language and asked that the final revisions be provided to him. As discussed below, no tribal cultural resources were identified as part of the consultation process to date. Therefore, the COAs do not apply to the proposed Project. Consultation between the City and FTBMI officially concluded in November 2025.

Threshold 1:	Would the project cause a substantial adverse change in the significance of a TCR, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Impact TCR-1 NO TRIBAL CULTURAL RESOURCES WERE IDENTIFIED AS A RESULT OF THE CITY'S REQUIRED AB 52 AND SB 18 CONSULTATION PROCESSES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

No tribal cultural resources listed or eligible for listing in the California Register of Historical Resources or determined by the lead agency, in its discretion and supported by substantial evidence, to be significant were identified as a result of the City's consultation process. As outlined in PRC Section 21080(e)(1-2), substantial evidence is defined as a reasonable assumption predicated upon fact, or expert opinion supported by fact, and is not an argument, speculation, or unsubstantiated opinion or narrative. Therefore, no mitigation measures are warranted, and impacts to tribal cultural resources would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

4.12.4 Cumulative Impacts

The geographic scope for cumulative impacts related to tribal cultural resources is the Project area, which encompasses all of the City of Agoura Hills. This geographic scope is appropriate because TCRs have the potential to extend across large areas.

Past, present, and reasonably foreseeable future projects, including the projects listed in Table 3-1 in Chapter 3, *Environmental Setting*, would result in ground disturbance in locations with the potential to contain tribal cultural resources, anticipated or unanticipated. As such, cumulative development could adversely impact tribal cultural resources. Tribal cultural resources evaluations and AB 52 consultations would be completed by the appropriate jurisdiction on a case-by-case basis for all future development. Compliance with applicable regulations and implementation of appropriate mitigation measures, including resource avoidance measures, monitoring during ground disturbance within culturally sensitive areas, and preparation of mitigation plans for the inadvertent discovery of tribal cultural resources, would address impacts related to tribal cultural resources associated with future development. Therefore, cumulative development would have a less-than-significant cumulative impact involving substantial adverse changes in the significance of a tribal cultural resources.

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4.13 Effects Found Not to be Significant

Section 15128 of the *California Environmental Quality Act* (*CEQA) Guidelines* requires an Environmental Impact Report (EIR) to briefly describe any possible significant effects that were determined not to be significant and were therefore not discussed in detail in the EIR. This section is based on State CEQA Guidelines Appendix G and addresses the potential environmental effects of the project that clearly would not be significant and are not addressed in the preceding sections of this PEIR, including Agriculture and Forestry Resources, Energy, Greenhouse Gas Emissions, Mineral Resources, Utilities and Service Systems, Population and Housing, Public Services, and Wildfire. Any items not addressed in this section are addressed in Sections 4.1 through 4.12 of this PEIR.

4.13.1 Agriculture and Forestry Resources

All thresholds pertaining to Agriculture and Forestry Resources (from State CEQA Guidelines Appendix G) are discussed below.

Would the Project:

A. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
B. Conflict with existing zoning for agricultural use, or a Williamson Act contract;
C. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g));
D. Result in the loss of forest land or conversion of forest land to non-forest use; or,
E. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The Project area encompasses all of the City of Agoura Hills. According to the California Department of Conservation's (DOC's) Important Farmland Finder, the city is characterized by "Urban and Built-Up Land" and "Other Land." "Other Land" is land not included in any other mapping category. Common examples of "Other Land" include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is also mapped as "Other" Land (DOC 2025a). There is no prime farmland, unique farmland, or farmland of statewide importance located within the boundaries of the city (DOC 2022). No impact would occur.

The City of Agoura Hills does not contain lands zoned for agricultural use, and there are no parcels under a Williamson Act contract within the city (City of Agoura Hills 2023; DOC 2025b). The closest parcel under a Williamson Act contract is located approximately six miles west of the city in Hidden Valley. Therefore, the proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur.

There are currently no existing zoning districts for forest land, timberland, or timberland production within the City of Agoura Hills (City of Agoura Hills 2023). Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned

Timberland Production. Also, the Project would not result in the loss of forest land or conversion of forest land to non-forest use. Overall, the Project would not involve changes to the existing environment that could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

4.13.2 Energy

All thresholds pertaining to Energy (from State CEQA Guidelines Appendix G) are discussed below.

Would the Project:

A. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or,
B. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

During construction of individual bicycle facilities identified within the Bicycle Master Plan (BMP), energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the Project site, construction workers traveling to and from the Project site, and vehicles used to deliver or haul materials. Construction equipment would be maintained to applicable standards, and construction activities and associated fuel consumption and energy use would be temporary and typical for construction sites. It is reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs. Therefore, the Project would not involve inefficient, wasteful, and unnecessary energy use during construction, and construction-phase impacts related to energy consumption would be less than significant.

Operation of bicycle facilities identified within the BMP would consist of bicycle and pedestrian travel along shared use paths, delineated bike lanes, shared use travel lanes, and physically separated bikeways adjacent to travel lanes. Use of these facilities would not consume gas or electricity. Implementation of the BMP would also result in the installation of enhanced bicycle treatments including street striping and restriping, signage and wayfinding, bicycle signals and detection at traffic signals, bicycle parking, and bicycle repair facilities. Operation of these facilities may require minimal amounts of electricity, such as bicycle signals or detection at traffic signals. These features would be anticipated to rely on existing electrical infrastructure and would tie into nearby transmission lines without the need for new or expanded electrical infrastructure. As part of the proposed Project, the City must also amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments would shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, guided by the BMP, which would reduce the consumption of gas and electricity in the city. Therefore, this impact would be less than significant.

The 2022 Scoping Plan for Achieving Carbon Neutrality outlines a strategy to meet carbon neutrality goals and cut human-caused greenhouse gas (GHG) emissions in accordance with the directive of Assembly Bill 1279. The Scoping Plan includes several goals and policies related to reducing energy and petroleum consumption and energy efficiency. The proposed Project would align with these goals and policies through its objective to increase transportation choices by providing viable alternatives to driving. These objectives would reduce overall energy consumption due to the potential for a reduction in petroleum use from mobile sources. As such, the Project would be consistent with the 2022 Scoping Plan that states under Chapter 5, *Challenge Accepted,* "*[state*

funding] strategies aid in developing new technologies, in ramping up access for all, and in shifting to cleaner, modes of transport; for instance, by supporting investments in walkable, bikeable communities and transit, as well as in vehicles." The Project would also allow for local residents to avoid vehicle trips (and thus petroleum use from mobile sources) into the area in accordance with its objective to improve accessibility through local and regional connectivity by providing dedicated bicycle lanes. Appendix D of the Scoping Plan discusses local actions that can occur to support State Greenhouse Gas (GHG) reduction and energy efficiency goals. Included in this discussion is a key priority area of VMT reduction that calls for increasing *"public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking"* and *"amend(ing) zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development,"* which the Bicycle Master Plan would support through its objective to provide a mechanism for developers to mitigate VMT impacts from development projects.

Appendix E of the 2022 Scoping Plan discusses sustainable and equitable communities. Specifically, part of the vision of the 2022 Scoping Plan is to help meet the State carbon neutrality goal no later than 2045 and advance energy efficiency and equity by providing *"complete networks of safe and accessible bicycle and pedestrian infrastructure to make those modes of transportation the preferred travel mode for short distances."* The proposed Project would implement up to 30.1 miles of new bikeways and bikeway improvements in the City of Agoura Hills, which would improve accessibility through local and regional connectivity, improve safety by providing separate biking facilities, and improve the public health by creating facilities that allow for more biking. Therefore, the Project would be consistent with the energy efficiency goals and vision of the 2022 Scoping Plan. This impact would be less than significant.

4.13.3 Greenhouse Gas Emissions

All thresholds pertaining to Greenhouse Gas Emissions (from State CEQA Guidelines Appendix G) are discussed below.

Would the Project:

A. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or,
B. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Operation of bicycle facilities identified within the BMP would consist of bicycle and pedestrian travel along shared use paths, delineated bike lanes, shared use travel lanes, and physically separated bikeways adjacent to travel lanes. Operation of enhanced bicycle treatments would consist of the continued use of existing bicycle facilities, storing of bicycles at new parking facilities, and use of bicycle repair facilities. As part of the proposed Project, the City must also amend Chapter 3, *Infrastructure and Community Services*, of the City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. These General Plan Amendments would shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, guided by the BMP. Therefore, during operation, the Amendments would result in fewer vehicular trips. Overall, operational activities would not generate GHG emissions, either directly or indirectly. Rather, the Project would be expected to reduce vehicle trips due the addition of bicycle facilities, which would reduce GHG emissions in the Project area. No impact would occur.

As identified in Section 4.13.2, *Energy,* the proposed Project would be consistent with the goals and vision of the 2022 Scoping Plan. No impact would occur.

4.13.4 Mineral Resources

All thresholds pertaining to Mineral Resources (from State CEQA Guidelines Appendix G) are discussed below.

Would the Project:

A. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or,
B. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

According to the City of Agoura Hills General Plan 2035, there are no significant mineral deposits known to exist within the city (City of Agoura Hills 2022). The majority of the city is classified as Mineral Resource Zone (MRZ)-1, which indicates an area has a low likelihood for significant mineral deposits to be present. Those areas not classified as MRZ-1 include Ladyface Mountain, a small portion of Palo Comado Canyon, and the Liberty Canyon area. These areas are classified as MRZ-3, which indicates the significance of mineral deposits cannot be evaluated with available data (City of Agoura Hills 2022). The Liberty Canyon area is the only location within Agoura Hills where mining activities have been documented. Elsewhere in the city, large-scale movements of earth materials have been associated with grading operations for urban developments, but not for the purpose of extracting minerals or construction aggregates. Despite no record of significant mineral deposits in the city, the City of Agoura Hills General Plan 2035 includes Goal NR-8, which aims to protect access to and availability of mineral resources while maintaining environmental protection. Specifically, Policy NR-8.1 focuses on the protection of lands designated as MRZ for potential future mining and the regulation of such activities in accordance with relevant laws and regulations. These goals are likely precautionary. Nonetheless, future development of individual bicycle facilities identified within the BMP would be required to comply with Goal NR-8 and Policy NR-8.1 of the City of Agoura Hills General Plan 2035. Thus, the proposed Project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site. No impact would occur.

4.13.5 Population and Housing

All thresholds pertaining to Population and Housing (from State CEQA Guidelines Appendix G) are discussed below.

Would the Project:

A. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or,
B. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The proposed Project would consist of the implementation of shared use paths, delineated bike lanes, shared use travel lanes, physically separated bike lanes adjacent to travel lanes, enhanced bicycle treatments, and General Plan Amendments. The proposed Project would generate temporary employment opportunities during construction activities for individual projects identified

within the BMP. Construction activities would be short term in nature and construction workers are expected to be drawn from the existing regional work force. Therefore, construction of the Project would not induce growth due to temporary employment opportunities or the relocation of construction workers. The proposed Project would not result in long-term employment opportunities, as it would not result in new commercial or industrial development that would require daily employees. Furthermore, the proposed Project would not involve the construction of infrastructure that could induce substantial population growth, such as new homes, new or increased capacity sewer or water lines, or new streets or roads. Although local bicycle improvements would make the area more attractive to residents and visitors, implementation of the Project would not induce substantial unplanned population growth directly or indirectly. No impact would occur.

The Project would not require demolition of existing residences nor create long-term disturbances to residential land uses that would lead to the displacement of substantial numbers of people or necessitate construction of replacement housing. No impact would occur.

4.13.6 Public Services

All thresholds pertaining to Public Services (from State CEQA Guidelines Appendix G) are discussed below.

Would the Project:

A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
    1. Fire protection;
    2. Police protection;
    3. Schools;
    4. Parks; or,
    5. Other public facilities?

The Project area encompasses all of the City of Agoura Hills, which is currently served by police and fire protection. As identified in Section 4.13.6 *Population and Housing,* the proposed Project would not induce substantial unplanned population growth that could result in the need for new or physically altered fire or police protection services or facilities. The shared use paths, delineated bike lanes, shared use travel lanes, physically separated bike lanes adjacent to travel lanes, and enhanced bicycle treatments would not require specialized or additional fire or police services since they are along existing paths and roads. Furthermore, the Project would not result in unplanned population growth as new or improved bicycle facilities would not generate new residents that would increase the demand for school facilities, parks, or other public facilities such as libraries. No impact would occur.

4.13.7 Utilities and Service Systems

All thresholds pertaining to Utilities and Service Systems (from State CEQA Guidelines Appendix G) are discussed below.

Would the Project:

A. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
B. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
C. Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
D. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or,
E. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The proposed Project would consist of the implementation of shared use paths, delineated bike lanes, shared use travel lanes, physically separated bike lanes adjacent to travel lanes, enhanced bicycle treatments, and General Plan amendments. These features would not require new or expanded utility services such as expanded water, wastewater, storm water drainage, electric power, natural gas, or telecommunication facilities. Furthermore, the Project would not involve or facilitate physical development requiring permanent utility services.

As discussed in Section 4.7, *Hydrology and Water Quality*, individual projects that disturb over one acre of soil would comply with the Construction General Permit, and all projects would have to comply with Article V, Chapter 5 of the Agoura Hills Municipal Code, requiring the preparation of a Stormwater Pollution Control Plan and implementation of Best Management Practices to control runoff from construction sites. During precipitation events, stormwater would flow from proposed facilities into adjacent permeable (grass or landscaped) areas or onto existing streets, where it would be collected by the city's existing stormwater system. Therefore, the proposed Project would not require new or expanded storm water drainage facilities.

Enhanced bicycle treatments would consist of components that may require minimal amounts of electricity, such as bicycle signals or detection at traffic signals. These features would be anticipated to rely on existing electrical infrastructure and would tie into nearby transmission lines without the need for new or expanded electrical infrastructure. Implementation of some components, such as Class I and Class IV facilities, may necessitate the relocation of existing utility infrastructure. The relocation of such utilities would not result in environmental impacts beyond what is evaluated throughout this environmental document. Therefore, Project impacts involving the construction or relocation of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities would be less than significant.

During ground disturbance associated with implementation of individual projects identified within the BMP, small quantities of potable or non-potable water would be required for dust control and suppression. Construction activities requiring dust suppression would be temporary in nature and water needs would be minimal. Water needs in the City of Agoura Hills are accounted for by the Las

Virgenes Municipal Water District's (LVMWD) Urban Water Management Plan. According to LVMWD's Urban Water Management Plan (2020), it is anticipated that water supplies will reliably meet all of LVMWD's water demands through 2040 during average, single dry-, and five-year drought. Operation of the Project would not require a permanent water supply. Therefore, sufficient water supplies would be available to serve Project construction. This impact would be less than significant.

During construction activities associated with implementation of individual projects identified within the BMP, portable toilets may be required for construction personnel, which would generate a minor amount of wastewater that would be hauled to the Tapia Water Reclamation Facility for disposal. The Tapia Water Reclamation Facility is permitted and designed to treat up to 16.1 million gallons per day. This facility is currently operating at approximately 59 percent of its permitted capacity, averaging approximately 9.5 million gallons per day in daily wastewater treatment (LVMWD 2025). Therefore, the Tapia Water Reclamation Facility would have adequate capacity to serve the projected wastewater generation during individual project construction in addition to existing commitments. Project components would not include new restrooms or septic systems, result in operational activities that would result in the ongoing generation of wastewater, or involve or facilitate physical development that would generate wastewater. Therefore, the Project would not result in the generation of wastewater exceeding the existing capacity of a wastewater treatment provider. This impact would be less than significant.

Construction activities may temporarily generate solid waste, including soil spoils or crushed asphalt, which would be disposed of in accordance with all applicable federal, State, and local statutes and regulations. Construction waste would be disposed of at the Calabasas Landfill, which has a permitted daily capacity of 1,000 tons per day, and an expected remaining life of 10 years (Los Angeles County Sanitation Districts 2025). Due to the temporary nature of construction activities and the minimal amount of construction waste anticipated, the Project would not generate quantities of solid waste that would account for a substantial percentage of the total daily regional permitted capacity available at the Calabasas Landfill. Trash cans may be installed on some segments of the proposed Class I facilities, including the Medea Creek Path and Agoura High School Connection. Disposal of waste by users of the Class I facilities would generate a minimal amount of solid waste, which would also be disposed of at Calabasas Landfill. Overall, implementation of the Project would not generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure. Impacts related to solid waste would be less than significant.

4.13.8 Wildfire

All thresholds pertaining to Wildfire (from State CEQA Guidelines Appendix G) are discussed below.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

A. Substantially impair an adopted emergency response plan or emergency evacuation plan;
B. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;
C. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or,

D. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The City of Agoura Hills is located in a Very High Fire Hazard Severity Zone (VHFHSZ) in a Local Responsibility Area and is bordered to the north and south by VHFHSZ in a State Responsibility Area (California Department of Forestry and Fire Protection 2025).

As discussed in Section 4.6 *Hazards and Hazardous Material*s, if future construction activities require work within the roadway, a construction traffic control plan would be prepared and implemented in accordance with the MUTCD. The construction traffic control plan would include the use of flaggers during any temporary lane closures, consistent with Chapter 6 (Flagger Control) of the MUTCD, and no detours would be required (Federal Highway Administration 2023). Therefore, construction of individual projects identified within the BMP would not impair an adopted emergency response plan or emergency evacuation plan.

During construction, there would be a temporary increase in human activity and potential ignition sources, including equipment that could create sparks, be a source of heat, or leak flammable materials on individual project sites. Heat or sparks from construction equipment, vehicles, and the use of flammable hazardous materials have the potential to ignite adjacent vegetation and start a fire, especially during weather events that include low-humidity and high wind speeds. Compliance with rules and regulations including Hazardous Material Transportation Act, Occupational Safety and Health Administration's Standard 1917.156, CCR Title 22, Hazardous Waste Control Law, Environmental Health Standards for the Management of Hazardous Waste Law, CCR Title 8 Section 1532.1, and the City of Agoura Hills General Plan 2035, all of which establish procedures for the proper transport, use, storage, and disposal of hazardous materials that have potential to ignite, would reduce the construction impact to a less than significant level.

The proposed Project would not include structural components or physical development that would exacerbate wildfire risk due to slope, prevailing winds, or other factors that would expose bike riders to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. The Project would not require installation or maintenance of roads, fuel breaks, emergency water sources, power lines or other utilities. Implementation of Class I bicycle facilities would result in the construction of new paved bicycle paths away from existing roadway rights-of-way. Operation of Class I facilities would consist of bicycle and pedestrian travel along these shared use paths. Although the Agoura Hills Municipal Code does not include regulations that pertain to the use of electric bicycles (E-bikes), Assembly Bill 1096, adopted in October 2015, limits the use of E-bikes on Class I and Class IV facilities. Furthermore, Senate Bill 1271, adopted in September 2024, establishes stricter battery safety rules and motor requirements to reduce fire risk associated with the use of E-bikes. Therefore, the Project would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. This impact would be less than significant.

As discussed in Section 4.5, *Geology and Soils,* several areas within the City of Agoura Hills are located within liquefaction zones. The Project would not result in physical development that could exacerbate seismic risks related to landslides. Furthermore, as discussed in Section 4.7, *Hydrology and Water Quality,* the Project would not substantially alter the topography of individual project sites, nor would the Project substantially alter existing drainage patterns. Overall, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, as the Project would not exacerbate wildfire risk. No impact would occur.

5 Other CEQA Required Discussions

This chapter discusses other issues for which the California Environmental Quality Act (CEQA) requires analysis in addition to the specific issue areas discussed in Chapter 4, *Environmental Impact Analysis*, of this Programmatic Environmental Impact Report (EIR). These additional issues include the potential to induce population growth and/or economic growth; removal of obstacles to growth; significant irreversible effects; and mandatory findings.

5.1 Growth Inducement

State CEQA Guidelines Section 15126(d) requires a discussion of a proposed project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The proposed project's growth inducing potential is therefore considered significant if project-induced growth could result in significant physical effects in one or more environmental issue areas.

5.1.1 Population Growth

As discussed in Section 4.13.6, *Population and Housing*, the proposed Project would consist of the implementation of shared use paths, delineated bike lanes, shared use travel lanes, physically separated bike lanes adjacent to travel lanes, enhanced bicycle treatments, and General Plan Amendments. The proposed Project would generate temporary employment opportunities during construction activities for individual projects identified within the Bicycle Master Plan (BMP). Construction activities would be short term in nature and construction workers are expected to be drawn from the existing regional work force. Following construction, the proposed Project would not result in long-term employment opportunities, as it would not result in new commercial or industrial development that would require daily employees. Furthermore, the proposed Project would not involve the construction of infrastructure that could induce substantial population growth, such as new homes, new or increased capacity sewer or water lines, or new streets or roads.

5.1.2 Economic Growth

The proposed Project would generate temporary employment opportunities during construction. Because construction workers would be drawn from the existing regional work force, construction of the Project would not be growth-inducing. Following construction, the proposed Project would not result in long-term employment opportunities, as it would not result in new commercial or industrial development that would require daily employees. Therefore, the proposed Project would not contribute to the city's economic growth.

5.1.3 Removal of Obstacles to Growth

As identified is Section 4.8, *Land Use and Planning,* the City of Agoura Hills is comprised of a blend of semi-rural and suburban development. As discussed in Section 4.13.5, *Utilities and Service Systems,* existing infrastructure in the City of Agoura Hills would be adequate to serve the Project. The Project

would not result in the modification to or addition of water or wastewater facilities in the Project area that would facilitate or accommodate new development. Furthermore, the Project does not involve the extension of new water, wastewater, or vehicular transportation infrastructure through undeveloped areas, nor does the Project propose to increase the capacity of existing infrastructure. The Project does propose to implement paved Class I facilities away from existing roadways; these facilities would not provide access to currently undeveloped areas. Rather, these facilities would provide improved access for bicycles and pedestrians to existing developed areas within the city. Because the Project would not result in new infrastructure, require the extension of existing infrastructure to undeveloped areas, or increase the capacity of existing infrastructure in a way that would support new development or increase development intensity, Project implementation would not remove an obstacle to growth.

5.2 Irreversible Environmental Effects

State CEQA Guidelines Section 15126.2(d) require that EIRs contain a discussion of significant irreversible environmental changes which would be caused by the project should it be implemented. Such significant irreversible environmental changes may include the following:

- Use of non-renewable resources during the initial and continued phases of the project which would be irreversible because a large commitment of such resources makes removal or non-use unlikely;
- Primary impacts and, particularly secondary impacts (such as highway improvement which provides access to a previously inaccessible area) which generally commit future generations to similar uses; or
- Irreversible damage which may result from environmental accidents associated with the project.

This section addresses non-renewable resources, the commitment of future generations to the proposed uses, and irreversible impacts associated with the proposed Project.

Construction of individual projects identified within the BMP would involve an irreversible commitment of construction materials and non-renewable energy resources, including petroleum-based fuels used to power construction vehicles and equipment. Construction of bicycle facilities is generally low impact in that the requirements for construction materials is less than that of a typical roadway in the same extent. Following construction, implementation of the Project would not involve the development of new land uses resulting in the need for expanded electricity or creating additional vehicular trips. Rather, the Project would be expected to reduce vehicular trips by providing alternative travel modes, thereby reducing the consumption of non-renewable energy resources such as petroleum-based fuels. Some Project components, such as bicycle signals or detection at traffic signals, may require minimal amounts of electricity. These features would be anticipated to rely on existing electrical infrastructure and would tie into nearby transmission lines. Therefore, operation of individual projects would not increase the local demand for non-renewable energy resources such as petroleum products and natural gas. As discussed in Section 4.13.2, *Energy,* neither construction nor operation of the proposed Project would result in wasteful, inefficient or unnecessary consumption of energy resources. Although construction activities for individual projects would involve the use of energy, energy usage would be negligible and would not result in irreversible environmental effects. Consumption of construction materials and energy resources would occur with any development in the region and is not unique to the proposed Project.

Implementation of individual projects identified within the BMP would not involve land development requiring a commitment of law enforcement, fire protection, water supply, wastewater treatment, or solid waste disposal services such that new or increased public services or utility services would be necessary. As discussed in Section 4.13.6, *Public Services,* and Section 4.13.7, *Utilities and Service Systems,* impacts to these services and systems would not be significant. As discussed in Section 4.11, *Transportation,* active transportation projects, including the proposed Project, generally reduce VMT. Therefore, implementation of the Project would not result in additional vehicle trips, and thus would not increase local traffic or regional air pollutants and greenhouse gas emissions. Furthermore, as discussed in Section 4.2, *Air Quality*, and Section 4.13.3, *Greenhouse Gas Emissions*, construction and operation of the individual projects would not generate air emissions or greenhouse gas emissions that would result in a significant impact. As such, the Project would not result in irreversible effects.

5.3 Mandatory Findings

State CEQA Guidelines Section 15065 requires the following specific Mandatory Findings of Significance be addressed as part of the environmental review for the project.

- The potential for the project to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory
- Project impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)
- Environmental effects of the project which will cause substantial adverse effects on human beings, either directly or indirectly

Section 4.3, *Biological Resources*, describes the Project's potential effects on plant and animal species populations, habitats, communities, and migratory patterns and concluded that there would be a less than significant impact to biological resources with implementation of mitigation measures. Section 4.4, *Cultural Resources*, and Section 4.12, *Tribal Cultural Resources*, describe the Project's potential effects on important historical and prehistorical cultural and tribal cultural resources. Section 4.4, *Cultural Resources*, concluded that impacts to cultural resources would be significant and unavoidable, while Section 4.12, *Tribal Cultural Resources*, concluded that there would be no impact to tribal cultural resources. Potential adverse environmental effects to human beings are discussed in Section 4.2, *Air Quality*, Section 4.5, *Geology and Soils*, Section 4.6, *Hazards and Hazardous Materials*, Section 4.9, *Noise*, and Section 4.13.8, *Wildfire*. As identified therein, impacts related to air quality and wildfire would be less than significant; impacts related to geology and soils, hazards and hazardous materials, and noise would be less than significant with mitigation. Therefore, the Project would not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or cause substantial adverse effects on human beings, either directly or indirectly. Furthermore, the environmental analyses in Sections 4.1 through 4.12 of this EIR conclude with a discussion of the Project's contribution to cumulative effects; as discussed in

these sections, the Project would not result in a cumulatively considerable environmental impacts. Due to the significant and unavoidable impacts to cultural resources, the Project could eliminate important examples of the major periods of California history or prehistory; thus, implementation of the Project could substantially degrade the quality of the environment.

6 Alternatives

As required by State CEQA Guidelines Section 15126.6 of the *California Environmental Quality Act (CEQA) Guidelines,* this Programmatic Environmental Impact Report (EIR) examines a range of reasonable alternatives to the proposed Project that would feasibly attain most of the Project's basic objectives but would avoid or substantially lessen the significant environmental impacts of the project.

6.1 Development of Alternatives

State CEQA Guidelines Section 15126.6(c) requires that a EIR identify alternatives that were considered but rejected as infeasible and provide a brief explanation as to why such alternatives were not fully considered in the EIR. As required by the State CEQA Guidelines, the selection of alternatives for this PEIR included a screening process to determine a reasonable range of alternatives, which could reduce significant effects but also feasibly meet Project objectives. Alternatives that do not clearly provide any environmental advantages compared to the Project, do not meet basic Project objectives, or do not achieve overall lead agency policy goals, have been eliminated from further consideration. The factors that may be considered when addressing the feasibility of alternatives include site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (State CEQA Guidelines Section 15126.6[f][1]). To develop a reasonable range of alternatives to the project, the City considered the following Project objectives and potentially significant impacts of the proposed Project.

6.1.1 Project Objectives

As discussed in Chapter 2, *Project Description*, the objectives for the proposed Project, are as follows:

- Increase transportation choices by providing viable alternatives to driving and improved equity to include all bikers, those who choose not to drive and those who cannot drive.
- Improve accessibility through local and regional connectivity. Local connections include residential communities, schools, commercial centers, and parks whereas regional connections include the surrounding communities and recreational trail network.
- Improve safety by providing separate biking facilities, reducing bicycle collisions, creating greater visibility for bikers, and raising awareness to both bicyclists and road users.
- Improve the public health by creating facilities that allow for more biking.
- Enhance sustainability and environmental benefits by reducing air pollution, greenhouse gas emissions, and noise pollution.
- Enhance community character by constructing bicycle facilities near areas of high scenic value, such as along greenbelts or near surface waters.
- Provide a mechanism for developers to mitigate VMT impacts from development projects.

6.1.2 Potentially Significant Impacts of the Project

As discussed throughout Chapter 4, *Environmental Impact Analysis*, and summarized in Table ES-1 in the Executive Summary, the proposed Project would cause significant and unavoidable environmental impacts related to Cultural Resources. The proposed Project would require mitigation to reduce potentially significant impacts related to biological resources, geology and soils, hazards and hazardous materials, and noise to less-than-significant levels. All other impacts identified in Chapter 4 would be less than significant or no impact.

6.1.3 Alternatives Considered but Rejected

State CEQA Guidelines Section 15126.6(a) states that "an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation." Thus, alternatives shall be limited to those that would avoid or substantially lessen any of the significant effects of the Project. Of those alternatives, the EIR need only examine in detail the ones that the lead agency determines could feasibly attain most of the basic objectives of the Project. Other alternatives may be considered but are not required to satisfy the requirements of CEQA. For the proposed Project, characteristics used to reject alternatives from further consideration include:

- Failure to meet basic Project objectives;
- Limited effectiveness in reducing project environmental impacts;
- Inconsistency with City policies; and
- Potential for inconsistency with adopted agency plans and policies.

The following alternatives were considered but eliminated from further analysis by the City due to one or more of these factors.

Alternative Location

The first step in considering an off-site alternative is identifying whether any of the significant impacts of the Project would be avoided or substantially lessened by the relocation. Only locations that would avoid or substantially lessen any of the significant impacts of the Project need be considered for inclusion in the EIR (State CEQA Guidelines Section 15126.6[f][2][A]). If it is determined that no feasible alternative locations exist, the EIR must disclose the reasons for this conclusion (State CEQA Guidelines Section 15126.6[f][2][B]).

No alternative Project locations are analyzed in this EIR. The Project area encompasses all of the City of Agoura Hills. It would be infeasible to relocate the proposed Project outside of the city boundaries.

Only Class IV Facilities

This alternative would involve implementation of the BMP, Program, and Amendments. However, this alternative would limit projects identified within the BMP to just the proposed Class IV facilities. There are two Class IV facilities proposed within the BMP: Kanan Road, from Thousand Oaks Boulevard to the northern city limits, and Thousand Oaks Boulevard, from the western city limits to Kanan Road. These two proposed Class IV facilities would consist of replacing approximately three miles of existing Class II facilities with new Class IV facilities. Therefore, implementing only the Class IV facilities would not result in the addition of new bicycle facilities within the City of Agoura Hills;

up to 28 miles of new bikeways and bikeway improvements would not be implemented under this alternative. Furthermore, given that no new bicycle facilities would be included within the BMP, this alternative would not facilitate the establishment of a VMT Mitigation Exchange and Banking Program because there would be no active transportation projects available for VMT reduction credits to fund. This alternative would not fulfill the basic Project Objectives as it would not increase transportation choices, improve accessibility through Agoura Hills, improve public health, enhance sustainability, or enhance community character by constructing bicycle facilities near areas of high scenic value. For this reason, this alternative has been considered but rejected from further analysis.

6.1.4 Project Alternatives

State CEQA Guidelines Section 15126.6(a) states that "an [P]EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation." The selected alternatives are limited to those that would avoid or substantially lessen any of the significant effects of the project, and those that the lead agency determines could feasibly attain most of the basic objectives of the Project. This section presents the selected alternatives and includes an evaluation for the environmental topics addressed in Sections 4.1 to 4.12, although at a more general level to compare the merits of the alternatives to the proposed Project (as allowed by State CEQA Guidelines Section 15126.6[d]).

The following alternatives are evaluated in this PEIR, including the CEQA-required "no project" alternative:

- Alternative 1: No Project Alternative
- Alternative 2: Project Minus Medea Creek Path and Agoura High School Connection
- Alternative 3: Only Class II and Class III Facilities

Table 6-1 provides a summary comparison of the characteristics of the proposed Project and each of the alternatives considered. Detailed descriptions of the alternatives are included in the impact analysis for each alternative. The potential environmental impacts of each alternative are analyzed in Sections 6.1 through 6.4.

Table 6-1 Comparison of Project Alternatives' Characteristics

Feature	Proposed Project	Alternative 1: No Project Alternative	Alternative 2: Project Minus Medea Creek Path and Agoura High School Connection	Alternative 3: Only Class II and Class III Facilities
Medea Creek Path	✓	✗	✗	✗
Agoura High School Connection	✓	✗	✗	✗
Class I Facilities	✓	✗	✓	✗
Class II Facilities	✓	✗	✓	✓
Class II Facilities	✓	✗	✓	✓
Class IV Facilities	✓	✗	✓	✗
Enhanced bicycle treatments	✓	✗	✓	✓
VMT Mitigation Exchange and Banking Program	✓	✗	✓	✓

Feature	Proposed Project	Alternative 1: No Project Alternative	Alternative 2: Project Minus Medea Creek Path and Agoura High School Connection	Alternative 3: Only Class II and Class III Facilities
General Plan Amendments	✓	✗	✓	✓
Total mileage of bicycle paths	**31.35 miles**	**0 miles**	**29 miles**	**25.6 miles**

6.2 Alternative 1: No Project Alternative

6.2.1 Description

The purpose of describing and analyzing the no Project alternative is to allow decision-makers to compare the impacts of approving the proposed Project with the impacts of not approving the proposed Project. According to State CEQA Guidelines Section 15126.6(e)(3)(c), the lead agency should analyze the impacts of the no Project alternative by projecting what would reasonably be expected to occur in the foreseeable future if the Project were not approved. The No Project Alternative assumes that the Bicycle Master Plan (BMP), including Medea Creek Path (Path) and Agoura High School Connection (Connection), would not be implemented, the VMT Mitigation Exchange and Banking Program (Program) would not be established, and General Plan Amendments (Amendments) and would not be adopted. Under this alternative, no construction activities associated with the Path, Connection, Class I through Class IV facilities, or enhanced bicycle treatments would occur, and the city's existing 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes would remain unchanged. Furthermore, the General Plan would not include the General Plan Amendments prioritizing non-vehicular mobility and would continue to prioritize the preservation of auto mobility rather than reducing vehicle miles traveled (VMT). The No Project Alternative would not fulfill any Project Objectives, as the No Project Alternative would not increase transportation choices, improve accessibility through Agoura Hills, improve bicycle safety, improve public health, enhance sustainability, or enhance community character by constructing bicycle facilities near areas of high scenic value, or provide a mechanism for developers to mitigate VMT impacts from development projects.

6.2.2 Impact Analysis

a. Aesthetics

The proposed Project would result in a less than significant impact involving adverse effects to scenic vistas, conflicts with applicable zoning and other regulations that govern scenic quality, and the creation of new sources of light or glare that would adversely affect views. Because there are no officially designated state scenic highways within the City of Agoura Hills, the proposed Project would result in no impact to scenic resources within a State scenic highway.

Under the No Project Alternative, the proposed Project would not be implemented, and the visual character and quality of the overall Project area would remain similar to existing conditions. The No Project Alternative would not require construction activities that could impact scenic vistas of hillsides, scenic resources, and the Santa Monica Mountains. Thus, the No Project Alternative would result in no impact to scenic vistas. Furthermore, because the No Project Alternative would not involve construction activities, this alternative would not result in a temporary change in the existing visual character or quality of the Project area by introducing vehicles, equipment, or construction activities. Thus, the No Project Alternative would result in no impact related to conflict

with the City of Agoura Hills General Plan 2035 goals and policies that pertain to scenic quality, AHMC development standards that govern the preservation of views and aesthetic character, or the Agoura Village Specific Plan viewshed standards that protect the view of Ladyface Mountain. The No Project Alternative would also result in no impact related to the creation of new sources of light or glare, as no storage, staging, or active work areas would be established, no construction equipment would be utilized, no bicycle signals, signage, or other reflective elements would be installed, and no bicycles would utilize new facilities. Given that the proposed Project would result in less than significant impacts, this would be a reduced level of impact as compared to the proposed Project.

There are no designated state scenic highways within the Project area. Thus, similar to the proposed Project, the No Project Alternative would result in no impact to scenic resources within a State scenic highway.

Overall, the No Project Alternative would have no impact on aesthetics. This would be a reduced level of impact as compared to the proposed Project.

b. Air Quality

The proposed Project would result in a less than significant impact involving conflict with or obstruction of the 2022 Air Quality Management Plan (AQMP), a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment, exposure of sensitive receptors to substantial pollutant concentrations, and odors.

Under the No Project Alternative, the proposed Project would not be implemented. Growth in the City of Agoura Hills would continue to occur as anticipated based on the SCAG growth forecast, or other growth forecasts on which the 2022 AQMP is based. Similar to the Proposed Project, the No Project Alternative would not directly result in the construction of new residential or businesses; thus population, housing, and employment would not grow such that the SCAG growth forecast for the City of Agoura Hills, or other growth forecasts on which the 2022 AQMP is based, would be exceeded. Furthermore, because no construction activities would occur, the No Project Alternative would not generate criteria pollutant emissions from construction equipment, vehicle trips, or fugitive dust. Therefore, the No Project Alternative would result in impact involving conflict with or obstruction of the 2022 AQMP or involving a net increase of any criteria pollutants. This would be a level of impact as compared to the proposed Project.

Similarly, because no construction activities would occur, the No Project Alternative would not generate toxic air contaminants above a localized significance threshold, nor would this alternative result in odors emitted during construction activities. Therefore, the No Project Alternative would result in no impact involving exposure of sensitive receptors to substantial pollutant concentrations, or odors. This would be a reduced level of impact as compared to the proposed Project.

Overall, the No Project Alternative would have no impact on air quality. This would be a reduced level of impact as compared to the proposed Project.

c. Biological Resources

The proposed Project would result in potentially significant impacts to special-status species, riparian habitat or other sensitive natural communities, and state or federally protected wetlands due to construction activities in previously undisturbed areas. The proposed Project would also result in a potentially significant impact related to a conflict with local policies or ordinances protecting biological resources due to the potential for direct impact to oak trees during construction activities in previously undisturbed areas. The proposed Project would result in a less

than significant impact involving interference with wildlife movement and nursery sites. Furthermore, the proposed Project would result in no impact related to a conflict with Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans within the boundaries of the City of Agoura Hills.

Under the No Project Alternative, the proposed Project would not be implemented, and no construction activities would occur. Because construction activities would not occur, this alternative would not have a substantial adverse effect, either directly or through habitat modifications, on any special-status species, riparian habitat or other sensitive natural communities, or state or federally protected wetlands. Mitigation Measures BIO-1a, BIO-1b, BIO-1c, BIO-2a, BIO-2b, and BIO-2c would not be required, and no impact would occur. This would be a reduced level of impact as compared to the proposed Project.

Because no physical improvements would occur, the No Project Alternative would not interfere with wildlife movement and nursery sites, nor would this alternative conflict with a local policy protecting biological resources such as a tree preservation ordinance. Mitigation Measures BIO-5a would not be required, and no impact would occur. These would be reduced levels of impact as compared to the proposed Project.

Because there are no existing landscape-level Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans within the boundaries of the City of Agoura Hills, the No Project Alternative would result in no impact related to a conflict with such plans, similar to the proposed Project.

Overall, the No Project Alternative would have no impact on biological resources, and no mitigation measures would be required. This would be a reduced level of impact as compared to the proposed Project.

d. Cultural Resources

Due to the cultural sensitivities within the City of Agoura Hills, the proposed Project would result in a significant and unavoidable impact to historical resources even with implementation of Mitigation Measure CUL-1, which would require preparation of a Historical Resources Evaluation for individual projects that could result in impacts to structures 45 years or older. The proposed Project would also result in a significant and unavoidable impact to archaeological resources even with implementation of Mitigation Measure CUL-2, which would require preparation of an Archaeological Resources Assessment for individual projects that would involve ground-disturbing activities. The proposed Project would result in a less than significant impact involving the disturbance of human remains.

Under the No Project Alternative, the proposed Project would not be implemented, and no construction activities would occur. Because construction activities would not occur, this alternative would not have the potential to directly impact historical structures and/or objects, have the potential to encounter or impact surficial and subsurface archaeological resources or have the potential to disturb human remains. Mitigation Measures CUL-1 and CUL-2 would not be required, and no impact would occur. This would be a reduced level of impact as compared to the proposed Project.

e. Geology and Soils

The proposed Project would result in less than significant impacts involving risk of loss, injury, or death due to rupture of a known earthquake fault, strong seismic ground shaking, seismic-related

ground failure including liquefaction, or landslides; substantial soil erosion or the loss of topsoil; unstable soils; and expansive soils. Furthermore, because the proposed Project would not result in the construction of buildings or habitable structures requiring a sanitary sewer system, there would be no impact involving the use of septic tanks or alternative wastewater disposal systems. The proposed Project would result in a potentially significant impact involving the destruction of paleontological resources due to ground-disturbing activities within geologic units with high or undetermined paleontological sensitivity.

Under the No Project Alternative, the proposed Project would not be implemented, and no construction activities would occur. Because construction activities would not occur, this alternative would not have the potential to exacerbate risks due to rupture of a known earthquake fault, seismic ground shaking, liquefaction, or landslides, nor would this alternative result in soil erosion. Furthermore, because no physical improvements would occur, the No Project Alternative would not increase exposure of people or property to the risk of loss, injury or death from structural failure, development on unstable soils, or development on expansive soils. No impact would occur, which would be a reduced level of impact as compared to the proposed Project.

Neither the proposed Project nor the No Project Alternative would result in the construction of buildings or habitable structures requiring a sanitary sewer system. Thus, similar to the proposed Project, the No Project Alternative would result in no impact related to the use of septic tanks or alternative wastewater disposal systems.

Given that no construction activities would occur under the No Project Alternative, this alternative would not have the potential to damage or destroy paleontological resources that may be present on or below the ground surface in areas of high or undetermined paleontological sensitivity. Mitigation Measure GEO-9 would not be required, and no impact would occur. This would be a reduced level of impact as compared to the proposed Project.

Overall, the No Project Alternative would have no impact on geology and soils. This would be a reduced level of impact as compared to the proposed Project.

f. Hazards and Hazardous Materials

The proposed Project would result in potentially significant impacts involving the creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials; emissions of hazardous materials within 0.25 mile of a school; and creation of a significant hazard to the public or the environment due to a known hazardous material site. The proposed Project would result in a less than significant impact related to interference with the implementation of an adopted emergency response or evacuation plan and a less than significant impact related to wildland fires. Furthermore, because the City of Agoura Hills is not located within an airport land use plan or within two miles of a public airport or public use airport, the proposed Project would result in no impact involving safety hazards or excessive noise from airports.

Under the No Project Alternative, the proposed Project would not be implemented, and no construction activities would occur. Therefore, this alternative would not require the transport, use, or disposal of hazardous materials, nor would this alternative have the potential to release hazardous materials into the environment. Furthermore, because no ground-disturbing activities would occur, this alternative would not require handling of or have the potential to emit hazardous emissions, substances, or waste near a school. Mitigation Measure HAZ-1 would not be required

and no impact would occur, which would be a reduced level of impact as compared to the proposed Project.

Because no physical improvements would occur, the No Project Alternative would not result in the development of a bicycle facility on a known site included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Mitigation Measure HAZ-1 would not be required and no impact would occur, which would be a reduced level of impact as compared to the proposed Project.

Because no construction activities would occur, this alternative would not temporarily or permanently impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan due to the establishment of storage, staging, and active work areas within the roadway right-of-way (ROW). Furthermore, the No Project Alternative would not result in a temporary increase in potential ignition sources. No impacts would occur, which would be reduced levels of impact as compared to the proposed Project.

There are no airports located within the City of Agoura Hills, nor is the city located within the noise contours of an airport. Thus, similar to the proposed Project, the No Project Alternative would result in no impact related to safety hazard or excessive noise for people residing or working in the area.

Overall, the No Project Alternative would have no impact related to hazards and hazardous materials, and no mitigation measures would be required. This would be a reduced level of impact as compared to the proposed Project.

g. Hydrology and Water Quality

The proposed Project would result in less than significant impacts involving violation of water quality standards or waste discharge requirements; a reduction in groundwater supplies or interference with groundwater recharge; alteration of existing drainage patterns such that erosion, siltation, increased runoff, polluted runoff, or redirected flood flows would occur; the release of pollutants due to project inundation; and conflict with a water quality control plan or sustainable groundwater management plan.

Under the No Project Alternative, the proposed Project would not be implemented. No construction activities or ground disturbance would occur. Thus, the No Project Alternative would not have the potential to degrade surface or ground water quality due to runoff from a construction site. Furthermore, because no physical improvements would occur, the No Project Alternative would not result in an increase in impervious surface area or otherwise interfere with groundwater recharge, nor would this alternative alter drainage patterns that erosion, siltation, increased runoff, polluted runoff, or redirected flood flows would occur. No impacts would occur, which would be reduced levels of impact as compared to the proposed Project.

There are no tsunami inundation zones or seiche inundation zones within the Project area. Thus, similar to the proposed Project, the No Project Alternative would result in no impact related to the risk release of pollutants due to tsunami or seiche inundation events. However, given that the No Project Alternative would not result in any physical improvements within a flood hazard area, this alternative would not risk release of pollutants due to inundation within a flood hazard area; no impact would occur, which would be a reduced level of impact as compared to the proposed Project.

Overall, the No Project Alternative would have no impact on hydrology and water quality. This would be a reduced level of impact as compared to the proposed Project.

h. Land Use and Planning

The proposed Project would result in less than significant impacts related to the physical division of an established community and related to a conflict with any land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect.

Under the No Project Alternative, the proposed Project would not be implemented, and no construction activities would occur. Therefore, this alternative would not have the potential to impact the circulation system due to construction activities within the ROW. No impact would occur during construction, which would be a reduced level of impact as compared to the proposed Project. Similar to the proposed Project, the No Project Alternative would not result in physical development such that an established community would be physically divided during operational activities.

Under the No Project Alternative, existing bicycle infrastructure would remain unchanged within the City of Agoura Hills, and no Amendments would be made to the City of Agoura Hills General Plan 2035. This alternative would not improve connectivity or address existing gaps in the bicycle network, nor would this alternative shift the focus from prioritizing automobile trips to reducing VMT. As such, this alternative would be inconsistent with the SoCal Connect 2024 goals aimed at reducing emissions from transportation sources and the City of Agoura Hills General Plan 2035 goals and policies related to providing bicycle connections, improving pedestrian-oriented amenities, and promoting land development practices that reduce energy consumption, pollution, and greenhouse gas emissions, and improving. While no direct land use conflicts would occur, the No Project Alternative would not advance local or regional land use plans or policies. Nonetheless, no impact would occur.

Overall, the No Project Alternative would have no impact on land use and planning. This would be a reduced level of impact as compared to the proposed Project.

i. Noise

The proposed Project would result in a potentially significant impact related to the generation of noise in excess of applicable noise standards. The proposed Project would also result in a potentially significant impact involving the generation of excessive groundborne vibration. Because the City of Agoura Hills is not located within an airport land use plan or within two miles of a public airport or public use airport, the proposed Project would result in no impact involving excessive noise levels from airports.

Under the No Project Alternative, the proposed Project would not be implemented. Thus, the No Project Alternative would not generate construction noise or operational noise associated with landscaping or maintenance activities, or portable amplified music or people's voices from facility users. Furthermore, the No Project Alternative would not generate groundborne vibration due to construction activities. Mitigation Measures N-1 and N-2 would not be required, and no impact would occur. This would be a reduced level of impact as compared to the proposed Project.

Similar to the proposed Project, the No Project Alternative would not generate groundborne vibration during operational activities. Furthermore, there are no airports located within the City of Agoura Hills, nor is the city located within the noise contours of an airport. Thus, similar to the proposed Project, the No Project Alternative would result in no impact related to exposure to excessive noise levels for people residing or working in the area.

Overall, the No Project Alternative would have no impact related to noise, and no mitigation measures would be required. This would be a reduced level of impact as compared to the proposed Project.

j. Recreation

The proposed Project would result in a less than significant impact involving the physical deterioration of recreational facilities.

Under the No Project Alternative, the proposed Project would not be implemented. No new bicycle infrastructure would be constructed, and no improvements to existing facilities would occur. As a result, the No Project Alternative would not involve construction activities that could temporarily impact access to parks, open space, or recreational facilities such that alternative facilities would be utilized. Furthermore, the No Project Alternative would not result in new or improved multimodal access to existing recreational resources throughout the city. While the No Project Alternative would not result in or accelerate the physical deterioration of a recreational facility, the No Project Alternative would not advance local or regional plans or policies related to recreation access and mobility. Nonetheless, no impact would occur, which would be a reduced level of impact as compared to the proposed Project.

k. Transportation

The proposed Project would result in less than significant impacts related to a conflict with a program, plan, ordinance or policy addressing the circulation system; a conflict with State CEQA Guidelines Section 15064.3, subdivision (b); substantially increased hazards due to geometric design features or incompatible uses; and inadequate emergency access.

Under the No Project Alternative, the proposed Project would not be implemented, and no construction activities would occur. Therefore, this alternative would not have the potential to impact roadways or the circulation system due to construction activities within the ROW or require temporary lane closures, which would conflict with Goal M-1 of the City of Agoura Hills General Plan 2035 that calls for a safe and efficient roadway system. However, under the No Project Alternative, existing bicycle infrastructure would remain unchanged within the City of Agoura Hills, and no Amendments would be made to the City of Agoura Hills General Plan 2035. This alternative would not improve connectivity or address existing gaps in the bicycle network, nor would this alternative shift the focus from prioritizing automobile trips to reducing VMT. As such, this alternative would be inconsistent with the SoCal Connect 2024 goals aimed at reducing emissions from transportation sources and the City of Agoura Hills General Plan 2035 goals and policies related to creating a transportation system that serves all modes of travel, reducing reliance on single-occupancy vehicle travel through the provision of alternative travel modes, enhancing bicycle facilities, and decreasing GHG emissions through a reduction in VMT. While no direct conflicts would occur with a program, plan, ordinance or policy addressing the circulation system, the No Project Alternative would not advance local or regional land use plans or policies related to transportation. Nonetheless, no impact would occur.

Because no physical improvements would occur, the No Project Alternative would not conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b), increase hazards due to a geometric design feature or incompatible use within the roadway, or result in inadequate emergency access to existing land uses. No impact would occur, which would be a reduced level of impact as compared to the proposed Project.

Overall, the No Project Alternative would have no impact on transportation. This would be a reduced level of impact as compared to the proposed Project.

I. Tribal Cultural Resources

The proposed Project would result in less than significant impacts to tribal cultural resources, as no tribal cultural resources were identified during the City's required AB 52 and SB 18 consultation processes. Under the No Project Alternative, the proposed Project would not be implemented, and no construction activities would occur. Therefore, the No Project Alternative would result in no impact related to tribal cultural resources, which would be a reduced level of impact as compared to the proposed Project.

6.3 Alternative 2: Project Minus Medea Creek Path and Agoura High School Connection

6.3.1 Description

Similar to the proposed Project, Alternative 2 would involve implementation of the BMP, Program, and Amendments. However, the BMP implemented under Alternative 2 would only include Class I facilities on Ladyface Greenway, Reyes Adobe Road, and Medfield Path; the Medea Creek Bike Path and the Agoura High School Connection would be removed from the list of bicycle facilities. All Class II facilities, Class III facilities, Class IV facilities, and enhanced bicycle treatments would be included within the BMP under Alternative 2. The Program would be revised to reflect the ability to purchase VMT reduction credits only for the funding of individual projects identified within the BMP under this alternative, which would exclude the Path and the Connection. The Amendments would also be revised to exclude the Path and Connection from the City's planned additions to its system of bikeways. Under Alternative 2, the Amendments would still shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking.

Construction activities under Alternative 2 would consist of:

- **Class I:** Clearing and grubbing, pavement demolition, grading, utility relocation, retaining wall or fencing installation, asphalt paving or repaving, street improvements, striping, and revegetation;
- **Class II:** Restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes; pavement widening on Driver Avenue, between Easterly Road and Colodny Drive, and on Cornell Road, between Agoura Road and Cornell Way, which would require clearing and grubbing, subgrade stabilization, base course installation, and asphalt paving;
- **Class III:** Restriping to identify bike routes;
- **Class IV:** Pavement demolition, minor grading, bollard or fencing installation, asphalt paving or repaving, and striping;
- **Enhanced Bicycle Treatments:** street striping/re-striping, installation of signage and wayfinding, installation of bicycle signals, installation of bicycle parking, and installation of bicycle repair facilities.

Under Alternative 2, approximately 29 miles of bicycle facilities would be implemented. Alternative 2 would fulfill the Project Objectives that aim to increase transportation choices, improve accessibility through Agoura Hills, improve bicycle safety, improve public health, enhance

sustainability, and provide a mechanism for developers to mitigate VMT impacts from development projects. However, Alternative 2 would meet Project Objectives to a lesser extent given the reduced miles of bicycle facilities implemented and improved under this alternative. Alternative 2 would not fulfill the Project Objective that aims to enhance community character by constructing bicycle facilities near areas of high scenic value, such as along greenbelts or near surface waters.

6.3.2 Impact Analysis

a. Aesthetics

The proposed Project would result in a less than significant impact involving adverse effects to scenic vistas, conflicts with applicable zoning and other regulations that govern scenic quality, and the creation of new sources of light or glare that would adversely views. Because there are no officially designated state scenic highways within the City of Agoura Hills, the proposed Project would result in no impact to scenic resources within a State scenic highway.

Similar to the proposed Project, construction activities under Alternative 2 would be visible from City-designated scenic corridors, including Agoura Road, Thousand Oaks Boulevard, and Kanan Road. Due to the removal of the Path from the BMP, Alternative 2 would result in fewer temporary visual impediments from the scenic corridors on Thousand Oaks Boulevard and Agoura Road where the Path's alignment is proposed to intersect. Furthermore, due to the removal of the Connection from the BMP, Alternative 2 would result in fewer temporary visual impediments to existing views of nearby ridgelines from Thousand Oaks Boulevard. Impacts under Alternative 2 would remain less than significant but would be reduced as compared to the proposed Project. However, following construction, Alternative 2 would not provide new views of the natural habitat surrounding Medea Creek, nor would Alternative 2 provide enhanced opportunities to view scenic ridgelines from the Connection.

Similar to the proposed Project, construction activities under Alternative 2 could cause a temporary change in the existing visual character and quality of the Project area. These activities would not permanently impair or block any sensitive or unique visual resources or landscapes, nor would the BMP under Alternative 2 result in the construction of new structures that could permanently disrupt existing views. Similar to the proposed Project, all facilities implemented under Alternative 2 would be required to comply with applicable goals, policies, and regulations identified within the City of Agoura Hills General Plan 2035, the Agoura Hills Municipal Code (AHMC), and the Agoura Village Specific Plan. Thus, impacts related to a conflict with applicable zoning and other regulations governing scenic quality under Alternative 2 would remain less than significant and would be similar to the proposed Project.

Similar to the proposed Project, Alternative 2 would result in temporary sources of light and glare due to the creation of storage, staging, or active work areas. Alternative 2 would also result in permanent sources of light and glare due to the implementation of bicycle signals, signage, or other reflective elements, as well as the operation of bicycles on new facilities. However, due to the exclusion of the Path and the Connection, Alternative 2 would result in less sources of temporary and permanent light and glare than the proposed Project. Impacts under Alternative 2 related to light and glare would remain less than significant but would be reduced as compared to the proposed Project.

There are no designated state scenic highways within the Project area. Thus, similar to the proposed Project, Alternative 2 would result in no impact to scenic resources within a State scenic highway.

Overall, impacts to aesthetics would remain less than significant under Alternative 2 but would be reduced as compared to the proposed Project.

b. Air Quality

The proposed Project would result in a less than significant impact involving conflict with or obstruction of the 2022 Air Quality Management Plan, a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment, exposure of sensitive receptors to substantial pollutant concentrations, and odors.

Alternative 2 would result in the implementation of a smaller set of bicycle facilities. Similar to the proposed Project, normal background growth in the City of Agoura Hills would continue to occur but no residential or businesses would be built under Alternative 2. Thus population, housing, and employment would not grow such that the SCAG growth forecast for the City of Agoura Hills, or other growth forecasts on which the 2022 AQMP is based, would be exceeded.

Alternative 2 would exclude the Path and the Connection from the BMP. The Path, a two-mile bicycle path, is the longest new facility proposed in the BMP under the proposed Project. Construction of the Path would result in the largest area of disturbance with the most construction activities. Thus, exclusion of the Path and the Connection under Alternative 2 would reduce the scope, extent, and duration of construction activities, and criteria pollutant emissions from construction equipment, vehicle trips, or fugitive dust would be reduced as compared to the proposed Project. Therefore, Alternative 2 would result in a less than significant impact involving conflict with or obstruction of the 2022 AQMP, and a less than significant impact involving a net increase of any criteria pollutants. Although impacts would remain less than significant, these impacts would be reduced as compared to the proposed Project due to the reduction in scope, extent, and duration of construction activities.

Similarly, because less construction activities would occur, Alternative 2 would generate fewer toxic air contaminants and result in less odors. Although impacts would remain less than significant, these impacts would be reduced as compared to the proposed Project.

Overall, impacts to air quality would remain less than significant under Alternative 2 but would be reduced as compared to the proposed Project.

c. Biological Resources

The proposed Project would result in potentially significant impacts to special-status species, riparian habitat or other sensitive natural communities, and state or federally protected wetlands due to construction activities in previously undisturbed areas. The proposed Project would also result in a potentially significant impact related to a conflict with local policies or ordinances protecting biological resources due to the potential for direct impact to oak trees during construction activities in previously undisturbed areas. The proposed Project would result in a less than significant impact involving interference with wildlife movement and nursery sites. Furthermore, the proposed Project would result in no impact related to a conflict with Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans within the boundaries of the City of Agoura Hills.

Alternative 2 would exclude the Path and the Connection from the BMP. Under the proposed Project, the Path and the Connection are proposed away from the existing roadway in areas with higher biological sensitivity where there is potential for wetlands and riparian habitats to occur. Although these facilities would be excluded under Alternative 2, other Class I facilities and all Class

IV facilities would still be constructed under Alternative 2. Furthermore, some Class II facilities would require pavement widening outside of the existing roadway. Construction activities associated with the remaining Class I facilities, all Class IV facilities, and the Class II facilities that require pavement widening could occur in locations where sensitive biological resources exist. Therefore, Alternative 2 could still result in potentially significant impacts to special-status species, riparian habitat or other sensitive natural communities, and state or federally protected wetlands due to construction activities in previously undisturbed areas. Furthermore, Alternative 2 could still result in a potentially significant impact related to a conflict with local policies or ordinances protecting biological resources due to the potential for direct impact to oak trees. Mitigation Measures BIO-1a, BIO-1b, BIO-1c, BIO-2a, BIO-2b, BIO-2c, and BIO-5 would be required to reduce these potentially significant impacts to a less-than-significant level. Although impacts would remain less than significant with mitigation, these impacts would be reduced as compared to the proposed Project due to the reduced construction footprint in previously undisturbed areas.

Alternative 2 would result in implementation of the remaining Class I facilities, all Class IV, and Class II facilities that require pavement widening outside of the existing roadway. Wildlife adjacent to these facilities would be expected to be urban tolerant. Furthermore, use of these bicycle facilities would not prevent wildlife movement or disrupt nursery sites. Although impacts would remain less than significant, this impact would be reduced as compared to the proposed Project due to the reduced construction footprint.

Because there are no existing landscape-level Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans within the boundaries of the City of Agoura Hills, Alternative 2 would result in no impact related to a conflict with such plans, similar to the proposed Project.

Overall, impacts to biological resources would remain less than significant with mitigation under Alternative 2 but would be reduced as compared to the proposed Project.

d. Cultural Resources

Due to the cultural sensitivities within the City of Agoura Hills, the proposed Project would result in a significant and unavoidable impact to historical resources even with implementation of Mitigation Measure CUL-1, which would require preparation of a Historical Resources Evaluation for individual projects that could result in impacts to structures 45 years or older. The proposed Project would also result in a significant and unavoidable impact to archaeological resources even with implementation of Mitigation Measure CUL-2, which would require preparation of an Archaeological Resources Assessment for individual projects that would involve ground-disturbing activities. The proposed Project would result in a less than significant impact involving the disturbance of human remains.

Alternative 2 would result in the implementation of a smaller set of bicycle facilities, excluding the Path and the Connection. Other Class I facilities and all Class IV facilities would still be constructed under Alternative 2. Furthermore, some Class II facilities would require pavement widening outside of the existing roadway. Construction activities associated with the remaining Class I facilities, all Class IV facilities, and the Class II facilities that require pavement widening would include ground disturbance in previously undisturbed areas. Thus, Alternative 2 would still have the potential to directly impact historical structures and/or objects, encounter or impact surficial and subsurface archaeological resources, and disturb human remains. Mitigation Measures CUL-1 and CUL-2 would be required under Alternative 2. Although impacts would remain significant and unavoidable, these

impacts would be reduced as compared to the proposed Project due to the reduced construction footprint in previously undisturbed areas.

e. Geology and Soils

The proposed Project would result in less than significant impacts involving risk of loss, injury, or death due to rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides; substantial soil erosion or the loss of topsoil; unstable soils; and expansive soils. Furthermore, because the proposed Project would not result in the construction of buildings or habitable structures requiring a sanitary sewer system, there would be no impact involving the use of septic tanks or alternative wastewater disposal systems. The proposed Project would result in a potentially significant impact involving the destruction of paleontological resources due to ground-disturbing activities within geologic units with high or undetermined paleontological sensitivity.

Similar to the proposed Project, there are no faults or Alquist-Priolo Special Studies Zones within the Project area for Alternative 2, which would encompass all of the City of Agoura Hills; the nearest fault would be the Simi-Santa Rosa Fault, located approximately seven miles north of the city. Therefore, Alternative 2 would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. This impact would remain less than significant, similar to the proposed Project.

Alternative 2 would exclude the Path and the Connection from the BMP. Although these facilities would be excluded, other Class I facilities would still be constructed under Alternative 2. These Class I facilities, the Class III facilities, and the enhanced bicycle treatments would be located within identified liquefaction zones and within areas identified as at risk of landslides. Under the proposed Project, the Path and Connection are not located within identified liquefaction zones; thus, impacts related to the risk of loss, injury, or death due to liquefaction under Alternative 2 would remain less than significant and would be similar as compared to the proposed Project. The Path and the Connection are located within areas identified as at risk of landslides; thus, although impacts would remain less than significant, impacts related to the risk of loss, injury, or death due to landslides would be reduced under Alternative 2 as compared to the proposed Project due to the removal of facilities from the BMP within areas identified as at risk of landslides.

Although Alternative 2 would exclude the Path and the Connection from the BMP, construction activities associated with the remaining Class I facilities, all Class IV facilities, and the Class II facilities that require pavement widening would include ground disturbance in previously undisturbed areas. Thus, Alternative 2 would still have the potential to result in soil erosion and the loss of topsoil. Similar to the proposed Project, soil erosion that occurs due to implementation of individual projects involving earth-disturbing construction activities would be effectively controlled through a combination of State Water Resources Control Board (SWRCB) permits and AHMC requirements. Although impacts would remain less than significant, impacts related to soil erosion and the loss of topsoil would be reduced under Alternative 2 as compared to the proposed Project due to fewer earth-moving construction activities.

Because construction activities associated with the remaining Class I facilities, all Class IV facilities, and the Class II facilities that require pavement widening would include ground disturbance in previously undisturbed areas, Alternative 2 would still have the potential to damage or destroy paleontological resources that may be present on or below the ground surface in areas of high or undetermined paleontological sensitivity. Mitigation Measure GEO-9 would be required to reduce this potentially significant impact to a less-than-significant level. Although impacts would remain

less than significant with mitigation, this impact would be reduced as compared to the proposed Project due to the reduced construction footprint in previously undisturbed areas.

Similar to the proposed Project, a geotechnical investigation would be prepared prior to construction of aboveground features under Alternative 2 to determine the potential for risks of lateral spreading, subsidence problems, and expansive soils. Furthermore, similar to the proposed Project, the BMP under Alternative 2 would not result in the construction of buildings or habitable structures on soils subject to lateral spreading or subsidence, or on expansive soils. These impacts would remain less than significant and would be similar as compared to the proposed Project.

Neither the proposed Project nor Alternative 2 would result in the construction of buildings or habitable structures requiring a sanitary sewer system. Thus, similar to the proposed Project, Alternative 2 would result in no impact related to the use of septic tanks or alternative wastewater disposal systems.

Overall, Alternative 2 would have a reduced level of impact as compared to the proposed Project. Nonetheless, mitigation measures would still be required to reduce impacts related to geology and soils to a less-than-significant level.

Overall, impacts related to geology and soils would remain less than significant with mitigation under Alternative 2 but would be reduced as compared to the proposed Project.

f. Hazards and Hazardous Materials

The proposed Project would result in potentially significant impacts involving the creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials; emissions of hazardous materials within 0.25 mile of a school; and creation of a significant hazard to the public or the environment due to a known hazardous material site. Implementation of Mitigation Measure HAZ-1 would be required, which would involve the preparation of a Soil Management Plan. The proposed Project would result in a less than significant impact related to interference with the implementation of an adopted emergency response or evacuation plan and the risk of loss, injury, or death involving wildland fires. Furthermore, because the City of Agoura Hills is not located within an airport land use plan or within two miles of a public airport or public use airport, the proposed Project would result in no impact involving safety hazards or excessive noise from airports.

Construction activities under Alternative 2 would involve the transport, use, and disposal of hazardous materials such as fuels, solvents, and asphalt products. These activities would be subject to existing federal, state, and local regulations governing hazardous materials management. Nonetheless, Class IV facilities and enhanced bicycle treatments implemented under Alternative 2 may still be located within 1,000 feet of known hazardous materials sites. Therefore, Alternative 2 would have the potential to create a significant hazard to the public or the environment, either through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment or through the implementation of a project on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and Mitigation Measure HAZ-1 would be required. However, Alternative 2 would exclude the Path, which is proposed within 1,000 feet of three closed leaking underground storage tank (LUST) sites. Therefore, although impacts would remain less than significant with mitigation, these impacts would be reduced as compared to the proposed Project because the chance of

encountering contaminated soils on a known hazardous materials site during construction activities would be reduced.

Alternative 2 would exclude the Path and the Connection from the BMP. The Path and the Connection are located adjacent to Willow Elementary School and Agoura High School, respectively. While there are known hazardous materials sites located within 1,000 feet of the Path, none are located within 0.25 mile of a school, and there are no known hazardous materials sites within 1,000 feet of the Connection. Class IV facilities would still be implemented under Alternative 2 and would be constructed near schools, including Lindero Canyon Middle School, Willow Elementary School, and Sumac Elementary School. There is one closed Cleanup Program Site (Joe Martin Commercial Property) located with 0.25 mile of Lindero Canyon Middle School. Therefore, Alternative 2 would have the potential for hazardous emissions or handling of hazardous materials near schools, and Mitigation Measure HAZ-1 would be required. Impacts would remain less than significant with mitigation and would be similar to the proposed Project.

Under Alternative 2, construction activities associated with implementing the Class I facilities on Reyes Adobe Road and Agoura Road, the Class II facility proposed on Driver Avenue, and the Class IV facility proposed on Kanan Road north of Thousand Oaks Boulevard would occur on or near identified evacuation routes. Similar to the proposed Project, a construction traffic control plan would be prepared and implemented in accordance with the California Manual on Uniform Traffic Control Devices (MUTCD) should construction within the roadway or should temporary lane closures occur. Thus, Alternative 2 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would remain less than significant and would be similar to the proposed Project.

Because Alternative 2 would exclude the Path and the Connection from the BMP, there would be a lesser increase in human activity and potential ignition sources during construction activities in undeveloped areas. Nonetheless, construction of the remaining Class I facilities, some Class II facilities, and all Class IV facilities would still result in a temporary increase in potential ignition sources during construction activities in undeveloped areas. Compliance with OSHA fire prevention standards would ensure that risks are minimized. Furthermore, similar to the proposed Project, Alternative 2 would not include structural components or physical development that would expose people or structures to a significant risk involving wildland fire. Although this impact would remain less than significant, impacts would be reduced as compared to the proposed Project due to the reduced construction footprint in previously undisturbed areas.

There are no airports located within the City of Agoura Hills, nor is the city located within the noise contours of an airport. Thus, similar to the proposed Project, Alternative 2 would result in no impact related to exposure to excessive noise levels for people residing or working in the area.

Overall, impacts related to hazards and hazardous materials would remain less than significant with mitigation under Alternative 2 but would be reduced as compared to the proposed Project.

g. Hydrology and Water Quality

The proposed Project would result in less than significant impacts involving violation of water quality standards or waste discharge requirements; a reduction in groundwater supplies or interference with groundwater recharge; alteration of existing drainage patterns such that erosion, siltation, increased runoff, polluted runoff, or redirected flood flows would occur; the release of pollutants due to project inundation; and conflict with a water quality control plan or sustainable groundwater management plan.

Although Alternative 2 would exclude the Path and the Connection from the BMP, construction activities associated with the remaining Class I facilities, all Class IV facilities, and the Class II facilities that require pavement widening would still involve clearing, grading, paving, and excavation. Similar to the proposed Project, these activities would be subject to the Construction General Permit and Article V, Chapter 5 of the AHMC, which require the implementation of Best Management Practices (BMPs) and, where applicable, a Stormwater Pollution Prevention Plan (SWPPP). With adherence to these requirements, impacts related to water quality standards, erosion, and runoff would remain less than significant, but would be reduced as compared to the proposed Project given the reduced scope of construction activities.

Exclusion of the Path and Connection would reduce the amount of new impervious surfaces introduced within the Project area. Nonetheless, the remaining Class I facilities, all Class IV facilities, and the Class II facilities that require pavement widening would still result in minor increases in impervious surfaces. Due to the known depths of groundwater in the Russell Valley Groundwater Basin, construction activities under Alternative 2 would not require groundwater dewatering. Furthermore, similar to the proposed Project, semipermeable materials would be utilized when feasible to construct the remaining Class I facilities, all Class IV facilities, and the Class II facilities that require pavement widening, and during precipitation events, stormwater would flow into adjacent permeable areas, or onto existing streets where it would be collected by the city's existing stormwater system. Impacts to groundwater supplies or recharge would remain less than significant, but would be reduced as compared to the proposed Project given the reduced amount of new impervious surfaces introduced.

Similar to the proposed Project, Alternative 2 would not substantially alter the existing drainage pattern of the Project area or alter the course of a stream or river because no streams or rivers are located within individual project sites. Furthermore, Alternative 2 would not result in substantial erosion or siltation on or off site, flooding on or off site, substantial additional sources of polluted runoff, or impeded or redirected flood flows, nor would Alternative 2 introduce structures that could redirect floodwaters. These impacts would remain less than significant and would be similar to the proposed Project.

There are no tsunami inundation zones or seiche inundation zones within the Project area. Thus, similar to the proposed Project, Alternative 2 would result in no impact related to the risk of release of pollutants due to tsunami or seiche inundation events. However, Alternative 2 would exclude the Path from the BMP, which is located within a flood hazard area. Class III facilities and enhanced bicycle treatments included in the BMP under Alternative 2 would still be constructed within flood hazard areas. Implementation of BMPs as required by the AHMC would reduce the potential for release of pollutants during construction of these facilities. Impacts related to the risk of release of pollutants due to project inundation within a flood hazard area would remain less than significant but would be reduced as compared to the proposed Project due to the removal of facilities from the BMP within flood hazard areas.

Overall, impacts to hydrology and water quality would remain less than significant under Alternative 2 but would be reduced as compared to the proposed Project.

h. Land Use and Planning

The proposed Project would result in less than significant impacts related to the physical division of an established community and related to a conflict with any land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect.

Although Alternative 2 would exclude the Path and the Connection from the BMP, construction activities associated with the remaining Class I facilities, all Class IV facilities, and the Class II facilities that require pavement widening could still occur within or adjacent to existing ROW. These construction activities could temporarily impact the circulation system. Similar to the proposed Project, a construction traffic control plan would be prepared and implemented in accordance with the MUTCD should construction within the roadway or should temporary lane closures occur. Following construction, Alternative 2 would not result in physical development such that an established community would be physically divided. Thus, Alternative 2 would not result in the physical division of an established community. This impact would remain less than significant and would be similar to the proposed Project.

Alternative 2 would implement approximately 29 miles of new bikeways within the City of Agoura Hills and would amend the City of Agoura Hills General Plan 2035 to shift the focus from prioritizing automobile mobility to reducing VMT. Therefore, Alternative 2 would be consistent with the SoCal Connect 2024 goals aimed at reducing emissions from transportation sources and the City of Agoura Hills General Plan 2035 goals and policies related to providing bicycle connections, improving pedestrian-oriented amenities, and promoting land development practices that reduce energy consumption, pollution, and greenhouse gas emissions, and improving. This impact would remain less than significant and would be similar to the proposed Project.

Overall, impacts related to land use and planning would be generally similar under Alternative 2 as compared to the proposed Project and would remain less than significant.

i. Noise

The proposed Project would result in a potentially significant impact related to the generation of noise in excess of applicable noise standards. The proposed Project would also result in a potentially significant impact involving the generation of excessive groundborne vibration. Because the City of Agoura Hills is not located within an airport land use plan or within two miles of a public airport or public use airport, the proposed Project would result in no impact involving excessive noise levels from airports.

Alternative 2 would result in the implementation of a smaller set of bicycle facilities, excluding the Path and the Connection from the BMP. Exclusion of the Path and the Connection under Alternative 2 would reduce the scope, extent, and duration of construction activities, which would reduce noise and groundborne vibration generated during construction activities as compared to the proposed Project. Nonetheless, the remaining Class I facilities, all Class IV facilities, and the Class II facilities that require pavement widening would still result in construction noise that could exceed the Federal Transit Administration's (FTA) threshold of 80 dBA L_{eq}(8-hour) at sensitive receptors located within 125 feet of construction. Similarly, use of vibratory rollers and other heavy equipment during construction of the remaining Class I facilities, all Class IV facilities, and the Class II facilities that require pavement widening could generate vibration levels exceeding the FTA threshold of 0.12 in/sec PPV at nearby structures. Mitigation Measures N-1 and N-2 would be required to reduce these potentially significant impacts to a less-than-significant level. Although these impacts would remain less than significant with mitigation, impacts would be reduced as compared to the proposed Project due to the reduced the scope, extent, and duration of construction activities.

Similar to the proposed Project, operational noise under Alternative 2 would be limited to landscaping and maintenance activities, portable amplified music from facility users, and people's voices. Noise from these sources would be required to comply with AHMC Section 9656.2.

Operational activities would not introduce new sources of vibration. Operational impacts would remain less than significant and would be similar to the proposed Project.

Overall, impacts related to noise would remain less than significant with mitigation under Alternative 2 but would be reduced as compared to the proposed Project.

j. Recreation

The proposed Project would result in a less than significant impact involving the physical deterioration of recreational facilities.

Alternative 2 would exclude construction of the Path and the Connection. As such, this alternative would not require the establishment of storage, staging, and active work areas within or adjacent to the designated open space surrounding Medea Creek, which would reduce the potential to restrict access to recreational resources. However, pavement widening on Driver Avenue associated with the construction of the Class II facilities under this Alternative could still restrict access to or result in temporary closures of the Old Agoura Park. Construction of the Class IV facilities could also restrict access to or result in temporary closures of nearby recreational facilities. Operation of all facilities included in the BMP under Alternative 2 would result in new and/or improved multimodal access to existing recreational resources throughout the city. Nonetheless, under both the proposed Project and Alternative 2, the city would continue to exceed their service ratio goals of eight acres of parks and open space areas for every 1,000 residents during both construction and operation. Therefore, impacts to recreation would be generally similar under Alternative 2 as compared to the proposed Project and would remain less than significant.

k. Transportation

The proposed Project would result in less than significant impacts related to a conflict with a program, plan, ordinance or policy addressing the circulation system; a conflict with State CEQA Guidelines Section 15064.3, subdivision (b); substantially increased hazards due to geometric design features or incompatible uses; and inadequate emergency access.

Although Alternative 2 would exclude the Path and the Connection from the BMP, construction activities associated with the remaining Class I facilities, all Class IV facilities, and the Class II facilities that require pavement widening could still occur within or adjacent to existing ROW. These construction activities could temporarily impact the circulation system, which would conflict with Goal M-1 of the City of Agoura Hills General Plan 2035 that calls for a safe and efficient roadway system. Similar to the proposed Project, a construction traffic control plan would be prepared and implemented in accordance with the MUTCD should construction within the roadway or should temporary lane closures occur. Following construction, Alternative 2 would implement approximately 29 miles of new bikeways within the City of Agoura Hills and amend the City of Agoura Hills General Plan 2035 to shift the focus from prioritizing automobile mobility to reducing VMT. Therefore, Alternative 2 would be consistent with the SoCal Connect 2024 goals aimed at reducing emissions from transportation sources and the City of Agoura Hills General Plan 2035 goals and policies related to creating a transportation system that serves all modes of travel, reducing reliance on single-occupancy vehicle travel through the provision of alternative travel modes, enhancing bicycle facilities, and decreasing GHG emissions through a reduction in VMT. Impacts related to a conflict with local or regional land use plans or policies would remain less than significant under Alternative 2 and would be generally similar as compared to the proposed project.

The temporary presence of construction equipment on local roadways and the potential for lane closures under Alternative 2 could temporarily increase hazards due to geometric design features or incompatible uses, and could temporarily block access to roadways that are currently used by emergency response vehicles. Similar to the proposed Project, a construction traffic control plan would be prepared and implemented in accordance with the MUTCD should construction within the roadway or should temporary lane closures occur. Therefore, construction impacts related transportation hazards, incompatible uses, and emergency access would remain less than significant under Alternative 2 and would be generally similar as compared to the proposed Project.

All bicycle facilities proposed under Alternative 2 would be designed in adherence with the Caltrans Highway Design Manual Chapter 1000 and would undergo design review prior to approval to ensure the appropriate standards are met. Therefore, operational impacts related transportation hazards and incompatible uses would remain less than significant and would be generally similar as compared to the proposed Project.

Alternative 2 would exclude the Path and the Connection from the BMP. The operation of both the Path and Connection would consist of bicycle and pedestrian travel along a shared use path away from existing roadway ROWs. All remaining facilities included within the BMP under Alternative 2 would be construction within or adjacent to existing roadways, which could be accessed by emergency vehicles. Therefore, although impacts related to emergency access would remain less than significant, this impact would be reduced as compared to the proposed Project because fewer facilities would be implemented away from existing roadway ROWs.

Alternative 2 would be considered an active transportation project that would generally reduce VMT. Therefore, Alternative 2 would be presumed to cause a less-than-significant impact on transportation, similar to the proposed Project.

Overall, impacts to transportation would remain less than significant under Alternative 2 but would be reduced as compared to the proposed Project.Overall, Alternative 2 would have a reduced level of impact related to transportation as compared to the proposed Project. Impacts would remain less than significant.

I. Tribal Cultural Resources

The proposed Project would result in less than significant impacts to tribal cultural resources, as no tribal cultural resources were identified during the City's required AB 52 and SB 18 consultation processes. Given that there are no known tribal cultural resources within the Project area for Alternative 2, which would encompass all of the City of Agoura Hills, Alternative 2 would result in less than significant impacts to tribal cultural resources, similar to the proposed Project.

6.4 Alternative 3: Only Class II and Class III Facilities

6.4.1 Description

Similar to the Project, Alternative 3 would involve implementation of the BMP, Program, and Amendments. However, the BMP implemented under Alternative 3 would only include Class II and Class III facilities. Class I facilities, including the Path, Connection, and Class IV facilities would be removed from the BMP. All Class II facilities, Class III facilities, and enhanced bicycle treatments would be included within the BMP under Alternative 3. The Program would be revised to reflect the ability to purchase VMT reduction credits only for the funding of individual projects identified within the BMP under this alternative, which would exclude Class I facilities, including the Path,

Connection, and Class IV facilities. The Amendments would also be revised to exclude Class I facilities, including the Path, Connection, and Class IV facilities from the City's planned additions to its system of bikeways. Under Alternative 3, the Amendments would still shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking.

Construction activities under Alternative 3 would consist of:

- **Class II:** Restriping and reconfiguration of lane widths to accommodate new dedicated bike lanes; pavement widening on Driver Avenue, between Easterly Road and Colodny Drive, and on Cornell Road, between Agoura Road and Cornell Way, which would require clearing and grubbing, subgrade stabilization, base course installation, and asphalt paving;
- **Class III:** Restriping to identify bike routes;
- **Enhanced Bicycle Treatments:** street striping/re-striping, installation of signage and wayfinding, installation of bicycle signals, installation of bicycle parking, and installation of bicycle repair facilities.

Under Alternative 3, approximately 25.6 miles of bicycle facilities would be implemented. Alternative 3 would fulfill the Project Objectives that aim to increase transportation choices, improve accessibility through Agoura Hills, improve bicycle safety, improve public health, enhance sustainability, and provide a mechanism for developers to mitigate VMT impacts from development projects. However, Alternative 3 would meet Project Objectives to a lesser extent given the reduced miles of bicycle facilities implemented and improved under this alternative. Alternative 3 would not fulfill the Project Objective that aims to enhance community character by constructing bicycle facilities near areas of high scenic value, such as along greenbelts or near surface waters.

6.4.2 Impact Analysis

a. Aesthetics

The proposed Project would result in a less than significant impact involving adverse effects to scenic vistas, conflicts with applicable zoning and other regulations that govern scenic quality, and the creation of new sources of light or glare that would adversely views. Because there are no officially designated state scenic highways within the City of Agoura Hills, the proposed Project would result in no impact to scenic resources within a State scenic highway.

Similar to the proposed Project, construction activities under Alternative 3 would require the creation of storage, staging, and active work areas during pavement widening for construction of some Class II facilities. These areas could be visible from public ROWs and could result in minor, temporary effects to publicly-accessible views of hillsides and other scenic resources. However, due to the exclusion of Class I and Class IV facilities from the BMP, construction activities under Alternative 3 would not be visible from City-designated scenic corridors, including Agoura Road, Thousand Oaks Boulevard, and Kanan Road. Impacts under Alternative 3 would remain less than significant but would be reduced as compared to the proposed Project. However, following construction, Alternative 3 would not provide new views from Class I or Class IV facilities, including views of the natural habitat surrounding Medea Creek or enhanced opportunities to view scenic ridgelines from the Connection.

Similar to the proposed Project, construction activities under Alternative 3 could cause a temporary change in the existing visual character and quality of the Project area. These activities would not permanently impair or block any sensitive or unique visual resources or landscapes, nor would the BMP under Alternative 3 result in the construction of new structures that could permanently disrupt existing views. Similar to the proposed Project, all facilities implemented under Alternative 3 would be required to comply with applicable goals, policies, and regulations identified within the City of Agoura Hills General Plan 2035, the AHMC, and the Agoura Village Specific Plan. Thus, impacts related to a conflict with applicable zoning and other regulations governing scenic quality under Alternative 2 would remain less than significant and would be similar to the proposed Project.

Similar to the proposed Project, Alternative 3 would result in temporary sources of light and glare due to the creation of storage, staging, or active work areas during pavement widening for construction of some Class II facilities. Alternative 3 would also result in permanent sources of light and glare due to the implementation of bicycle signals, signage, or other reflective elements, as well as the operation of bicycles on new Class II and Class III facilities. However, due to the exclusion of the Class I and Class IV facilities, Alternative 3 would result in less sources of temporary and permanent light and glare than the proposed project. Impacts under Alternative 2 related to light and glare would remain less than significant but would be reduced as compared to the proposed Project.

There are no designated state scenic highways within the Project area. Thus, similar to the proposed Project, Alternative 3 would result in no impact to scenic resources within a State scenic highway.

Overall, impacts to aesthetics would remain less than significant under Alternative 3 but would be reduced as compared to the proposed Project.

b. Air Quality

The proposed Project would result in a less than significant impact involving conflict with or obstruction of the 2022 Air Quality Management Plan, a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment, exposure of sensitive receptors to substantial pollutant concentrations, and odors.

Alternative 3 would result in the implementation of a smaller set of bicycle facilities. Similar to the proposed Project, normal background growth in the City of Agoura Hills would continue to occur but no residential or businesses would be built under Alternative 3. Thus population, housing, and employment would not grow such that the SCAG growth forecast for the City of Agoura Hills, or other growth forecasts on which the 2022 AQMP is based, would be exceeded.

Alternative 3 would exclude Class I and Class IV facilities from the BMP. Thus, Alternative 3 would result in a reduced scope, extent, and duration of construction activities, and criteria pollutant emissions from construction equipment, vehicle trips, or fugitive dust would be reduced as compared to the proposed Project. Therefore, Alternative 3 would result in a less than significant impact involving conflict with or obstruction of the 2022 AQMP, and a less than significant impact involving a net increase of any criteria pollutants. Although impacts would remain less than significant, these impacts would be reduced as compared to the proposed Project due to the reduction in scope, extent, and duration of construction activities.

Similarly, because less construction activities would occur, Alternative 3 would generate fewer toxic air contaminants and result in less odors. Although impacts would remain less than significant, these impacts would be reduced as compared to the proposed Project.

Overall, impacts to air quality would remain less than significant under Alternative 3 but would be reduced as compared to the proposed Project.

c. Biological Resources

The proposed Project would result in potentially significant impacts to special-status species, riparian habitat or other sensitive natural communities, and state or federally protected wetlands due to construction activities in previously undisturbed areas.

The proposed Project would also result in a potentially significant impact related to a conflict with local policies or ordinances protecting biological resources due to the potential for direct impact to oak trees during construction activities in previously undisturbed areas.

The proposed Project would result in a less than significant impact involving interference with wildlife movement and nursery sites. Furthermore, because there are no existing landscape-level Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans within the boundaries of the City of Agoura Hills, the proposed Project would result in no impact related to a conflict with such plans

Alternative 3 would exclude Class I and Class IV facilities from the BMP. Under the proposed Project, Class I and Class IV facilities are proposed away from the existing roadway ROWs in areas with higher biological sensitivity. Nonetheless, pavement widening would still be necessary on Driver Avenue and on Cornell Road to allow for the addition of Class II bicycle lanes. Construction activities for pavement widening would require grading and/or excavation in natural and undisturbed habitats. Therefore, Alternative 3 could still result in potentially significant impacts to special-status species, riparian habitat or other sensitive natural communities, and state or federally protected wetlands due to construction activities in previously undisturbed areas. Furthermore, Alternative 3 could still result in a potentially significant impact related to a conflict with local policies or ordinances protecting biological resources due to the potential for direct impact to oak trees. Mitigation Measures BIO-1a, BIO-1b, BIO-1c, BIO-2a, BIO-2b, BIO-2c, and BIO-5 would be required to reduce these potentially significant impacts to a less-than-significant level. Although impacts would remain less than significant with mitigation, these impacts would be reduced under Alternative 3 as compared to the proposed Project due to the reduced construction footprint in previously undisturbed areas.

Alternative 3 would require pavement widening on Driver Avenue and on Cornell Road to allow for the addition of Class II bicycle lanes. Wildlife adjacent to these facilities would be expected to be urban tolerant. Furthermore, use of these bicycle facilities would not prevent wildlife movement or disrupt nursery sites. Nonetheless, although impacts would remain less than significant, this impact would be reduced as compared to the proposed Project due to the reduced construction footprint.

Because there are no existing landscape-level Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans within the boundaries of the City of Agoura Hills, Alternative 3 would result in no impact related to a conflict with such plans, similar to the proposed Project.

Overall, impacts to biological resources would remain less than significant with mitigation under Alternative 3 but would be reduced as compared to the proposed Project.

d. Cultural Resources

Due to the cultural sensitivities within the City of Agoura Hills, the proposed Project would result in a significant and unavoidable impact to historical resources even with implementation of Mitigation Measure CUL-1, which would require preparation of a Historical Resources Evaluation for individual projects that could result in impacts to structures 45 years or older. The proposed Project would also result in a significant and unavoidable impact to archaeological resources even with implementation of Mitigation Measure CUL-2, which would require preparation of an Archaeological Resources Assessment for individual projects that would involve ground-disturbing activities. The proposed Project would result in a less than significant impact involving the disturbance of human remains.

Alternative 3 would result in the implementation of a smaller set of bicycle facilities, excluding Class I and Class IV facilities. Class II and Class III facilities would still be constructed under Alternative 3. Some Class II facilities would require pavement widening outside of the existing roadway. Construction activities associated with these Class II facilities that require pavement widening would include ground disturbance in previously undisturbed areas. Thus, Alternative 3 would still have the potential to directly impact historical structures and/or objects, encounter or impact surficial and subsurface archaeological resources, and disturb human remains. Mitigation Measures CUL-1 and CUL-2 would be required under Alternative 3. Although impacts would remain significant and unavoidable, these impacts would be reduced as compared to the proposed Project due to the reduced construction footprint in previously undisturbed areas.

e. Geology and Soils

The proposed Project would result in less than significant impacts involving risk of loss, injury, or death due to rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides; substantial soil erosion or the loss of topsoil; unstable soils; and expansive soils. Furthermore, because the proposed Project would not result in the construction of buildings or habitable structures requiring a sanitary sewer system, there would be no impact involving the use of septic tanks or alternative wastewater disposal systems. The proposed Project would result in a potentially significant impact involving the destruction of paleontological resources due to ground-disturbing activities within geologic units with high or undetermined paleontological sensitivity.

Similar to the proposed Project, there are no faults or Alquist-Priolo Special Studies Zones within the Project area for Alternative 3, which would encompass all of the City of Agoura Hills; the nearest fault would be the Simi-Santa Rosa Fault, located approximately seven miles north of the city. Therefore, Alternative 3 would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. This impact would remain less than significant, similar to the proposed Project.

Alternative 3 would exclude Class I and Class IV facilities from the BMP. Although these facilities would be excluded, Class II facilities, Class III facilities, and the enhanced bicycle treatments would still be implemented. Class III facilities and enhanced bicycle treatments would be located within identified liquefaction zones and within areas identified as at risk of landslides. Under the proposed Project, Class I facilities would be located within identified liquefaction zones and within areas identified as at risk of landslides; Class IV facilities are not located within identified liquefaction zones or within areas identified as at risk of landslides. Therefore, although impacts would remain less than significant, impacts related to liquefaction and landslides would be reduced under

Alternative 3 as compared to the proposed Project due to the removal of facilities from the BMP within areas identified liquefaction zones and within areas identified as at risk of landslides.

Class II facilities that require pavement widening would include ground disturbance in previously undisturbed areas. Thus, Alternative 3 would still have the potential to result in soil erosion and the loss of topsoil. Similar to the proposed Project, soil erosion that occurs due to implementation of individual projects involving earth-disturbing construction activities would be effectively controlled through a combination of State Water Resources Control Board (SWRCB) permits and AHMC requirements. Although impacts would remain less than significant, impacts related to soil erosion and the loss of topsoil would be reduced under Alternative 3 as compared to the proposed Project due to fewer earth-moving construction activities.

Because construction activities associated with implementation of the Class II facilities that require pavement widening would include ground disturbance in previously undisturbed areas, Alternative 3 would still have the potential to damage or destroy paleontological resources that may be present on or below the ground surface in areas of high or undetermined paleontological sensitivity. Mitigation Measure GEO-9 would be required to reduce this potentially significant impact to a less-than-significant level. Although impacts would remain less than significant with mitigation, this impact would be reduced as compared to the proposed Project due to the reduced construction footprint in previously undisturbed areas.

Similar to the proposed Project, a geotechnical investigation would be prepared prior to construction of aboveground features under Alternative 3, including the enhanced bicycle treatments, to determine the potential for risks of lateral spreading, subsidence problems, and expansive soils. Furthermore, similar to the proposed Project, the BMP under Alternative 3 would not result in the construction of buildings or habitable structures on soils subject to lateral spreading or subsidence, or on expansive soils. These impacts would remain less than significant and would be similar as compared to the proposed Project.

Neither the proposed Project nor Alternative 3 would result in the construction of buildings or habitable structures requiring a sanitary sewer system. Thus, similar to the proposed Project, Alternative 3 would result in no impact related to the use of septic tanks or alternative wastewater disposal systems.

Overall, impacts related to geology and soils would remain less than significant with mitigation under Alternative 3 but would be reduced as compared to the proposed Project.

f. Hazards and Hazardous Materials

The proposed Project would result in potentially significant impacts involving the creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials; emissions of hazardous materials within 0.25 mile of a school; and creation of a significant hazard to the public or the environment due to a known hazardous material site. The proposed Project would result in a less than significant impact related to interference with the implementation of an adopted emergency response or evacuation plan and the risk of loss, injury, or death involving wildland fires. Furthermore, because the City of Agoura Hills is not located within an airport land use plan or within two miles of a public airport or public use airport, the proposed Project would result in no impact involving safety hazards or excessive noise from airports.

Construction activities under Alternative 3 would involve the transport, use, and disposal of hazardous materials such as fuels, solvents, and asphalt products. These activities would be subject to existing federal, state, and local regulations governing hazardous materials management. However, Alternative 3 would exclude Class I facilities and Class IV facilities, some of which are proposed within 1,000 feet of known hazardous materials sites. There are no known hazardous materials sites within 1,000 feet of proposed Class II facilities. There are 19 known hazardous materials sites located within 1,000 feet of proposed Class III; however, due to the lack of ground disturbance required for implementation, implementation of these facilities would not create a significant hazard to the public or the environment, either through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment or through the implementation of a project on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Alternative 3 would not require the implementation of Mitigation Measure HAZ-1 and impacts would be less than significant without mitigation, which would be a reduced level of impact as compared to the proposed Project.

Class II and III facilities would still be constructed near schools, including Lindero Canyon Middle School and Sumac Elementary School. However, because there are no known hazardous materials sites within 1,000 feet of proposed Class II facilities, and due to the lack of ground disturbance required for implementation required for implementation of Class III facilities, Alternative 3 would not require the implementation of Mitigation Measure HAZ-1. Impacts would be less than significant without mitigation, which would be a reduced level of impact as compared to the proposed Project.

Under Alternative 3, construction activities associated with implementing the Class II facility proposed on Driver Avenue would occur on or near identified evacuation routes. Similar to the proposed Project, a construction traffic control plan would be prepared and implemented in accordance with the MUTCD should construction within the roadway or should temporary lane closures occur. Thus, Alternative 3 would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Although this impact would remain less than significant, impacts would be reduced as compared to the proposed Project because fewer construction activities would occur on or near identified evacuation routes.

Because Alternative 3 would exclude Class I facilities, including the Path and the Connection, from the BMP, there would be a lesser increase in human activity and potential ignition sources during construction activities in undeveloped areas. Nonetheless, pavement widening for some Class II facilities would still result in a temporary increase in potential ignition sources during construction activities in undeveloped areas. Compliance with OSHA fire prevention standards would ensure that risks are minimized. Furthermore, similar to the proposed Project, Alternative 3 would not include structural components or physical development that would expose people or structures to a significant risk involving wildland fire. Although this impact would remain less than significant, impacts would be reduced as compared to the proposed Project due to the reduced construction footprint in previously undisturbed areas.

There are no airports located within the City of Agoura Hills, nor is the city located within the noise contours of an airport. Thus, similar to the proposed Project, Alternative 3 would result in no impact related to exposure to excessive noise levels for people residing or working in the area.

Overall, impacts related to hazards and hazardous materials would be less than significant without mitigation under Alternative 3, which would be reduced as compared to the proposed Project.

g. Hydrology and Water Quality

The proposed Project would result in less than significant impacts involving violation of water quality standards or waste discharge requirements; a reduction in groundwater supplies or interference with groundwater recharge; alteration of existing drainage patterns such that erosion, siltation, increased runoff, polluted runoff, or redirected flood flows would occur; the release of pollutants due to project inundation; and conflict with a water quality control plan or sustainable groundwater management plan.

Although Alternative 3 would exclude Class I and Class IV facilities from the BMP, construction activities associated with the Class II facilities that require pavement widening would still involve clearing, grading, paving, and excavation. Similar to the proposed Project, these activities would be subject to the Construction General Permit and/or Article V, Chapter 5 of the AHMC, which require the implementation of BMPs and, where applicable, a SWPPP. With adherence to these requirements, impacts related to water quality standards, erosion, and runoff would remain less than significant, but would be reduced as compared to the proposed Project given the reduced scope of construction activities.

Alternative 3 would reduce the potential for impacts to groundwater recharge by excluding the Class I and Class IV facilities, which would reduce the amount of new impervious surfaces introduced within the Project area. Nonetheless, the Class II facilities that require pavement widening would still result in minor increases in impervious surfaces. Due to the known depths of groundwater in the Russell Valley Groundwater Basin, construction activities associated with pavement widening under Alternative 3 would not require groundwater dewatering. Furthermore, similar to the proposed Project, semipermeable materials would be utilized when feasible for pavement widening, and during precipitation events, stormwater would flow into adjacent permeable areas, or onto existing streets where it would be collected by the city's existing stormwater system. Impacts to groundwater supplies or recharge would remain less than significant, but would be reduced as compared to the proposed Project given the reduced amount of new impervious surfaces .

Similar to the proposed Project, Alternative 3 would not substantially alter the existing drainage pattern of the Project area or alter the course of a stream or river because no streams or rivers are located within individual project sites. Furthermore, Alternative 3 would not result in substantial erosion or siltation on or off site, flooding on or off site, substantial additional sources of polluted runoff, or impeded or redirected flood flows, nor would Alternative 3 introduce structures that could redirect floodwaters. These impacts would remain less than significant and would be similar to the proposed Project.

There are no tsunami inundation zones or seiche inundation zones within the Project area. Thus, similar to the proposed Project, Alternative 3 would result in no impact related to the risk of release of pollutants due to tsunami or seiche inundation events. Alternative 3 would exclude some individual projects from the BMP that would be located within a flood hazard area under the proposed Project. Nonetheless, Class III facilities and enhanced bicycle treatments included in the BMP under Alternative 3 would be constructed within flood hazard areas. Implementation of BMPs as required by the AHMC would reduce the potential for release of pollutants during construction of these facilities. Impacts related to the risk of release of pollutants due to project inundation within a flood hazard area would remain less than significant under Alternative 3 but would be reduced as compared to the proposed Project due to the removal of facilities from the BMP within flood hazard areas.

Overall, impacts to hydrology and water quality would remain less than significant under Alternative 3 but would be reduced as compared to the proposed Project.

h. Land Use and Planning

The proposed Project would result in less than significant impacts related to the physical division of an established community and related to a conflict with any land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect.

Although Alternative 3 would exclude Class I facilities and Class IV facilities from the BMP, construction activities associated with the Class II facilities that require pavement widening could occur within or adjacent to existing ROW. These construction activities could temporarily impact the circulation system. Similar to the proposed Project, a construction traffic control plan would be prepared and implemented in accordance with the MUTCD should construction within the roadway or should temporary lane closures occur. Following construction, Alternative 3 would not result in physical development such that an established community would be physically divided. Thus, Alternative 3 would not result in the physical division of an established community. This impact would remain less than significant and would be similar to the proposed Project .

Alternative 3 would implement approximately 25.6 miles of new bikeways within the City of Agoura Hills and amend the City of Agoura Hills General Plan 2035 to shift the focus from prioritizing automobile mobility to reducing VMT. Therefore, similar to the proposed Project, Alternative 3 would be consistent with the SoCal Connect 2024 goals aimed at reducing emissions from transportation sources and the City of Agoura Hills General Plan 2035 goals and policies related to providing bicycle connections, improving pedestrian-oriented amenities, and promoting land development practices that reduce energy consumption, pollution, and greenhouse gas emissions, and improving. This impact would remain less than significant and would be similar to the proposed Project.

Overall, impacts related to land use and planning would be generally similar under Alternative 3 as compared to the proposed Project and would remain less than significant.

i. Noise

The proposed Project would result in a potentially significant impact related to the generation of noise in excess of applicable noise standards. The proposed Project would also result in a potentially significant impact involving the generation of excessive groundborne vibration. Because the City of Agoura Hills is not located within an airport land use plan or within two miles of a public airport or public use airport, the proposed Project would result in no impact involving excessive noise levels from airports.

Alternative 3 would result in the implementation of a smaller set of bicycle facilities, excluding the Class I and Class IV facilities from the BMP. Exclusion of the Class I and Class IV facilities under Alternative 3 would reduce the scope, extent, and duration of construction activities, which would reduce noise and groundborne vibration generated during construction activities as compared to the proposed Project. Nonetheless, implementation of the Class II facilities that require pavement widening would still result in construction noise that could exceed the FTA threshold of 80 dBA L_{eq} at sensitive receptors located within 125 feet of construction. Similarly, use of vibratory rollers and other heavy equipment during construction of the Class II facilities that require pavement widening could generate vibration levels exceeding the FTA threshold of 0.12 in/sec PPV at nearby structures. Mitigation Measures N-1 and N-2 would be required to reduce these potentially significant impacts

to a less-than-significant level. Although these impacts would remain less than significant with mitigation, impacts under Alternative 3 would be reduced as compared to the proposed Project due to the reduced the scope, extent, and duration of construction activities.

Similar to the proposed Project, operational noise under Alternative 3 would be limited to landscaping and maintenance activities, portable amplified music from facility users, and people's voices. Noise from these sources would be required to comply with AHMC Section 9656.2. Operational activities would not introduce new sources of vibration. Operational impacts would remain less than significant and would be similar to the proposed Project.

Overall, impacts related to noise would remain less than significant with mitigation under Alternative 3 but would be reduced as compared to the proposed Project .

j. Recreation

The proposed Project would result in a less than significant impact involving the physical deterioration of recreational facilities.

Alternative 3 would exclude construction of the Class I and Class IV facilities. As such, this alternative would not require the establishment of storage, staging, and active work areas within or adjacent to the designated open space surrounding Medea Creek or within recreational facilities near Class IV facilities, which would reduce the potential to restrict access to recreational resources. However, pavement widening on Driver Avenue associated with the construction of the Class II facilities under this alternative could still restrict access to or result in temporary closures of the Old Agoura Park. Operation of all facilities included in the BMP under Alternative 3 would result in new and/or improved multimodal access to existing recreational resources throughout the city. Nonetheless, under both the proposed Project and Alternative 3, the city would continue to exceed their service ratio goals of eight acres of parks and open space areas for every 1,000 residents during both construction and operation. Therefore, impacts to recreation would be generally similar under Alternative 3 as compared to the proposed Project and would remain less than significant.

k. Transportation

The proposed Project would result in less than significant impacts related to a conflict with a program, plan, ordinance or policy addressing the circulation system; a conflict with State CEQA Guidelines Section 15064.3, subdivision (b); substantially increased hazards due to geometric design features or incompatible uses; and inadequate emergency access.

Although Alternative 3 would exclude Class I facilities and Class IV facilities from the BMP, construction activities associated with implementing the Class II facilities that require pavement widening could still occur within or adjacent to existing ROW. These construction activities could temporarily impact the circulation system, which would conflict with Goal M-1 of the City of Agoura Hills General Plan 2035 that calls for a safe and efficient roadway system. Similar to the proposed Project, a construction traffic control plan would be prepared and implemented in accordance with the MUTCD should construction within the roadway or should temporary lane closures occur. Following construction, Alternative 3 would implement approximately 25.6 miles of new bikeways within the City of Agoura Hills and amend the City of Agoura Hills General Plan 2035 to shift the focus from prioritizing automobile mobility to reducing VMT. Therefore, Alternative 3 would be consistent with the SoCal Connect 2024 goals aimed at reducing emissions from transportation sources and the City of Agoura Hills General Plan 2035 goals and policies related to creating a transportation system that serves all modes of travel, reducing reliance on single-occupancy vehicle

travel through the provision of alternative travel modes, enhancing bicycle facilities, and decreasing GHG emissions through a reduction in VMT. Impacts related to a conflict with local or regional land use plans or policies would remain less than significant under Alternative 3 and would be generally similar as compared to the proposed project.

The temporary presence of construction equipment on local roadways and the potential for lane closures under Alternative 3 could temporarily increase hazards due to geometric design features or incompatible uses, and could temporarily block access to roadways that are currently used by emergency response vehicles. Similar to the proposed Project, a construction traffic control plan would be prepared and implemented in accordance with the MUTCD should construction within the roadway or should temporary lane closures occur. Therefore, construction impacts related transportation hazards, incompatible uses, and emergency access would remain less than significant under Alternative 3 and would be generally similar as compared to the proposed Project.

All bicycle facilities proposed under Alternative 3 would be designed in adherence with the Caltrans Highway Design Manual Chapter 1000 and would undergo design review prior to approval to ensure the appropriate standards are met. Therefore, operational impacts related transportation hazards and incompatible uses would remain less than significant and would be generally similar as compared to the proposed Project.

Alternative 3 would exclude construction of Class I facilities and Class IV facilities; the operation of both Class I facilities and Class IV facilities would consist of bicycle and pedestrian travel along a shared use path away from or along physically separated from existing roadway ROWs. Class II and Class III facilities constructed under Alternative 3 would be implemented within existing roadway ROWs with no physical barriers. Therefore, although operational impacts related to emergency access would remain less than significant, this impact would be reduced under Alternative 3.

Alternative 3 would be considered an active transportation project that would generally reduce VMT. Therefore, Alternative 3 would be presumed to cause a less-than-significant impact on transportation, similar to the proposed Project.

Overall, impacts to transportation would remain less than significant under Alternative 3 but would be reduced as compared to the proposed Project .

I. Tribal Cultural Resources

The proposed Project would result in less than significant impacts to tribal cultural resources, as no tribal cultural resources were identified during the City's required AB 52 and SB 18 consultation processes. Given that there are no known tribal cultural resources within the Project area for Alternative 3, which would encompass all of the City of Agoura Hills, Alternative 3 would result in less than significant impacts to tribal cultural resources, similar to the proposed Project.

6.5 Environmentally Superior Alternative

CEQA requires the identification of an environmentally superior alternative among the alternatives evaluated in a EIR. State CEQA Guidelines Section 15126.6(e)(2) provides that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

This discussion identifies the environmentally superior alternative by assessing the degree to which each alternative avoids or minimizes environmental impacts. In some cases, an alternative will avoid

or minimize one or more impacts identified for the proposed project but then introduce one or more new impacts. Therefore, selection of the environmentally superior alternative requires an overall assessment of the changes in the number and type of significant impacts.

The State CEQA Guidelines do not define a specific methodology for determining the environmentally superior alternative. For the purposes of this analysis, the Project alternatives have been compared within each issue area to the proposed Project, and a determination has been made as to whether the potential environmental effects of each alternative would be reduced, increased, or is similar in comparison to the proposed project (refer to Table 6-2). For the purpose of this PEIR, each impact is equally weighted. Decision makers and the community in general may choose to emphasize one issue or another, which could lead to differing conclusions regarding environmental superiority.

The No Project Alternative would result in the fewest adverse environmental effects when compared to existing conditions because no construction activities would occur; therefore the No Project Alternative would be considered environmentally superior. However, the No Project Alternative would not fulfill any Project objectives.

As stated above, State CEQA Guidelines Section 15126.6(e)(2) provides that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. The environmentally superior alternative among the other alternatives would be Alternative 3 (Only Class II and Class III Facilities). Due to Alternative 3's reduced construction footprint, Alternative 3 would have less potential than the proposed Project and Alternative 2 (Project Minus Medea Creek Path and Agoura High School Connection) to result in impacts related to aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and transportation.

Alternative 3 would not meet the following Project objectives to the same extent as the proposed Project, as it would only include the Class II and Class III facilities:

- Increase transportation choices by providing viable alternatives to driving and improved equity to include all bikers, those who choose not to drive and those who cannot drive.
- Improve accessibility through local and regional connectivity. Local connections include residential communities, schools, commercial centers, and parks whereas regional connections include the surrounding communities and recreational trail network.
- Improve safety by providing separate biking facilities, reducing bicycle collisions, creating greater visibility for bikers, and raising awareness to both bicyclists and road users.
- Improve the public health by creating facilities that allow for more biking.
- Enhance sustainability and environmental benefits by reducing air pollution, greenhouse gas emissions, and noise pollution.
- Provide a mechanism for developers to mitigate VMT impacts from development projects.

Alternative 2 would not meet the following Project objective, as it would not result in the implementation of the Minus Medea Creek Path and Agoura High School Connection facilities:

- Enhance community character by constructing bicycle facilities near areas of high scenic value, such as along greenbelts or near surface waters.

Table 6-2 Impact Comparison of Alternatives

Issue	Proposed Project Impact Classification	Alternative 1: No Project Alternative	Alternative 2: Project Minus Medea Creek Path and Agoura High School Connection	Alternative 3: Only Class II and Class III Facilities
Aesthetics	LTS	NI +	LTS +	LTS +
Air Quality	LTS	NI +	LTS +	LTS +
Biological Resources	LTSM	NI +	LTSM +	LTSM +
Cultural Resources	SU	NI +	SU +	SU +
Geology and Soils	LTSM	NI +	LTSM +	LTSM +
Hazards and Hazardous Materials	LTSM	NI +	LTSM +	LTS +
Hydrology and Water Quality	LTS	NI +	LTS +	LTS +
Land Use and Planning	LTS	NI +	LTS =	LTS =
Noise	LTSM	NI +	LTSM +	LTSM +
Recreation	LTS	NI +	LTS =	LTS =
Transportation	LTS	NI +	LTS +	LTS +
Tribal Cultural Resources	LTS	NI +	LTS =	LTS =

NI: No Impact
LTS: Less than Significant Impact
LTSM: Less than Significant Impact with Mitigation Incorporated
SU: Significant and Unavoidable Impact

+ Superior to the proposed project (reduced impact)
- Inferior to the proposed project (increased impact)
= Similar impact to the proposed project

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7 References

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Appendix A

Notice of Preparation and Comments Received

THIS NOTICE WAS POSTED

ON January 17 2025

UNTIL February 18 2025

REGISTRAR – RECORDER/COUNTY CLERK

CITY OF AGOURA HILLS

2025 011592

FILED
Jan 17 2025

Dean C. Logan, Registrar – Recorder/County Clerk

Electronically stored by COURTNEY MAFFITT

To: State Clearinghouse, Responsible Agencies, Trustee Agencies, and Interested Parties and Organizations

From: City of Agoura Hills
30001 Ladyface Court
Agoura Hills. CA 91301

Date: January 13, 2025

CITY OF AGOURA HILLS
NOTICE OF PREPARATION (NOP) OF A PROGRAMMATIC ENVIRONMENTAL IMPACT REPORT FOR THE BICYCLE MASTER PLAN

The City of Agoura Hills will be the Lead Agency and will prepare a Programmatic Environmental Impact Report (PEIR) pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970," as amended to date.

PROJECT LOCATION: The City of Agoura Hills is located in western Los Angeles County near the southeastern edge of Ventura County. Agoura Hills is bordered by the City of Westlake Village to the west, the City of Thousand Oaks to the northwest, the unincorporated community of Oak Park (Ventura County) to the north, the City of 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 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. The Planning Area for the Bicycle Master Plan (BMP) includes the existing City boundaries (approximately 7.86 square miles). Specific improvements within the BMP would be located in the areas depicted in Figure 1.

PROJECT DESCRIPTION: The proposed project includes the following components:

1. *Bicycle Master Plan (BMP).* The BMP proposes 30.1 miles of new bikeways and bikeway improvements to build upon the city's existing 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes. The BMP aims to create a network of diverse bike corridors, as well as support facilities and programs to link local and regional destinations and make biking more practical and desirable for a broader range of people. The City seeks to prioritize implementation of two projects within the BMP: the Medea Creek Path (Path), a two-mile bicycle path along the Medea Creek Channel, and the Agoura High School Connection (Connection), a 0.35-mile bicycle path connecting two intersections adjacent to Agoura High School.
2. *VMT Mitigation Exchange and Banking Program (Program).* The Program would establish a mitigation opportunity for projects exceeding the vehicle miles traveled (VMT) threshold by allowing a developer or project proponent to purchase VMT

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Electronically signed by CORTNEY MAFFITT

reduction credits, which would in turn be used to fund the implementation of bicycle improvement projects identified within the BMP.

3. *General Plan Amendments (Amendments).* To ensure the city's General Plan is consistent with the Bicycle Master Plan, the project would amend the existing General Plan Infrastructure and Community Services Element.

DRAFT ENVIRONMENTAL DOCUMENT: The City of Agoura Hills will prepare a programmatic environmental document evaluating the potential environmental effects of the proposed project. Pursuant to CEQA Section 15168, a Program EIR (PEIR) will be prepared for the Bicycle Master Plan Project. The PEIR will evaluate the potentially significant environmental impacts of the project, will propose feasible mitigation measures that may lessen or avoid such impacts, and will analyze alternatives that could reduce potential environmental impacts. It is anticipated the EIR will evaluate potentially significant environmental effects related to the following environmental issues:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance

In addition, the EIR will include a discussion of other topics required by CEQA, including cumulative impacts, project alternatives, growth-inducing effects, and significant irreversible effects.

PUBLIC SCOPING PERIOD: The City would like to know the views of all interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, and trustee agencies as to the scope and content of the environmental information to be included in the PEIR that is germane to your agency's statutory responsibilities (CEQA Section 21080.4 and CEQA Guidelines Section 15082). Your agency may need to use the PEIR when considering a permit or other approval for the individual projects included therein. Due to the time limits mandated by CEQA Section 15082(b), all formal comments on the NOP shall be submitted in writing via e-mail or U.S. mail no later than 30 days from the date of receipt of the NOP by U.S. certified mail, or, if not

received via U.S. certified mail, no later than 5:00 PM on February 17, 2025[1]. When responding, provide the name and contact information for your agency's staff contact.

Please send your response to the following:

Charmaine Yambao, PE
Senior Civil Engineer, Public Works
30001 Ladyface Court
Agoura Hills, CA 93101

Responses may also be e-mailed to cyambao@agourahillscity.org. Questions may be directed to this e-mail address, or (818) 597-7360.

A public scoping meeting per CEQA Guidelines Section 15082 is also scheduled. Please see the public meeting notice, attached to this NOP, for further information.

Ch. Yb

Charmaine Yambao, PE, Senior Civil Engineer Date: January 13, 2025

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Jan 17 2025
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[1] The NOP was formally filed with the State Clearinghouse on January 13, 2025, indicating that the scoping period would end on February 13, 2025. As the NOP will be filed with the Los Angeles County Clerk on January 17, 2025, the scoping period has been extended to end on February 17, 2025.

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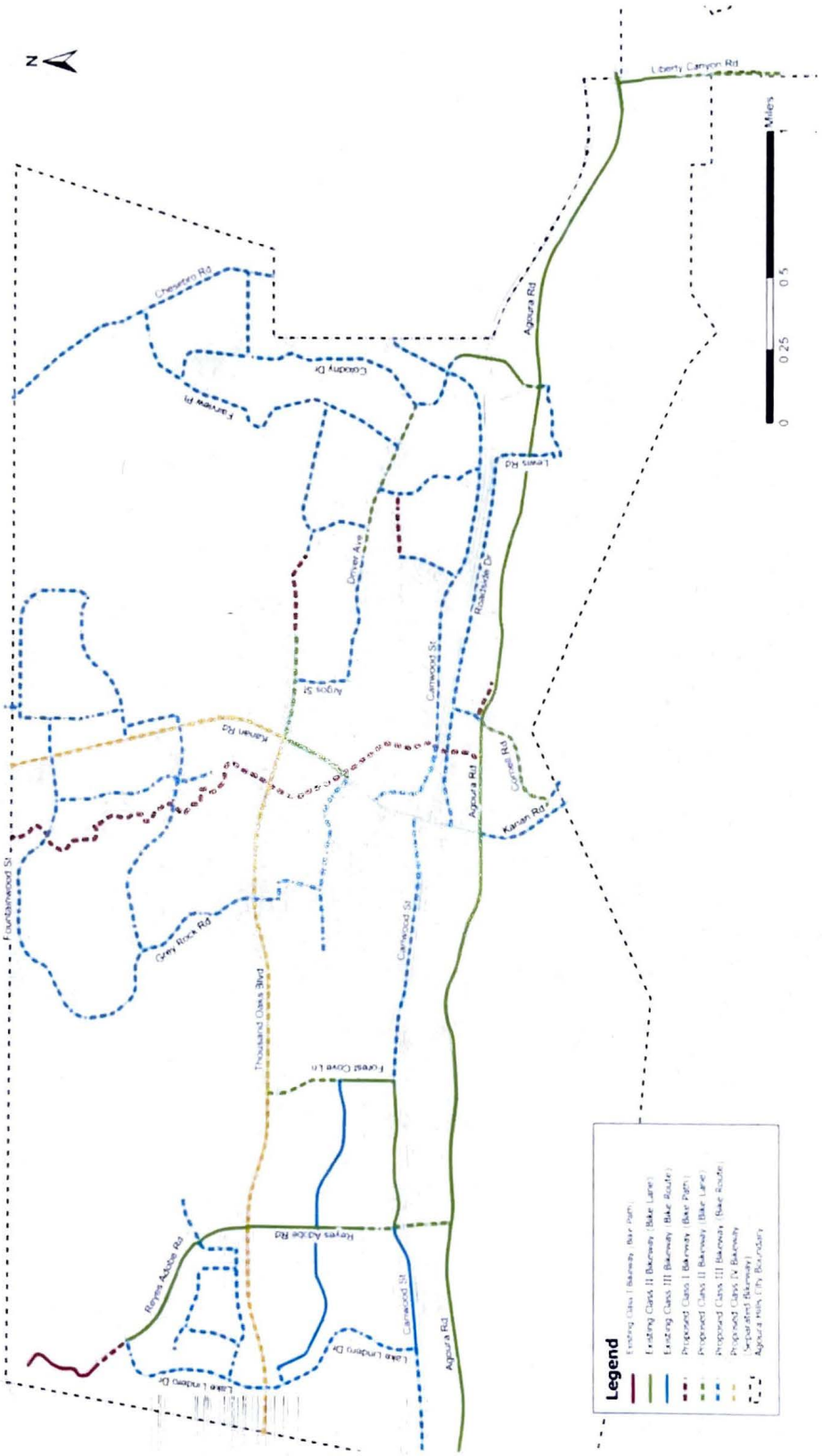


Figure 1 Project Location

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

January 27, 2025

Charmaine Yambao
City of Agoura Hills
30001 Ladyface Court
Agoura Hills, California 93101
cyambao@agourahillscity.org

SUBJECT: NOTICE OF PREPARATION OF A PROGRAMMATIC ENVIRONMENTAL IMPACT REPORT FOR THE BICYCLE MASTER PLAN PROJECT, SCH NO. 2025010338, LOS ANGELES COUNTY, CA

Dear Charmaine Yambao:

The California Department of Fish and Wildlife (CDFW) reviewed the Notice of Preparation (NOP) of a Programmatic Environmental Impact Report (PEIR) from the City of Agoura Hills (City) for the Bicycle Master Plan (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines[1].

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Fish & G. Code, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

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CDFW may also act as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law[2] of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.) or the Native Plant Protection Act (NPPA; Fish & G. Code, §1900 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

Proponent: City of Agoura Hills (City)

Objective: The objective of the Project is to create a network of bike corridors, as well as support facilities and programs to link local and regional destinations and make biking more practical and desirable for a broader range of people. Components of the proposed Project include the Bicycle Master Plan, the Vehicle Miles Traveled Mitigation Exchange and Banking Program, and General Plan Amendments. The Bicycle Master Plan proposes 30.1 miles of new bikeways to build upon the City's existing 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes. The Medea Creek Path, a two-mile bicycle path along Medea Creek Channel, and the Agoura High School Connection, a 0.35-mile bicycle path connecting two intersections adjacent to Agoura High School, are prioritized for implementation.

Location: The Planning Area for the Project includes the existing City boundaries (approximately 7.86 square miles). The City is located in western Los Angeles County near the southeastern edge of Ventura County. It is bordered by the City of Westlake Village to the west, the City of Thousand Oaks to the northwest, the unincorporated community of Oak Park (Ventura County) to the north, the City of Calabasas and unincorporated areas of Los Angeles County to the east, and unincorporated areas of Los Angeles County to the south.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources.

[2] "Take" is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill."

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General Comments

1) Disclosure. The PEIR should provide an adequate, complete, and detailed disclosure about the effects which a proposed project is likely to have on the environment (Pub. Resources Code, § 20161; CEQA Guidelines, § 15151). Such disclosure is necessary so CDFW may provide comments on the adequacy of proposed avoidance, minimization, or mitigation measures, as well as assess the significance of the specific impact relative to plant and wildlife species impacted (e.g., current range, distribution, population trends, and connectivity).

2) Project Description and Alternatives. To enable adequate review and comment on the proposed Project from the standpoint of the protection of fish, wildlife, and plants, CDFW recommends the following information be included in the PEIR.

   a. A complete discussion of the purpose and need for, and description of the proposed Project.

   b. A range of feasible alternatives to the Project location to avoid or otherwise minimize direct and indirect impacts on sensitive biological resources and wildlife movement areas. CDFW recommends the City select Project designs and alternatives that would avoid or otherwise minimize direct and indirect impacts on biological resources. CDFW also recommends the City consider establishing appropriate setbacks from sensitive and special status biological resources. Setbacks should not be impacted by ground disturbance or hydrological changes from any future Project-related construction, activities, maintenance, and development. As a general rule, CDFW recommends reducing or clustering a development footprint to retain unobstructed spaces for vegetation and wildlife and provide connections for wildlife between properties and minimize obstacles to open space.

   c. Project alternatives should be thoroughly evaluated, even if an alternative would impede, to some degree, the attainment of the Project objectives or would be more costly (CEQA Guidelines, § 15126.6). The PEIR shall include sufficient information about each alternative to allow meaningful evaluation, public participation, analysis, and comparison with the proposed Project (CEQA Guidelines, § 15126.6).

   d. Where the Project may impact aquatic and riparian resources, CDFW recommends the City select Project designs and alternatives that would fully avoid impacts to such resources. CDFW also recommends an alternative that would not impede, alter, or otherwise modify existing surface flow, watercourse and meander, and water-dependent ecosystems and natural communities. Project designs should consider elevated crossings to avoid channelizing or narrowing of watercourses. Any modifications to a river, creek, or stream may

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cause or magnify upstream bank erosion, channel incision, and drop in water level, which may cause the watercourse to alter its course of flow.

3) Biological Baseline Assessment. An adequate biological resources assessment should provide a complete assessment and impact analysis of the flora and fauna within and adjacent to the Project site and where the Project may result in ground disturbance. The assessment and analysis should place emphasis on identifying endangered, threatened, rare, and sensitive species; regionally and locally unique species; and sensitive habitats. An impact analysis will aid in determining the Project's potential direct, indirect, and cumulative biological impacts, as well as specific mitigation or avoidance measures necessary to offset those impacts. CDFW also considers impacts to Species of Special Concern (SSC) a significant direct and cumulative adverse effect without implementing appropriate avoidance and/or mitigation measures. The DEIR should include the following information.

   a. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines, § 15125(c)). The DEIR should include measures to fully avoid and otherwise protect Sensitive Natural Communities. CDFW considers Sensitive Natural Communities as threatened habitats having both regional and local significance. Natural communities, alliances, and associations with a State-wide rarity ranking of S1, S2, and S3 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by visiting the Vegetation Classification and Mapping Program - Natural Communities webpage[3].

   b. A thorough, recent, floristic-based assessment of special status plants and natural communities following CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities*[4]. Botanical field surveys should be comprehensive over the entire Project site, including areas that will be directly or indirectly impacted by the Project. Adjoining properties should also be surveyed where direct or indirect Project effects could occur, such as those from fuel modification, herbicide application, invasive species, and altered hydrology. Botanical field surveys should be conducted in the field at the times of year when plants will be both evident and identifiable. Usually, this is during flowering or fruiting. Botanical field survey visits should be spaced throughout the growing season to accurately determine what plants exist in the Project site. This usually involves multiple visits to the Project site (e.g., in early, mid, and late season) to capture the floristic diversity at a level necessary to determine if special status plants are present.

[3] https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities
[4] https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline

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c. Floristic alliance- and/or association-based mapping and vegetation impact assessments conducted in the Project site and within adjacent areas. The Manual of California Vegetation[5], second edition, (Sawyer, Keeler-Wolf, & Evens, 2009) should also be used to inform this mapping and assessment. Adjoining habitat areas should be included in this assessment where the Project's construction and activities could lead to direct or indirect impacts offsite.

d. A complete and recent assessment of the biological resources associated with each habitat type in the Project site and within adjacent areas. A full literature review includes but is not limited to CDFW's California Natural Diversity Database[6] (CNDDB). The CNDDB should be accessed to obtain current information on any previously reported sensitive species and habitat. An assessment should include a minimum nine-quadrangle search of the CNDDB to determine a list of species potentially present in the Project site. A nine-quadrangle search should be provided in the Project's CEQA document for adequate disclosure of the Project's potential impact on biological resources.

e. A complete, recent, assessment of endangered, rare, or threatened species and other sensitive species within the Project site and adjacent areas, including SSC and California Fully Protected Species (Fish & G. Code, §§ 3511, 4700, 5050, and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare, or threatened species (CEQA Guidelines, § 15380). Seasonal variations in use of the Project site should also be addressed such as wintering, roosting, nesting, and foraging habitat. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, may be required if suitable habitat is present. See CDFW's Survey and Monitoring Protocols and Guidelines[7] for established survey protocol. Acceptable species-specific survey procedures may be developed in consultation with CDFW and U.S. Fish and Wildlife Service.

f. A recent wildlife and rare plant survey. A lack of records in the CNDDB does not mean that rare, threatened, or endangered plants and wildlife do not occur. Field verification for the presence or absence of sensitive species is necessary to provide a complete biological assessment for adequate CEQA review (CEQA Guidelines, § 15003(i)). CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if Project implementation build out could occur over a protracted time frame or in phases.

[5] https://vegetation.cnps.org/
[6] https://wildlife.ca.gov/Data/CNDDB
[7] https://wildlife.ca.gov/conservation/survey-protocols

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4) Direct and Indirect Impacts on Biological Resources. The PEIR should provide a thorough discussion of direct and indirect impacts expected to affect biological resources with specific measures to offset such impacts. The PEIR should address the following.

   a. A discussion of potential impacts from lighting, noise, temporary and permanent human activity, and exotic species, and identification of any mitigation measures. A discussion regarding Project-related indirect impacts on biological resources. These include resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a Natural Community Conservation Plan (Fish & G. Code, § 2800 et. seq.)).

   b. A discussion of both the short-term and long-term effects of the Project on species population distribution and concentration, as well as alterations of the ecosystem supporting those species impacted (CEQA Guidelines, § 15126.2(a)).

   c. Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in areas adjacent to the Project, should be fully analyzed and discussed in the PEIR.

   d. A discussion of post-Project fate of drainage patterns, surface flows, and soil erosion and/or sedimentation in streams and water bodies. The discussion should also address the potential water extraction activities and the potential resulting impacts on habitat supported by the groundwater. Measures to mitigate such impacts should be included.

   e. An analysis of impacts from proposed changes to land use designations and zoning, and existing land use designation and zoning located nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the PEIR.

5) Cumulative Impact. Cumulative impacts on biological resources can result from collectively significant projects which are individually insignificant. The Project, when considered collectively with prior, concurrent, and probable future projects, may have a significant cumulative effect on biological resources. The Project may have the potential to substantially reduce the number or restrict the range of endangered, rare, or threatened species. Species that may be impacted by the Project include, but are not limited to, the biological resources described in this letter.

   Accordingly, CDFW recommends the PEIR evaluate the Project's potential cumulative impacts on biological resources. The Project may have a "significant effect on the environment" if the possible effects of the Project are individually

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limited but cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (Pub. Resources Code, § 21083(b)). The City’s conclusions regarding the significance of the Project’s cumulative impact should be justified and supported by evidence to make those conclusions. Specifically, if the City concludes that the Project would not result in cumulative impacts on biological resources, the City, “shall identify facts and analysis supporting the Lead Agency’s conclusion that the cumulative impact is less than significant” (CEQA Guidelines section § 15130(a)(2)).

6) Nesting Birds. To avoid impacts to nesting birds, CDFW recommends that clearing of vegetation occur outside of the peak avian breeding season, which general runs from February 1 through September 1 (as early as January 1 for some raptors). If Project construction is necessary during the bird breeding season, a qualified biologist with experience in conducting breeding bird surveys should conduct a nesting bird survey within three days prior to work in the area. If an active nest is identified, a buffer shall be established between the construction activities and the nest so that nesting activities are not interrupted. For the given Project site, CDFW generally recommends a 100-foot buffer from common avian species, 300 feet for listed or highly sensitive, and 500 feet for raptors. The buffer should be delineated by temporary fencing and remain in effect as long as construction is occurring. No Project construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the Project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

7) Mitigation Measures. Public agencies have a duty under CEQA to prevent significant, avoidable damage to the environment by requiring changes in a project through the use of feasible alternatives or mitigation measures (CEQA Guidelines, §§ 15002(a)(3), 15021). Pursuant to CEQA Guidelines section 15126.4, an environmental document shall describe feasible measures which could mitigate impacts below a significant level under CEQA. Mitigation measures must be feasible, effective, implementable, and fully enforceable/imposed by the lead agency through permit conditions, agreements, or other legally binding instruments (Pub. Resources Code, § 21081.6(b); CEQA Guidelines, § 15126.4).

   a. The DEIR should provide mitigation measures that are specific and detailed (i.e., responsible party, timing, specific actions, location) in order for a mitigation measure to be fully enforceable and implemented successfully via a mitigation monitoring and/or reporting program (Pub. Resources Code, § 21081.6; CEQA Guidelines, § 15097).

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b. If a proposed mitigation measure would cause one or more significant effects, in addition to impacts caused by the proposed Project, the DEIR should include a discussion of the effects of proposed mitigation measures (CEQA Guidelines, § 15126.4(a)(1)). In that regard, the DEIR should provide an adequate, complete, and detailed disclosure about the Project's proposed mitigation measure(s). Adequate disclosure is necessary so CDFW may assess the potential impacts of proposed mitigation measures.

8) Compensatory Mitigation. The PEIR should include compensatory mitigation measures for the Project's significant impacts (direct and/or through habitat modification) to sensitive and special status plants, animals, and habitats. Mitigation measures should emphasize avoidance and minimization of Project-related impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore inadequate to mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity with a conservation easement and financial assurance and dedicated to a qualified entity for long-term management and monitoring.

9) Long-term Management of Mitigation Lands. For proposed mitigation lands, the PEIR should include measures to protect the targeted habitat values in perpetuity. The mitigation should offset Project-induced qualitative and quantitative losses of biological resources. Issues that should be addressed include (but are not limited to) restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, and increased human intrusion. An appropriate endowment should be set aside to provide for long-term management of mitigation lands.

10) CESA. CDFW considers adverse impacts to a species protected by CESA to be significant. Take of any endangered, threatened, candidate species, or NPPA-listed plant species that results from the Project is prohibited, except as authorized by state law (Fish & G. Code §§ 2080, 2085; Cal. Code Regs., tit. 14, §786.9). Consequently, if the Project or any Project-related activity will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, CDFW recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project. Appropriate authorization from CDFW may include an Incidental Take Permit (ITP) or a consistency determination in certain circumstances, among other options (Fish & G. Code, §§ 2080.1, 2081, subds. (b) and (c)). Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required to obtain a CESA Permit.

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To ensure CDFW will be able to use the City's CEQA document for the issuance of an ITP, the PEIR should address all Project impacts to CESA-listed species and specify a mitigation, monitoring, and reporting program that will meet the requirements of an ITP.

11) Translocation/Salvage of Plants and Animal Species. Translocation and transplantation is the process of removing plants and wildlife from one location and permanently moving it to a new location. CDFW generally does not support the use of translocation or transplantation as the primary mitigation strategy for unavoidable impacts to endangered, rare, or threatened plants and animals. These efforts are experimental, and the outcome is unreliable. CDFW has found that permanent preservation and management of habitat capable of supporting these species is often a more effective long-term strategy for conserving plants and animals and their habitats.

12) Scientific Collecting Permit. A Scientific Collecting Permit would be necessary if there is a plan to capture and relocate wildlife. Pursuant to the California Code of Regulations, title 14, section 650, qualified biologist(s) must obtain appropriate handling permits to capture, temporarily possess, and relocated wildlife to avoid harm or mortality in connection with Project-related activities. CDFW has the authority to issue permits for the take or possession of wildlife, including mammals; birds, nests, and eggs; reptiles, amphibians, fish, plants; and invertebrates (Fish & G. Code, §§ 1002, 1002.5, 1003). A Scientific Collecting Permit is required to monitor project impacts on wildlife resources, as required by environmental documents, permits, or other legal authorizations; and, to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with otherwise lawful activities (Cal. Code Regs., tit. 14, § 650). For more information, please see CDFW's Scientific Collecting Permit webpage[8].

13) Lake and Streambed Alteration. CDFW has regulatory authority over activities in streams that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of any river, stream, or lake or use material from a river, stream, or lake. For any such activities, the Project applicant (or "entity") must provide written notification to CDFW pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, CDFW determines whether a Lake and Streambed Alteration Agreement (LSAA) with the applicant is required prior to conducting the proposed activities. CDFW's issuance of a LSAA for a project that is subject to CEQA will require CEQA compliance actions by CDFW as a Responsible Agency. CDFW recommends that the City assess whether notification is appropriate. A Notification

[8] https://wildlife.ca.gov/Licensing/Scientific-Collecting

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package for a LSAA may be obtained by accessing CDFW's Lake and Streambed Alteration Program website[9].

14) Wetland Resources. CDFW, as described in Fish and Game Code section 703(a), is guided by the Fish and Game Commission's (Commission) policies[10]. Through its Wetlands Resources policy, the Commission "…seek[s] to provide for the protection, preservation, restoration, enhancement, and expansion of wetland habitat in California" (California Fish and Game Commission, 2005). It is the policy of the Commission to strongly discourage development in or conversion of wetlands. It opposes, consistent with its legal authority, any development or conversion that would result in a reduction of wetland acreage or wetland habitat values. To that end, the Commission opposes wetland development proposals unless, at a minimum, project mitigation assures there will be 'no net loss' of either wetland habitat values or acreage. The Commission strongly prefers mitigation which would achieve expansion of wetland acreage and enhancement of wetland habitat values."

    a. The Wetlands Resources policy provides a framework for maintaining wetland resources and establishes mitigation guidance. CDFW encourages avoidance of wetland resources as a primary mitigation measure and discourages the development or type conversion of wetlands to uplands. CDFW encourages activities that would avoid the reduction of wetland acreage, function, or habitat values. Once avoidance and minimization measures have been exhausted, a project should include mitigation measures to assure a "no net loss" of either wetland habitat values, or acreage, for unavoidable impacts to wetland resources. Conversions include, but are not limited to, conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether ephemeral, intermittent, or perennial, should be retained and provided with substantial setbacks, which preserve the riparian and aquatic values and functions benefiting local and transient wildlife populations. CDFW recommends mitigation measures to compensate for unavoidable impacts be included in the DEIR and these measures should compensate for the loss of function and value.

    b. The Fish and Game Commission's Water policy guides CDFW on the quantity and quality of the waters of this State that should be apportioned and maintained respectively so as to produce and sustain maximum numbers of fish and wildlife; to provide maximum protection and enhancement of fish and wildlife and their habitat; encourage and support programs to maintain or restore a high quality of the waters of this State; prevent the degradation thereof caused by pollution and contamination; and, endeavor to keep as much water as possible open and

[9] http://www.wildlife.ca.gov/Conservation/LSA
[10] https://fgc.ca.gov/About/Policies/Miscellaneous

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accessible to the public for the use and enjoyment of fish and wildlife. CDFW recommends avoidance of water practices and structures that use excessive amounts of water, and minimization of impacts that negatively affect water quality, to the extent feasible (Fish & G. Code, § 5650).

15) Use of Native Plants and Trees. CDFW recommends the City require the Project Applicant to provide a native plant palette for the Project. The Project's landscaping plan should be disclosed and evaluated in the PEIR for potential impacts on biological resources such as natural communities adjacent to the Project site (e.g., introducing non-native, invasive species). CDFW supports the use of native plants for the Project especially considering the Project's location adjacent to protected open space and natural areas. CDFW strongly recommends avoiding non-native, invasive species for landscaping and restoration, particularly any species listed as 'Moderate' or 'High' by the California Invasive Plant Council[11] CDFW supports the use of native species found in naturally occurring plant communities within or adjacent to the Project site. In addition, CDFW supports planting species of trees, such as oaks (Quercus genus), and understory vegetation (e.g., ground cover, subshrubs, and shrubs) that create habitat and provide a food source for birds. CDFW recommends retaining any standing, dead, or dying tree (snags) where possible because snags provide perching and nesting habitat for birds and raptors. Finally, CDFW supports planting species of vegetation with high insect and pollinator value.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNDDB website[12] provides direction regarding the types of information that should be reported and allows on-line submittal of field survey forms.

In addition, information on special status native plant populations and sensitive natural communities, should be submitted to CDFW's Vegetation Classification and Mapping Program using the Combined Rapid Assessment and Relevé Form[13].

The City should ensure data collected for the preparation of the PEIR is properly submitted.

[11] https://www.cal-ipc.org/plants/inventory/
[12] https://wildlife.ca.gov/Data/CNDDB
[13] https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities/Submit

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FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP to assist the City in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to Kelly Fisher[14], Environmental Scientist.

Sincerely,

DocuSigned by:
5991E19EF8094C3...
Victoria Tang
Environmental Program Manager
South Coast Region

ec: California Department of Fish and Wildlife
Victoria Tang
Jennifer Turner
Kelly Fisher

Office of Planning and Research
State.Clearinghouse@opr.ca.gov

REFERENCES

Sawyer, J. O., Keeler-Wolf, T., & Evens, J. M. (2009). *A Manual of California Vegetation* (Second ed.). Sacramento, CA: California Native Plant Society. Retrieved from https://vegetation.cnps.org/

[14] Phone: 858-354-5083; Email: kelly.fisher@wildlife.ca.gov

CITY of CALABASAS

January 27, 2025

Charmaine Yambao, PE
Senior Civil Engineer, Public Works
30001 Ladyface Court
Agoura Hills, CA 91301

Subject: Notice of Preparation (NOP) of a Programmatic Environmental Impact Report for the Bicycle Master Plan.

Dear Ms. Yambao,

The City of Calabasas is in receipt of your Notice of Public Scoping Meeting regarding the City of Agoura Hills Bicycle Master Plan scheduled for February 6, 2025 at the City of Agoura Hills Council Chambers. The City would like to forward the following comments relative to the Programmatic Environmental Impact Report:

- The City of Calabasas is interested in the availability and connectivity of safe bicycle infrastructure across the Conejo Valley to provide alternative transportation choices and recreational opportunities. We would like to be invited to any public project meetings related to the project or the environmental document.

- Please provide copies of the draft Bicycle Master Plan and the draft environmental document for our review when available.

Thank you for the opportunity to comment on the PEIR. Please direct future correspondence, meeting invitations, and future plan coordination opportunities to Tra'a Bezdecny in the City's Public Works Department. She may be contacted at (818) 224-1673 (direct line), or at tbezdecny@cityofcalabasas.com (email).

100 Civic Center Way
Calabasas, CA 91302
(818) 224-1600

Sincerely,



Michael Klein, AICP
Community Development Director
(818) 224-1701
mklein@cityofcalabasas.com

VENTURA COUNTY
AIR POLLUTION
CONTROL DISTRICT

ALI REZA GHASEMI, PE
Air Pollution Control Officer
4567 Telephone Road, 2nd Floor | Ventura, CA 93003
Phone: 805.303.4005 | Fax: 805.456.7797

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: Charmaine Yambao, Public Works DATE: February 10, 2025

FROM: Nicole Collazo, Air Quality Specialist, Planning Division NC

SUBJECT: Notice of Preparation of a Draf Environmental Impact Report for City of Agoura Hills Bicycle Master Plan (RMA 25-003)

Ventura County Air Pollution Control District (APCD) staff has reviewed the subject Notice of Preparation (NOP) for the draft environmental impact report (DEIR), which will analyze the environmental impacts of the construction of 30.1 miles of new bikeways and bikeway improvements to build upon the city's existing 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes. The BMP aims to create a network of diverse bike corridors, as well as support facilities and programs to link local and regional destinations and make biking more practical and desirable for a broader range of people. The Lead Agency is the City of Agoura Hills within Los Angeles County.

APCD has the following comments regarding the project's NOP.

NOP Comments

1) Due to the proximity of the project to the City of Thousand Oaks residential neighborhoods and unincorporated Oak Park residential areas, please consider the potential for fugitive dust generated from grading/construction activities in constructing bike paths near these areas in the project DEIR's Air Quality Section and what measures will be taken to ensure impacts remain low, including the potential for compliance-driven violations of VCAPCD Rules 50, *Opacity*, Rule 51, *Nuisance*, and Rule 55, *Fugitive Dust*.

Thank you for the opportunity to comment on the NOP. If you have any questions, you may contact me at nicole@vcapcd.org.

COUNTY of VENTURA

RESOURCE MANAGEMENT AGENCY
DAVE WARD
Planning Director

SUSAN CURTIS
Assistant Planning Director

February 11, 2025

Charmaine Yambao
City of Agoura Hills
30001 Ladyface Court
Agoura Hills, CA 93101

Sent via email: cyambao@agourahillscity.org

SUBJECT: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) of a Bicycle Master Plan

Dear Charmaine,

Thank you for providing the County of Ventura Planning Division with the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) of a Bicycle Master Plan.

The Bicycle Master Plan includes:

- A Bicycle Master Plan that proposed 30.1 miles of new bikeways and bikeway improvements to create a network of diverse bike corridors and make biking more practical and desirable;
- Vehicle Miles Traveled (VMT) Mitigation Exchange and Banking Program that would establish a mitigation program for developers to purchase VMT reduction credits that would fund the bicycle plan improvements; and,
- General Plan Amendments to the Infrastructure and Community Services Element for consistency with the Bicycle Master Plan.

Ventura County General Plan

The County's General Plan recognizes the importance of a circulation, transportation, and mobility (CTM) network that reduces greenhouse gas emissions, promotes active transportations, and increases roadway safety. The following General Plan Goals and Policies support a regional mobility plan that encourages alternative modes of transportation:

Goal: Regional Multimodal System (CTM-2): To facilitate the safe, efficient, and cost-effective movement of all users, including bicyclists, pedestrians, public transportation riders, children, older people, and disabled people, as well as motorists through the provision of an integrated multimodal system.

Policy: Countywide Bicycle Land and Trail System (CTM-2.12): The County shall coordinate with cities in the county and Ventura County Transportation Commission (VCTC) to plan and implement a system of bicycle lanes and multi-use trails that link the cities, unincorporated communities, schools including colleges and universities,

commercial/retail, employment centers, health care service facilities, public transportation, and other points of interest.

Goal: Regional Multimodal System (CTM-3): To develop an accessible and interconnected bicycle network that addresses resident and visitor needs for commuting, daily activities, and recreation.

Policy: Interjurisdictional Bicycle Network Connectivity (CTM-3.4): The County shall promote bicycle network connectivity between Ventura County communities as well as Santa Barbara and Los Angeles Counties.

Policy: Bicycle Network Routes and Wayfinding (CTM-3.8): The County shall use clear and consistent message and placement for on- and off-street regional bikeways and to regional destinations.

For the complete 2040 General Plan, please visit the Planning Division website at https://vcrma.org/divisions/planning/ventura-county-general-plan/.

Recommendations

The County's Ventura Public Works Agency oversees the Active Transportation Plan (2024) that identified 80 miles of bicycle facilities and several wayfinding routes. The City's Bicycle Master Plan proposes that the bicycle route along Kanan Road be upgraded to a Class IV separated bikeway, with a protected bike lane separate from vehicular traffic. Kanan Road connects to the unincorporated County community of Oak Park and the City's proposed improvements would benefit both City and County residents. The City's improvements along Kanan Road support the General Plan Policies CTM-2.12 and CTM-3.4.

The County portion of Kanan Road is currently a Class II bike lane, marked by striping and signage, and the County's Active Transportation Plan recommends that Kanan Road be upgraded to a Class IIB buffered bikeway. When City's improvements along Kanan Road begin, please contact the County to coordinate striping, signage, and wayfinding for bicyclists when there is a transition from a Class II to a Class IV bikeway or vice versa in accordance with Policy CTM-3.8.

As stated in Policy CTM-2.12, the County coordinates with the Ventura County Transportation Commission (VCTC) on maintaining and expanding bike land infrastructure. VCTC hosts an online map (https://www.goventura.org/getting-around/bike-map/) of the existing bike lanes in Ventura County. Please notify VCTC when the improvements along Kanan Road are completed so the online map can be updated which helps inform both city and county residents of their bike route planning.

If you have any questions about this letter, please contact Brittany Webber at Brittany.Webber@ventura.org or (805) 654-2469.

Sincerely,

Dave Ward, AICP
Planning Director

Appendix B

CalEEMod Modeling Outputs

Medea Creek Bike Path Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Medea Creek Bike Path
Construction Start Date	1/1/2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	9.80
Location	Agoura Hills, CA 91301, USA
County	Los Angeles-South Coast
City	Agoura Hills
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3813
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Road Construction	2.00	Mile	3.40	0.00	—	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.69	3.11	25.4	31.7	0.06	1.09	1.77	2.86	1.00	0.26	1.26	—	7,069	7,069	0.29	0.08	1.92	7,101
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.69	3.11	25.4	31.3	0.06	1.09	1.77	2.86	1.00	0.26	1.26	—	7,041	7,041	0.29	0.08	0.05	7,071
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.89	1.59	13.1	16.3	0.03	0.54	0.91	1.45	0.50	0.14	0.63	—	3,667	3,667	0.15	0.04	0.47	3,683
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.34	0.29	2.39	2.98	0.01	0.10	0.17	0.26	0.09	0.02	0.12	—	607	607	0.02	0.01	0.08	610

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.69	3.11	25.4	31.7	0.06	1.09	1.77	2.86	1.00	0.26	1.26	—	7,069	7,069	0.29	0.08	1.92	7,101

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	3.69	3.11	25.4	31.3	0.06	1.09	1.77	2.86	1.00	0.26	1.26	—	7,041	7,041	0.29	0.08	0.05	7,071
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.89	1.59	13.1	16.3	0.03	0.54	0.91	1.45	0.50	0.14	0.63	—	3,667	3,667	0.15	0.04	0.47	3,683
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.34	0.29	2.39	2.98	0.01	0.10	0.17	0.26	0.09	0.02	0.12	—	607	607	0.02	0.01	0.08	610

3. Construction Emissions Details

3.1. Linear, Grubbing & Land Clearing (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	0.37	3.22	3.48	< 0.005	0.19	—	0.19	0.17	—	0.17	—	490	490	0.02	< 0.005	—	492
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.03	0.03	0.22	0.24	< 0.005	0.01	—	0.01	0.01	—	0.01	—	33.6	33.6	< 0.005	< 0.005	—	33.7
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	< 0.005	0.04	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.56	5.56	< 0.005	< 0.005	—	5.58
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.05	0.07	0.83	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	193	193	0.01	0.01	0.02	195
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.4	13.4	< 0.005	< 0.005	0.02	13.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.22	2.22	< 0.005	< 0.005	< 0.005	2.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Linear, Grading & Excavation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.52	2.96	25.2	29.1	0.06	1.09	—	1.09	1.00	—	1.00	—	6,495	6,495	0.26	0.05	—	6,517
Dust From Material Movement	—	—	—	—	—	—	1.24	1.24	—	0.13	0.13	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.52	2.96	25.2	29.1	0.06	1.09	—	1.09	1.00	—	1.00	—	6,495	6,495	0.26	0.05	—	6,517
Dust From Material Movement	—	—	—	—	—	—	1.24	1.24	—	0.13	0.13	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.97	0.81	6.90	7.97	0.02	0.30	—	0.30	0.27	—	0.27	—	1,779	1,779	0.07	0.01	—	1,785
Dust From Material Movement	—	—	—	—	—	—	0.34	0.34	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.26	1.45	< 0.005	0.05	—	0.05	0.05	—	0.05	—	295	295	0.01	< 0.005	—	296
Dust From Material Movement	—	—	—	—	—	—	0.06	0.06	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.15	0.16	2.58	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	542	542	0.02	0.02	1.83	550
Vendor	< 0.005	< 0.005	0.03	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	31.2	31.2	< 0.005	< 0.005	0.08	32.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.15	0.17	2.20	0.00	0.00	0.52	0.52	0.00	0.12	0.12	—	514	514	0.02	0.02	0.05	520
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	31.2	31.2	< 0.005	< 0.005	< 0.005	32.6

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.63	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	143	143	0.01	0.01	0.22	145
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	8.54	8.54	< 0.005	< 0.005	0.01	8.93
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.12	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	23.6	23.6	< 0.005	< 0.005	0.04	24.0
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.41	1.41	< 0.005	< 0.005	< 0.005	1.48
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Linear, Drainage, Utilities, & Sub-Grade (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.85	2.39	21.2	23.3	0.05	0.83	—	0.83	0.76	—	0.76	—	5,693	5,693	0.23	0.05	—	5,712
Dust From Material Movement	—	—	—	—	—	—	1.03	1.03	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	2.85	2.39	21.2	23.3	0.05	0.83	—	0.83	0.76	—	0.76	—	5,693	5,693	0.23	0.05	—	5,712
Dust From Material Movement	—	—	—	—	—	—	1.03	1.03	—	0.11	0.11	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.69	0.58	5.10	5.62	0.01	0.20	—	0.20	0.18	—	0.18	—	1,372	1,372	0.06	0.01	—	1,377
Dust From Material Movement	—	—	—	—	—	—	0.25	0.25	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.93	1.03	< 0.005	0.04	—	0.04	0.03	—	0.03	—	227	227	0.01	< 0.005	—	228
Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.13	0.14	2.26	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	474	474	0.02	0.02	1.60	481

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.15	0.13	0.15	1.93	0.00	0.00	0.46	0.46	0.00	0.11	0.11	—	450	450	0.02	0.02	0.04	455
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.04	0.49	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	110	110	< 0.005	< 0.005	0.17	111
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.09	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	18.2	18.2	< 0.005	< 0.005	0.03	18.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Linear, Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.00	0.84	7.37	10.8	0.01	0.30	—	0.30	0.28	—	0.28	—	1,619	1,619	0.07	0.01	—	1,625

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.09	0.77	1.12	< 0.005	0.03	—	0.03	0.03	—	0.03	—	169	169	0.01	< 0.005	—	169
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.14	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.9	27.9	< 0.005	< 0.005	—	28.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.10	0.12	1.52	0.00	0.00	0.36	0.36	0.00	0.08	0.08	—	353	353	0.02	0.01	0.03	358
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.17	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	37.3	37.3	< 0.005	< 0.005	0.06	37.8
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.18	6.18	< 0.005	< 0.005	0.01	6.26

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Linear, Grubbing & Land Clearing	Linear, Grubbing & Land Clearing	1/1/2026	2/5/2026	5.00	25.0	—
Linear, Grading & Excavation	Linear, Grading & Excavation	2/6/2026	6/26/2026	5.00	100	—
Linear, Drainage, Utilities, & Sub-Grade	Linear, Drainage, Utilities, & Sub-Grade	6/27/2026	10/28/2026	5.00	88.0	—
Linear, Paving	Linear, Paving	10/29/2026	12/21/2026	5.00	38.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

Linear, Grubbing & Land Clearing	Signal Boards	Electric	Average	4.00	8.00	6.00	0.82
Linear, Grubbing & Land Clearing	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Linear, Grubbing & Land Clearing	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Linear, Grading & Excavation	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Linear, Grading & Excavation	Crawler Tractors	Diesel	Average	1.00	8.00	87.0	0.43
Linear, Grading & Excavation	Graders	Diesel	Average	1.00	8.00	148	0.41
Linear, Grading & Excavation	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Linear, Grading & Excavation	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Linear, Grading & Excavation	Signal Boards	Electric	Average	4.00	8.00	6.00	0.82
Linear, Grading & Excavation	Rubber Tired Loaders	Diesel	Average	1.00	8.00	150	0.36
Linear, Grading & Excavation	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Linear, Drainage, Utilities, & Sub-Grade	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Linear, Drainage, Utilities, & Sub-Grade	Rough Terrain Forklifts	Diesel	Average	1.00	8.00	96.0	0.40
Linear, Drainage, Utilities, & Sub-Grade	Signal Boards	Electric	Average	4.00	8.00	6.00	0.82
Linear, Drainage, Utilities, & Sub-Grade	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Linear, Drainage, Utilities, & Sub-Grade	Graders	Diesel	Average	1.00	8.00	148	0.41
Linear, Drainage, Utilities, & Sub-Grade	Plate Compactors	Diesel	Average	1.00	8.00	8.00	0.43

Linear, Drainage, Utilities, & Sub-Grade	Pumps	Diesel	Average	1.00	8.00	11.0	0.74
Linear, Drainage, Utilities, & Sub-Grade	Air Compressors	Diesel	Average	1.00	8.00	37.0	0.48
Linear, Drainage, Utilities, & Sub-Grade	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Linear, Paving	Rollers	Diesel	Average	3.00	8.00	36.0	0.38
Linear, Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Linear, Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Linear, Paving	Signal Boards	Electric	Average	4.00	8.00	6.00	0.82
Linear, Paving	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Linear, Grubbing & Land Clearing	—	—	—	—
Linear, Grubbing & Land Clearing	Worker	15.0	18.5	LDA,LDT1,LDT2
Linear, Grubbing & Land Clearing	Vendor	0.00	10.2	HHDT,MHDT
Linear, Grubbing & Land Clearing	Hauling	0.00	20.0	HHDT
Linear, Grubbing & Land Clearing	Onsite truck	—	—	HHDT
Linear, Grading & Excavation	—	—	—	—
Linear, Grading & Excavation	Worker	40.0	18.5	LDA,LDT1,LDT2
Linear, Grading & Excavation	Vendor	1.00	10.2	HHDT,MHDT
Linear, Grading & Excavation	Hauling	0.00	20.0	HHDT
Linear, Grading & Excavation	Onsite truck	—	—	HHDT
Linear, Drainage, Utilities, & Sub-Grade	—	—	—	—

Linear, Drainage, Utilities, & Sub-Grade	Worker	35.0	18.5	LDA,LDT1,LDT2
Linear, Drainage, Utilities, & Sub-Grade	Vendor	0.00	10.2	HHDT,MHDT
Linear, Drainage, Utilities, & Sub-Grade	Hauling	0.00	20.0	HHDT
Linear, Drainage, Utilities, & Sub-Grade	Onsite truck	—	—	HHDT
Linear, Paving	—	—	—	—
Linear, Paving	Worker	27.5	18.5	LDA,LDT1,LDT2
Linear, Paving	Vendor	0.00	10.2	HHDT,MHDT
Linear, Paving	Hauling	0.00	20.0	HHDT
Linear, Paving	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Linear, Grubbing & Land Clearing	—	—	3.40	0.00	—

Linear, Grading & Excavation	—	—	3.40	0.00	—
Linear, Drainage, Utilities, & Sub-Grade	—	—	3.40	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Road Construction	3.40	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	470	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	18.3	annual days of extreme heat
Extreme Precipitation	6.15	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	20.6	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A

Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	64.7
AQ-PM	45.2
AQ-DPM	58.5
Drinking Water	30.4
Lead Risk Housing	7.39
Pesticides	15.3
Toxic Releases	31.3
Traffic	87.8
Effect Indicators	—
CleanUp Sites	11.8
Groundwater	36.8
Haz Waste Facilities/Generators	80.2
Impaired Water Bodies	91.9
Solid Waste	11.6
Sensitive Population	—
Asthma	6.99
Cardio-vascular	36.5
Low Birth Weights	19.8
Socioeconomic Factor Indicators	—
Education	14.2
Housing	11.6
Linguistic	36.0
Poverty	8.98
Unemployment	45.8

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	94.54638778
Employed	79.81521879
Median HI	94.46939561
Education	—
Bachelor's or higher	81.48338252
High school enrollment	100
Preschool enrollment	73.10406775
Transportation	—
Auto Access	87.47593995
Active commuting	39.38149621
Social	—
2-parent households	65.8026434
Voting	76.56871551
Neighborhood	—
Alcohol availability	50.99448223
Park access	81.35506224
Retail density	40.67753112
Supermarket access	38.93237521
Tree canopy	66.66238932
Housing	—
Homeownership	88.31002181
Housing habitability	89.33658411
Low-inc homeowner severe housing cost burden	58.29590658
Low-inc renter severe housing cost burden	69.75490825

Uncrowded housing	96.93314513
Health Outcomes	—
Insured adults	76.20941871
Arthritis	0.0
Asthma ER Admissions	92.4
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	82.5
Cognitively Disabled	70.6
Physically Disabled	68.4
Heart Attack ER Admissions	71.5
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	3.9
SLR Inundation Area	0.0

Children	71.1
Elderly	55.1
English Speaking	98.1
Foreign-born	28.3
Outdoor Workers	90.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	75.2
Traffic Density	83.5
Traffic Access	23.0
Other Indices	—
Hardship	5.1
Other Decision Support	—
2016 Voting	67.7

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	19.0
Healthy Places Index Score for Project Location (b)	91.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Appendix C

Comment Letters Received on the Draft Programmatic Environmental Impact Report

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GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

Letter S-1

December 26, 2025

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Agoura Hills, CA 93101
cyambao@agourahillscity.gov

Subject: Draft Environmental Impact Report for the Agoura Hills Bicycle Master Plan, SCH No. 2025010338, Los Angeles County, CA

Dear Charmaine Yambao:

The California Department of Fish and Wildlife (CDFW) reviewed the Draft Environmental Impact Report (DEIR) from City of Agoura Hills for the Agoura Hills Bicycle Master Plan (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines[1].

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

S-1.1

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Fish & G. Code, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW may also act as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

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example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law[2] of any species protected under the California Endangered Species Act (CESA; Fish & G. Code, § 2050 et seq.) or the Native Plant Protection Act (NPPA; Fish & G. Code, §1900 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

Proponent: City of Agoura Hills (City)

Objective: The objective of the Project is to create a network of bike corridors, as well as support facilities and programs to link local and regional destinations and make biking more practical and desirable for a broader range of people. Components of the proposed Project include the Bicycle Master Plan, the Vehicle Miles Traveled Mitigation Exchange and Banking Program, and General Plan Amendments. The Bicycle Master Plan proposes 30.1 miles of new bikeways to build upon the City's existing 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes. The Medea Creek Path, a two-mile bicycle path along Medea Creek Channel, and the Agoura High School Connection, a 0.35-mile bicycle path connecting two intersections adjacent to Agoura High School, are prioritized for implementation.

S-1.1 (cont.)

Location: The Planning Area for the Project includes the existing City boundaries (approximately 7.86 square miles). The City is located in western Los Angeles County near the southeastern edge of Ventura County. It is bordered by the City of Westlake Village to the west, the City of Thousand Oaks to the northwest, the unincorporated community of Oak Park (Ventura County) to the north, the City of Calabasas and unincorporated areas of Los Angeles County to the east, and unincorporated areas of Los Angeles County to the south.

Biological Setting: The Project area encompasses all of the City of Agoura Hills. Topography of the Project area varies from gradual to rugged, steeply sloped terrain, with elevations ranging from approximately 800 feet above mean sea level in Lindero Canyon in the western portion of the Project area to 2,000 feet above mean sea level at Ladyface Mountain in the southern portion of the Project area. The Project area includes various vegetation communities including riparian woodlands, oak woodlands, grasslands, chaparral, scrub amongst developed areas.

The Project area is within the Malibu Creek Watershed and contains four main creeks, Medea, Lindero Canyon, Palo Comado, and Chesebro. Medea Creek flows through the middle of the city, passing through both natural and man-made channels and an open space area. Lindero Canyon Creek flows through a canyon in the northwest part of the

[2] "Take" is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill."

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city, empties into Lake Lindero, and then reappears just south of Agoura Road, west of Kanan Road. Lake Lindero is an artificial lake in the western portion of the city, primarily surrounded by residences and a public golf course. Palo Comado Creek crosses the northeast section of the city, while Chesebro Creek flows along the north side of Agoura Road between Lewis Road and Medea Creek. In addition to these creeks, many smaller streams are present throughout the City.

The Plan states "Due to the programmatic nature of the Project, a precise, project-level analysis of the specific impacts of individual projects is not possible at this time." However, the Plan states that there is potential for Agoura Hills dudleya (*Dudleya cymosa* ssp*. Agourensis;* California Rare Plant Rank (CRPR) 1B.2), Lyon's pentachaeta (*Pentachaeta lyonia;* Endangered Species Act (ESA) – Endangered, California Endangered Species Act (CESA) – Endangered, CRPR 1B.1), Crotch's bumble bee (*Bombus crotchii;* CESA – Candidate), monarch butterfly (*Danaus plexippus;* ESA – Candidate), and southwestern pond turtle (*Actinemys pallida;* ESA – Proposed Threatened, California Species of Special Concern (SSC)) to be present on site. Additionally, recent observations of Santa Susana tarplant (*Deinandra minthornii;* CRPR 1B.2) and Ojai navarretia (*Navarretia ojaiensis;* CRPR 1B.1) have been recorded on California Natural Diversity Database(CNDDB). The Plan includes mitigation measures for pre-construction assessment, nesting birds, best management practices, delineation surveys, compensatory mitigation, and tree protection. S-1.1 (cont.)

Project History: CDFW previously reviewed the NOP and submitted comments on January 27, 2025. Comments in the NOP addressed cumulative impacts, compensatory mitigation, nesting birds, lake and streambed alteration among other general comments.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Additional comments or other suggestions may also be included to improve the document.

COMMENT # 1: Impacts on Crotch's Bumble Bee

Issue: The Project will impact on Crotch's bumble bee and its associated habitat. S-1.2

Specific impact: The Project may result in temporal or permanent loss of suitable nesting and foraging habitat. Project ground-disturbing activities may cause death or injury of adults, eggs, and larva; burrow collapse; nest abandonment; and reduced nest success.

Why impact would occur: The DEIR states the Project area has potential occurrence of Crotch's bumble bee. Additionally, recent observations of Crotch's bumble bee adjacent to the Project area (Medea Creek Path) have been recorded on

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CNDDB[3].Crotch's bumble bee primarily nest in late February through late October underground in abandoned small mammal burrows but may also nest under perennial bunch grasses or thatched annual grasses, under-brush piles, in old bird nests, and in dead trees or hollow logs (Williams et al. 2014; Hatfield et al. 2018). Overwintering sites utilized by Crotch's bumble bee mated queens include soft, disturbed soil (Goulson 2010), or under leaf litter or other debris (Williams et al. 2014).

CDFW appreciates the incorporation of MM BIO-1a to include pre-construction surveys. As currently written, the DEIR only contains a pre-construction survey to mitigate impacts to special status species. The DEIR states "the City shall retain the qualified biologist to identify the specific impacts to the biological resource…identify any state or federal listed species that would necessitate coordination with the appropriate regulatory agency (i.e., USFWS, CDFW, USACE) to obtain regulatory permits, develop project-specific avoidance and mitigation procedures prior to initiating construction activities, and implement project-specific avoidance and mitigation measures prior to and during any construction activities". Because the DEIR states there is already potential for impacts to Crotch's bumble bee, the document should include a mitigation measure specific to that species. Without sufficient avoidance, minimization, or mitigation measures, the development may result in undisclosed and unmitigated temporal or permanent loss of colonies, and suitable nesting and foraging habitat.

S-1.2 (cont.)

Evidence impact would be significant: The California Fish and Game Commission accepted a petition to list the Crotch's bumble bee as endangered under CESA, determining the listing "may be warranted" and advancing the species to the candidacy stage of the CESA listing process. The Project may substantially reduce and adversely modify habitat as well as reduce and potentially impair the viability of populations of Crotch's bumble bee. The Project may also reduce the number and range of the species without taking into account the likelihood that special status species on adjacent and nearby natural lands may rely upon the habitat that occurs on the proposed Project site. Crotch's bumble bee is listed as an invertebrate of conservation priority under the California Terrestrial and Vernal Pool Invertebrates of Conservation Priority.

Recommended Potentially Feasible Mitigation Measure(s)

CDFW requests the following recommendations and mitigation measures are incorporated into the final CEQA document:

Recommendation #1: CEQA - CDFW's issuance of an ITP for a Project is subject to CEQA. As a Responsible Agency, CDFW may consider the CEQA document from the lead agency/Project proponent for the Project. However, additional documentation may be required as part of an ITP application for the Project in order for CDFW to adequately develop an accurate take analysis and identify measures that would fully mitigate for take of CESA-listed species. To minimize additional requirements by CDFW pursuant to Fish and Game Code section 2081 and/or under CEQA, a project's CEQA document

[3] https://wildlife.ca.gov/Data/CNDDB

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should fully identify the potential impacts to Crotch's bumble bee and provide adequate avoidance, mitigation, monitoring, and reporting commitments for issuance of the ITP.

Mitigation Measure #1: Crotch's Bumble Bee Surveys - The Project proponent shall retain a qualified biologist with the appropriate handling permits to conduct updated focused surveys. Focused surveys shall follow CDFW's Survey Considerations for California Endangered Species Act Candidate Bumble Bee Species[4] (CDFW 2023). Focused surveys shall also be conducted throughout the entire Project site and during the appropriate flying season to ensure no missed detection of Crotch's bumble bee occurs. Survey results, including negative findings, shall be submitted to CDFW and the City prior to implementing Project ground-disturbing activities.

S-1.2 (cont.)

Mitigation Measure #2: **Incidental Take Permit** – The Project proponent shall coordinate with CDFW and obtain appropriate take authorization from CDFW (pursuant to Fish & Game Code, § 2080 et seq). The Project proponent shall comply with the mitigation measures detailed in the take authorization issued by CDFW. The Project proponent shall provide a copy of a fully executed take authorization to the City prior to implementing Project ground-disturbing activities and vegetation removal.

COMMENT # 2: Impacts to Rare Plants

Issue: The Project will impact rare plants.

Specific impact: The proposed grading within the Project footprint will directly impact rare plants.

Why impact would occur: The DEIR states the Project area has potential occurrence of Agoura Hills dudleya, Lyon's pentachaeta, Santa Susana tarplant, and Ojai navarretia. Additionally, recent observations adjacent to the Project area (Medea Creek Path) have been recorded on CNDDB[5]. While CDFW appreciates that the City is proposing a pre-construction survey, this not sufficient to appropriately assess impacts to rare plants. Therefore, measures should be included to require new surveys and conditional measures to avoid, protect, and minimize any additional individuals found. Rare plant impacts will be missed without appropriate protocol level surveys during the blooming period. Without compensatory mitigation to offset the permanent loss of rare plant individuals, the Project would contribute to the cumulative loss of rare plants on a local and regional scale.

S-1.3

Evidence impact would be significant: Impacts on rare flora could be considered a significant effect on the environment. Plants with a CRPR of 1B are rare throughout their range, endemic to California, and are seriously or fairly threatened. Most of the plants that are ranked 1B have declined significantly over the last century. The additional threat rank of 0.2 indicates a species with 20 to 80 percent of its occurrences

[4] https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=213150&inline
[5] https://wildlife.ca.gov/Data/CNDDB

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threatened. Impacts to CRPR 1B plant species and their habitat meet the definition of endangered, rare, or threatened species (CEQA Guidelines, § 15380).

Impacts to CRPR 1B plant species and their habitat may result in a mandatory finding of significance because the Project would potentially threaten to eliminate a plant community and substantially reduce the number or restrict the range of an endangered, rare, or threatened species (CEQA Guidelines, § 15065). Insufficient mitigation may result in unmitigated temporal or permanent impacts to a rare plant species. Subsequently, the Project would continue to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on a species identified as a candidate, sensitive, or special status species by CDFW.

Recommended Potentially Feasible Mitigation Measure(s)

Mitigation Measure #3: Rare Plant Surveys - Prior to ground-disturbing activities, the Project proponent shall retain a qualified botanist to conduct focused surveys for Agoura Hills dudleya, Lyon's pentachaeta, Santa Susana tarplant, and Ojai navarretia during the appropriate bloom period. Methods during the surveys shall adhere to guidance provided in CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities[6] . Findings from the surveys shall be provided to the City and CDFW prior to ground disturbing activities.

S-1.3

Mitigation Measure #4: Rare Plant Mitigation - The Project proponent shall provide compensatory mitigation through replacement habitat at no less than 2:1 of the total habitat acreage impacted. The Project proponent shall acquire CDFW approved mitigation land that has presence of the rare plant and is located in the same watershed as the Project area. The mitigation land shall also provide equivalent or greater habitat value than that of the Project area. The Project proponent shall protect replacement habitat in perpetuity under a conservation easement dedicated to a local land conservancy or other appropriate entity that has been approved to hold and manage mitigation lands pursuant to Government Code, section 65967(c). Recordation of the conservation easement shall occur prior to commencement of Project activities. An appropriate endowment shall also be provided for the long-term monitoring and management of mitigation lands.

Mitigation Measure #5: Habitat Management and Monitoring Plan - The Project proponent shall retain a certified botanist to draft a Habitat Management and Monitoring Plan (HMMP) and submit it to the City and CDFW for review and approval prior to Project activities. The HMMP shall outline initial and long-term management and maintenance activities that would occur on mitigation lands. The HMMP shall provide measurable goals and success criteria for establishing self-sustaining populations (e.g., percent survival rate, absolute cover). Maintenance activities outlined in the HMMP shall

[6] https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline

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include measures pertaining to control of exotic vegetation, irrigation schedule, and protection from future maintenance activities.

S-1.3 (cont.)

COMMENT # 3: Impacts to Southwestern Pond turtle

Issue: The Project will impact southwestern pond turtle and associated habitat within the Project area during Project activities.

Specific impact: Direct impacts to southwestern pond turtle will result from Project construction, ground disturbance, and trampling or crushing from construction equipment, vehicles, and foot or bicycle traffic. Indirect impacts could result from temporary or permanent loss of suitable habitat.

Why impact would occur: The DEIR notes that the Project area provides suitable habitat for southwestern pond turtle. CDFW appreciates that the City is proposing a pre-construction survey, but the DEIR does not provide any protocol level surveys or mitigation specific to southwestern pond turtle. Project ground-disturbing activities, such as vegetation removal and grading, would result in habitat destruction, causing the death or injury of adults, juveniles, eggs, or hatchlings. Given that habitat loss on a local and regional scale is a major cause of population decline for southwestern pond turtle, removal of confirmed southwestern pond turtle habitat would be considered a significant impact and should be mitigated appropriately.

Evidence impact would be significant: Southwestern pond turtle is a California SSC. A California SSC is a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

S-1.4

1) If the species is extirpated from the State or, in the case of birds, is extirpated in its primary season or breeding role;
2) If the species is listed as threatened or endangered under ESA-, but not CESA-, threatened, or endangered;
3) If the species meets the State definition of threatened or endangered but has not formally been listed;
4) If the species is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status; and
5) If naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for CESA - threatened or -endangered status (CDFW 2025f).

CEQA provides protection not only for CESA-listed species, but for any species including, but not limited to, SSC that can be shown to meet the criteria for State listing. These SSC meet the CEQA definition of rare, threatened, or endangered species (CEQA Guidelines, § 15380). The DEIR does not provide mitigation for potential impacts on southwestern pond turtle. Inadequate avoidance, minimization, and mitigation measures for impacts to sensitive or special status species will result in the

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Project continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species by CDFW.

Recommended Potentially Feasible Mitigation Measure(s)

Mitigation Measure #6: Compensatory Mitigation - For SSC that have been confirmed and/or are expected to occur within the Project site, the Project proponent shall provide compensatory mitigation for temporary and permanent loss of any habitat supporting SSC. There shall be no net loss of habitat supporting SSC [CEQA Guidelines, § 15370(e)]. Compensatory mitigation in the form of preservation shall be provided at no less than 2:1 acreage. Mitigation shall provide appropriate habitat (depending on the species), refugia, and habitat structures that supports those species (e.g., woody material, rocks, brush piles, pools, burrows). Any proposed mitigation area/plan shall include a discussion on the territory size; nesting, breeding, foraging, and refuge locations; invasive, non-native plant and wildlife species present; food availability; and how all life cycle functions will be mitigated. Any mitigation plan for SSC shall be distributed and approved by CDFW prior to Project activities. The replacement habitat shall be protected in perpetuity under a conservation easement dedicated to a local land conservancy or other appropriate entity, which should include an appropriate endowment to provide for the long-term management of mitigation lands. S-1.4 (cont.)

Mitigation Measure #7: Injured or Dead Wildlife - If any special status wildlife species are found, harmed during relocation, or a dead or injured animal is found, work in the immediate area shall stop immediately, the qualified biologist shall be notified, and dead or injured wildlife documented immediately. A formal report shall be sent to CDFW and the City within 3 calendar days of the incident or finding. The report shall include the date, time of the finding or incident (if known), and location of the carcass or injured animal and circumstances of its death or injury (if known). Work in the immediate area may only resume once the proper notifications have been made and additional mitigation measures have been identified to prevent additional injury or death.

ADDITIONAL COMMENTS

Recirculation. CDFW recommends that the DEIR be recirculated after a preferred alternative is selected and focused surveys have been completed to fully disclose the potential impacts to special-status species. S-1.5

Focused Surveys. The Project proponent shall obtain a qualified biologist to conduct focused botanical and animal surveys. Focused protocol-level surveys shall be conducted at the appropriate time of year for maximum documentation of special-status species prior to finalizing the FEIR. Based on the survey results, the final CEQA document should propose specific avoidance, minimization, and mitigation for Project S-1.6

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impacts to special-status species. For established survey protocols, see CDFW's Survey and Monitoring Protocols and Guidelines[7]. S-1.6 (cont.)

CEQA Document Tiering. The Project is a programmatic plan that is intended to provide guidance for individual developments that will occur at a future time within the Project area. While CDFW appreciates that biological surveys and impact analysis in the Biological Resources section of the DEIR, more updated surveys and impact analysis may need to occur once individual projects are approved. Without disclosing any design or individual project specifics, CDFW recommends that, for individual projects nested under the proposed Project, findings of significance should be set aside when certifying the DEIR until those aspects can be fully studied in a subsequent or supplemental CEQA document (see CEQA Guidelines §§ 15162 and 15163). The DEIR should explicitly discuss what further CEQA actions are anticipated for these individual projects, whether further analysis will be provided, and whether it will be available for public review. In addition to this recommendation, CDFW would appreciate the opportunity to review and comment on subsequent CEQA actions (e.g., subsequent, supplemental, addendum, etc.) associated with this DEIR. S-1.7

Landscaping. For individual projects that will incorporate landscaping, CDFW recommends that the project applicant should use only native species found in naturally occurring vegetation communities within or adjacent to the Project site. The Project proponent should not plant, seed, or otherwise introduce nonnative, invasive plant species to areas that are adjacent to and/or near native habitat areas. CDFW recommends the Project proponent restrict use of any species, particularly 'moderate' or 'high' listed by the California Invasive Plant Council. These species are documented to have substantial and severe ecological impacts on physical processes, plant and animal communities, and vegetation structure. S-1.8

Mitigation and Monitoring Reporting Plan. CDFW recommends the Project's environmental document include mitigation measures recommended in this letter. CDFW has provided comments via a mitigation monitoring and reporting plan to assist in the development of feasible, specific, detailed (i.e., responsible party, timing, specific actions, location), and fully enforceable mitigation measures (CEQA Guidelines, § 15097; Pub. Resources Code, § 21081.6). The Lead Agency is welcome to coordinate with CDFW to further review and refine the Project's mitigation measures. Per Public Resources Code section 21081.6(a)(1), CDFW has provided a summary of our suggested mitigation measures and recommendations in the form of an attached Draft Mitigation Monitoring and Reporting Plan (Attachment A). S-1.9

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § S-1.10

[7] https://wildlife.ca.gov/conservation/survey-protocols

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21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNDDB website[8] provides direction regarding the types of information that should be reported and allows on-line submittal of field survey forms.

In addition, information on special status native plant populations and sensitive natural communities, should be submitted to CDFW's Vegetation Classification and Mapping Program using the Combined Rapid Assessment and Relevé Form[9].

City of Lancaster should ensure data collected for the preparation of the DEIR is properly submitted.

S-1.10

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of environmental document filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the environmental document filing fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

S-1.11

CONCLUSION

CDFW appreciates the opportunity to comment on the DEIR to assist the City in identifying and mitigating Project impacts on biological resources. CDFW requests an opportunity to review and comment on any response that the City has to our comments and to receive notification of any forthcoming hearing date(s) for the Project (CEQA Guidelines, § 15073(e)).

S-1.12

Questions regarding this letter or further coordination should be directed to Andrew Aitken[10], Environmental Scientist.

Sincerely,

DocuSigned by:
Steve Gibson
614D9A782D93439...

Steve Gibson, Senior Environmental Scientist Supervisor
Acting for Victoria Tang, Environment Program Manager
South Coast Region

[8] https://wildlife.ca.gov/Data/CNDDB
[9] https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities/Submit
[10] Phone: 562-525-9688; Email: Andrew.Aitken@wildlife.ca.gov

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ATTACHMENTS

Attachment A: Draft Mitigation, Monitoring, and Reporting Program

ec: California Department of Fish and Wildlife
Victoria Tang, Environment Program Manager
Steve Gibson, Senior Environmental Scientist Supervisor
Andrew Aitken, Environmental Scientist

Office of Planning and Research
State.Clearinghouse@opr.ca.gov

REFERENCES

S-1.13

Goulson, D. 2010. Bumblebees: behavior, ecology, and conservation. Oxford University Press, New York. 317pp.

Hatfield, R., Jepsen, S., Foltz Jordan, S., Blackburn, M., Code, Aimee. 2018. A Petition to the State of California Fish and Game Commission to List Four Species of Bumblebees as Endangered Species.

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ATTACHMENT A: DRAFT MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

CDFW provides the following language to be incorporated into the MMRP for the Project.

Mitigation Measure	Timing	Responsible Party	
Mitigation Measure #1: Crotch's Bumble Bee Surveys - The Project proponent shall retain a qualified biologist with the appropriate handling permits to conduct updated focused surveys. Focused surveys shall follow CDFW's Survey Considerations for California Endangered Species Act Candidate Bumble Bee Species[11] (CDFW 2023). Focused surveys shall also be conducted throughout the entire Project site and during the appropriate flying season to ensure no missed detection of Crotch's bumble bee occurs. Survey results, including negative findings, shall be submitted to CDFW and the City prior to implementing Project ground-disturbing activities.	Prior to Project Implementation	Project Proponent	
Mitigation Measure #2: **Incidental Take Permit** – The Project proponent shall coordinate with CDFW and obtain appropriate take authorization from CDFW (pursuant to Fish & Game Code, § 2080 et seq). The Project proponent shall comply with the mitigation measures detailed in the take authorization issued by CDFW. The Project proponent shall provide a copy of a fully executed take authorization to the City prior to implementing Project ground-disturbing activities and vegetation removal.	Prior to Project Implementation	Project Proponent	S-1.2
Mitigation Measure #3: Rare Plant Surveys - Prior to ground-disturbing activities, the Project proponent shall retain a qualified botanist to conduct focused surveys for Agoura Hills dudleya, Lyon's pentachaeta, Santa Susana tarplant, and Ojai navarretia during the appropriate bloom period. Methods during the surveys shall adhere to guidance provided in CDFW's	Prior to Project Implementation	Project Proponent	S-1.3

[11] https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=213150&inline

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Mitigation Measure	Timing	Responsible Party
Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities[12] . Findings from the surveys shall be provided to the City and CDFW prior to ground disturbing activities.		
Mitigation Measure #4: Rare Plant Mitigation - The Project proponent shall provide compensatory mitigation through replacement habitat at no less than 2:1 of the total habitat acreage impacted. The Project proponent shall acquire CDFW approved mitigation land that has presence of the rare plant and is located in the same watershed as the Project area. The mitigation land shall also provide equivalent or greater habitat value than that of the Project area. The Project proponent shall protect replacement habitat in perpetuity under a conservation easement dedicated to a local land conservancy or other appropriate entity that has been approved to hold and manage mitigation lands pursuant to Government Code, section 65967(c). Recordation of the conservation easement shall occur prior to commencement of Project activities. An appropriate endowment shall also be provided for the long-term monitoring and management of mitigation lands.	Prior to Project Implementation	Project Proponent
Mitigation Measure #5: Habitat Management and Monitoring Plan - The Project proponent shall retain a certified botanist to draft a Habitat Management and Monitoring Plan (HMMP) and submit it to the City and CDFW for review and approval prior to Project activities. The HMMP shall outline initial and long-term management and maintenance activities that would occur on mitigation lands. The HMMP shall provide measurable goals and success criteria for establishing self-sustaining populations (e.g.,	Prior to Project Implementation	Project Proponent

S-1.3

[12] https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline

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Mitigation Measure	Timing	Responsible Party	
percent survival rate, absolute cover). Maintenance activities outlined in the HMMP shall include measures pertaining to control of exotic vegetation, irrigation schedule, and protection from future maintenance activities.			S-1.3
Mitigation Measure #6: Compensatory Mitigation - For SSC that have been confirmed and/or are expected to occur within the Project site, the Project proponent shall provide compensatory mitigation for temporary and permanent loss of any habitat supporting SSC. There shall be no net loss of habitat supporting SSC [CEQA Guidelines, § 15370(e)]. Compensatory mitigation in the form of preservation shall be provided at no less than 2:1 acreage. Mitigation shall provide appropriate habitat (depending on the species), refugia, and habitat structures that supports those species (e.g., woody material, rocks, brush piles, pools, burrows). Any proposed mitigation area/plan shall include a discussion on the territory size; nesting, breeding, foraging, and refuge locations; invasive, non-native plant and wildlife species present; food availability; and how all life cycle functions will be mitigated. Any mitigation plan for SSC shall be distributed and approved by CDFW prior to Project activities. The replacement habitat shall be protected in perpetuity under a conservation easement dedicated to a local land conservancy or other appropriate entity, which should include an appropriate endowment to provide for the long-term management of mitigation lands.	Prior to Project Implementation	Project Proponent	S-1.4
Mitigation Measure #7: Injured or Dead Wildlife - If any special status wildlife species are found, harmed during relocation, or a dead or injured animal is found, work in the immediate area shall stop immediately, the qualified biologist shall be notified, and dead or injured wildlife documented immediately. A formal report shall be sent to CDFW and the City within 3 calendar days of the incident or finding. The report shall include the date,	During Project Implementation	Project Proponent	

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Mitigation Measure	Timing	Responsible Party	
time of the finding or incident (if known), and location of the carcass or injured animal and circumstances of its death or injury (if known). Work in the immediate area may only resume once the proper notifications have been made and additional mitigation measures have been identified to prevent additional injury or death.			S-1.4
Mitigation Measure #8: Focused Surveys - The Project proponent shall obtain a qualified biologist to conduct focused botanical and animal surveys. Focused protocol-level surveys shall be conducted at the appropriate time of year for maximum documentation of special-status species prior to finalizing the FEIR. Based on the survey results, the final CEQA document should propose specific avoidance, minimization, and mitigation for Project impacts to special-status species. For established survey protocols, see CDFW's Survey and Monitoring Protocols and Guidelines[13].	Prior to Project Implementation	Project Proponent	S-1.6
Recommendation #1: CEQA - CDFW's issuance of an ITP for a Project is subject to CEQA. As a Responsible Agency, CDFW may consider the CEQA document from the lead agency/Project proponent for the Project. However, additional documentation may be required as part of an ITP application for the Project in order for CDFW to adequately develop an accurate take analysis and identify measures that would fully mitigate for take of CESA-listed species. To minimize additional requirements by CDFW pursuant to Fish and Game Code section 2081 and/or under CEQA, a project's CEQA document should fully identify the potential impacts to Crotch's bumble bee	Prior to adoption of the DEIR	Lead Agency	S-1.2

[13] https://wildlife.ca.gov/conservation/survey-protocols

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Mitigation Measure	Timing	Responsible Party	
and provide adequate avoidance, mitigation, monitoring, and reporting commitments for issuance of the ITP.			S-1.2
Recommendation #2: Recirculation - CDFW recommends that the DEIR be recirculated after a preferred alternative is selected and focused surveys have been completed to fully disclose the potential impacts to special-status species.	Prior to adoption of the DEIR	Lead Agency	S-1.5
Recommendation #3: CEQA Document Tiering - The Project is a programmatic plan that is intended to provide guidance for individual developments that will occur at a future time within the Project area. While CDFW appreciates that biological surveys and impact analysis in the Biological Resources section of the DEIR, more updated surveys and impact analysis may need to occur once individual projects are approved. Without disclosing any design or individual project specifics, CDFW recommends that, for individual projects nested under the proposed Project, findings of significance should be set aside when certifying the DEIR until those aspects can be fully studied in a subsequent or supplemental CEQA document (see CEQA Guidelines §§ 15162 and 15163). The DEIR should explicitly discuss what further CEQA actions are anticipated for these individual projects, whether further analysis will be provided, and whether it will be available for public review. In addition to this recommendation, CDFW would appreciate the opportunity to review and comment on subsequent CEQA actions (e.g., subsequent, supplemental, addendum, etc.) associated with this DEIR.	Prior to adoption of the DEIR	Lead Agency	S-1.7

Docusign Envelope ID: 6827929F-C0AF-4700-811D-1A0E9D134D48

Mitigation Measure	Timing	Responsible Party
Recommendation #4: Landscaping - For individual projects that will incorporate landscaping, CDFW recommends that the project proponent should use only native species found in naturally occurring vegetation communities within or adjacent to the Project site. The Project proponent should not plant, seed, or otherwise introduce nonnative, invasive plant species to areas that are adjacent to and/or near native habitat areas. CDFW recommends the Project proponent restrict use of any species, particularly 'moderate' or 'high' listed by the California Invasive Plant Council. These species are documented to have substantial and severe ecological impacts on physical processes, plant and animal communities, and vegetation structure.	Prior to Project Implementation	Project Proponent

S-1.8

California Department of Transportation

DISTRICT 7
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January 29, 2026

Charmaine Yambao, PE, Senior Civil Engineer
City of Agoura Hills, Public Works Division
30001 Ladyface Court,
Agoura Hills, CA 91301

RE: Agoura Hills Bicycle Master Plan
– Draft Programmatic Environmental Impact Report (DPEIR)
SCH # 2025010338
GTS # LA-2025-04962
Vic. LA Multiple

Dear Charmaine Yambao:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The proposed project includes the following components:

1. Bicycle Master Plan (BMP). The BMP proposes 30.1 miles of new bikeways and bikeway improvements to build upon the city's existing 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes.

2. VMT Mitigation Exchange and Banking Program (Program). The Program would establish a mitigation opportunity for projects exceeding the vehicle miles traveled (VMT) threshold by allowing a developer or project proponent to purchase VMT reduction credits, which would in turn be used to fund the implementation of bicycle improvement projects identified within the BMP. S-2.1

3. General Plan Amendments (Amendments). To ensure the city's General Plan is consistent with the Bicycle Master Plan, the project would amend the existing General Plan Infrastructure and Community Services Element.

After reviewing the DPEIR, Caltrans has the following comments: S-2.2

Caltrans aims to provide a safe, reliable transportation network that serves all people and respects the environment. For this reason, Caltrans acknowledges and supports the stated goals of the Agoura Hills Master Bicycle Plan, VMT Mitigation Program, and associated General Plan amendments. These infrastructure investments will help California meet its climate, transportation, and livability goals. Caltrans planners and engineers are available to partner on implementing design elements that improve safety and mobility for people walking, riding bikes, or taking transit throughout the Plan area. By removing barriers and improving safety, this Plan can make transportation mode shift easier for Californians and help the State meet its policy goals to reduce the number of trips made by driving, Greenhouse Gas (GHG) emissions, and encourage active modes of travel. S-2.2 (cont.)

While Caltrans does support the objectives of the proposed project, the comments below outline some of the aspects of the plan which can be improved upon or considered in future phases:

- The plan introduces itself as proposing "30.1 miles of new bikeways" however, this might be misrepresentative. As seen on page 43, a majority of the improvements recommend Class III routes in locations where people riding bicycles are already permitted to ride. Without the Class III designations, the total proposed miles of new bikeways would be a substantially different, but more transparent, estimate. We are supportive of the designation and recognize Class III facilities may be the only possibility in some locations, but the distinction is important to illustrate within the report. S-2.3

- Per SB 1216, new sharrow markings are no longer permissible in zones above 30 mph. Multiple proposed Class III routes were observed in violation of this (Canwood is 40 mph, and Lake Lindero is 50 mph) and may need to be reexamined. While we recognize there may still be applicability on local roads, Caltrans Districts Statewide do not recognize Class III facilities as metrics for performance with regards to bike and pedestrian features. In many cases consideration for a Class II facility may likely fit within the footprint of the existing roadway. Otherwise, lower speed limits would be required to accommodate Class III's. S-2.4

- Regarding the Medea Creek Path
    - Some of the crosswalks at Segment 3 on Kanan could be improved to high visibility.
    - The US 101 undercrossing is sizeable. This may be preliminary, but highlighting features like pedestrian lighting or other safety features would be valuable.
    - This undercrossing will require a Caltrans encroachment permit and all maintenance, safety, and statutory requirements will need to be addressed. S-2.5

- Bicycle Parking is mentioned as being deployed at "various locations". We would recommend providing specific examples as mode shift is often reliant on the ability to safely secure your bicycle as you would a vehicle. S-2.6

- A wayfinding and signage plan would also greatly improve the visibility and access of the entire active transportation network. S-2.7

- Community Engagement is mentioned; however, the DEIR only illustrates that it complied with the minimum CEQA notices. It is not apparent that community outreach outside of city council was conducted in the recommendation portion of this planning document, which may have been valuable. It is recommended to note what types of future engagement best practices will be implemented in the future as the project rolls out. S-2.8

- Further justification may be needed for the environmentally preferred alternative. It currently appears that Alternative 2 would be superior due to its much more expanded footprint while being less invasive than the separated path. While Caltrans is supportive of the development of the bike path, more needs to be stated as to why Alt 3 is preferable to Alt 2. S-2.9

Please be aware that Caltrans encroachment permits will be required at all locations where Project work interacts with State ROW. This includes any grading, topography, or equipment work that will change the pattern or direction of water runoff in a way that will impact State facilities or ROW.

A condition of approval for issued entitlements shall include a requirement to work with Caltrans' Office of Permits to obtain the appropriate encroachment permits. Final design requirements for any proposed changes to infrastructure within or along Caltrans Right-of-way will be determined by the Office of Permits. At the time of permit application there will be rounds of review and corrections to ensure all design, Right-of-way, access management, water runoff, environmental, and statutory requirements are being addressed. S-2.10

Caltrans District 7 Office of Permits contact information:
Mailing Address: 100 S Main Street, Ste 100 Los Angeles, CA 90012
Office Hours: 8:00 a.m. to 5:00 p.m. Monday-Friday
Phone: 213-897-3631 | Fax: 213-897-0420 | E-mail: D7.Permits@dot.ca.gov

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2025-04962.

Sincerely,

Anthony Higgins

Anthony Higgins
Acting LDR Branch Chief

Cc: State Clearinghouse S-2.11

Appendix D

Responses to Comments

Responses to Comments

Introduction

A Draft Programmatic Environmental Impact Report (PEIR) for the proposed Bicycle Master Plan (BMP), Vehicle Miles Traveled (VMT) Mitigation Exchange and Banking Program (Program), and General Plan Amendments (Amendments) (hereafter referred to as the "proposed Project" or "Project") was circulated for a 68-day public review period from November 25, 2025 to January 31, 2026. In accordance with Section 15088 of the *California Environmental Quality Act (CEQA) Guidelines*, the City of Agoura Hills (City) reviewed all written comments received on the Draft PEIR and prepared written responses to the written comments received during the public review period. This chapter includes the responses to comments received on the Draft PEIR.

Public Comments Received

As summarized in Table 1, comment letters were submitted by two state agencies. The comment letters are provided in Appendix C and responses are provided below. The comment letters have been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response S-1.1, for example, indicates that the response is for the first issue raised in comment Letter S-1).

Table 1 Public Comments Received on the Draft PEIR

Letter No. and Commenter		Date Received
State Agency		
S-1	California Department of Fish and Wildlife	December 26, 2025
S-2	California Department of Transportation	January 29, 2026

Response to Comments

No changes to the Draft PEIR were made in response to public comments. Responses to public comments received were prepared to address the environmental concerns raised by the commenters and to indicate where and how the Draft PEIR explains pertinent environmental issues. The focus of the responses to comments is the disposition of environmental issues that are raised in the comments, as specified by *CEQA Guidelines* Section 15088(c). Detailed responses are not provided to comments on the merits of the proposed Project. However, when a comment is not directed to an environmental issue, the response indicates that the comment has been noted and forwarded to the appropriate decision-makers for review and consideration.

Letter S-1

COMMENTER: Steve Gibson, Senior Environmental Scientist Supervisor, California Department of Fish and Wildlife

DATE: December 26, 2025

Response S-1.1

The commenter provides a description of the California Department of Fish and Wildlife's (CDFW) role as a trustee and/or responsible agency for the proposed Project, a summary of the proposed Project, and CDFW's prior involvement with the proposed Project.

This comment is introductory and does not contain a substantive comment on the Draft PEIR. No further response is required.

Response S-1.2

The commenter states the Project could significantly impact Crotch's bumble bee (*Bombus crotchii*), as the Project may cause temporary or permanent loss of suitable nesting and foraging habitat, and ground-disturbing activities could lead to direct mortality, nest abandonment, and reduced reproductive success. The commenter recommends additional mitigation measures, including focused surveys during the appropriate season consistent with CDFW's published guidelines, submitting results to CDFW before any disturbance occurs, and obtaining an Incidental Take Permit (ITP) from CDFW with full compliance to permit conditions.

Pages 4.3-7, 4.3-27, and 4.3-29 in Section 4.3, *Biological Resources*, of the Draft PEIR identifies that Crotch's bumble bee has potential to occur within the Project area. Specifically, the Draft PEIR discloses that construction of the Agoura High School Connection would have the potential to temporarily disturb or remove overwintering and nesting habitat, as Crotch's bumble bee is known to occupy similarly situated non-native grassland habitat similar to that within the identified project boundary for the Connection. On Page 4.3-29, the Draft PEIR identifies this impact as potentially significant.

Page 4.3-27 in Section 4.3, *Biological Resources*, of the Draft PEIR explains that "a precise, project-level analysis of the specific impacts of individual projects identified within the BMP…is not possible at this time," and therefore the analysis and impact conclusions rely on performance-based mitigation to be applied when and where ground disturbance is proposed during implementation of individual projects proposed within the BMP (Mitigation Measure BIO-1a through BIO-1c).

Specifically, Mitigation Measure (MM) BIO-1a (pages 4.3-31 and 4.3-32) requires the City to retain a qualified biologist to conduct pre-construction, site-specific assessments of each future project footprint to identify special-status species and habitats, develop project-specific avoidance and mitigation procedures, and implement those measures prior to and during construction; the measure explicitly requires pre-construction surveys for special-status invertebrates where appropriate, establishment of avoidance buffers, relocation with permits as applicable, restoration, and compensatory mitigation at ratios scaled to the extent and quality of habitat affected (1:1 to 5:1). This approach is particularly important because most facilities would occur in previously developed or disturbed corridors with low potential for many special-status species, whereas a subset of locations, such as the Agoura High School Connection in non-native grassland, could present project-specific potential for Crotch's bumble bee. Site-level conditions will be verified and

addressed under MM BIO-1a at the time of design and prior to ground disturbance when surveys can be properly timed to the species' active period and tailored to the defined limits of work.

In short, committing to program-wide focused Crotch's bumble bee surveys now would be inefficient and potentially ineffective given the absence of finalized designs and construction windows. The PEIR's mitigation framework ensures that any future project with a credible potential to affect Crotch's bumble bee will undergo appropriate, site-specific survey, avoidance, and compensatory measures before construction, reducing impacts to less than significant with mitigation.

For the above reasons, that the analysis considers impacts on Crotch's bumble bee, that the Programmatic EIR does not contain the specificity that would reliably identify impacts to Crotch's bumble bee, and that performance measures are included that will require future surveys where necessary, the commenter's requested mitigation measure requiring City-wide, focused surveys for Crotch's bumble bee is not being adopted. The PEIR is a programmatic document that does not authorize construction and, by definition, lacks the site-specific design, access, and timing information needed to implement defensible protocol surveys across the entire citywide program.

An ITP is an authorization under the California Endangered Species Act, separate from CEQA, that is obtained through a formal application to CDFW if take of a State-listed or candidate species is required. Crotch's bumble bee has a low potential to occur within individual project areas and impacts are considered less than significant with mitigation. While an ITP may be required under the California Endangered Species Act if future project-level activities cannot avoid take, the ITP authorization would be obtained by the City during subsequent implementation of individual projects if pre-construction surveys required under Mitigation Measure BIO-1a identify Crotch's bumble bee and take is triggered. No changes to the Draft PEIR are required.

Response S-1.3

The commenter states that the Project could significantly impact rare plants because grading within the Project area may directly remove individuals and suitable habitat for several California Rare Plant Rank (CRPR) 1B species with potential to occur on or adjacent to the Project area. The commenter explains that general pre-construction surveys are not sufficient to detect these species and recommends protocol-level, blooming-season surveys consistent with CDFW guidance, followed by compensatory mitigation for any affected individuals, including habitat replacement at a minimum 2:1 ratio and long-term protection under a conservation easement. The commenter also recommends preparation of a Habitat Management and Monitoring Plan to ensure the long-term viability of replacement populations.

Page 4.3-27 in Section 4.3, *Biological Resources*, of the Draft PEIR identifies that special-status plant species may occur within the Project area, and direct and indirect impacts may result in potentially significant impacts to special-status plant species. Page 4.3-27 further explains that "a precise, project-level analysis of the specific impacts of individual projects identified within the BMP…is not possible at this time," and therefore the analysis and impact conclusions rely on performance-based mitigation to be applied when and where ground disturbance is proposed during implementation of individual projects proposed within the BMP (Mitigation Measure BIO-1a through BIO-1c).

For the above reasons, that the analysis considers impacts on rare plants, that the Programmatic EIR does not contain the specificity that would reliably identify impacts to rare plants, and that performance measures are included that will require future surveys where necessary, the commenter's requested mitigation, including protocol-level rare plant surveys, fixed 2:1

compensatory mitigation, or preparation of a Habitat Management and Monitoring Plan, is not being adopted. The PEIR is a programmatic document that does not authorize construction and, by definition, lacks the site-specific design, access, and timing information needed to implement defensible blooming-season surveys across all potential improvement areas. As described in Section 4.3, *Biological Resources*, the PEIR employs a performance-based mitigation framework (e.g., MM BIO-1a [pages 4.3-31 and 4.3-32], BIO-1c [page 4.3-33], BIO-2a [pages 4.3-37 and 4.3-38], and BIO-2c [pages 4.3-38 and 4.3-39]) that requires a qualified biologist to conduct site-specific pre-construction biological assessments, develop project-level avoidance and minimization measures, and implement appropriate survey protocols during the correct phenological window where suitable habitat is present at the time individual projects advance through design and permitting. This tiered approach is warranted because many future activities would occur in previously developed or disturbed corridors with low potential for CRPR 1B taxa, while a subset of individual project locations may warrant focused, blooming-season surveys and tailored measures that reflect the defined limits of disturbance, final design, and construction schedule.

Committing to uniform, program-wide survey and compensatory ratios at this stage would be premature under CEQA's programmatic framework. Instead, the PEIR requires that any future project with a credible potential to affect rare plants conduct appropriate, site-specific surveys and apply avoidance, minimization, and compensatory mitigation (including habitat replacement where warranted) prior to ground disturbance, ensuring impacts associated with adoption of the BMP are reduced to less than significant with mitigation. No changes to the Draft PEIR are required.

Response S-1.4

The commenter states the Project could significantly impact southwestern pond turtle (*Actinemys pallida*) because construction activities could cause direct mortality as well as indirect impacts from the loss or degradation of suitable habitat. Although the Draft PEIR acknowledges that suitable habitat is present in the Project area and proposes a general pre-construction survey, the commenter explains that the Draft PEIR does not include protocol-level surveys or species-specific mitigation measures. Given that habitat loss is a major contributor to regional declines in the species, the commenter asserts that removal of confirmed habitat would constitute a significant impact under CEQA. To address these concerns, the commenter recommends compensatory mitigation at a minimum 2:1 ratio for habitat supporting the species, long-term protection of replacement habitat under a conservation easement, and implementation of procedures for reporting and responding to injured or deceased wildlife discovered during construction.

Pages 4.3-8 and 4.3-27 in Section 4.3, *Biological Resources*, of the Draft PEIR identify that southwestern pond turtle may occur within the Project area, specifically within the city's open space areas and undeveloped hillsides at the wildland-urban interface. Page 4.3-27 further explains that "a precise, project-level analysis of the specific impacts of individual projects identified within the BMP…is not possible at this time," and therefore the analysis and impact conclusions rely on performance-based mitigation to be applied when and where ground disturbance is proposed during implementation of individual projects proposed within the BMP (Mitigation Measure BIO-1a through BIO-1c).

For the above reasons, that the analysis considers impacts on southwestern pond turtle, that the Programmatic EIR does not contain the specificity that would reliably identify impacts to southwestern pond turtle, and that performance measures are included that will require future surveys where necessary, the commenter's requested mitigation, including protocol-level surveys, fixed compensatory ratios, or species-specific plans for southwestern pond turtle, is not being

adopted. The PEIR is a programmatic document that does not authorize construction and, by definition, lacks the site-specific design, access, and timing information needed to implement defensible species protocols across all potential improvement areas. As outlined in Section 4.3, *Biological Resources*, the PEIR uses a performance-based, tiered mitigation framework (MM BIO-1a [pages 4.3-31 and 4.3-32] and BIO-1c [page 4.3-33]) that requires a qualified biologist to conduct site-specific pre-construction assessments once individual projects advance through design and permitting, identify presence of suitable aquatic/riparian and upland refugia, and develop project-level avoidance and minimization measures tailored to the confirmed conditions at each work area. Under this framework, measures may include seasonally appropriate clearance surveys where suitable habitat is present, exclusion fencing and environmentally sensitive area buffers, biological monitoring during ground disturbance near aquatic features, relocation only with appropriate approvals/authorizations, timing restrictions to avoid peak activity periods, and compensatory mitigation scaled to the extent and quality of affected habitat where avoidance is not feasible.

Given that many improvements would occur in developed or disturbed corridors with low potential for southwestern pond turtle, while a subset of locations may warrant focused measures, imposing uniform program-wide requirements (e.g., protocol surveys and a fixed 2:1 habitat replacement ratio) would be premature absent verified habitat and final limits of disturbance for individual projects. The PEIR instead commits the City to apply appropriate, site-specific surveys, avoidance, minimization, and compensatory mitigation at the time of future project-level approvals and prior to ground disturbance, ensuring that any future project with a credible potential to affect southwestern pond turtle reduces impacts to less than significant with mitigation. No changes to the Draft PEIR are required.

Response S-1.5

The commenter recommends that the City recirculate the Draft PEIR after selecting a preferred alternative and completing focused surveys for special-status species. According to the commenter, recirculation is necessary to fully disclose biological impacts and ensure that the public and responsible agencies can evaluate project-specific effects prior to approval.

Recirculation of the Draft PEIR is not required. As explained in Section 4.3, *Biological Resources*, this Draft PEIR is intentionally programmatic and does not authorize ground-disturbing activities or contain sufficient site-level detail to conduct defensible protocol surveys at this time. The Draft PEIR evaluates potential impacts at a broad program level and incorporates a tiered mitigation framework that requires project-specific biological assessments, appropriately timed focused surveys, and avoidance/minimization measures when individual projects advance to design and permitting and when site-specific conditions can be accurately verified. Pursuant to *CEQA Guidelines* Section 15088.5, a lead agency must recirculate an EIR only when "significant new information" becomes available that deprives the public of a meaningful opportunity to comment on substantial changes to the analysis or mitigation; here, no such information has been identified. The Draft PEIR provides adequate disclosure of potential impacts associated with the Project and commits to implementing all necessary focused surveys and mitigation measures at the project-level tiering stage. Therefore, recirculation of the Draft PEIR is not warranted.

As required by CEQA, the Agoura Hills City Council will identify and select the preferred alternative at the time the Project is considered for approval. Selection of a preferred alternative occurs during the decision-making process after circulation of the Draft and Final PEIR and does not require

recirculation unless identifying the preferred alternative introduces new significant impacts or substantially increases the severity of previously identified impacts.

Response S-1.6

The commenter recommends that the City retain a qualified biologist to conduct focused, protocol-level botanical and wildlife surveys at the appropriate time of year to ensure maximum detectability of special-status species. The commenter states that these surveys should be completed prior to finalizing the Final PEIR and that the final CEQA document should include specific, survey-based avoidance, minimization, and mitigation measures.

Conducting focused, protocol-level surveys before certification of the Draft PEIR is not required for a programmatic document. Consistent with *CEQA Guidelines* Section 15168 and the requirements of Mitigation Measure BIO-1a, site-specific biological surveys shall be conducted at the project-level tiering stage when individual project designs, disturbance boundaries. As described in Section 4.3, *Biological Resources*, the Draft PEIR does not authorize construction and does not contain the site-specific design, access, or construction timing information necessary to implement defensible protocol surveys across all individual project locations. The Draft PEIR instead relies on a tiered, performance-based mitigation framework that requires a qualified biologist to conduct site-specific biological assessments and appropriately timed focused surveys when individual projects undergo project-level design and permitting and when site conditions, limits of disturbance, and construction windows are known. This tiering approach complies with CEQA for a programmatic document and ensures that avoidance, minimization, and mitigation measures (including any species-specific protocols) are developed based on verified, site-specific survey results.

Response S-1.7

The commenter acknowledges that the Draft PEIR is a programmatic document but recommends that findings of significance for biological resources be postponed until individual, site-specific projects are proposed and can be fully analyzed in subsequent or supplemental CEQA documents consistent with *CEQA Guidelines* Sections 15162 and 15163. The commenter requests that the Draft PEIR explicitly describe what additional CEQA documentation will be required for future projects, whether further biological analysis will be provided, and whether those documents will be available for public review. The commenter also requests the opportunity to review and comment on all subsequent CEQA actions associated with the Project.

This Draft PEIR is intended to provide a program-level evaluation of potential impacts associated with implementation of the overall Project and does not authorize construction of any individual project. Because detailed design, construction timing, and site conditions are not yet known, the Draft PEIR appropriately evaluates impacts at a broad, programmatic level and identifies performance-based mitigation to be implemented after project-specific analysis in future CEQA documents is prepared as required under *CEQA Guidelines* Sections 15162, 15163, and 15168.

Chapter 3, *Environmental Setting*, Section 3.2.2, *Approach to Analysis*, of the Draft PEIR explains that future activities covered by the Project will undergo additional environmental review depending on the nature of the project-level changes and whether new significant impacts or substantially more severe impacts may occur. This tiered approach ensures that all future projects receive the appropriate level of CEQA review, which may include biological surveys and impact analysis where warranted. The City will continue to coordinate with responsible agencies, including CDFW, and will make subsequent CEQA documents available for public review when required under CEQA.

Response S-1.8

The commenter recommends that individual projects incorporating landscaping use only native plant species from vegetation communities naturally occurring within or adjacent to the Project area. The commenter further advises that non-native or invasive species, including those ranked "moderate" or "high" by the California Invasive Plant Council, should not be planted, seeded, or introduced near native habitat because these species can substantially affect ecological processes, plant communities, and habitat structure.

Landscaping recommendations will be addressed at the project-level rather than in this programmatic document. The Draft PEIR does not authorize construction or establish final landscaping plans, and therefore does not include the site-specific design details necessary to determine planting palettes or evaluate proximity to sensitive habitats. The Draft PEIR's tiered mitigation framework requires that each future project undergo site-specific biological review during project-level design, at which time a qualified biologist will identify appropriate avoidance and minimization measures, including landscaping requirements where necessary to protect adjacent native habitats. This approach ensures that landscaping palettes are tailored to actual site conditions and biological constraints once they are known and avoids imposing program-wide requirements that may not be applicable to all project locations. At the project-level CEQA tiering stage, the City will evaluate the need for native planting requirements and restrictions on invasive species and will incorporate such measures, as appropriate, into final design and mitigation.

Response S-1.9

The commenter recommends the Draft PEIR includes CDFW's recommended mitigation measures (Attachment A of Letter S-1) and invites the City to coordinate with CDFW to further review and refine the Project's mitigation measures.

Responses to specific mitigation recommendations have been provided in Responses S-1.2 through S-1.4 above. No changes to the proposed mitigation measures or the Draft PEIR are required. The Project's Mitigation Monitoring and Reporting Program will be prepared and certified concurrently with the Final PEIR, as required by CEQA.

Response S-1.10

The commenter requests that special-status species and natural communities detected during Project surveys be submitted to CDFW's vegetation classification and mapping program and to the California Natural Diversity Database.

If special-status species or natural communities are observed during future implementation of individual projects (such as during pre-construction surveys that may occur for compliance with the mitigation measures identified in the Draft PEIR), information would be submitted to CDFW as required by state-issued permits (e.g., CDFW Lake and Streambed Alteration Agreement), rather than as a separate condition of the City's permit, because these reporting obligations fall under CDFW's jurisdiction and enforcement authority.

Response S-1.11

The commenter states that payment of CDFW fees is required.

If the Final PEIR is certified and the Project is approved, the City would pay the required CDFW fees at the time the Notice of Determination for the Final PEIR is filed with the Los Angeles County Clerk.

Response S-1.12

The commenter concludes the letter and requests the opportunity to review the response to comments and receive notification of hearing dates.

The City will provide responses to comments to CDFW and notice of public hearings 10 days prior to the City hearings where certification of the Draft PEIR will be considered (*CEQA Guidelines* Section 15088). The comment does not contain a substantive comment on the Draft PEIR and no further response is required.

Response S-1.13

The commenter notes their inclusion of Attachment A: Draft Mitigation, Monitoring, and Reporting Program. The commenter also provides a list of references used to inform their comment letter.

The measures listed within Attachment A: Draft Mitigation, Monitoring, and Reporting Program correspond to individual comments S-1.2 through S-1.8, which are addressed in the above responses. As discussed in Responses S-1.2 through S-1.8, no changes to the Draft PEIR are required.

Letter S-2

COMMENTER: Anthony Higgins, Acting LDR Branch Chief, California Department of Transportation

DATE: January 29, 2026

Response S-2.1

The commenter provides a summary of the proposed Project and acknowledges their appreciation for including the California Department of Transportation (Caltrans) in the environmental review process.

The comment is introductory and does not contain a substantive comment on the Draft PEIR. No further response is required.

Response S-2.2

The commenter expresses support for the Project's goals because they align with State goals for safety, climate action, and sustainable transportation. The commenter also offers to collaborate on design elements that improve safety and promote walking, biking, and transit to help reduce driving and associated greenhouse gas emissions.

This comment does not contain a substantive comment on the Draft PEIR. No further response is required.

Response S-2.3

The commenter notes that the Bicycle Master Plan's claim of proposing "30.1 miles of new bikeways" may be misleading because most of these miles are Class III routes where bicyclists are already permitted. They support including Class III facilities but recommend clarifying the distinction so that the reported miles of truly "new" bikeways are more transparent.

The City acknowledges that Class III bikeways typically occur on streets where bicycle travel is already permitted. The City will evaluate opportunities to more clearly differentiate between mileage associated with new Class I and II facilities versus Class III designations in the Plan. This distinction in facility designation does not alter or affect the impact analysis presented in the Draft PEIR, and no changes to the Draft PEIR are required.

Response S-2.4

The commenter explains that Senate Bill 1216 prohibits new sharrow markings on roads with speed limits above 30 miles per hour (mph), which conflicts with several proposed Class III routes in the Bicycle Master Plan (e.g., Canwood Street at 40 mph and Lake Lindero Drive at 50 mph). The commenter notes that Class III facilities are not used as performance metrics by Caltrans and suggests Class II facilities may fit within existing roadway widths, otherwise speed limits would need to be reduced for Class III feasibility.

Senate Bill 1216 and the associated prohibition on new sharrow markings on roadways with speed limits above 30 mph are acknowledged and discussed in the Final Bicycle Master Plan (pages 7 and 8). As noted, several streets included in the recommended Bike Network (Figure 4, page 23) have posted speed limits exceeding 30 mph yet are shown with proposed Class III designations. These

include segments of Canwood Street (35–40 mph), Roadside Drive (40 mph), and Kanan Road south of Agoura Road (45 mph). For these locations, the proposed Class III facilities would not include sharrows. The City will evaluate appropriate options for each segment, which may include installing Class III bike route signage without sharrows or considering speed limit reductions where feasible. Additionally, the City notes that the speed limit on Lake Lindero is 25 mph, not 50 mph; the higher-speed Lindero Canyon Road is outside the City limits and not part of the Project area.

The City will continue assessing facility types and operational conditions to ensure consistency with State requirements and best practices for bicycle safety. No changes to the Draft PEIR are required.

Response S-2.5

The commenter recommends improving certain crosswalks on Kanan Road near the Medea Creek Path to high-visibility markings, suggests incorporating pedestrian lighting or other safety features in the large United States 101 undercrossing, and notes that the undercrossing would require a Caltrans encroachment permit and adherence to all maintenance and safety requirements.

The City will evaluate opportunities to upgrade crosswalks on Kanan Road to high-visibility markings as part of future design advancement. The City also acknowledges the commenter's recommendation to incorporate pedestrian lighting or other safety enhancements within the United States 101 undercrossing and will assess appropriate treatments during future project development.

The City further recognizes that any improvements within the State right-of-way, including the United States 101 undercrossing, would require a Caltrans encroachment permit. Acquisition of the encroachment permit and all associated maintenance, safety, and statutory requirements would be addressed in coordination with Caltrans during future implementation of the Medea Creek Path. No changes to the Draft PEIR are required.

Response S-2.6

The commenter notes that the Draft PEIR references bicycle parking at "various locations" but does not specify where these facilities would be provided. The commenter recommends identifying specific example locations because secure bicycle parking is essential to supporting mode shift.

The City recognizes that secure, well-located bicycle parking is critical to enabling mode shift and supporting riders at the end of their trip. As described in Section 4.1.3 of the Bicycle Master Plan (page 21), end-trip facilities such as bike racks, lockers, and repair stations are a core component of the City's bicycle infrastructure network. While the Bicycle Master Plan provides a citywide framework, specific bicycle parking locations would be identified during future project-level design and through coordination with property owners, schools, and transit agencies. No changes to the Draft PEIR are required.

Response S-2.7

The commenter states that a dedicated wayfinding and signage plan would significantly improve visibility and accessibility across the City's active transportation network.

As described in Section 4.1.2 of the Bicycle Master Plan (page 20), signage and wayfinding are identified as recommended treatments intended to help bicyclists and drivers identify designated routes, understand corridor transitions, and navigate more comfortably throughout the system. The Bicycle Master Plan includes wayfinding as part of the broader suite of corridor enhancements, and

future project-level design would refine the specific locations, sign types, and branding elements for the Citywide network. No changes to the Draft PEIR are required.

Response S-2.8

The commenter notes that, while the Draft PEIR shows CEQA-required noticing was completed, it is unclear whether broader community outreach informed the recommendations in the Bicycle Master Plan. The commenter suggests clarifying what community engagement was conducted and identifying best practices for future engagement as the Project is implemented.

As described in Chapter 3 of the Bicycle Master Plan (starting on page 13), the City conducted a robust outreach process that included two public workshops (March 22, 2022 and July 12, 2022), an online survey, social media announcements, Strava challenge participation, and collaboration with residents, local bicycling advocacy groups, Las Virgenes Unified School District, the Los Angeles Sheriff's Department, and local businesses. These activities provided direct input that helped shape the recommended projects and priorities.

The Draft PEIR focuses on CEQA noticing requirements and complies with applicable CEQA noticing provisions stipulated by *CEQA Guidelines* Sections 15802, 15805, 15806, and 15807. No changes to the Draft PEIR are required.

Response S-2.9

The commenter questions why Alternative 3 (Only Class II/III facilities) is identified as environmentally preferable over Alternative 2 (Project minus the Medea Creek Path and Agoura High School Connection), noting that Alternative 2 appears to provide a broader footprint with fewer intrusions than a separated path. The commenter requests clearer justification for selecting Alternative 3 as the environmentally superior alternative.

As discussed in Draft PEIR Section 6.5 (starting on page 6-31), Alternative 3 is identified as the environmentally superior build alternative because it has the smallest overall construction footprint, eliminating all Class I and Class IV facilities and substantially reducing earthwork and disturbance compared to both the Project and Alternative 2. This reduction results in lower impacts across multiple environmental resource areas, including air quality, biological resources, cultural resources, geology/soils, hazards, hydrology/water quality, noise, and transportation.

While Alternative 2 would still reduce impacts relative to the Project, it retains several off-road Class I facilities and all Class IV corridors, which continue to introduce disturbance in sensitive or previously undisturbed areas. Alternative 3 avoids these areas entirely, which is why it performs better environmentally, even though it does not meet all Project objectives to the same extent. As required by CEQA, the Agoura Hills City Council will identify and select a preferred alternative at the time the Project is considered for approval. No changes to the Draft PEIR are required.

Response S-2.10

The commenter advises that Caltrans encroachment permits would be required wherever Project elements interact with State right-of-way, including any grading or drainage modifications affecting State facilities. The commenter requests that conditions of approval for issued entitlements explicitly require coordination with Caltrans District 7's Office of Permits, and provides contact information for permitting.

The City acknowledges that any individual Project components occurring within or affecting Caltrans right-of-way would require an encroachment permit from Caltrans. As individual projects advance through design and into implementation, the City will coordinate with the Caltrans Office of Permits to obtain the appropriate encroachment permits, as stated in Chapter 2, *Project Description*, Section 2.7, *Required Permits and Approvals*. No changes to the Draft PEIR are required.

Response S-2.11

The commenter provides their contact information.

The comment is conclusory and does not contain a substantive comment on the Draft PEIR. No further response is required.

Appendix E

Mitigation Monitoring and Reporting Program



Agoura Hills Bicycle Master Plan

Mitigation Monitoring and Reporting Program

SCH#2025010338

prepared by

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Mitigation Monitoring and Reporting Program

The Programmatic Environmental Impact Report (PEIR) for the proposed Bicycle Master Plan (BMP), VMT Mitigation Exchange and Banking Program (Program), and General Plan Amendments (Amendments) in the City of Agoura Hills identifies the mitigation measures required to reduce environmental impacts associated with the Project. The California Environmental Quality Act (CEQA) requires a public agency to adopt a mitigation monitoring and reporting program (MMRP) for assessing and ensuring compliance with required mitigation measures that are necessary to reduce or avoid significant effects on the environment (Public Resources Code 21081.6). *CEQA Guidelines* Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined as part of making findings or adopting a mitigated negative declaration.

This MMRP is intended to track and ensure compliance with adopted mitigation measures in the Agoura Hills Bicycle Master Plan Draft PEIR (State Clearinghouse Number 2025010338). The first column, entitled "Mitigation Measure," identifies mitigation measures that were identified in the Final PEIR. The second column, entitled "Implementing Action," refers to the action that must be taken to ensure the mitigation measure's implementation. The third column, entitled "Implementation Monitoring and Reporting Responsibility," refers to the agency responsible for oversight or ensuring that the mitigation measure is implemented. The fourth column, entitled "Implementation Timing Requirements," refers to how often the monitoring will occur to ensure that the mitigation action is complete. The "Compliance Verification" columns are where the agency responsible for oversight verifies that the measures have been implemented.

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Mitigation Measure	Implementing Action	Implementation Monitoring/ Reporting Responsibility	Implementation Timing Requirements	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
Biological Resources						
BIO-1(a): Pre-Construction Biological Resources Assessment and Reporting						
Prior to approval of final design for individual projects identified within the BMP that involve ground disturbance and/or vegetation trimming or removal, the City shall retain a qualified biologist to conduct a focused assessment of the environmental limits of the individual project boundary to identify sensitive biological resources that may be impacted by implementation of the project, including special-status plants, animals, and their habitats, as well as sensitive natural communities, regulated waters, and protected trees. If the biologist identifies protected biological resources that may be affected by implementation of the project, the City shall first prepare alternative designs that seek to avoid and/or minimize impacts to the biological resources. If the project cannot be redesigned without complete avoidance, the City shall retain the qualified biologist to identify the specific impacts to the biological resource (i.e., special-status species, sensitive natural communities, regulated waters, and/or protected trees), identify any state or federal listed species that would necessitate coordination with the appropriate regulatory agency (i.e., USFWS, CDFW, USACE) to obtain regulatory permits, develop project-specific avoidance and mitigation procedures prior to initiating construction activities, and implement project-specific avoidance and mitigation measures prior to and during any construction activities. Mitigation actions that may be required if impacts to sensitive biological resources be identified during implementation of individual projects include: ▪ Pre-construction surveys to identify the presence of special-status species, nesting birds, and roosting bats, within and adjacent to work areas; ▪ Worker Environmental Awareness Program training for all construction personnel; ▪ Complete avoidance of special-status species where and if possible. Avoidance measures may include: ▫ Delimiting and flagging of special-status species avoidance buffer areas (Environmentally Sensitive Areas), ▫ Monitoring of construction activity near Environmentally Sensitive Areas, and ▫ Installation of special-status species exclusion fencing; ▪ Relocation of special-status species out of work areas (with applicable permits and authorizations as necessary); ▪ Restoration of temporarily disturbed special-status species' habitat; and, ▪ Compensatory mitigation for impacts to special-status species habitat at a minimum ratio appropriate for extent and quality of permanently disturbed habitat. Mitigation ratios may vary from 1:1 to 5:1.	The City will retain a qualified biologist to conduct a focused biological assessment prior to approval of final design for any project involving ground disturbance or vegetation removal. If sensitive biological resources are identified, the City will develop alternative designs to avoid or minimize impacts. If avoidance is not feasible, the qualified biologist will identify specific impacts, determine permitting needs, prepare project-specific avoidance and mitigation procedures, and oversee implementation during construction.	The City of Agoura Hills is responsible for: ▪ Hiring a qualified biologist. ▪ Ensuring the focused biological assessment is completed. ▪ Ensuring mitigation measures are incorporated into construction plans for individual projects. The qualified biologist is responsible for: ▪ Conducting the focused biological assessment for sensitive resources prior to final design approval. ▪ Identifying sensitive biological resources and recommending avoidance or minimization measures. ▪ Preparing project-specific mitigation procedures when full avoidance is not feasible. The construction contractor is responsible for: ▪ Adhering to mitigation measures.	Prior to approval of final design for individual projects			
BIO-1(b): Pre-Construction Nesting Bird Surveys, Avoidance, and Reporting						
Future construction activities initiated during the raptor and passerine bird nesting season (January 1 – August 31) involving removal of vegetation or other nesting bird habitat, including abandoned structures and other manmade features, shall be preceded by a pre-construction nesting bird survey conducted no more than one week prior to initiation of ground disturbance and vegetation removal activities. The nesting bird preconstruction survey shall be conducted on foot and shall include up to a 200-foot buffer around the construction site depending on the specific area being surveyed, where publicly accessible. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in southern California. If nests are found, an avoidance buffer shall be determined by a qualified biologist dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site, which shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to check with the qualified Biologist before entering the buffer zone during the nesting season. Encroachment into the buffer shall occur only at the discretion of the qualified biologist on the basis that the encroachment will not be detrimental to an active nest. No ground or vegetation disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/ nesting is completed, and the young have fledged the nest. An email summarizing the preconstruction survey(s) shall be prepared by a qualified biologist and shall be submitted to the city prior to the commencement of construction activities. Individual project plans shall include a statement acknowledging compliance with the MBTA and CFGC that includes avoidance of active bird nests and identification of BMPs to avoid impacts to active nests, including checking for nests prior to construction activities during the nesting bird season and what to do if an active nest is found so that the nest is not inadvertently impacted during grading or construction activities.	If construction occurs between January 1 and August 31 and involves vegetation removal or disturbance of nesting habitats, the City will retain a qualified biologist to conduct a nesting bird survey no more than seven days before ground disturbance. If active nests are found, the biologist will establish species-specific buffers. No encroachment may occur within the buffer unless determined by the biologist that the encroachment will not be detrimental to an active nest, and no ground disturbance may occur within the buffer until the biologist confirms nesting is complete and the young have fledged. All individual project plans will acknowledge	The City of Agoura Hills is responsible for: ▪ Hiring a qualified biologist ▪ Reviewing and approving the survey results. ▪ Verifying construction workers are working outside of established buffers. ▪ Ensuring individual project plans acknowledge compliance with the MBTA and CFGC. The qualified biologist is responsible for: ▪ Conducting a nesting bird survey within seven days prior to the start of construction when work occurs between January 1 and August 31. ▪ Summarizing survey results in an email submitted to the City. ▪ Establishing a buffer around any nesting birds or active nests, if identified.	Prior to construction; during construction			

Mitigation Measure	Implementing Action	Implementation Monitoring/ Reporting Responsibility	Implementation Timing Requirements	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
	compliance with the MBTA and CFGC.	▪ Monitoring active nests once per week until nesting is complete and young have fledged. The construction contractor is responsible for: ▪ Avoiding work within the buffer established by the qualified biologist.				
BIO-1(c): Construction Best Management Practices						
The following construction BMPs shall be incorporated into all grading and construction plans for individual projects: ▪ A 20 mile-per-hour speed limit shall be designated in all construction areas where applicable. ▪ All vehicles and equipment shall be parked on pavement, existing roads, and previously disturbed areas, and clearing of vegetation for vehicle access shall be avoided to the greatest extent feasible. ▪ The number of access routes, number, and size of staging areas, and the total area of the activity shall be limited to the minimum necessary to achieve the goal of the Project. ▪ Equipment washout and fueling areas shall be located within the limits of grading at a minimum of 100 feet from waters, wetlands, or other sensitive resources as identified by a qualified biologist to the greatest extent feasible. Washout areas shall be designed to fully contain polluted water and materials for subsequent removal from the site. ▪ Daily construction work schedules shall be limited to daylight hours where adjacent to natural areas capable of supporting wildlife, and shall be consistent with local noise ordinances. ▪ Mufflers shall be used on all construction equipment where work will be conducted within or adjacent to natural areas capable of supporting wildlife, and vehicles shall be in good operating condition. ▪ Drip pans shall be placed under all stationary vehicles and mechanical equipment within 100 feet of a drainage, creek, or stream. ▪ All trash shall be placed in sealed containers and shall be removed from project sites a minimum of once per week. ▪ No pets are permitted on Project sites during construction.	Construction BMPs will be incorporated into all grading and construction plans for each individual project.	The City of Agoura Hills is responsible for: ▪ Ensuring all required BMPs are included in grading and construction plans. ▪ Verifying that contractors implement BMPs throughout construction. The construction contractor is responsible for: ▪ Implementing all BMPs and maintaining BMP throughout the duration of construction.	Prior to approval of grading and construction plans for individual projects			
BIO-2(a): Riparian Habitat and Sensitive Natural Communities Protection						
If sensitive natural communities, wetlands, or riparian habitats are identified within individual project limits, the City shall design or modify the project to avoid direct and indirect impacts on these habitats, if feasible. At a minimum, the City shall implement the following measures to minimize the loss of riparian vegetation, where feasible. ▪ Protect sensitive habitat areas from harmful exposure to light. If an individual project identified within the BMP is located within or adjacent to sensitive habitat areas or habitat for sensitive species, and lighting is proposed, then the facility will be designed to protect such areas from harmful exposure to light by shielding light sources, redirecting light sources, or using low intensity lighting. ▪ Delineate sensitive habitat areas. Sensitive habitat areas to be avoided, including appropriate buffers (determined by a qualified biologist), will be flagged by a qualified biologist prior to the onset of construction activities. Where indicated by the biologist, these areas will be fenced or otherwise protected from direct and indirect impacts. All such areas to be avoided with be clearly marked on construction plans and designated as “no construction” zones. ▪ Slope stabilization. Where construction will occur on bare soil or on slopes, the contractor shall stabilize exposed soil/slopes immediately upon completion of construction activities. On highly erodible soils/slopes, the contractor shall use a non-vegetative material that binds the soil initially and breaks down within a few years. If more intensive erosion control treatments are needed, geotextile mats, excelsior blankets, or other soil stabilization products shall be used. ▪ Install signage and fencing, vegetation, or other natural barriers to prevent impacts on adjacent areas during operation. Fencing, vegetation, or other natural barriers will be constructed to prevent impacts on sensitive habitat areas adjacent to the Facilities during operation. Signs will be erected in appropriate locations to inform users of the need to stay within designated bike paths, lanes, routes, or boulevards.	If sensitive natural communities, wetlands, or riparian habitats are identified, the City will modify the design of individual projects to avoid impacts where feasible. When avoidance is not fully feasible, measures to minimize impacts will be implemented. Measures will include lighting controls, delineation of sensitive habitats and avoidance areas, slope stabilization, and installation of signage and barriers.	The City of Agoura Hills is responsible for: ▪ Ensuring construction plans avoid impacts or include lighting controls, delineation of sensitive habitats and avoidance areas, slope stabilization, and installation of signage and barriers. ▪ Hiring a biologist to delineate sensitive habitat areas. The qualified biologist is responsible for: ▪ Identifying sensitive natural communities, wetlands, and riparian habitats within individual project limits. ▪ Establishing and flagging appropriate buffers around sensitive habitat areas The construction contractor is responsible for: ▪ Implementing measures identified on the construction plans. Avoiding sensitive habitat areas and buffers.	Prior to construction; during construction			

Mitigation Measure	Implementing Action	Implementation Monitoring/ Reporting Responsibility	Implementation Timing Requirements	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
BIO-2(b): Jurisdictional Delineation Survey and Report						
Before approving any individual project involving ground disturbance, the City shall retain a qualified biologist to conduct a site-specific assessment of the individual project area to identify sensitive natural communities, wetlands, or riparian habitats. The field delineation shall include a survey effort within the individual project area. During the field survey, sample points shall be established to document wetland and non-wetland aquatic resources, using the appropriate agency-approved methodology and data forms. The sample points shall focus on identifying indicators of an OHWM, wetland hydrology, hydric soils, and hydrophytic vegetation. Using this information, a "wetland edge" shall be discerned between the wetland and non-wetland points, and the boundary of the aquatic resources shall be mapped with a sub-meter global position system unit. The survey shall be conducted in accordance with USACE Wetlands Delineation Manual (1987) and Arid West Regional Supplement to the manual, as well as the latest guidance from the CDFW and Los Angeles RWQCB. This methodology is the acceptable methodology for delineating the boundaries of federal and state jurisdictions. A delineation report shall be prepared in accordance with the USACE Los Angeles District's 2017 Minimum Standards for Acceptance of Aquatic Resources Delineation Reports and shall be used to support necessary permit applications. The report shall include a discussion of methodologies and results that detail the background information; field observations and data collected; and a summary of findings. The report shall contain narrative descriptions of all aquatic features identified, including jurisdictional resources and their boundaries within the Project component's work area. The report shall quantify lengths and acreages of each aquatic feature, provide high-quality figures, site photographs, and completed data forms, and geographic information system (GIS) data. The report shall be used to support permitting requirements and shall be submitted to the City for review and approval prior to the issuance of grading permits.	Before approving any individual project involving ground disturbance, the City will retain a qualified biologist to conduct a site-specific delineation of sensitive natural communities, wetlands, and riparian habitats. The biologist will prepare a delineation report to support permit applications.	The City of Agoura Hills is responsible for: ▪ Hiring a qualified biologist. ▪ Ensuring the delineation is completed. ▪ Reviewing and approving the delineation report. The qualified biologist is responsible for: ▪ Conducting the site-specific jurisdictional delineation. ▪ Preparing a delineation report.	Prior to issuance of grading permits for individual projects			
BIO-2(c): Compensatory Mitigation						
If sensitive natural communities, state or federally protected wetlands, and/or riparian habitats are disturbed due to implementation of an individual project identified within the BMP, the City shall compensate for the disturbance to ensure no net loss of habitat functions and values. Compensation ratios shall be based on site-specific information and determined through coordination with state, federal, and/or local agencies as part of the permitting process for the individual project prior to the issuance of a grading permit and/or initiation of construction activities. Unless determined otherwise by the regulatory/permitting agency, the compensation shall be at a minimum ratio of two acres restored, created, and/or preserved for every one acre disturbed (2:1). Compensation may comprise on-site restoration/creation off-site restoration, preservation, or purchase of mitigation credits (or a combination of these elements). If compensatory mitigation involves restoration, the City shall develop and implement a Restoration and Monitoring Plan that describes how the habitat shall be created and monitored over a minimum period of time. In broad terms, the Restoration and Monitoring Plan shall at a minimum include: ▪ Description of the project/impact and mitigation sites ▪ Information related to riparian habitat impacts ▪ Specific objectives ▪ Success criteria ▪ Plant palettes for each vegetation community ▪ Implementation plan ▪ Maintenance activities ▪ Monitoring plan ▪ Contingency measures The plant palette shall include a diversity of appropriate native species that occur in the communities in the surrounding area. The performance standards for the Restoration and Monitoring Plan shall be, at a minimum, the following: ▪ Within five years after introducing the native plants to the mitigation site, the acreage of restored native grassland habitat shall be no less than two times the acreage lost to project construction. ▪ Within five years after introducing the native plants to the mitigation site, the absolute cover of the target species and other native species shall be no less than 50 percent within the restoration area.	If sensitive natural communities, protected wetlands, or riparian habitats are disturbed by an individual project, the City will provide compensatory mitigation to ensure no net loss of habitat functions and values. Compensation ratios will be established in coordination with state, federal, and local agencies during permitting. If compensatory mitigation involves restoration, the City will implement a Restoration and Monitoring Plan. Restoration will be monitored annually for up to five years or until success criteria are met. Annual and final reports will be submitted to the City. If compensatory mitigation involves in-lieu fees, the City will pay the in-lieu fees.	The City of Agoura Hills is responsible for: ▪ Coordinating with regulatory agencies to determine compensation ratios. ▪ Developing a Restoration and Monitoring Plan if restoration is used as compensatory mitigation. ▪ Ensuring monitoring and reporting requirements are met if restoration is used as compensatory mitigation. ▪ Providing evidence of payment if in-lieu fees are paid as compensatory mitigation.	Compensation ratios will be determined prior to issuance of grading permits for individual projects; in-lieu fees will be paid prior to issuance of grading permits for individual projects; restoration projects will occur prior to construction; restoration monitoring and reporting will occur annually; final restoration report will be prepared five years after the start of the restoration project			

Mitigation Measure	Implementing Action	Implementation Monitoring/ Reporting Responsibility	Implementation Timing Requirements	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
▪ Restoration will be considered successful after the success criteria have been met for a period of at least 2 years without any maintenance or remediation activities other than invasive species control. The restoration project shall be initiated prior to development of the individual project and shall be implemented at most over a five-year period, unless success criteria is met sooner. The restoration project shall incorporate an iterative process of annual monitoring and evaluation of progress, and allow for adjustments to the restoration plan, as necessary, to achieve desired outcomes and meet success criteria. Annual reports discussing the implementation, monitoring, and management of the restoration project shall be submitted to the City. Five years after start of the restoration project, a final report shall be submitted to the City, which shall at a minimum discuss the implementation, monitoring, and management of the restoration project over the five-year period and indicate whether the restoration project has been successful based on established success criteria. The annual reports and the final report shall include as-built plans submitted as an appendix to the report. If the loss of the sensitive habitat types is to be mitigated by a contribution of an in-lieu fee, the City shall provide evidence of payment of the in-lieu fee prior to issuance of the grading permit. The fee shall be based on the cost per acre to restore or create in-kind habitat and the acreage of sensitive communities impacted. In-lieu fees shall be used for the restoration of in-kind habitat.						
BIO-5(a): Tree Protection						
The City shall procure all necessary tree removal permits prior to impacting a protected oak tree. A tree protection and replacement plan shall be developed by a certified arborist for any protected oak tree(s) or other naturally occurring native tree that has a trunk diameter (at 4.5 feet above grade; diameter at breast height [DBH]) that will be affected by implementation of an individual project identified within the BMP. The tree protection and replacement plan shall include, but would not be limited to, an inventory of protected oak trees and naturally occurring native trees with a DBH of four inches or more within the individual construction site, setbacks from trees and protective fencing, restrictions regarding grading and paving near trees, direction regarding pruning and digging within the root zone of trees, and requirements for replacement and maintenance of trees. If protected oak trees or other naturally occurring native trees with a DBH of four inches or more will be removed, replacement tree plantings of like species in accordance with the city standards, but at a minimum ratio of 4:1 (trees planted to trees impacted) for protected oak trees in accordance with the City of Agoura Hills Oak Tree Preservation Guidelines and Oak Tree Ordinance (Municipal Code Article IX, Chapter 6, Part 2., Division 7) and a minimum ratio of 1:1 replacement for other naturally occurring native trees with a DBH of four inches or more, and shall be installed on-site or at an approved off-site location and a restoration and monitoring program shall be developed and implemented for a minimum of seven years. If the protective zone (as defined per the Agoura Hills Oak Tree Preservation Guidelines) of a protected oak tree is disturbed by more than 30 percent, the tree shall be retained and mitigated at a ratio of 4:1 as described above, because long-term impacts that may lead to decline or mortality may not be visible for several years. Any protected oak tree that will be encroached within its protective zone during construction shall have a certified arborist present to oversee the work activities. Any trimming of roots and branches shall be performed or directly supervised by a certified arborist and shall be done in accordance with the American National Standards Institute A300 Tree Care standards.	The City will procure tree removal permits for impacts to oak trees. The City will retain a certified arborist to develop a tree protection and replacement plan for impacts to protected oak trees or native tree ≥4 inches DBH. If protected oak trees, native trees ≥4 inches DBH, or their protective zones will be removed, the City will implement required replacement at the appropriate ratio and carry out a seven-year restoration and monitoring program. The City will retain a certified arborist to oversee work activities if a protected oak tree will be encroached within its protective zone during construction. The City will retain a certified arborist to perform or directly supervise trimming of roots and branches.	The City of Agoura Hills is responsible for: ▪ Obtaining tree-removal permits. ▪ Hiring a certified arborist. ▪ Reviewing and approving the tree protection and replacement plan. ▪ Ensuring protective zones and tree-protection measures are incorporated into project construction plans. ▪ Verifying that construction workers comply with protective zones and tree-protection measures. ▪ Ensuring the restoration and monitoring program is developed for replacement plantings over the required seven-year period. The certified arborist is responsible for: ▪ Preparing the Tree protection and replacement plan. ▪ Overseeing construction activities within the protective zone of protected oak trees. ▪ Performing or supervising all root and branch trimming. The construction contractor is responsible for: ▪ Adhering to protective zones and tree-protection measures. ▪ Complying with root and branch trimming limitations.	Prior to construction; during construction; annual monitoring			

Mitigation Measure	Implementing Action	Implementation Monitoring/ Reporting Responsibility	Implementation Timing Requirements	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
Cultural Resources						
CUL-1: Prepare Historical Resources Evaluation Prior to Approval of Project Involving Structures 45 Years or Older and Implement Mitigation Prior to and During Construction						
Prior to approval of individual Class I facilities, Class II facilities, Class IV facilities, and enhanced bicycle treatments that include construction activities which could result in direct/indirect impacts to historical resources, including those that could result in direct impacts to structures/objects and/or indirect impact to buildings 45 years or older, the City shall retain a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards (SOI PQS) in architectural history and/or history as defined in CFR Title 36, Part 61 to oversee the following steps: ▪ Prior to proceeding with the historical resources evaluation (HRE) described below, a qualified architectural historian or historian (who meets the Secretary of the Interior's Professional Qualifications Standards (SOI PQS) in architectural history and/or history as defined in CFR Title 36, Part 61) shall conduct a review of the applicable registers of previously documented built environment resources qualifying as historical resources to determine the presence of such resources within or immediately adjacent to a Class I, II, or IV project footprint or enhanced bicycle facility, and to confirm its condition is consistent with that presented in associated designation documentation. This effort, which may include a field survey, shall be documented in a report (that may be combined with the report described in the third bullet below as necessary and appropriate) that shall be submitted to the City for review and approval prior to initiation of a project component. ▪ Based on guidance provided by the California Office of Historic Preservation (OHP), not all built environment resources merit recordation. Therefore, the professional judgement of an architectural historian (that meets the SOI PQS in architectural history or history as defined in Code of Federal Regulations, Title 36, Part 61) shall be relied upon to determine if built environment resources with potential significance requiring recordation are present within a given project component site or its immediate surroundings. If a project component site or property in its immediate surroundings includes a building, structure, or other built environment feature that is 45 years of age or older that merits recordation and has the potential to be significantly impacted by the project, the City shall prepare a HRE for the property containing said building, structure, or other built environment feature. The evaluation shall consider the eligibility of the resource for listing in the National Register of Historic Places and California Register of Historical Resources, in addition to any applicable local register of historical resources. ▪ The HRE shall be prepared by a SOI PQS architectural historian or historian. The HRE shall include an intensive-level evaluation prepared in accordance with the guidelines and best practices promulgated by the California OHP. The building, structure or other built environment feature shall be evaluated within an appropriate historic context and documented in a report that meets the California OHP guidelines. All evaluated resources shall be documented on California Department of Parks and Recreation Series 523 Forms (DPR forms) in accordance with the guidance included in the OHP's Instruction for Recording Historical Resources. The report with attached DPR forms shall be submitted to the City for review and approval prior to proceeding with construction of the project component. ▪ If built environment resources qualifying as historical resources having the potential to be significantly impacted by a proposed project component are identified within a proposed project component site or its immediate surroundings, efforts shall be made to ensure that impacts are mitigated. In such instances, the above-noted HRE report shall be amended or supplemented with a report that identifies the resource's character-defining features and recommends treatment methods for character-defining features. The report shall demonstrate how the proposed project component complies with the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI Standards) and avoids impacts to historical resources pursuant to CEQA. The report shall be submitted to the City for review and approval prior to proceeding with construction the project. ▪ If built environment historical resources are identified and compliance with the SOI Standards is not possible, appropriate site-specific mitigation measures that reduce impacts to historical resources to the greatest extent feasible shall be established and undertaken. Mitigation measures may include, but would not be limited to, documentation of the historical resource in the form of a Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) report that complies with the Secretary of the Interior's Standards for Architectural and Engineering Documentation, or development of an interpretative display or educational opportunity that relates the history and significance of the resource to the public.	Prior to approving individual projects that could directly or indirectly impact structures, objects or buildings 45 years or older, the City will retain a qualified architectural historian to review existing registers of previously documented built environment historical resources, determine the presence of such resources within or immediately adjacent to individual project footprints, and confirm conditions are consistent with those presented in designation documentation. The historian will conduct a field survey as needed to verify current conditions. The historian will present findings in a report submitted to the City. The City will retain a qualified architectural historian to prepare an HRE for any building, structure, or other built environment feature that is 45 years of age or older and has the potential to be significantly impacted by an individual project. The historian will document resources on DPR forms. The City will avoid or mitigate for impacts to qualifying historical resources.	The City of Agoura Hills is responsible for: ▪ Hiring a qualified architectural historian meeting SOI PQS. ▪ Reviewing and approving HREs and DPR forms. ▪ Ensuring recommended avoidance and site-specific mitigation measures are incorporated into construction plans for individual projects. The qualified architectural historian is responsible for: ▪ Reviewing existing registers of previously documented built environment historical resources. ▪ Determining the presence of previously documented built environment historical resources within or immediately adjacent to individual project footprints. ▪ Confirming the current conditions of previously documented built environment historical resources are consistent with conditions presented in designation documentation, including conducting as-needed field surveys. ▪ Determining whether built environment resources ≥45 years old require recordation and/or merit an HRE. ▪ Preparing an HRE in accordance with California OHP guidelines and completing DPR 523 forms if recordation is required. ▪ Recommending design treatments demonstrating compliance with the SOI Standards when historical resources may be significantly impacted. ▪ Preparing additional mitigation recommendations when compliance with SOI Standards is not feasible. The construction contractor is responsible for: ▪ Adhering to design treatments and/or site-specific mitigation measures.	Prior to construction; during construction			

Mitigation Measure	Implementing Action	Implementation Monitoring/ Reporting Responsibility	Implementation Timing Requirements	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
CUL-2: Prepare Archaeological Resources Assessment Prior to Project Approval and Implement Mitigation Prior to and During Construction.						
Prior to approval of individual Class I facilities, Class II facilities, Class IV facilities, and enhanced bicycle treatments that involve ground disturbing activities, the City shall retain an archaeologist that meets the SOI PQS in either prehistoric or historic archaeology (qualified archaeologist as defined in CFR, Title 36, Part 61) to oversee the preparation of an archaeological resources assessment). ▪ Archaeological Resources Assessments shall include a CHRIS records search at the SCCIC with a minimum 0.5-mile radius and a Sacred Lands File search through the California Native American Heritage Commission. The records searches will characterize the results of previous cultural resource surveys and disclose any cultural resources that have been recorded and/or evaluated in and around Class I facilities, Class II facilities involving road widening, Class IV facilities involving road widening, or enhanced bicycle treatments located in previously undisturbed areas. A Phase I pedestrian survey shall be undertaken at Class I facilities, Class II facilities involving road widening, Class IV facilities involving road widening, or enhanced bicycle treatments located in previously undisturbed areas and shall include the participation of a retained Tribal representative approved by local Tribes listed on the NAHC contact list culturally affiliated with the project area to locate any surface evidence of cultural materials. A geoarchaeological review (examination of CHRIS and ethnographic data, historical, geological, and soil maps, aerial imagery, geotechnical reports) shall be conducted to assess the potential for the project to encounter unknown archaeological resources during construction. A qualified archaeologist shall identify known archaeological resources and classify the Class I facilities, Class II facilities involving road widening, Class IV facilities involving road widening, or enhanced bicycle treatments located in previously undisturbed areas as having high, medium, or low sensitivity for unknown archaeological resources. The assessment shall also include recommendations for additional studies and/or mitigation, as necessary, such as archaeological and Tribal monitoring during construction-related ground disturbance. Construction monitoring shall be recommended when archaeological resources are present and/or the assessment identifies a moderate or high likelihood of archaeological resources being present. ▪ If the CHRIS search or Phase I archaeological survey identifies resources that may be impacted by Class I facilities, Class II facilities involving road widening, Class IV facilities involving road widening, or enhanced bicycle treatments located in previously undisturbed areas, the archaeological resources assessment shall also include Phase II testing and evaluation. Local Tribes listed on the NAHC contact list culturally affiliated with the area shall be notified of any prehistoric resources identified and retained, as requested, to advise on appropriate next steps. Local Tribes culturally affiliated with the project area shall be provided the opportunity to review and approve the Phase II Testing and Evaluation Plan prior to implementation. A Tribal representative shall be present to monitor all Phase II testing and evaluation activities. If resources are determined significant (i.e., eligible for the CRHR and/or NRHP or unique to the City) shall first consider whether avoidance and preservation in place is feasible. If resource avoidance and preservation in place is not feasible, appropriate site-specific mitigation measures shall be identified in the Phase II evaluation. ▪ For archaeological resources found eligible under CRHR Criterion 4/NRHP Criterion D (data potential) that cannot be avoided and will be impacted by Class I facilities, Class II facilities involving road widening, Class IV facilities involving road widening, or enhanced bicycle treatments located in previously undisturbed areas, mitigation shall include, but would not be limited to, a Phase III data recovery program. The data recovery program shall make provisions for adequately recovering the scientifically consequential information from and about the resource. The qualified archaeologist and City shall consult with appropriate Native American representatives regarding the data recovery program in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond those that are scientifically important, are considered. For archaeological resources that are found eligible under CRHR Criteria 1/NRHP Criteria A (events), 2/B (persons), and/or 3/C (design/craftsmanship) that cannot be avoided and will be impacted by Class I facilities, Class II facilities involving road widening, Class IV facilities involving road widening, or enhanced bicycle treatments located in previously undisturbed areas, other appropriate mitigation shall be determined by a qualified archaeologist in consultation with the City and, if the resource is of indigenous origin, local interested Tribes. Mitigation may include, but would not be limited to, development of interpretive or educational materials or preservation of all or portions of the archaeological site. ▪ Final disposition of any recovered artifacts or samples, which could include but would not be limited to curation or onsite reburial, shall occur as specified by the qualified archaeologist in consultation with the City and, if the resource is of indigenous origin, local interested Tribes. Artifacts and samples include material recovered from all	Prior to approving individual projects involving ground-disturbance, the City will retain a qualified archaeologist to conduct an archaeological resources assessment. The archaeologist will review CHRIS records, the Sacred Lands File, and previous survey data to identify known cultural resources within or adjacent to individual project sites. The archaeologist will also conduct a Phase I pedestrian survey in previously undisturbed areas with participation from a Tribal representative and will prepare a geoarchaeological review to assess the potential for encountering unknown archaeological resources. The archaeologist will present findings in a report submitted to the City. If archaeological resources may be impacted, the archaeological resources assessment will include Phase II testing and evaluation. Local Tribes will be notified of any identified prehistoric resources, provided an opportunity to review the Phase II Testing and Evaluation Plan, and invited to participate in monitoring Phase II investigations. The archaeologist will recommend avoidance measures whenever feasible; if avoidance is not feasible, the archaeologist will identify appropriate site-specific mitigation measures. If significant archaeological resources cannot be avoided, the City will implement additional mitigation, which may include Phase III data recovery or alternative treatments for eligible resources. Mitigation will be developed in consultation with	The City of Agoura Hills is responsible for: ▪ Hiring a qualified archaeologist meeting SOI PQS. ▪ Reviewing and approving archaeological resources assessment documents. ▪ Notifying and coordinating with local Tribes when prehistoric resources are identified, including facilitating Tribal monitoring and review. ▪ Ensuring recommended avoidance and site-specific mitigation measures are incorporated into construction plans for individual projects. ▪ Ensuring final disposition of recovered artifacts or samples is completed. The qualified archaeologist is responsible for: ▪ Preparing all archaeological resources assessment documents. ▪ Classifying the sensitivity of each project area for unknown archaeological resources and recommending monitoring where appropriate. ▪ Conducting Phase II testing and determining resource eligibility. ▪ Recommending avoidance measures and preservation in place where feasible. ▪ Recommending site-specific mitigation when avoidance is not feasible, including Phase III data recovery for eligible resources. ▪ Specifying final disposition of recovered artifacts or samples. The construction contractor is responsible for: ▪ Adhering to avoidance and/or site-specific mitigation measures.	Prior to construction; during construction			

Mitigation Measure	Implementing Action	Implementation Monitoring/ Reporting Responsibility	Implementation Timing Requirements	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
phases of work, including the Phase I survey, Phase II testing, Phase III data recovery, and construction monitoring.	appropriate Tribal representatives when resources are of indigenous origin. The City will ensure that recovered artifacts or samples are curated or reburied in consultation with the qualified archaeologist, and in consultation with Tribal representatives when resources are indigenous.					
Geology and Soils						
GEO-9: Paleontological Resources Assessment						
Prior to approval of final design for individual projects identified within the BMP that involve ground disturbance, the City shall require preparation of a Paleontological Resources Assessment. This assessment may be prepared as a standalone report or incorporated into a larger environmental review document. The Paleontological Resources Assessment shall be prepared by an individual meeting the standards of a Qualified Professional Paleontologist as defined by the SVP. The assessment shall summarize the results of a records search of the Natural History Museum of Los Angeles County, summarize the results of a desktop review of available literature and geologic maps of the individual project site, characterize the paleontological sensitivity of the geologic unit(s) present within the project site using the SVP paleontological sensitivity scale, assess the potential for significant impacts to paleontological resources, and provide mitigation recommendations for avoiding or reducing impacts to paleontological resources from project construction, if necessary.	The City will retain a qualified Professional Paleontologist to prepare a Paleontological Resources Assessment prior to approval of final design for any project involving ground disturbance.	The City of Agoura Hills is responsible for: ▪ Retaining a qualified paleontologist. ▪ Reviewing and approving the Paleontological Resources Assessment. ▪ Ensuring mitigation measures are incorporated into construction plans for individual projects. The Paleontologist is responsible for: ▪ Preparing the Paleontological Resources Assessment. The construction contractor is responsible for: ▪ Adhering to mitigation measures.	Prior to approval of final design for individual projects			
Hazards and Hazardous Materials						
HAZ-1: Soil Management Plan.						
Prior to commencement of ground-disturbing activities for proposed facilities within 1,000 feet of a known hazardous release site, the City shall retain a qualified consultant (i.e., professional geologist or professional engineer) to prepare a Soil Management Plan (SMP) for the project. The SMP shall address: 1. On-site handling and management of unanticipated contaminated soils or other contaminated wastes (e.g., stained soil, soil with solvent or chemical odors) if encountered during ground disturbance, n-site handling and management of unanticipated contaminated soils or other contaminated wastes (e.g., stained soil, soil with solvent or chemical odors) if encountered during ground disturbance, and 2. Specific actions to reduce hazards to construction workers and off-site receptors during construction (e.g., personal protective equipment, dust control, and/or air monitoring. The SMP must establish remedial measures and soil management practices to ensure construction worker safety and prevent the off-site migration of contaminants from the project site to the satisfaction of the Director of Public Works. These measures and practices may include, but are not limited to: ▪ Proper transportation and disposal procedures for contaminated materials in accordance with applicable regulations, including CCR Title 22. ▪ A requirement to halt work in the immediate area and contact a qualified consultant (i.e., professional geologist or professional engineer) immediately to evaluate the project site conditions if odorous or visually stained soils, other indications of piping or equipment (including hydrocarbon piping or equipment), or debris are encountered during ground-disturbing activities. ▪ A health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of project construction activities with the requirements and procedures for employee protection	The City will retain a professional geologist or professional engineer to prepare a Soil Management Plan prior to ground disturbance.	The City of Agoura Hills is responsible for: ▪ Hiring a professional geologist or professional engineer. ▪ Reviewing and approving the Soil Management Plan. ▪ Approving construction in impacted areas. ▪ Ensuring measures are incorporated into construction Specifications for individual projects ▪ Verifying the Soil Management Plan is implemented. The professional geologist or professional engineer is responsible for: ▪ Preparing the Soil Management Plan. ▪ Recommending specific actions to reduce hazards during construction. ▪ Recommending testing, removal, treatment, and/or disposal methods for hazardous materials.	Prior to issuance of grading permits for individual projects; prior to construction; during construction			

Mitigation Measure	Implementing Action	Implementation Monitoring/ Reporting Responsibility	Implementation Timing Requirements	Compliance Verification Initial	Compliance Verification Date	Compliance Verification Comments
and outlines proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. ▪ Reporting on monitoring activities. The Director of Public Works shall review and approve the SMP prior to construction (grading/excavation) activities at and prior to issuing grading permits for proposed facilities within 1,000 feet of a known hazardous release site. The City shall implement the SMP during grading and construction activities.		▪ Establishing remedial measures and soil management practices to ensure safety and prevent migration. The construction contractor is responsible for: ▪ Implementing the Soil Management Plan and adhering to the measures and actions identified therein. ▪ Halting work in the event unexpected hazardous materials are encountered during construction.				
Noise						
N-1: Construction Noise Reduction Measures						
The following construction noise reduction measures shall be included as standard conditions of approval for projects involving construction within 125 feet of a sensitive receptor: ▪ Properly muffle and maintain all construction equipment powered by internal combustion engines; ▪ Prohibit unnecessary idling of combustion engines; ▪ Locate all stationary noise-generating construction equipment (such as air compressors) as far as practical from existing nearby residences and other noise-sensitive land uses; ▪ Select quiet construction equipment, particularly air compressors, whenever possible; ▪ Fit motorized equipment with proper mufflers in good working order; ▪ Residences, schools, libraries, hospitals or other medical care facilities adjacent to individual project sites shall be notified, in advance and by writing, of the proposed construction schedule before construction activities commence, including details for the noise disturbance coordinator; and, ▪ Construction of each individual project identified within the BMP shall have a designated "noise disturbance coordinator" responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of noise complaints and shall require that reasonable measures be implemented to correct the problem. A telephone number for the disturbance coordinator shall be posted at the construction site.	Noise reduction measures will be included as standard conditions of approval for individual projects involving construction within 125 feet of a sensitive receptor.	The City of Agoura Hills is responsible for: ▪ Ensuring construction noise reduction measures are included in grading and construction plans. ▪ Verifying that contractors implement noise reduction measures throughout construction. The construction contractor is responsible for: ▪ Implementing all noise reduction measures and maintaining noise reduction measures throughout the duration of construction.	Prior to construction; during construction			
N-2: Construction Vibration Control Plan						
Prior to the issuance of any grading permit, the Public Works Department shall verify that the Project plans and specifications include provisions that require that paving activities within 37 feet of off-site structures utilize a static roller in lieu of a vibratory roller.	Plans and specifications for individual projects require a static roller for paving activities occurring within 37 feet of off-site structures.	The City of Agoura Hills is responsible for: ▪ Ensuring the plans and specifications for individual projects include the requirement to use a static roller within 37 feet of off-site structures. The construction contractor is responsible for: ▪ Adhering to the plans and specifications for individual projects.	Prior to issuance of grading permits for individual projects			

Exhibit “B”

Findings of Fact and Statement of Overriding Considerations



Agoura Hills Bicycle Master Plan

Findings of Fact and Statement of Overriding Considerations
SCH# 2025010338

prepared by

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1 Introduction

A Draft Programmatic Environmental Impact Report (PEIR) was prepared for the proposed Bicycle Master Plan (BMP), Vehicle Miles Traveled (VMT) Mitigation Exchange and Banking Program (Program), and General Plan Amendments (Amendments) (hereafter referred to as the "proposed Project" or "Project"). The City of Agoura Hills (City) filed a notice of completion with the Governor's Office of Land Use and Climate Innovation on November 25, 2025 to begin a 67-day public review period (Public Resources Code [PRC] Section 21161), which ended on January 31, 2026. The PEIR was made available on the City's website.[1] In addition, the PEIR was made available for review at City Hall, located at 30001 Ladyface Court, between the hours of 7:00 AM and 5:00 PM, Monday through Thursday and 7:00 AM and 4:00 PM on Friday. As a result of these notification efforts, the City received two written comments on the content of the PEIR.

After close of the PEIR public review and comment period, a Final EIR consisting of responses to comments and minor revisions to the PEIR was prepared for Planning Commission and City Council. On May 27, 2026, the City Council, at a public hearing, is expected to decide on the certification of the Final EIR and approval of the Project. The public hearing will be simultaneously held virtually and in person.

The Findings of Fact (Findings) and Statement of Overriding Considerations (SOC) presented herein address the environmental effects associated with the Project that are described and analyzed within the Final EIR, reflect the Council's determinations about feasible mitigation measures, and the adequacy of the Final EIR. These Findings have been made pursuant to the California Environmental Quality Act (CEQA; California PRC 21000 et seq.), specifically Public Resources Code Sections 21081 and 21081.6, as well as the *CEQA Guidelines* (14 California Code of Regulations 15000 *et seq*.) Sections 15091 and 15093.

Public Resources Code Section 21081 and *CEQA Guidelines* Section 15091 require that the City, as the Lead Agency for this Project, prepare written findings for any identified significant environmental effects along with a brief explanation of the rationale for each finding. Specific findings under *CEQA Guidelines* Section 15091(a) are:

(1) Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the Final [P]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.

Furthermore, in accordance with Public Resources Code Section 21081 and *CEQA Guidelines* Section 15093, whenever significant effects cannot be mitigated to below a level of significance, the City as the decision-making agency is required to balance, as applicable, the benefits of the Project against its unavoidable environmental risks when determining whether to approve the Project. If the

[1] PEIR for the Project is available here: https://www.agourahillscity.gov/business_detail_T4_R74.php

benefits of a Project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable," in which case the lead agency must adopt a formal SOC.

The Final EIR identified potentially significant environmental effects that could result from the Project but could be reduced to a less than significant level through implementation of mitigation measures. Those effects were related to biological resources (impacts to special-status species, nesting birds, riparian habitats and sensitive natural communities, state or federally protected wetlands, and conflicts with local policies or ordinances protecting biological resources), geology and soils (impacts related to paleontological resources), hazards and hazardous materials (impacts related to the routine transport, use, or disposal of hazardous materials and reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment), and noise (impacts related to generation of substantial temporary ambient noise levels and groundbourne vibration during construction).

Significant and unavoidable impacts associated with cultural resources (impacts related to historical structures and archaeological resources) and recreation (due to construction or expansion of recreational facilities that could cause significant environmental effects) were identified because mitigation measures would not reduce impacts to a less than significant level, and thus a statement of overriding considerations is required.

2 Project Description

The following is a summary of the full Project description, which can be found in Chapter 2, *Project Description*, of the EIR.

The proposed Project covers the entirety of the city of Agoura Hills. Refer to Figure 2-1 and Figure 2-2 in Chapter 2, *Project Description,* for a map of the Project location. The BMP proposes 30.1 miles of new bikeways and bikeway improvements, including Class I, Class II, Class III, and Class IV facilities, to build upon the city's existing 1.3 miles of bicycle routes (Class III) and 9.2 miles of bicycle lanes (Class II). The BMP proposes a vision of a diverse network of interconnected bicycle corridors, support facilities, and programs that aim to link local and regional destinations and make biking more practical and desirable for a broader range of people. The City seeks to prioritize implementation of two projects within the BMP: the Medea Creek Path (Path), a two-mile bicycle path along the Medea Creek Channel, and the Agoura High School Connection (Connection), a 0.35-mile bicycle path connecting two intersections adjacent to Agoura High School. The proposed Project also includes the VMT Program, which would establish a mitigation opportunity for projects exceeding the VMT threshold by allowing a developer or project proponent to purchase VMT reduction credits, which would in turn be used to fund the implementation of bicycle improvement projects identified within the BMP. To ensure the city's General Plan is consistent with the BMP, the Project would also amend the existing General Plan Infrastructure and Community Services Element.

2.1 Project Components

Bicycle Master Plan

The purpose of the BMP is to provide safer streets for city residents who are dependent on bicycling for everyday transportation. Recommended actions included within the BMP are meant to support and increase bicycling in the city, to enhance non-motorized travel infrastructure, and to create options to support the existing and future population. The BMP includes an inventory of existing bicycle infrastructure that identifies deficiencies, develops and prioritizes improvements, and provides a recommended path for implementation.

VMT Mitigation Exchange and Banking Program

The Program would establish a new mitigation opportunity for projects exceeding the VMT threshold by allowing a developer or project proponent to purchase VMT reduction credits, which would in turn be used to fund the implementation of bicycle improvement projects identified within the BMP. The exchange concept relies on the applicant of a discretionary project agreeing to implement a predetermined, unfunded, and planned VMT-reducing project or project component.

General Plan Amendments

The City must amend Chapter 3, *Infrastructure and Community Services*, of the existing City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The General Plan Amendments primarily shift the focus from prioritizing automobile mobility to reducing VMT through alternative transportation modes like walking and biking, as guided by the BMP.

3 Project Objectives

The objectives for the proposed BMP are as follows:

- Increase transportation choices by providing viable alternatives to driving and improved equity to include all bikers, those who choose not to drive and those who cannot drive.
- Improve accessibility through local and regional connectivity. Local connections include residential communities, schools, commercial centers, and parks whereas regional connections include the surrounding communities and recreational trail network.
- Improve safety by providing separate biking facilities, reducing bicycle collisions, creating greater visibility for bikers, and raising awareness to both bicyclists and road users.
- Improve the public health by creating facilities that allow for more biking.
- Enhance sustainability and environmental benefits by reducing air pollution, greenhouse gas emissions, and noise pollution.
- Enhance community character by constructing bicycle facilities near areas of high scenic value, such as along greenbelts or near surface waters.
- Provide a mechanism for developers to mitigate VMT impacts from development projects.

4 Findings of Fact

Having received, reviewed, and considered the information in the Final Programmatic EIR for this Project, as well as the supporting administrative record, the City of Agoura Hills makes findings pursuant to, and in accordance with, Sections 21081, 21081.5, and 21081.6 of the Public Resources Code.

4.1 Environmental Effects Found Not to be Significant

Through Project scoping and the environmental analysis contained within the Final EIR, it was determined that the Project would not result in potentially significant effects on the environment for all CEQA Appendix G checklist questions related to aesthetics, air quality, agriculture and forestry resources, energy, greenhouse gas emissions, hydrology and water quality, land use and planning, population and housing, public services, transportation, tribal cultural resources, utilities and service systems, and wildfire. In addition, it was determined that the Project would not result in potentially significant effects on the environment for CEQA Appendix G checklist questions within the following issue areas:

- Biological resources (impacts to wildlife movement and nursery sites, and conflicts with an adopted habitat conservation plan)
- Cultural resources (impacts to related to the discovery of human remains)
- Geology and soils (impacts related to risk of loss injury or death involving rupture of a known earthquake fault, seismic ground shaking, seismic-related ground failure, or landslides; erosion or loss of top soil, soil stability, expansive soils, and soil capacity to support alternative wastewater disposal systems)
- Hazards and hazardous materials (impacts due to projects being located on a Cortese list site, proximity to an airport or airport land use plan, conflicts with an adopted emergency response plan, and wildland fires)
- Noise (impacts related to airport noise)
- Recreation (impacts related to increased use and deterioration of existing neighborhood and regional parks).

No further findings are required for these subject areas.

4.2 Findings for Significant but Mitigated Effects

The following findings are hereby made by the City of Agoura Hills for the significant but mitigable environmental effects identified in the EIR related to biological resources (impacts to special-status species, nesting birds, riparian habitats and sensitive natural communities, state or federally protected wetlands, and conflicts with local policies or ordinances protecting biological resources), geology and soils (impacts to paleontological resources), hazards and hazardous materials (impacts related to the routine transport, use, or disposal of hazardous materials and reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment), and noise (impacts related to generation of substantial temporary ambient noise levels and groundbourne vibration during construction).

4.2.1 Biological Resources – Impact BIO-1

Implementation of the Project, particularly construction of the Medea Creek Path and associated facilities, could adversely impact special-status species, nesting birds, and sensitive biological resources during construction activities. Impacts would be less than significant with mitigation.

Finding

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR (*CEQA Guidelines* Section 15091[a][1]). Implementation of Mitigation Measures BIO-1(a), BIO-1(b), and BIO-1(c) would reduce potential impacts related to special-status species, nesting birds, and sensitive biological resources to a less than significant level.

Explanation

Implementation of Mitigation Measure BIO-1(a) would require that a qualified biologist conduct a pre-construction biological resources assessment to identify sensitive biological resources and develop project-specific avoidance and mitigation procedures, and Mitigation Measure BIO-1(b) would require pre-construction nesting bird surveys and establishment of protective buffers during the nesting season. Mitigation Measure BIO-1(c) would require implementation of construction best management practices to avoid and minimize impacts to biological resources during ground-disturbing activities. With implementation of Mitigation Measures BIO-1(a), BIO-1(b), and BIO-1(c), impacts would be less than significant.

Mitigation Measures

Pursuant to *CEQA Guidelines* Section 15091, the following mitigation measures have been included in a Mitigation Monitoring and Reporting Program (MMRP) that is to be adopted concurrently with these findings.

BIO-1(a) Pre-Construction Biological Resources Assessment and Reporting

Prior to approval of final design for individual projects identified within the BMP that involve ground disturbance and/or vegetation trimming or removal, the City shall retain a qualified biologist to conduct a focused assessment of the environmental limits of the individual project boundary to identify sensitive biological resources that may be impacted by implementation of the project, including special-status plants, animals, and their habitats, as well as sensitive natural communities, regulated waters, and protected trees.

If the biologist identifies protected biological resources that may be affected by implementation of the project, the City shall first prepare alternative designs that seek to avoid and/or minimize impacts to the biological resources. If the project cannot be redesigned without complete avoidance, the City shall retain the qualified biologist to identify the specific impacts to the biological resource (i.e., special-status species, sensitive natural communities, regulated waters, and/or protected trees), identify any state or federal listed species that would necessitate coordination with the appropriate regulatory agency, such as the U.S. Fish and Wildlife Service, California Department of Fish and Wildlife (CDFW), or U.S. Army Corps of Engineers (USACE), to obtain regulatory permits, develop project-specific avoidance and mitigation procedures prior to

initiating construction activities, and implement project-specific avoidance and mitigation measures prior to and during any construction activities.

Mitigation actions that may be required if impacts to sensitive biological resources be identified during implementation of individual projects include:

- Pre-construction surveys to identify the presence of special-status species, nesting birds, and roosting bats, within and adjacent to work areas;
- Worker Environmental Awareness Program training for all construction personnel;
- Complete avoidance of special-status species where and if possible. Avoidance measures may include:
  - Delimiting and flagging of special-status species avoidance buffer areas (Environmentally Sensitive Areas),
  - Monitoring of construction activity near Environmentally Sensitive Areas, and
  - Installation of special-status species exclusion fencing;
- Relocation of special-status species out of work areas (with applicable permits and authorizations as necessary);
- Restoration of temporarily disturbed special-status species' habitat; and,
- Compensatory mitigation for impacts to special-status species habitat at a minimum ratio appropriate for extent and quality of permanently disturbed habitat. Mitigation ratios may vary from 1:1 to 5:1.

BIO-1(b) Pre-Construction Nesting Bird Surveys, Avoidance, and Reporting

Future construction activities initiated during the raptor and passerine bird nesting season (January 1 – August 31) involving removal of vegetation or other nesting bird habitat, including abandoned structures and other manmade features, shall be preceded by a pre-construction nesting bird survey conducted no more than one week prior to initiation of ground disturbance and vegetation removal activities. The nesting bird preconstruction survey shall be conducted on foot and shall include up to a 200-foot buffer around the construction site depending on the specific area being surveyed, where publicly accessible. The survey shall be conducted by a qualified biologist familiar with the identification of avian species known to occur in southern California. If nests are found, an avoidance buffer shall be determined by a qualified biologist dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site, which shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to check with the qualified Biologist before entering the buffer zone during the nesting season. Encroachment into the buffer shall occur only at the discretion of the qualified biologist on the basis that the encroachment will not be detrimental to an active nest. No ground or vegetation disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/ nesting is completed, and the young have fledged the nest. An email summarizing the preconstruction survey(s) shall be prepared by a qualified biologist and shall be submitted to the city prior to the commencement of construction activities.

Individual project plans shall include a statement acknowledging compliance with the Migratory Bird Treaty Act and California Fish and Game Code that includes avoidance of active bird nests and identification of BMPs to avoid impacts to active nests, including checking for nests prior to

construction activities during the nesting bird season and what to do if an active nest is found so that the nest is not inadvertently impacted during grading or construction activities.

BIO-1(c) Construction Best Management Practices

The following construction BMPs shall be incorporated into all grading and construction plans for individual projects:

- A 20-mile per hour speed limit shall be designated in all construction areas where applicable.
- All vehicles and equipment shall be parked on pavement, existing roads, and previously disturbed areas, and clearing of vegetation for vehicle access shall be avoided to the greatest extent feasible.
- The number of access routes, number, and size of staging areas, and the total area of the activity shall be limited to the minimum necessary to achieve the goal of the project.
- Equipment washout and fueling areas shall be located within the limits of grading at a minimum of 100 feet from waters, wetlands, or other sensitive resources as identified by a qualified biologist to the greatest extent feasible. Washout areas shall be designed to fully contain polluted water and materials for subsequent removal from the site.
- Daily construction work schedules shall be limited to daylight hours where adjacent to natural areas capable of supporting wildlife, and shall be consistent with local noise ordinances.
- Mufflers shall be used on all construction equipment where work will be conducted within or adjacent to natural areas capable of supporting wildlife, and vehicles shall be in good operating condition.
- Drip pans shall be placed under all stationary vehicles and mechanical equipment within 100 feet of a drainage, creek, or stream.
- All trash shall be placed in sealed containers and shall be removed from project sites a minimum of once per week.
- No pets are permitted on project sites during construction.

4.2.2 Biological Resources – Impact BIO-2

Future construction activities could adversely impact riparian habitat or other sensitive natural communities. Impacts would be less than significant with mitigation.

Finding

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR (*CEQA Guidelines* Section 15091[a][1]). Implementation of Mitigation Measures BIO-1(a) through BIO-1(c) and BIO-2(a) through BIO-2(c) would reduce potential impacts related to riparian habitat and sensitive natural communities to a less than significant level.

Explanation

As described under Section 4.2.1, *Biological Resources – Impact BIO-1*, above, Mitigation Measures BIO-1(a), BIO-1(b), and BIO-1(c) would ensure identification, avoidance, and protection of sensitive biological resources during construction. Mitigation Measure BIO-2(a) would require avoidance and protection of riparian habitat or sensitive natural communities through design modifications, habitat delineation, and installation of protective measures. Mitigation Measure BIO-2(b) would

require jurisdictional delineation consistent with USACE, CDFW, and Regional Water Quality Control Board methodologies. Mitigation Measure BIO-2(c) would ensure compensatory mitigation to achieve no net loss of habitat functions and values.

Mitigation Measures

Pursuant to *CEQA Guidelines* Section 15091, the following mitigation measures have been included in a MMRP that is to be adopted concurrently with these findings.

BIO-1(a) Pre-Construction Biological Resources Assessment and Reporting

Refer to Section 4.2.1, ***Biological Resources – Impact BIO-1***, above.

BIO-1(b) Pre-Construction Nesting Bird Surveys, Avoidance, and Reporting

Refer to Section 4.2.1, ***Biological Resources – Impact BIO-1***, above.

BIO-1(c) Construction Best Management Practices

Refer to Section 4.2.1, ***Biological Resources – Impact BIO-1***, above.

BIO-2(a) Riparian Habitat and Sensitive Natural Communities Protection

If sensitive natural communities, wetlands, or riparian habitats are identified within individual project limits, the City shall design or modify the project to avoid direct and indirect impacts on these habitats, if feasible. At a minimum, the City shall implement the following measures to minimize the loss of riparian vegetation, where feasible.

- Protect sensitive habitat areas from harmful exposure to light. If an individual project identified within the BMP is located within or adjacent to sensitive habitat areas or habitat for sensitive species, and lighting is proposed, then the facility will be designed to protect such areas from harmful exposure to light by shielding light sources, redirecting light sources, or using low intensity lighting.
- Delineate sensitive habitat areas. Sensitive habitat areas to be avoided, including appropriate buffers (determined by a qualified biologist), will be flagged by a qualified biologist prior to the onset of construction activities. Where indicated by the biologist, these areas will be fenced or otherwise protected from direct and indirect impacts. All such areas to be avoided with be clearly marked on construction plans and designated as “no construction” zones.
- Slope stabilization. Where construction will occur on bare soil or on slopes, the contractor shall stabilize exposed soil/slopes immediately upon completion of construction activities. On highly erodible soils/slopes, the contractor shall use a non-vegetative material that binds the soil initially and breaks down within a few years. If more intensive erosion control treatments are needed, geotextile mats, excelsior blankets, or other soil stabilization products shall be used.
- Install signage and fencing, vegetation, or other natural barriers to prevent impacts on adjacent areas during operation. Fencing, vegetation, or other natural barriers will be constructed to prevent impacts on sensitive habitat areas adjacent to the Facilities during operation. Signs will be erected in appropriate locations to inform users of the need to stay within designated bike paths, lanes, routes, or boulevards.

BIO-2(b) Jurisdictional Delineation Survey and Report

Before approving any individual project involving ground disturbance, the City shall retain a qualified biologist to conduct a site-specific assessment of the individual project area to identify sensitive natural communities, wetlands, or riparian habitats. The field delineation shall include a survey effort within the individual project area. During the field survey, sample points shall be established to document wetland and non-wetland aquatic resources, using the appropriate agency-approved methodology and data forms. The sample points shall focus on identifying indicators of an OHWM, wetland hydrology, hydric soils, and hydrophytic vegetation. Using this information, a "wetland edge" shall be discerned between the wetland and non-wetland points, and the boundary of the aquatic resources shall be mapped with a sub-meter global position system unit.

The survey shall be conducted in accordance with USACE Wetlands Delineation Manual (1987) and Arid West Regional Supplement to the manual, as well as the latest guidance from the CDFW and Los Angeles Regional Water Quality Control Board. This methodology is the acceptable methodology for delineating the boundaries of federal and state jurisdictions.

A delineation report shall be prepared in accordance with the USACE Los Angeles District's 2017 Minimum Standards for Acceptance of Aquatic Resources Delineation Reports and shall be used to support necessary permit applications. The report shall include a discussion of methodologies and results that detail the background information; field observations and data collected; and a summary of findings. The report shall contain narrative descriptions of all aquatic features identified, including jurisdictional resources and their boundaries within the Project component's work area. The report shall quantify lengths and acreages of each aquatic feature, provide high-quality figures, site photographs, and completed data forms, and geographic information system data.

The report shall be used to support permitting requirements and shall be submitted to the City for review and approval prior to the issuance of grading permits.

BIO-2(c) Compensatory Mitigation

If sensitive natural communities, state or federally protected wetlands, and/or riparian habitats are disturbed due to implementation of an individual project identified within the BMP, the City shall compensate for the disturbance to ensure no net loss of habitat functions and values. Compensation ratios shall be based on site-specific information and determined through coordination with state, federal, and/or local agencies as part of the permitting process for the individual project prior to the issuance of a grading permit and/or initiation of construction activities. Unless determined otherwise by the regulatory/permitting agency, the compensation shall be at a minimum ratio of two acres restored, created, and/or preserved for every one acre disturbed (2:1). Compensation may comprise on-site restoration/creation off-site restoration, preservation, or purchase of mitigation credits (or a combination of these elements). If compensatory mitigation involves restoration, the City shall develop and implement a Restoration and Monitoring Plan that describes how the habitat shall be created and monitored over a minimum period of time. In broad terms, the Restoration and Monitoring Plan shall at a minimum include:

- Description of the project/impact and mitigation sites
- Information related to riparian habitat impacts
- Specific objectives
- Success criteria

- Plant palettes for each vegetation community
- Implementation plan
- Maintenance activities
- Monitoring plan
- Contingency measures

The plant palette shall include a diversity of appropriate native species that occur in the communities in the surrounding area. The performance standards for the Restoration and Monitoring Plan shall be, at a minimum, the following:

- Within five years after introducing the native plants to the mitigation site, the acreage of restored native grassland habitat shall be no less than two times the acreage lost to Project construction.
- Within five years after introducing the native plants to the mitigation site, the absolute cover of the target species and other native species shall be no less than 50 percent within the restoration area.
- Restoration will be considered successful after the success criteria have been met for a period of at least 2 years without any maintenance or remediation activities other than invasive species control.

The restoration project shall be initiated prior to development of the individual project and shall be implemented at most over a five-year period, unless success criteria is met sooner. The restoration project shall incorporate an iterative process of annual monitoring and evaluation of progress, and allow for adjustments to the restoration plan, as necessary, to achieve desired outcomes and meet success criteria. Annual reports discussing the implementation, monitoring, and management of the restoration Project shall be submitted to the City. Five years after start of the restoration project, a final report shall be submitted to the City, which shall at a minimum discuss the implementation, monitoring, and management of the restoration project over the five-year period and indicate whether the restoration project has been successful based on established success criteria. The annual reports and the final report shall include as-built plans submitted as an appendix to the report.

If the loss of the sensitive habitat types is to be mitigated by a contribution of an in-lieu fee, the City shall provide evidence of payment of the in-lieu fee prior to issuance of the grading permit. The fee shall be based on the cost per acre to restore or create in-kind habitat and the acreage of sensitive communities impacted. In-lieu fees shall be used for the restoration of in-kind habitat.

4.2.3 Biological Resources – Impact BIO-3

Future construction activities could adversely impact state or federally protected wetlands defined by Section 404 of the Clean Water Act. Impacts would be less than significant with mitigation.

Finding

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR (*CEQA Guidelines* Section 15091[a][1]). Implementation of Mitigation Measure BIO-1(a), BIO-1(c), and BIO-2(a) through BIO-2(c) would reduce potential impacts related to wetlands to a less than significant level.

Explanation

As described under Section 4.2.1, *Biological Resources – Impact BIO-1*, above, Mitigation Measure BIO-1(a) would ensure early identification of sensitive biological resources, such as wetland resources, and development of avoidance and minimization procedures, and Mitigation Measure BIO-1(c) would require BMPs to minimize ground disturbance and prevent indirect impacts. As described under Section 4.2.2, *Biological Resources – Impact BIO-2*, above, Mitigation Measures BIO-2(a), BIO-2(b), and BIO-2(c) would require avoidance where feasible, delineation of jurisdictional waters, and compensatory mitigation consistent with agency requirements. Implementation of these measures would reduce impacts to less than significant.

Mitigation Measures

Pursuant to *CEQA Guidelines* Section 15091, the following mitigation measures have been included in a MMRP that is to be adopted concurrently with these findings.

BIO-1(a) Pre-Construction Biological Resources Assessment and Reporting

Refer to Section 4.2.1, *Biological Resources – Impact BIO-1*, above.

BIO-1(c) Construction Best Management Practices

Refer to Section 4.2.1, *Biological Resources – Impact BIO-1*, above.

BIO-2(a) Riparian Habitat and Sensitive Natural Communities Protection

Refer to Section 4.2.2, *Biological Resources – Impact BIO-2*, above.

BIO-2(b) Jurisdictional Delineation Survey and Report

Refer to Section 4.2.2, *Biological Resources – Impact BIO-2*, above.

BIO-2(c) Compensatory Mitigation

Refer to Section 4.2.2, *Biological Resources – Impact BIO-2*, above.

4.2.4 Biological Resources – Impact BIO-5

Future construction activities could conflict with local policies protecting biological resources. This impact would be less than significant with mitigation.

Finding

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR (*CEQA Guidelines* Section 15091[a][1]). Implementation of Mitigation Measures BIO-1(a), BIO-1(c), BIO-2(a) through BIO-2(c), and BIO-5(a) would reduce potential impacts related to special-status species to a less than significant level.

Explanation

Mitigation Measures BIO-1(a) and BIO-1(c) require pre-construction biological assessment and BMPs that ensure compliance with applicable biological resource standards. Mitigation Measures BIO-2(a), BIO-2(b), and BIO-2(c) require avoidance, delineation, and compensatory mitigation for sensitive

natural communities. Mitigation Measure BIO-5(a) mandates protection and replacement of protected trees consistent with the City's Oak Tree Preservation Guidelines and Ordinance. With implementation of these measures, impacts would be less than significant.

Mitigation Measures

Pursuant to *CEQA Guidelines* Section 15091, the following mitigation measures have been included in a MMRP that is to be adopted concurrently with these findings.

BIO-1(a) Pre-Construction Biological Resources Assessment and Reporting

Refer to Section 4.2.1, ***Biological Resources – Impact BIO-1***, above.

BIO-1(c) Construction Best Management Practices

Refer to Section 4.2.1, ***Biological Resources – Impact BIO-1***, above.

BIO-2(a) Riparian Habitat and Sensitive Natural Communities Protection

Refer to Section 4.2.2, ***Biological Resources – Impact BIO-2***, above.

BIO-2(b) Jurisdictional Delineation Survey and Report

Refer to Section 4.2.2, ***Biological Resources – Impact BIO-2***, above.

BIO-2(c) Compensatory Mitigation

Refer to Section 4.2.2, ***Biological Resources – Impact BIO-2***, above.

BIO-5(a) Tree Protection

The City shall procure all necessary tree removal permits prior to impacting a protected oak tree. A tree protection and replacement plan shall be developed by a certified arborist for any protected oak tree(s) or other naturally occurring native tree that has a trunk diameter (at 4.5 feet above grade; diameter at breast height [DBH]) that will be affected by implementation of an individual project identified within the BMP. The tree protection and replacement plan shall include, but would not be limited to, an inventory of protected oak trees and naturally occurring native trees with a DBH of four inches or more within the individual construction site, setbacks from trees and protective fencing, restrictions regarding grading and paving near trees, direction regarding pruning and digging within the root zone of trees, and requirements for replacement and maintenance of trees. If protected oak trees or other naturally occurring native trees with a DBH of four inches or more will be removed, replacement tree plantings of like species in accordance with the city standards, but at a minimum ratio of 4:1 (trees planted to trees impacted) for protected oak trees in accordance with the City of Agoura Hills Oak Tree Preservation Guidelines and Oak Tree Ordinance (Municipal Code Article IX, Chapter 6, Part 2., Division 7) and a minimum ratio of 1:1 replacement for other naturally occurring native trees with a DBH of four inches or more, and shall be installed on-site or at an approved off-site location and a restoration and monitoring program shall be developed and implemented for a minimum of seven years.

If the protective zone (as defined per the Agoura Hills Oak Tree Preservation Guidelines) of a protected oak tree is disturbed by more than 30 percent, the tree shall be retained and mitigated at a ratio of 4:1 as described above, because long-term impacts that may lead to decline or mortality may not be visible for several years. Any protected oak tree that will be encroached within its

protective zone during construction shall have a certified arborist present to oversee the work activities. Any trimming of roots and branches shall be performed or directly supervised by a certified arborist and shall be done in accordance with the American National Standards Institute A300 Tree Care standards.

4.2.5 Geology and Soils – Impact GEO-9

Ground disturbance during construction activities could encounter geologic units with high or undetermined paleontological sensitivity. Impacts to paleontological resources would be less than significant with mitigation.

Finding

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR (*CEQA Guidelines* Section 15091[a][1]). Implementation of Mitigation Measure GEO-9 would reduce potential impacts related to paleontological resources to a less than significant level.

Explanation

Implementation of Mitigation Measure GEO-9 would require preparation of a Paleontological Resources Assessment by a qualified paleontologist prior to approval of final design for individual projects involving ground disturbance. The assessment would include a records search, review of geologic mapping, evaluation of paleontological sensitivity, and recommendations for avoiding or minimizing impacts to paleontological resources to less than significant.

Mitigation Measures

Pursuant to *CEQA Guidelines* Section 15091, the following mitigation measure has been included in a MMRP that is to be adopted concurrently with these findings.

GEO-9 Paleontological Resources Assessment

Prior to approval of final design for individual projects identified within the BMP that involve ground disturbance, the City shall require preparation of a Paleontological Resources Assessment. This assessment may be prepared as a standalone report or incorporated into a larger environmental review document. The Paleontological Resources Assessment shall be prepared by an individual meeting the standards of a Qualified Professional Paleontologist as defined by the Society of Vertebrate Paleontology. The assessment shall summarize the results of a records search of the Natural History Museum of Los Angeles County, summarize the results of a desktop review of available literature and geologic maps of the individual project site, characterize the paleontological sensitivity of the geologic unit(s) present within the project site using the Society of Vertebrate Paleontology paleontological sensitivity scale, assess the potential for significant impacts to paleontological resources, and provide mitigation recommendations for avoiding or reducing impacts to paleontological resources from project construction, if necessary.

4.2.6 Hazards and Hazardous Materials – Impact HAZ-1

Construction of the Project has the potential to create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials, as well as through reasonably foreseeable upset and accident conditions involving the release of hazardous

materials into the environment. Impacts would be less than significant through adherence to existing regulations and with mitigation.

Finding

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR (*CEQA Guidelines* Section 15091[a][1]). Implementation of Mitigation Measure HAZ-1 would reduce potential impacts related to hazardous materials risks to a less than significant level.

Explanation

Mitigation Measure HAZ-1 would reduce potential impacts to a less than significant level by requiring the preparation of a Soil Management Plan for projects located within 1,000 feet of known hazardous release sites, which would establish procedures for handling unanticipated contaminated soils, identify actions to minimize hazards to construction workers and off-site receptors, and ensure compliance with applicable hazardous materials regulations.

Mitigation Measures

Pursuant to *CEQA Guidelines* Section 15091, the following mitigation measure has been included in a MMRP that is to be adopted concurrently with these findings.

HAZ-1 Soil Management Plan

Prior to commencement of ground-disturbing activities for proposed facilities within 1,000 feet of a known hazardous release site, the City shall retain a qualified consultant (i.e., professional geologist or professional engineer) to prepare a Soil Management Plan (SMP) for the project. The SMP shall address:

1. On-site handling and management of unanticipated contaminated soils or other contaminated wastes (e.g., stained soil, soil with solvent or chemical odors) if encountered during ground disturbance, and
2. Specific actions to reduce hazards to construction workers and off-site receptors during construction (e.g., personal protective equipment, dust control, and/or air monitoring).

The SMP must establish remedial measures and soil management practices to ensure construction worker safety and prevent the off-site migration of contaminants from the project site. These measures and practices may include, but are not limited to:

- Proper transportation and disposal procedures for contaminated materials in accordance with applicable regulations, including California Code of Regulations Title 22.
- A requirement to halt work in the immediate area and contact a qualified consultant (i.e., professional geologist or professional engineer) immediately to evaluate the project site conditions if odorous or visually stained soils, other indications of piping or equipment (including hydrocarbon piping or equipment), or debris are encountered during ground-disturbing activities.
- A health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of project construction activities with the requirements and procedures for employee protection and outlines proper soil handling procedures and health

and safety requirements to minimize worker and public exposure to hazardous materials during construction.

- Reporting on monitoring activities.

The Director of Public Works shall review and approve the SMP prior to construction (grading/excavation) activities at and prior to issuing grading permits for proposed facilities within 1,000 feet of a known hazardous release site. The City shall implement the SMP during grading and construction activities.

4.2.7 Hazards and Hazardous Materials – Impact HAZ-2

Construction of the Project would involve handling hazardous materials within one-quarter mile of a school. Impacts would be less than significant through adherence to existing regulations and with mitigation.

Finding

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR (*CEQA Guidelines* Section 15091[a][1]). Implementation of Mitigation Measure HAZ-1 would reduce potential impacts related to the handling of hazardous materials within one-quarter mile of a school to a less than significant level.

Explanation

Mitigation Measure HAZ-1 would reduce potential impacts to a less than significant level by requiring the preparation of a SMP that outlines procedures for the safe handling, storage, and disposal of contaminated soils or hazardous materials, as well as measures to protect workers and off-site sensitive receptors, including schools. Compliance with existing hazardous materials regulations, combined with implementation of the SMP when required, would ensure that construction activities do not create significant hazards near schools.

Mitigation Measures

Pursuant to *CEQA Guidelines* Section 15091, the following mitigation measure has been included in an MMRP that is to be adopted concurrently with these findings.

HAZ-1 Soil Management Plan

Refer to Section 4.2.6, *Hazards and Hazardous Materials – Impact HAZ-1*, above.

4.2.8 Noise – Impact NOI-1

Construction of individual bicycle facilities identified in the BMP would temporarily produce high noise levels, potentially impacting nearby noise-sensitive land uses. Impacts would be less than significant with mitigation.

Finding

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR (*CEQA Guidelines* Section 15091[a][1]). Implementation of Mitigation Measure NOI-1 would reduce

potential impacts related to substantial temporary increases in noise levels to a less than significant level.

Explanation

Implementation of Mitigation Measure N-1 would reduce impacts to a less than significant level by requiring standard construction noise-reduction practices, including properly muffling equipment, prohibiting unnecessary idling, siting stationary equipment away from sensitive land uses, notifying adjacent receptors of construction schedules, and implementing enhanced communication through a designated noise disturbance coordinator.

Mitigation Measures

Pursuant to *CEQA Guidelines* Section 15091, the following mitigation measure has been included in a MMRP that is to be adopted concurrently with these findings.

N-1 Construction Noise Reduction Measures

The following construction noise reduction measures shall be included as standard conditions of approval for projects involving construction within 125 feet of a sensitive receptor:

- Properly muffle and maintain all construction equipment powered by internal combustion engines;
- Prohibit unnecessary idling of combustion engines;
- Locate all stationary noise-generating construction equipment (such as air compressors) as far as practical from existing nearby residences and other noise-sensitive land uses;
- Select quiet construction equipment, particularly air compressors, whenever possible;
- Fit motorized equipment with proper mufflers in good working order;
- Residences, schools, libraries, hospitals, or other medical care facilities adjacent to individual project sites shall be notified, in advance and by writing, of the proposed construction schedule before construction activities commence, including details for the noise disturbance coordinator; and,
- Construction of each individual project identified within the BMP shall have a designated "noise disturbance coordinator" responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of noise complaints and shall require that reasonable measures be implemented to correct the problem. A telephone number for the disturbance coordinator shall be posted at the construction site.

4.2.9 Noise – Impact NOI-2

Construction of individual bicycle facilities identified in BMP would temporarily generate groundborne vibration, potentially affecting adjacent sensitive land uses. Impacts would be less than significant with mitigation.

Finding

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR (*CEQA Guidelines* Section 15091[a][1]). Implementation of Mitigation Measure N-2 would reduce potential impacts related to groundborne vibration to a less than significant level.

Explanation

Implementation of Mitigation Measure N-2 would reduce impacts related to excessive groundborne vibration to a less than significant level by requiring paving activities occurring within 37-feet of off-site structures to use a static roller rather than a vibratory roller.

Mitigation Measures

Pursuant to *CEQA Guidelines* Section 15091, the following mitigation measure has been included in a MMRP that is to be adopted concurrently with these findings.

N-2 Construction Vibration Control Plan

Prior to the issuance of any Grading Permit, the Public Works Department shall verify that the Project plans and specifications include provisions that require that paving activities within 37 feet of off-site structures utilize a static roller in lieu of a vibratory roller.

4.3 Findings for Significant and Unavoidable Effects

Public Resources Code 21081 and 21081.5, and *CEQA Guidelines* Section 15093, require that the City of Agoura Hills balance the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental effects when determining to approve a project. If specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable."

The Final EIR identifies the following significant and unavoidable impacts that would be caused by implementation of the Project: impacts associated with cultural resources (impacts to historical and archaeological resources), and recreational facilities (impacts related to the construction or expansion of recreational facilities that could adversely affect the environment). The following findings and statement of overriding considerations outline the specific reasons to support the City of Agoura Hills Public Works Department recommendation for approval.

4.3.1 Cultural Resources – Impact CUL-1

Development facilitated by the Project has the potential to result in significant impacts if development carried out under the Project would cause a substantial adverse change in the significance of a historical resource. This impact would be significant and unavoidable.

Mitigation Measures

CUL-1 Prepare Historical Resources Evaluation Prior to Approval of Project Involving Structures 45 Years or Older and Implement Mitigation Prior to and During Construction

Prior to approval of individual Class I facilities, Class II facilities, Class IV facilities, and enhanced bicycle treatments that include construction activities which could result in direct/indirect impacts to historical resources, including those that could result in direct impacts to structures/objects and/or indirect impact to buildings 45 years or older, the City shall retain a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards (SOI PQS) in architectural history and/or history as defined in Code of Federal Regulations (CFR) Title 36, Part 61 to oversee the following steps:

- Prior to proceeding with the historical resources evaluation (HRE) described below, a qualified architectural historian or historian(who meets the SOI PQS in architectural history and/or history as defined in CFR Title 36, Part 61) shall conduct a review of the applicable registers of previously documented built environment resources qualifying as historical resources to determine the presence of such resources within or immediately adjacent to a Class I, II, or IV project footprint or enhanced bicycle facility, and to confirm its condition is consistent with that presented in associated designation documentation. This effort, which may include a field survey, shall be documented in a report (that may be combined with the report described in the third bullet below as necessary and appropriate) that shall be submitted to the City for review and approval prior to initiation of a project component.
- Based on guidance provided by the California Office of Historic Preservation (OHP), not all built environment resources merit recordation. Therefore, the professional judgement of an architectural historian (that meets the SOI PQS in architectural history or history as defined in Code of Federal Regulations, Title 36, Part 61) shall be relied upon to determine if built environment resources with potential significance requiring recordation are present within a given project component site or its immediate surroundings. If a project component site or property in its immediate surroundings includes a building, structure, or other built environment feature that is 45 years of age or older that merits recordation and has the potential to be significantly impacted by the project, the City shall prepare a HRE for the property containing said building, structure, or other built environment feature. The evaluation shall consider the eligibility of the resource for listing in the National Register of Historic Places and California Register of Historical Resources, in addition to any applicable local register of historical resources.
- The HRE shall be prepared by a SOI PQS architectural historian or historian. The HRE shall include an intensive-level evaluation prepared in accordance with the guidelines and best practices promulgated by the California OHP. The building, structure or other built environment feature shall be evaluated within an appropriate historic context and documented in a report that meets the California OHP guidelines. All evaluated resources shall be documented on California Department of Parks and Recreation Series 523 Forms in accordance with the guidance included in the OHP's Instruction for Recording Historical Resources. The report with attached California Department of Parks and Recreation Series 523 Forms shall be submitted to the City for review and approval prior to proceeding with construction of the project component.
- If built environment resources qualifying as historical resources having the potential to be significantly impacted by a proposed project component are identified within a proposed project component site or its immediate surroundings, efforts shall be made to ensure that impacts are mitigated. In such instances, the above-noted HRE report shall be amended or supplemented with a report that identifies the resource's character-defining features and recommends treatment methods for character-defining features. The report shall demonstrate how the proposed project component complies with the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI Standards) and avoids impacts to historical resources pursuant to CEQA. The report shall be submitted to the City for review and approval prior to proceeding with construction the project.
- If built environment historical resources are identified and compliance with the SOI Standards is not possible, appropriate site-specific mitigation measures that reduce impacts to historical resources to the greatest extent feasible shall be established and undertaken. Mitigation measures may include, but would not be limited to, documentation of the historical resource in

the form of a Historic American Building Survey or Historic American Engineering Record report that complies with the Secretary of the Interior's Standards for Architectural and Engineering Documentation, or development of an interpretative display or educational opportunity that relates the history and significance of the resource to the public.

Finding and Rationale

Implementation of Mitigation Measure CUL-1 would ensure proper identification, documentation, and, where feasible, avoidance of historical resources. The measure requires evaluation of built environment resources by qualified professionals, preparation of historical resources evaluations in accordance with state and federal standards, and the development of treatment measures to avoid or minimize impacts. However, even with full implementation of Mitigation Measure CUL-1, it may not be feasible in all cases to avoid substantial adverse changes to historical resources or to fully reduce impacts to below the level of significance. Therefore, the Project's impacts to historical resources would remain significant and unavoidable.

4.3.2 Cultural Resources – Impact CUL-2

The proposed Project has the potential to result in significant impacts if development carried out under the Project would cause a substantial adverse change in the significance of an archaeological resource. This impact would be significant and unavoidable.

Mitigation Measures

CUL-2 Prepare Archaeological Resources Assessment Prior to and During Construction

Prior to approval of individual Class I facilities, Class II facilities, Class IV facilities, and enhanced bicycle treatments that involve ground disturbing activities, the City shall retain an archaeologist that meets the SOI PQS in either prehistoric or historic archaeology (qualified archaeologist as defined in CFR, Title 36, Part 61) to oversee the preparation of an archaeological resources assessment).

- Archaeological Resources Assessments shall include a California Historical Resources Information System (CHRIS) records search at the South Central Coastal Information Center with a minimum 0.5-mile radius and a Sacred Lands File search through the California Native American Heritage Commission. The records searches will characterize the results of previous cultural resource surveys and disclose any cultural resources that have been recorded and/or evaluated in and around a Class I facilities, Class II facilities involving road widening, Class IV facilities, or enhanced bicycle treatments. A Phase I pedestrian survey shall be undertaken at Class I facilities, Class II facilities involving road widening, Class IV facilities, or enhanced bicycle treatments to locate any surface evidence of cultural materials. A geoarchaeological review (examination of CHRIS and ethnographic data, historical, geological, and soil maps, aerial imagery, geotechnical reports) shall be conducted to assess the potential for the project to encounter unknown archaeological resources during construction. A qualified archaeologist shall identify known archaeological resources and classify the Class I facilities, Class II facilities involving road widening, Class IV facilities, or enhanced bicycle treatments as having high, medium, or low sensitivity for unknown archaeological resources. The assessment shall also include recommendations for additional studies and/or mitigation, as necessary, such as monitoring during construction-related ground disturbance. Construction monitoring shall be

recommended when archaeological resources are present and/or the assessment identifies a moderate or high likelihood of archaeological resources being present.

- If the CHRIS search or Phase I archaeological survey identifies resources that may be impacted by Class I facilities, Class II facilities involving road widening, Class IV facilities, or enhanced bicycle treatments, the archaeological resources assessment shall also include Phase II testing and evaluation. If resources are determined significant (i.e., eligible for the California Register of Historical Resources [CRHR] and/or National Register of Historic Places [NRHP]) or unique the City shall first consider whether avoidance and preservation in place is feasible. If resource avoidance and preservation in place is not feasible, appropriate site-specific mitigation measures shall be identified in the Phase II evaluation.
- For archaeological resources found eligible under CRHR Criterion 4/NRHP Criterion D (data potential) that cannot be avoided and will be impacted by Class I facilities, Class II facilities involving road widening, Class IV facilities, or enhanced bicycle treatments, mitigation shall include, but would not be limited to, a Phase III data recovery program. The data recovery program shall make provisions for adequately recovering the scientifically consequential information from and about the resource. The qualified archaeologist and City shall consult with appropriate Native American representatives regarding the data recovery program in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond those that are scientifically important, are considered. For archaeological resources that are found eligible under CRHR Criteria1/NRHP Criteria A (events), 2/B (persons), and/or 3/C (design/craftsmanship) that cannot be avoided and will be impacted by ClassI facilities, Class II facilities involving road widening, Class IV facilities, or enhanced bicycle treatments, other appropriate mitigation shall be determined by a qualified archaeologist in consultation with the City and, if the resource is of indigenous origin, local interested Tribes. Mitigation may include but would not be limited to development of interpretive or educational materials or preservation of all or portions of the archaeological site.
- Final disposition of any recovered artifacts or samples, which could include but would not be limited to curation or onsite reburial ,shall occur as specified by the qualified archaeologist in consultation with the City and, if the resource is of indigenous origin, local interested Tribes. Artifacts and samples include material recovered from all phases of work, including the Phase I survey, Phase II testing, Phase III data recovery, and construction monitoring.

Finding and Rationale

Implementation of Mitigation Measure CUL-2 would ensure proper records searches, surveys, professional evaluations, and, where feasible, avoidance or data recovery for archaeological resources, including consultation with appropriate Native American representatives for prehistoric or Native American resources. However, even with full implementation of Mitigation Measure CUL-2, it may not be feasible in all cases to avoid substantial adverse changes to archaeological resources or to fully reduce impacts to below the level of significance. Therefore, the Project's impact related to archaeological resources would remain significant and unavoidable.

4.3.3 Recreation – Impact REC-2

Implementation of the proposed Project would result in the construction or expansion of recreational facilities that could adversely affect the environment. Those impacts are identified throughout the Programmatic Environmental Impact Report. This impact would be significant and unavoidable.

Mitigation Measures

BIO-1(a) Pre-Construction Biological Resources Assessment and Reporting

Refer to Section 4.2.1, ***Biological Resources – Impact BIO-1***, above.

BIO-1(b) Pre-Construction Nesting Bird Surveys, Avoidance, and Reporting

Refer to Section 4.2.1, ***Biological Resources – Impact BIO-1***, above.

BIO-1(c) Construction Best Management Practices

Refer to Section 4.2.1, ***Biological Resources – Impact BIO-1***, above.

BIO-2(a) Riparian Habitat and Sensitive Natural Communities Protection

Refer to Section 4.2.2, ***Biological Resources – Impact BIO-2***, above.

BIO-2(b) Jurisdictional Delineation Survey and Report

Refer to Section 4.2.2, ***Biological Resources – Impact BIO-2***, above.

BIO-2(c) Compensatory Mitigation

Refer to Section 4.2.2, ***Biological Resources – Impact BIO-2***, above.

BIO-5(a) Tree Protection

Refer to Section 4.2.4, ***Biological Resources – Impact BIO-5***, above.

CUL-1 Prepare Historical Resources Evaluation Prior to Approval of Project Involving Structures 45 Years or Older and Implement Mitigation Prior to and During Construction

Refer to Section 4.3.1, ***Cultural Resources – Impact CUL-1***, above.

CUL-2 Prepare Archaeological Resources Assessment Prior to and During Construction

Refer to Section 4.3.2, ***Cultural Resources – Impact CUL-2***, above.

GEO-9 Paleontological Resources Assessment

Refer to Section 4.2.5, ***Geology and Soils – Impact GEO-9***, above.

HAZ-1 Soil Management Plan

Refer to Section 4.2.6, ***Hazards and Hazardous Materials – Impact HAZ-1***, above.

N-1 Construction Noise Reduction Measures

Refer to Section 4.2.8, ***Noise – Impact NOI-1***, above.

N-2 Construction Vibration Control Plan

Refer to Section 4.2.9, ***Noise – Impact NOI-2***, above.

Finding and Rationale

Implementation of Mitigation Measures BIO-1(a) through N-2 would reduce or avoid individual environmental impacts associated with the construction or expansion of recreational facilities, including impacts related to biological resources, cultural resources, hazardous materials, paleontological resources, noise, and vibration. However, as identified in the Final EIR, even with all feasible mitigation incorporated, construction or expansion of recreational facilities facilitated by the Project could still result in impacts to cultural resources which would remain significant and unavoidable. Therefore, although other impacts would be reduced to less than significant levels with mitigation, the Project's impact related to REC-2 remains significant and unavoidable.

5 Project Alternatives

Section 15126.6 of the *CEQA Guidelines* states the following:

> An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

As described in Section 4.3, *Findings for Significant and Unavoidable Effects*, above, the City of Agoura Hills has determined that, even after the adoption of all feasible mitigation measures, the Project would still cause one or more significant environmental impacts that cannot be avoided or lessened to below a level of significance. Therefore, the City of Agoura Hills must determine if there is a Project alternative that is both environmentally superior and feasible. An alternative may be "infeasible" if it fails to achieve the most basic Project objectives identified within the EIR. Further, "feasibility" under CEQA encompasses the desirability of the Project "based on a reasonable balancing of the relevant economic, environmental, social, and technological factors" of a project (*City of Del Mar v. City of San Diego* [1982]*,* 133 Cal.App.3d at p. 417; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* [1993]*,* 23 Cal.App.4th at p. 715).

The Final EIR identifies the following significant and unavoidable impacts that would be caused by implementation of the Project: impacts associated with cultural resources (impacts to historical and archaeological resources), and recreational facilities (impacts related to the construction or expansion of recreational facilities that could adversely affect the environment). The alternatives analyzed in the Final EIR and described below are therefore discussed below in terms of their potential ability to avoid or reduce these impacts.

5.1 Alternative 1: No Project Alternative

The No Project Alternative is a scenario in which the BMP, including the Path and Connection, would not be implemented, the Program would not be established, and Amendments would not be adopted. As a result, no construction activities related to bicycle infrastructure would occur, and the city's existing network of 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes would remain unchanged. The General Plan would continue to prioritize auto mobility rather than reducing VMT. As such, the No Project Alternative would not fulfill any Project Objectives, as the No Project Alternative would not improve transportation choices, accessibility, bicycle safety, public health, sustainability, or community character through the construction of bicycle facilities near areas of high scenic value, or the provision of a mechanism for developers to mitigate VMT impacts from development projects.

Finding

The No Project Alternative would avoid the proposed Project's significant and unavoidable impacts to cultural resources (Impacts CUL-1 and CUL-2) and recreation (Impact REC-2) because no construction activities would occur. For all other environmental topics analyzed, including aesthetics, air quality, biological resources, geology and soils, geology and soils (including paleontological resources), hazards and hazardous materials, hydrology and water quality, land use and planning, noise, transportation, and tribal cultural resources, the No Project Alternative would result in no impact or reduced impacts relative to the proposed Project, as no bicycle facilities would be constructed and no ground disturbance would occur.

The No Project Alternative would not accomplish any objectives of the Project, including increasing transportation choices, improving local and regional bike connectivity and safety, improving public health, enhancing sustainability and community character, and providing a mechanism to mitigate VMT impacts through the proposed VMT Mitigation Exchange and Banking Program. It would also forgo the proposed General Plan Amendments intended to shift the City's focus from auto mobility to VMT reduction through expanded active transportation. Accordingly, the City rejects the No Project Alternative as infeasible because it would not achieve the Project objectives, even though it would reduce or avoid the proposed Project's significant and unavoidable impacts.

The findings for the proposed Project set forth in this document and the overriding social, economic and other considerations set forth in the Statement of Overriding Considerations (Refer to Section 6, *Statement of Overriding Considerations)* provide support for selection of the proposed Project and the elimination of this alternative from further consideration.

5.2 Alternative 2: Project Minus Medea Creek Path and Agoura High School Connection

Alternative 2 would implement the BMP, Program, and Amendments of the proposed Project. However, the BMP implemented under Alternative 2 would remove the Path and the Connection from the list of bicycle facilities. All Class II, Class III, and Class IV facilities, and enhanced bicycle treatments would be included within the BMP under Alternative 2. The Program would be revised to only fund individual projects identified under this alternative, excluding the Path and Connection. The Amendments would also be revised to exclude the Path and Connection from the City's planned additions to its system of bikeways but would still shift the focus of Chapter 3 of the General Plan to prioritize VMT reduction through improved active transportation modes like walking and biking. Under Alternative 2, approximately 29 miles of bicycle facilities would be implemented. Alternative 2 would fulfill the Project Objectives, but to a lesser extent given the reduced miles of bicycle facilities implemented and improved under this Alternative. Additionally, Alternative 2 would not fulfill the Project Objective that aims to enhance community character by constructing bicycle facilities near areas of high scenic value.

Finding

Alternative 2 would partially achieve the Project objectives, as it removes two priority facilities and therefore provides fewer miles of bicycled improvements and would result in diminished connectivity, access, and scenic-value improvements compared to the proposed Project, as well as implement fewer opportunities to fund improvements through the VMT Mitigation Exchange and Banking Program. Due to the reduced construction footprint associated with the exclusion of the

Media Creek Path and Agoura High School Connection, Alternative 2 would reduce the severity of several construction-related impacts compared to the proposed Project, including to aesthetics, air quality, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and transportation. Impacts to these resources would be reduced compared to the proposed Project, though not to the extent of a reduced significance level, as these impacts would remain less than significant or less than significant with mitigation under Alternative 2.

Even with the reduced footprint, Alternative 2 would not avoid significant and unavoidable impacts to cultural resources (Impacts CUL-1 and CUL-2), as ground-disturbing work would still occur in previously undisturbed areas where historical and archaeological resources could be affected despite implementation of Mitigation Measures CUL-1 and CUL-2. Accordingly, Impact REC-2 would also remain significant and unavoidable under Alternative 2, as Alternative 2 would still involve the development or expansion of recreational facilities which would result in significant impacts to cultural resources.

Although Alternative 2 would decrease environmental impacts associated with the proposed Project, Alternative 2 is less desirable than the proposed Project, as it would only partially fulfill the Project objectives. Therefore, the City rejects Alternative 2 as undesirable as it fulfills Project objectives to a lesser extent compared to the proposed Project.

The findings for the proposed Project set forth in this document and the overriding social, economic and other considerations set forth in the Statement of Overriding Considerations (Refer to Section 6, *Statement of Overriding Considerations)* provide support for selection of the proposed Project and the elimination of this alternative from further consideration.

5.3 Alternative 3: Only Class II and Class III Facilities

Alternative 3 would involve implementation of the BMP, Program, and Amendments; however, the BMP would only include Class II and Class III facilities. All Class I facilities, including the Path and Connection, and Class IV facilities would be removed from the BMP, while all Class II and Class III facilities would be included in the BMP under Alternative 3. The Program would be revised to reflect the ability to purchase VMT reduction credits only for the funding of individual projects identified within the BMP under this alternative, which would exclude Class I facilities, including the Path, Connection, and Class IV facilities . The Amendments would also be revised but would still shift the focus of Chapter 3 of the General Plan to prioritize VMT reduction through active transportation modes like walking and biking. Under Alternative 3, approximately 25.6 miles of bicycle facilities would be implemented. Similar to Alternative 2, Alternative 3 would fulfill Project Objectives, though to a lesser extent given the reduced miles of bicycle facilities implemented and improved, and the Project Objective that aims to enhance community character would not be fulfilled.

Finding

Alternative 3 would not avoid the proposed Project's significant and unavoidable impact related to cultural resources, since ground disturbance could still affect historical and archaeological resources. Accordingly, Impact REC-2 would also remain significant and unavoidable under Alternative 3, as Alternative 3 would still involve the development or expansion of recreational facilities which would result in significant impacts to cultural resources. However, Alternative 3 omits proposed Class I and Class IV facilities, resulting in the smallest construction footprint of the build alternatives. Therefore, the potential for significant and unavoidable impacts would be reduced compared to the proposed Project due to less construction in previously undisturbed areas.

Due to its reduced footprint relative to the proposed Project, Alternative 3 would further reduce the severity of most construction-related impacts, including those related to aesthetics, air quality, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and transportation, all of which would remain less than significant or less than significant with mitigation.

Although Alternative 3 would reduce all construction-related impacts, it would not meet the Project objectives to the same extent as the proposed Project, given the exclusion of all Class I and Class IV facilities and the correspondingly reduced network, connectivity, safety improvements for cyclists, and opportunities to enhance community character near areas of high scenic value. It would also limit the scope of projects that can be funded via the VMT Mitigation Exchange and Banking Program. Accordingly, although identified as the environmentally superior alternative, the City rejects Alternative 3 as undesirable because it would not achieve Project objectives to the same extent as the proposed Project.

The findings for the proposed Project set forth in this document and the overriding social, economic and other considerations set forth in the Statement of Overriding Considerations (Refer to Section 6, *Statement of Overriding Considerations)* provide support for selection of the proposed Project and the elimination of this alternative from further consideration.

6 Statement of Overriding Considerations

As described in the Final Programmatic EIR for the Agoura Hills BMP, the EIR finds that all potential impacts from adoption of the Project and from physical changes that could potentially occur due to adoption of the Project can be feasibly mitigated to a level that is less than significant, with the following exceptions: Impact CUL-1, substantial adverse change in the significance of a historical resource; Impact CUL-2, substantial adverse change in the significance of an archaeological resource; and Impact REC-2, construction or expansion of recreational facilities that could adversely affect the environment.

In accordance with *CEQA Guidelines* Section 15093, the City Council has, in determining whether to approve the Project, balanced the economic, legal, social, technological, and other benefits of the Project against the potentially unavoidable environmental impacts, and has found that the benefits of the Project outweigh the potentially unavoidable environmental effects, for the reasons set forth below. The following statements specify the reasons why, in the City Council's judgement, the benefits of the Project outweigh any of the significant and unavoidable consequences described in the EIR. The City Council also finds that any one of the following reasons cited below is sufficient to justify approval of the Project. Thus, even if it were to be determined that not every reason cited below is supported by substantial evidence, the City Council determines that each individual reason is sufficient justification of approval of the Project. The substantial evidence supporting the City Council's findings and the benefits described below can be found in the record of proceedings.

- The adoption of the Project would facilitate the development of approximately 30.1 miles of new bikeways and bikeway improvements (Class I-Class IV), providing a linked system of corridors that would make bicycling more practical and desirable for a broad range of users with differences in mobility capabilities, which would directly increase local and regional connectivity to neighborhoods, schools, parks, and commercial destinations.
- The adoption of the Project would improve safety for pedestrians and bicyclists by expanding and enhancing separated and designated facilities for active transportation with treatments such as signage and bicycle signals, which would reduce conflicts, increase visibility, and lower collision risk for vulnerable roadway users across Agoura Hills.
- The adoption of the Project would enhance public health and community well-being by encouraging physical activity and expanding equitable access to low-cost, non-motorized mobility, which would improve opportunities for daily exercise and reduce barriers for residents who rely on active transportation for essential trips.
- The adoption of the Project would be consistent with regional plans and guidance such as Connect SoCal 2024 objectives to reduce transportation emissions and expand active transportation, as the Project would integrate with the region's multimodal network and programming.
- The adoption of the Project would involve scenic and community character benefits by constructing bicycle facilities near areas of high scenic value, thereby reinforcing community character and recreational access by enhancing viewing opportunities and access to open space.

The adoption of the Project would fulfill City objectives to increase transportation choices, improve accessibility and safety, enhance sustainability and public health, improve community character,

and provide a mechanism for VMT mitigation, whereas alternatives would either forgo achievement of such goals or fulfill them to a substantially lesser extent.

Any one of these reasons is sufficient to support adoption of the Agoura Hills BMP, and to outweigh the identified significant and unavoidable environmental effects that might occur due to adoption of the Project. In light of the benefits to the City and the local community identified above, pursuant to *CEQA Guidelines* Section 15903, the City Council finds that these overriding considerations, as identified in conjunction with the environmental review of impacts stemming from adoption of the Agoura Hills BMP, outweigh the potentially significant and unavoidable environmental impacts identified in the Final EIR, rendering those impacts acceptable under the circumstances.

7 Statement of Location and Custodian of Documents

Public Resources Code Section 21081.6(a)(2) and *CEQA Guidelines* Section 15091(e) require that the City of Agoura Hills, as the Lead Agency, specify the location and custodian of the documents of other materials that constitute the record of proceedings upon which the decision has been based. The following location is where review of the record may be performed:

City of Agoura Hills
Public Works Department
30001 Ladyface Court
Agoura Hills, California 91301

The City of Agoura Hills has relied on all of the documents contained within the record of proceedings in reaching its decision on the Project.

RESOLUTION NO. 26-2131

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT (CASE NO. PZ-2026-61-GPA), AMENDING CHAPTER 3: INFRASTRUCTURE AND COMMUNITY SERVICES, WITH TEXTUAL REVISIONS TO REFERENCE AND MAINTAIN CONSISTENCY WITH THE BICYCLE MASTER PLAN, AND AMENDING THE GENERAL PLAN BIKEWAYS EXHIBIT (FIGURE M-7) TO PROVIDE AN UPDATED OVERVIEW OF THE BICYCLE NETWORK WITHIN THE CITY.

WHEREAS, in June 2020, the City Council adopted Resolution Number 20-1942, updating the transportation thresholds of significance for the purposes of analyzing transportation impacts under CEQA, pursuant to State law, including a Transportation Demand Mitigation program that developers can choose to implement to reduce VMT by strategies that include implementing bicycle infrastructure; and

WHEREAS, in the Fall of 2021, the City of Agoura Hills began developing the draft Bicycle Master Plan (BMP) to build upon the City's existing bicycle routes and bicycle lanes, developing a citywide network that ensures residents have access to safe bicycle facilities, meets both commuter and recreational needs, provides connectivity to regional bicycle facilities, and provides standard design details for typical bicycle facility types and treatments; and

WHEREAS, in August 2025, the final draft BMP was released. The BMP proposes a vision of a diverse network of interconnected bicycle corridors and support facilities that aim to link local and regional destinations and make biking more practical and desirable for a broader range of people. The BMP proposes 30.1 miles of new bikeways and bikeway improvements to build upon the City's existing 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes; and

WHEREAS, in connection with the adoption of the Bicycle Master Plan and Transportation Demand Mitigation program, the City of Agoura Hills also has initiated legislative actions to update the General Plan 2035 to amend Section A. Mobility (M), of Chapter 3: Infrastructure and Community Services and amend the General Plan Bikeways Exhibit (Figure M-7) to graphically depict an updated overview of the existing and planned bicycle network within the City of Agoura Hills (the Bicycle Master Plan, the VMT Mitigation Exchange and Banking Program, and the General Plan Amendments are collectively referred to as the "Project"); and

WHEREAS, on May 7, 2025, the Planning Commission adopted Resolution 26-1320; A Resolution of the Planning Commission of the City of Agoura Hills recommending that the City Council of the City of Agoura Hills: 1) Pursuant to the California Environmental Quality Act, certify and adopt the Final Programmatic Environmental Impact Report for the Bicycle Master Plan, the Vehicle Miles Traveled Mitigation Exchange and Banking Program, and general plan amendments, and adopt the Findings of Fact, the Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program; 2) Adopt the Bicycle Master Plan; and 3) Adopt a general plan amendment (Case No. PZ-2026-61-GPA) to amend Chapter 3: Infrastructure and

Community Services, with textual revisions to reference and maintain consistency with the Bicycle Master Plan, and to revise the General Plan Bikeways Exhibit (Figure M-7) to provide an updated overview of the bicycle network within the City.

NOW, THEREFORE, the City Council of the City of Agoura Hills, California hereby resolves as follows:

Section 1. General Plan Amendment. Pursuant to Section 9821 of Article IX (Zoning) of the Agoura Hills Municipal Code (AHMC), the City Council finds that the proposed General Plan Amendment is needed to ensure consistency between the BMP and the General Plan. The proposed amendments to the Infrastructure and Community Services Element, found in Chapter 3 of the General Plan, as well as the updated General Plan Bikeways Exhibit (Figure M-7) are consistent with the other General Plan Elements, and therefore the proposed General Plan Amendment maintains internal consistency. The proposed revisions to the Infrastructure and Community Services Element, found in Chapter 3 of the General Plan, are attached hereto as Exhibit "A" and hereby incorporated by reference. The updated General Plan Bikeways Exhibit (Figure M-7), which shall replace the existing General Plan Bikeways Exhibit (Figure M-7), is attached hereto as Exhibit "B" and hereby incorporated by reference.

Section 2. California Environmental Quality Act (CEQA). Pursuant to CEQA, the City provided public notice of availability and intent to certify and adopt an Programmatic Environmental Impact Report (PEIR) and a Mitigation Monitoring and Reporting Program (MMRP) for the Project, in accordance with State CEQA Guidelines Sections 15089 and 15090. On May 7, 2026, the Planning Commission held a duly noticed public hearing to consider the Final PEIR and MMRP. Following the close of the public hearing, and after reviewing the Final PEIR, public comments, and the administrative record, the Planning Commission adopted Resolution No. 26-1320, recommending that the City Council certify and adopt the Final PEIR, Findings of Fact, MMRP, and Statement of Overriding Considerations. On May 27, 2026, the City Council held a duly noticed public hearing to consider the Planning Commission's recommendation, the Final PEIR, Findings of Fact, MMRP, and Statement of Overriding Considerations, and all public testimony and written comments. Based on the entire record before it, the City Council adopted Resolution No. 26-_____, certifying and adopting the Final PEIR, Findings of Fact, MMRP and Statement of Overriding Considerations for the Project. Resolution No. 26-____ and all findings and exhibits attached thereto are hereby incorporated by reference as though fully set forth herein.

Section 3. Based on the findings set forth above, the City Council hereby approves General Plan Amendment Case No. PZ-2026-61-GPA, which consists of: 1) amendments to Chapter 3 of the General Plan, attached hereto as Exhibit A and hereby incorporated by reference, to ensure consistency with the BMP; and. 2) amendments to the General Plan Bikeways Exhibit (Figure M-7), attached hereto as Exhibit "B" and hereby incorporated by reference, to graphically depict an updated overview of the existing and planned bicycle network within the City of Agoura Hills consistent with the BMP.

DRAFT

PASSED, APPROVED, ADOPTED this 27th day of May, 2026, by the following vote to wit:

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

_____
Jeremy Wolf, Mayor

ATTEST:

_____
Kimberly M. Rodrigues, MMC, City Clerk

APPROVED AS TO FORM:

_____
Candice K. Lee, City Attorney

DRAFT

Exhibit “A”

Bicycle Master Plan

City of Agoura Hills

Bicycle Master Plan

FINAL REPORT

August 2025



Kimley»Horn

Prepared By: Kimley-Horn & Associates

Prepared for: City of Agoura Hills

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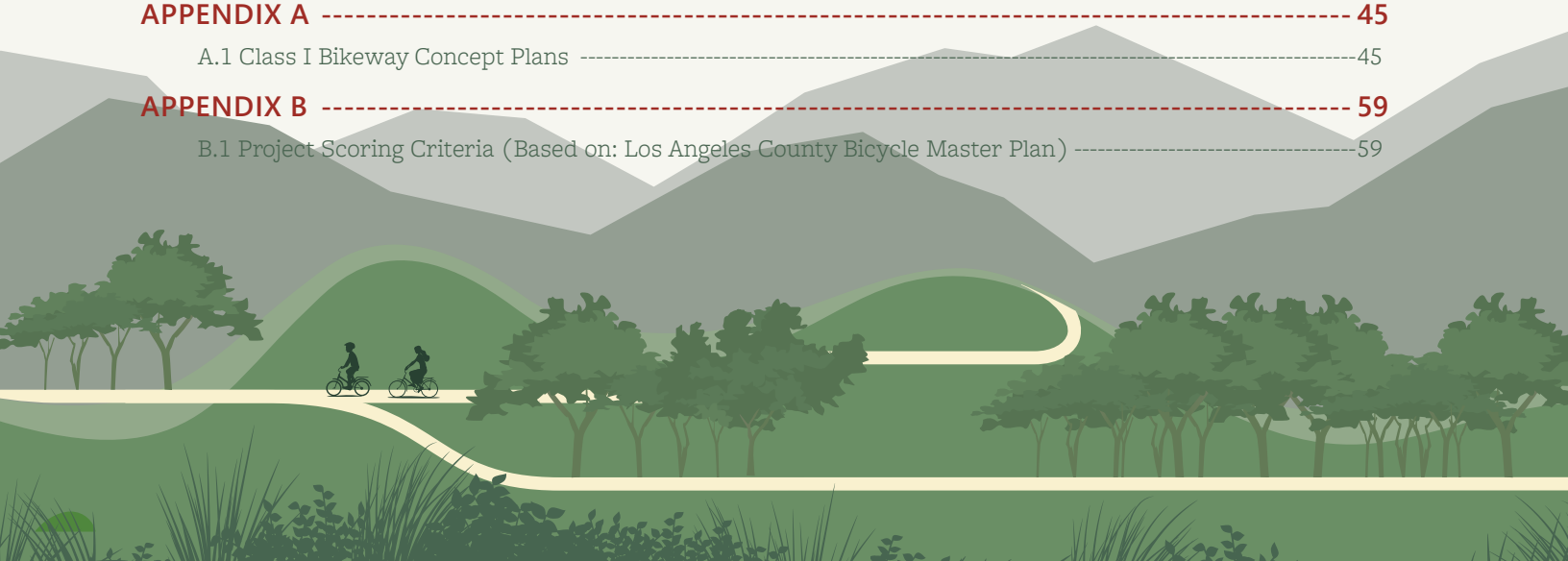
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1. INTRODUCTION

The Agoura Hills Bicycle Master Plan is organized by the following sections:

- Introduction
- Existing Conditions and Analysis
- Community Engagement
- Recommendations
- Implementation

1.1 Purpose

This comprehensive Bicycle Master Plan (Plan) will provide safer streets for residents that are dependent on bicycling for transportation every day in Agoura Hills. The recommended actions included in this Plan are meant to support and increase bicycling in Agoura Hills and to enhance non-motorized travel infrastructure and create options to support the existing and future population. This Plan includes an inventory of existing bike infrastructure, identifying deficiencies, developing, and prioritizing improvements, and providing a recommended path for implementation.

1.2 Study Area

The City of Agoura Hills is located in Los Angeles County in Southern California and is bordered by Ventura County to the north, City of Calabasas to the east, City of Westlake Village to the west, and unincorporated area to the south. The Ventura Freeway (US 101) is the only major highway running through Agoura Hills, connecting it to other regions in Southern California. According to the United States Census Bureau, Agoura Hills has a population of 20,299 within its eight square mile City boundary. The City has a population density of 2,520 people per square mile in 7,585 households. According to the American Community Survey (ACS) 2019 data[1], over seventy-six percent of workers in Agoura Hills drive to work alone, while thirteen percent work at home and approximately four percent carpooled. These statistics highlight the importance of improving the biking infrastructure in the City. The Plan recognizes the dependence on vehicles and the need to address barriers that prevent bicycle trips from being a viable transportation option as well as safe, especially for the younger and lower-income populations who cannot afford, operate, or choose to forgo vehicle ownership.

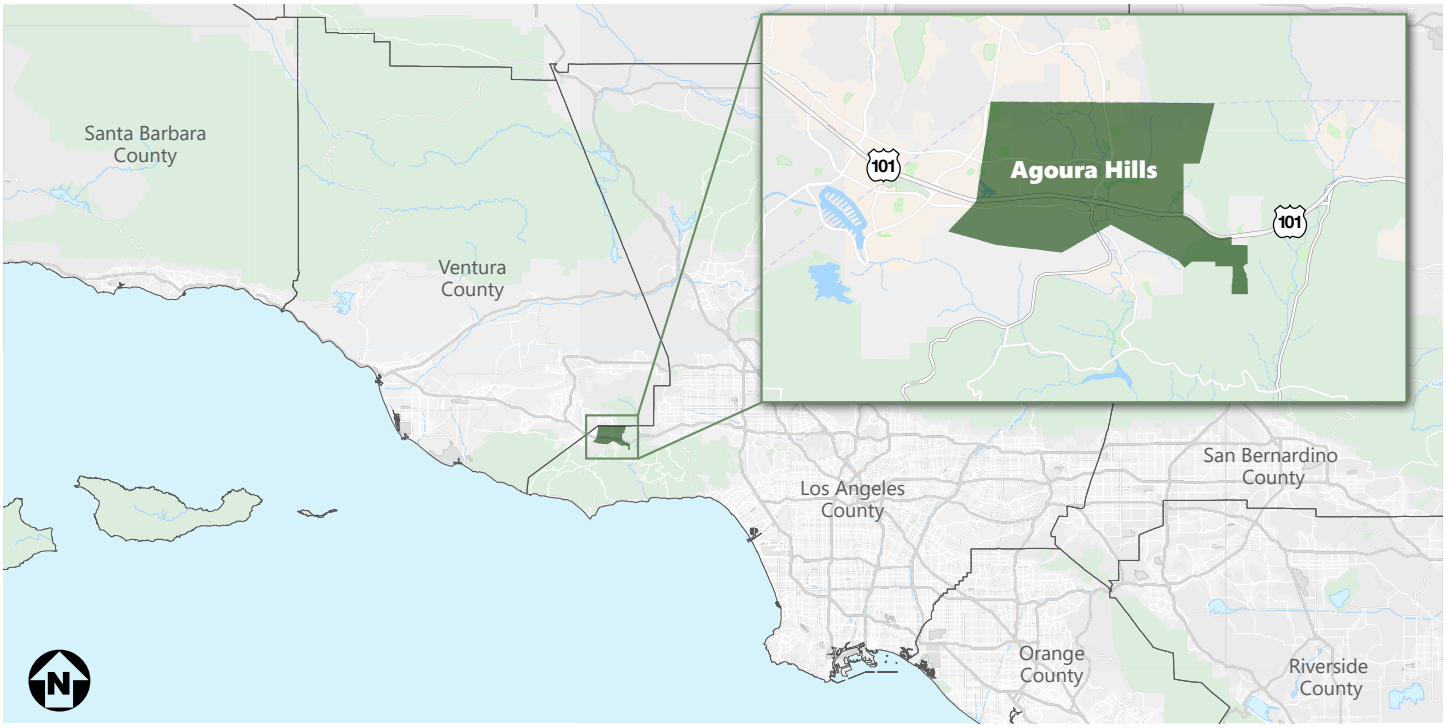


Figure 1: Location Map

[1]https://www.census.gov/programs-surveys/acs/

1.3 Project Goals

1.3.1 Vision Statement:

The City of Agoura Hills Bicycle Master Plan proposes a vision for a diverse network of interconnected bicycle corridors, support facilities, and programs that aim to link local and regional destinations and makes biking more practical and desirable for a broader range of people.

1.3.2 Goals

The project goals were developed during the planning process after gathering information both regionally and locally and reviewing other masterplans within the region.

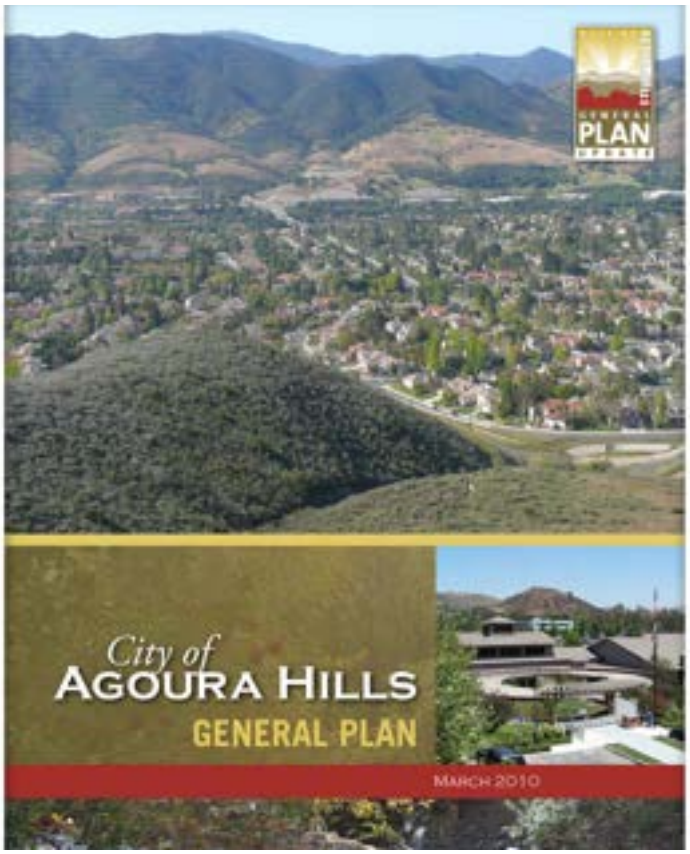
- ✓ **Goal 1: Increase Transportation Choices** by providing viable alternatives to driving and improved equity to include all bikers, those who choose not to drive and those who cannot drive.
- ✓ **Goal 2: Improve Accessibility** through local and regional connectivity. Local connections include residential areas, schools, commercial centers, and parks. Regional connections include surrounding communities and the recreational trail network.
- ✓ **Goal 3: Improve Safety** by providing separate biking facilities, reducing bicycle collisions, creating greater visibility for bikers, and raising awareness to both bicyclist and road users.
- ✓ **Goal 4: Improve the Public Health** by creating facilities that allow for more biking which is a great exercise that helps maintain good physical and mental well-being.
- ✓ **Goal 5: Enhance Sustainability and Generate Environmental Benefits** by reducing greehouse gas emissions as well as air and noise pollution,
- ✓ **Goal 6: Enhance Community Character** by constructing bicycle facilities near areas of high scenic value, such as greenbelts or surface waters.

1.4 Planning Context

The Plan incorporates regional and local planning efforts that are directly related to biking and trails. These efforts range from long-range regional planning to neighborhood-specific plans. The following information summarizes the planning documents that were evaluated as part of the development of the Plan. Consideration was taken to understand existing facilities and current planning efforts in neighboring jurisdictions and how those facilities would connect with those in Agoura Hills.

1.4.1 Agoura Hills General Plan

The Agoura Hills General Plan is the primary citywide comprehensive plan that guides future growth. The General Plan contains goals and objectives to guide decisions and preserve the quality of life within the City of Agoura Hills. The Circulation and Land Use elements contain goals and objectives that contribute to the success of this Plan. It should be noted that during the development of this Bicycle Master Plan, the Agoura Hills General Plan was being updated to replace the 5th Cycle Housing Element with the 6th Cycle Housing Element.



1.4.2 Agoura Village Specific Plan

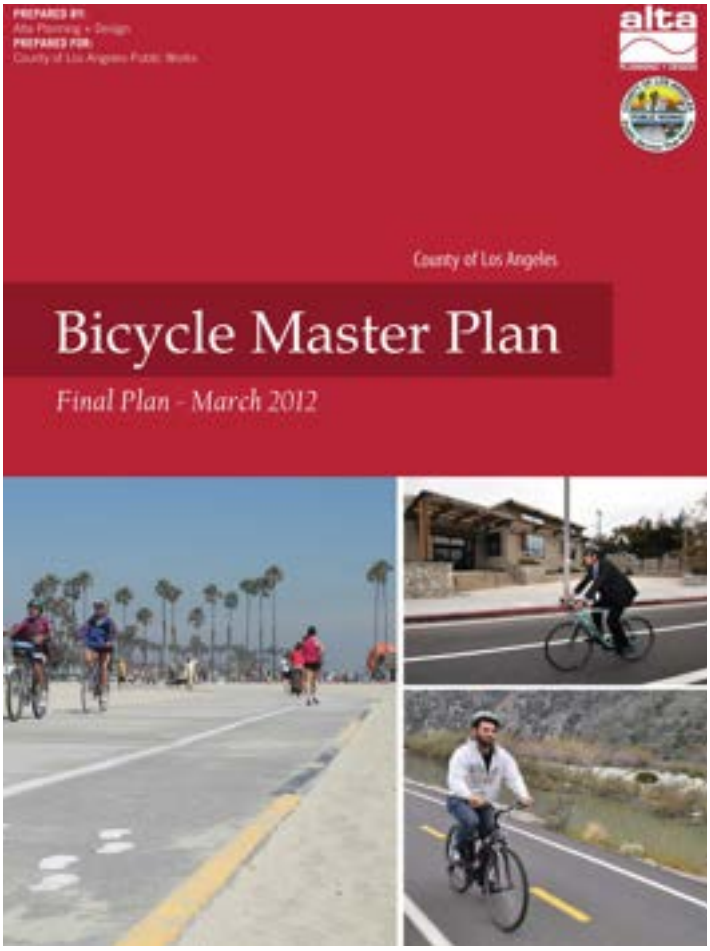
The Agoura Village Specific Plan (AVSP) is a comprehensive document that clearly identifies the vision for the planning area, articulates economic goals, provides regulations and guidelines for new development and redevelopment, traffic, regulatory, and physical issues. It establishes a framework for development within the area that will lead to the creation of a true pedestrian-friendly sense of place in the Village. The Specific Plan area is located about half way between Westlake Village and Calabasas just off of Highway 101 within the City of Agoura Hills. While the General Plan is the primary guide for growth and development in a community, the Specific Plan is able to focus on the unique characteristics of a specialized area by customizing the vision, land uses, and development standards for that particular location.

1.4.3 Ladyface Mountain Specific Plan

This Specific Plan provides the City of Agoura Hills a comprehensive set of plans, policies, regulations and conditions for guiding and ensuring the orderly development and implementation of the Ladyface Mountain Overlay District of the City of Agoura Hills. The purpose of the Specific Plan is to ensure that all the development at the base of Ladyface Mountain is compatible with the unique nature of this natural asset, to encourage the coordinated development of a mixture of business park, commercial and limited residential uses within the study area and to encourage developers to address compatibility of proposed projects with infrastructure capacity.

1.4.4 County of Los Angeles Bicycle Master Plan

The County of Los Angeles Bicycle Master Plan proposes a vision for a diverse regional bicycle system of interconnected bicycle corridors, support facilities, and programs to make bicycling more practical and desirable to a broader range of people in the County. The Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the unincorporated communities of the County of Los Angeles for 20 years (2012 to 2032). The Plan provides direction for improving mobility of bicyclists and encouraging more bicycle ridership within the County by expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle more often.

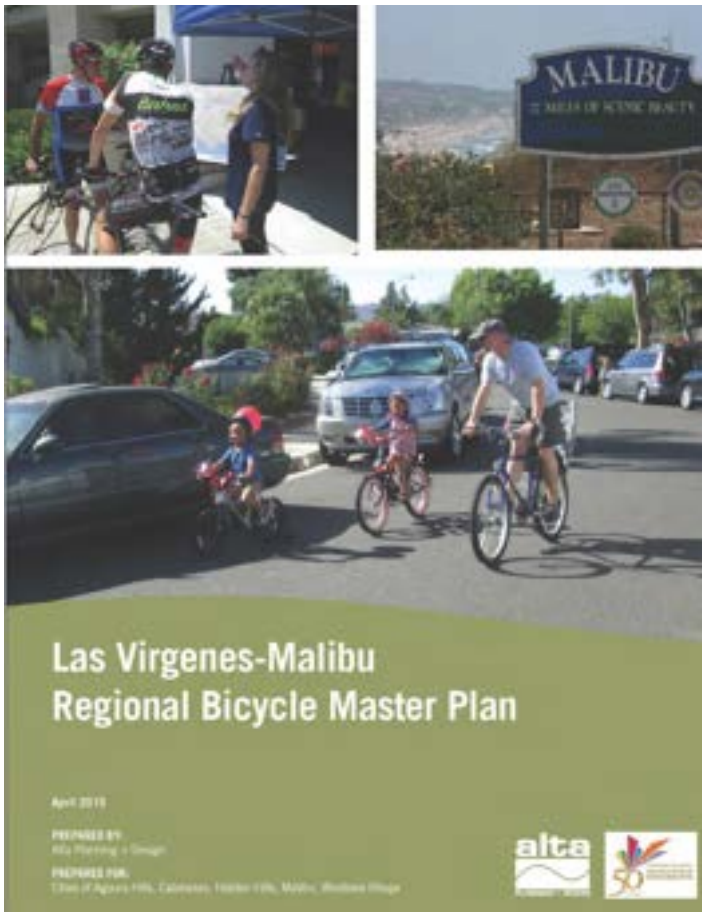


1.4.5 Agoura Hills Citywide Trails & Pathways Master Plan

The Agoura Hills Citywide Trails and Pathways Master Plan serves as a guide to future trail planning design and construction. The purpose of the Plan is to provide a pedestrian, bicycle and equestrian system that links homes, schools, businesses, parks, and natural resources to each other. One of the main benefits of the Plan is to positively impact individuals and improve communities by providing not only recreation and transportation opportunities but also health benefits and an improvement in quality of life.

1.4.6 Las Virgenes-Malibu Regional Bicycle Master Plan

The Regional Bicycle Master Plan is a collaborative effort of the LAS Virgenes-Malibu Council of Governments (LVMCOG) and other agencies to promote bicycling as a safe and attractive transportation choice.



The LVMCOG Regional Bicycle Master Plan identifies potential bicycle transportation facilities within the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu and Westlake Village that will enhance the regional active transportation network.

The LVMCOG Regional Bicycle Master Plan's goal is to engage residents and visitors of the member cities toward healthier and more sustainable living through the development of a comprehensive bikeway network connecting the COG cities to each other, the Santa Monica Mountains National Recreation Area, state and local parks and the Greater Los Angeles and Ventura Counties.

1.4.7 Ventura Countywide Bicycle Master Plan

The Bicycle Master Plan plan was an effort of the Ventura County Transportation Commission (VCTC) in collaboration with communities across Ventura County and published in 2007. The Plan provides a blueprint for bicycle transportation and recreation in Ventura County and was used to inform recommendations for facilities connecting the City of Agoura Hills with Oak Park. An update to the Plan is currently ongoing."

1.5 Primary Guidance

In 2014, the California Department of Transportation (Caltrans) updated the California Manual on Uniform Traffic Control Devices (CA MUTCD) to provide uniform standards and specifications for all official traffic control devices in California. This update is meant to implement Caltrans's 2014 mission to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The purpose of the CA MUTCD is to improve safety and mobility for all travelers by setting minimum standards and providing guidance intended to balance safety and convenience for everyone in traffic, including bicyclists. The CA MUTCD contains the basic principles that govern the design and use of traffic control devices that aim to promote safety and efficiency by providing for the orderly movement of bikeways. Additionally, National Association of State Highway and Transportation Officials (NACTO) guidance was analyzed to ensure flexibility and innovation in the design and operations of streets and highways in California. Much of the guidance provided in the CA MUTCD is consistent with the NACTO Urban Bikeway Design Guide.

1.5.1 Caltrans Highway Design Manual, Chapter 1000: Bicycle Transportation Design

Chapter 1000 of the Caltrans Highway Design Manual serves as the official design standard for bikeways in California. This chapter defines a "bikeway" as a facility that is provided primarily for bicycle travel and recognizes its importance in improving bicycling safety and convenience. Chapter 1000 intends to help accommodate motor vehicle and bicycle

traffic on the roadway system, or as a complement to the road system to meet the needs of bicyclists. This chapter classifies bikeway facilities into five different types that include:

1. Shared Roadway (No Bikeway Designation)



Source: Kimley-Horn

2. Class I Bikeway (Bicycle Path)



Source: Kimley-Horn

3. Class II Bikeway (Bicycle Lane)



Source: Kimley-Horn

4. Class III Bikeway (Bicycle Route)



Source: NACTO

5. Class IV Bikeways (Separated Bikeways)

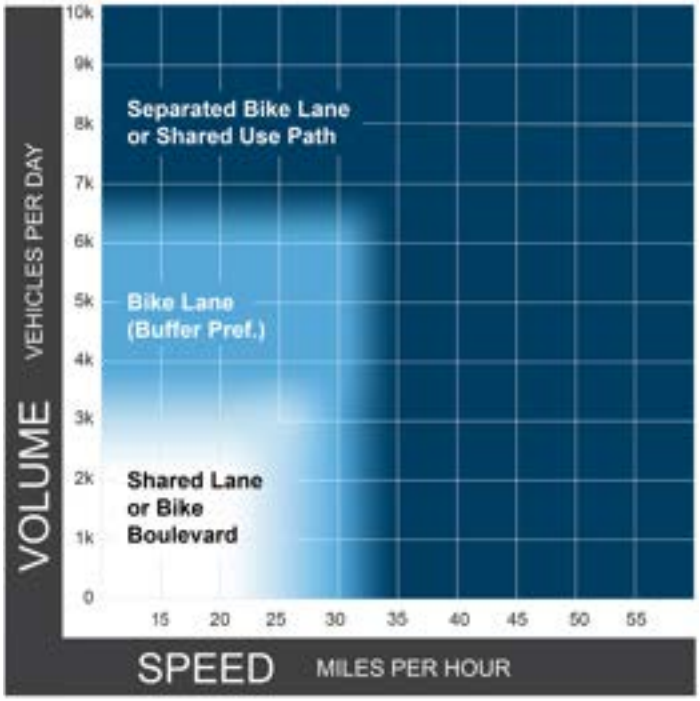


Source: Kimley-Horn

However, Chapter 1000 states that these designations should not be construed as a hierarchy of bikeways since each bikeway type has its appropriate application. This chapter only provides design guidance for Class I bicycle paths, Class III bicycle routes, and trails.

1.5.2 FHWA Separated Bicycle Lane Planning and Design Guide

This 2015 guide published by the Federal Highway Administration (FHWA) is the most recent national bicycle lane design guide and for many, the primary national resources for planning and designing bicycle facilities. It captures the state of practice of bicycle facility design within the street right of way. It provides a menu of design options covering typical one and two-way cycle tracks and provides detailed intersection design information covering topics such as turning movement operations, signalization, signage, and on-road markings.



Source: FHWA Bikeway Selection Guide

1.5.3 FHWA Bikeway Selection Guide

This 2019 guide is an important complement to the 2015 FHWA Bicycle Lane Planning and Design Guide. It has a focus on designing for all ages and abilities. It gives the designer additional tools such as matrices, flow charts, and graphs that facilitate the design of the appropriate bikeway based both on roadway characteristics and the intended type of cyclist.

1.5.4 AASHTO Guide to Bikeway Facilities

The American Association of State Highway and Transportation Officials (AASHTO) bicycle and pedestrian design guides are important national resources for planning, designing, and operating bicycle facilities, especially for bike path design outside a typical road right of way that is not covered in other guides.

1.5.5 NACTO Urban Bikeway and Urban Street Design Guides

The NACTO guides represent the industry standard for innovative bicycle facilities and treatments in the United States. In 2014, Caltrans officially endorsed the NACTO Urban Street Design Guide and Urban Bikeway Design Guide as valuable toolkits for designing and constructing safe, attractive local streets.

1.6 Applicable Legislation

Several pieces of legislation support increased bicycling in the State of California. Much of the legislation addresses greenhouse gas (GHG) reduction and employs bicycling as a means to achieve reduction targets. The most relevant legislation concerning bicycle policy, planning, infrastructure, and programs are described in the following sections.

1.6.1 AB-1358 Complete Streets Act

AB-1358 requires the legislative body of a city or county, upon revision of the circulation element of their general plan, to identify how the jurisdiction will provide for the routine accommodation of all users of the roadway including drivers, pedestrians, bicyclists, individuals with disabilities, seniors, and public transit users.

1.6.2 SB-375 Redesigning Communities to Reduce Greenhouse Gases

This bill would require that a metropolitan planning organization (MPO) adopt a sustainable communities strategy as part of its regional transportation plan to reduced greenhouse gas (GHG) emissions from cars and light trucks in a region. SB-375 requires the State Air Resources Board, working in consultation with the MPOs, to provide each region with GHG emission reduction targets for the automobile and light truck sector.

1.6.3 SB-743 CEQA Reform

In 2013, SB-743 was signed into law by California Governor Jerry Brown with a goal of reducing GHG emissions, promoting the development of infill land use projects and multimodal transportation networks, and to promote a diversity of land uses within developments. One significant outcome resulting from this statue is the removal of automobile delay and congestion, commonly known as Level of Service (LOS), as a basis for determining significant transportation impacts under the California Environmental Quality Act (CEQA).

The Governor's Office of Planning and Research (OPR) selected Vehicle Miles Traveled (VMT) as the principal measure to replace LOS for determining significant

transportation impacts. VMT is a measure of total vehicular travel that accounts for the number of vehicle trips and the length of those trips.

VMT also allows for an analysis of a project's impact throughout the jurisdiction rather than only in the vicinity of the proposed project allowing for a better understanding of the full extent of a project's transportation-related impact.

1.6.4 CEQA for Bicycle Plans

Pursuant to CEQA Guidelines Section 15168, the City has prepared a Programmatic Environmental Impact Report (Program EIR) for the Bicycle Master Plan. A Program EIR is prepared for a series of actions that can be characterized as one large project and are related as individual activities carried out under the same authority and having generally similar environmental effects which can be mitigated in similar ways. This Program EIR provides a comprehensive environmental analysis of the bicycle infrastructure improvements identified within the Bicycle Master Plan, allowing the City to streamline future implementation of each individual project.

The adoption of the Bicycle Master Plan does not commit the City to implementation. As individual bicycle infrastructure projects move forward into design and approval phases, the City will evaluate each activity to determine whether it is within the scope of the Program EIR or if additional project-level environmental review is required pursuant to CEQA Guidelines Sections 15162 and 15168(c). The City will also incorporate feasible mitigation measures identified in the Program EIR into each individual project that is implemented.

Additionally, one intended use of the Bicycle Master Plan is to inform a future nexus study for a Vehicle Miles Traveled (VMT) Mitigation Exchange and Banking Program. This study was included and evaluated in the context of the Program EIR; along with the bicycle infrastructure projects, the VMT Mitigation Exchange and Banking Program will be evaluated prior to any implementing actions to determine whether it is within the scope of the Program EIR or if additional CEQA review is necessary.

1.6.5 AB-1371 Passing Distance/Three Feet for Safety Act

This statute, widely referred to as the "Three Foot Passing Law," requires drivers to provide at least three feet of clearance when passing bicyclists. If traffic or roadway conditions prevent drivers from giving bicyclists three feet of clearance, they must "slow to a speed that is reasonable and prudent" and wait until they reach a point where passing can occur without endangering the bicyclists. Violations are punishable by fine.

1.6.6 AB-1193 Bikeways

This act amends various code sections, all relating to bikeways in general, specifically by recognizing a fourth class of bicycle facility, cycle tracks.

This bill requires Caltrans to establish minimum safety design criteria for each type of bikeway, and also authorizes local agencies to utilize different minimum safety criteria if adopted by resolution at a public meeting.

1.6.7 AB-1096 Electric Bicycles as Vehicles

Existing law defines a "motorized bicycle" as a device that has fully operative pedals for propulsion by human power and has an electric motor that meets specified requirements. The bill would define an "electric bicycle" as a bicycle with fully operable pedals and an electric motor of fewer than 750 watts and would create three classes of electric bicycles. The bill would prohibit the operation of the most powerful Class 3 electric bicycles on specified paths, lanes, or trails unless that operation is authorized by a local ordinance. The bill would also authorize a local authority or governing body to prohibit, by ordinance, the operation of Class 1 or Class 2 electric bicycles on specified paths or trails.

1.6.8 SB-1216 Sharrow Prohibition

This act adds a section to the California Streets and Highways Code that prohibits the installation of sharrows on highways with posted speed limits greater than 30 mph, except for the purpose of connecting a Class I, Class II, or Class IV bikeway at or near an intersection. The bill also prohibits the state's Active Transportation Program

from funding Class III bikeways on roads with design speeds of 25 mph or more. !Consequently, roads with posted speed limits over 30 mph can still be considered Class III bike routes, with relevant posted signage, but would not include sharrow markings on the pavement.

1.6.9 AB-1909 Bicycle Omnibus Bill

This piece of legislation modifies several sections of the California Vehicle Code to improve the safety and experience of bicyclists on the road.

First, the bill requires drivers to make a lane change into another available lane, if one is available, before passing a cyclist on the road. This piece of legislation builds on the prior "Three Feet for Safety Act" by requiring a full lane change to improve cyclist safety and create clear guidelines for the enforcement of bicycle passing distance.

Second, the law authorizes bicyclists to cross an intersection as directed by a pedestrian control signal, allowing bicycles to enter an intersection displaying a solid red vehicle traffic control signal if the pedestrian signal head displays a walk sign. With the increased adoption of leading pedestrian intervals in California, the ability for bicyclists to refer to a pedestrian signal to cross allows bicyclists to establish a presence in an intersection before vehicle movements commence.

Third, AB-1909 removes the statewide prohibition of Class 3 electric bicycles traveling on bicycle paths, bike lanes, bikeways, and trails. Simultaneously, the bill gives local municipalities the ability to prohibit the operation of an electric bicycle or any class of electric bicycle on recreational trails and bicycle paths within their jurisdiction.

2. EXISTING CONDITIONS AND ANALYSIS

2.1 Overview

Understanding the existing roadway conditions, land use, and other context-sensitive information in Agoura Hills and the adjacent region is imperative for planning for its future. This chapter includes sections on relevant datasets, such as bicycling mode share, existing and previously proposed bicycle facilities, and bicycle collisions. In addition to physical characteristics, data from the 2019 American Community Survey was used to analyze the commuting characteristics of the City's residents.

2.2 Bicycling Mode Share

Bicycling mode share measures the percentage of resident workers aged sixteen years and over who commute to work by bicycle. According to the U.S. Census 2019 American Community Survey, there are an estimated 10,300 workers in Agoura Hills and 1.3% use a bicycle to commute. Although this percentage is low, the bicycling mode share is almost twice as much than Los Angeles County (0.7% of the population bike to work).

2.3 Existing and Previously Proposed Bicycle Facilities

The existing bicycle facility network in Agoura Hills is comprised of 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes. 87 percent of the bike facilities are dedicated on-street bicycle lanes (Class II) along Palo Comado Canyon Road, Agoura Road, Reyes Adobe Road, Forest Cove Lane, Kanan Road, and Thousand Oaks Boulevard. The remaining 13 percent are routes shared with other vehicles (Class III) along Rainbow Crest Lane, Canwood Street and Mainmast Drive.

The existing bicycle facility network is shown in Figure 2.

The previously proposed bicycle facilities documented in the LA County Bicycle Master Plan, Las Virgenes-Malibu Regional Bicycle Master Plan (LVMCOG), and the Agoura Hills Citywide Trails & Pathways Master Plan provided a foundation for the Plan's recommended bicycle network. The existing network was analyzed for connectivity within the City and with other surrounding jurisdictions and was summarized and presented to the City, stakeholders, and public during a workshop to gather additional input on routes they felt were important and should be prioritized.

1.3 Miles

of bicycle routes

9.2 Miles

of bicycle lanes

2.4 Existing Transit Facilities

The Los Angeles County Metropolitan Transportation Authority (Metro) and the City of Los Angeles Department of Transportation (LADOT) provide existing regional public transit services 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 the direction of travel and 25 to 60 minute headways during the PM peak hour, depending on the direction of travel. The 161 Metro Line stops at multiple locations on

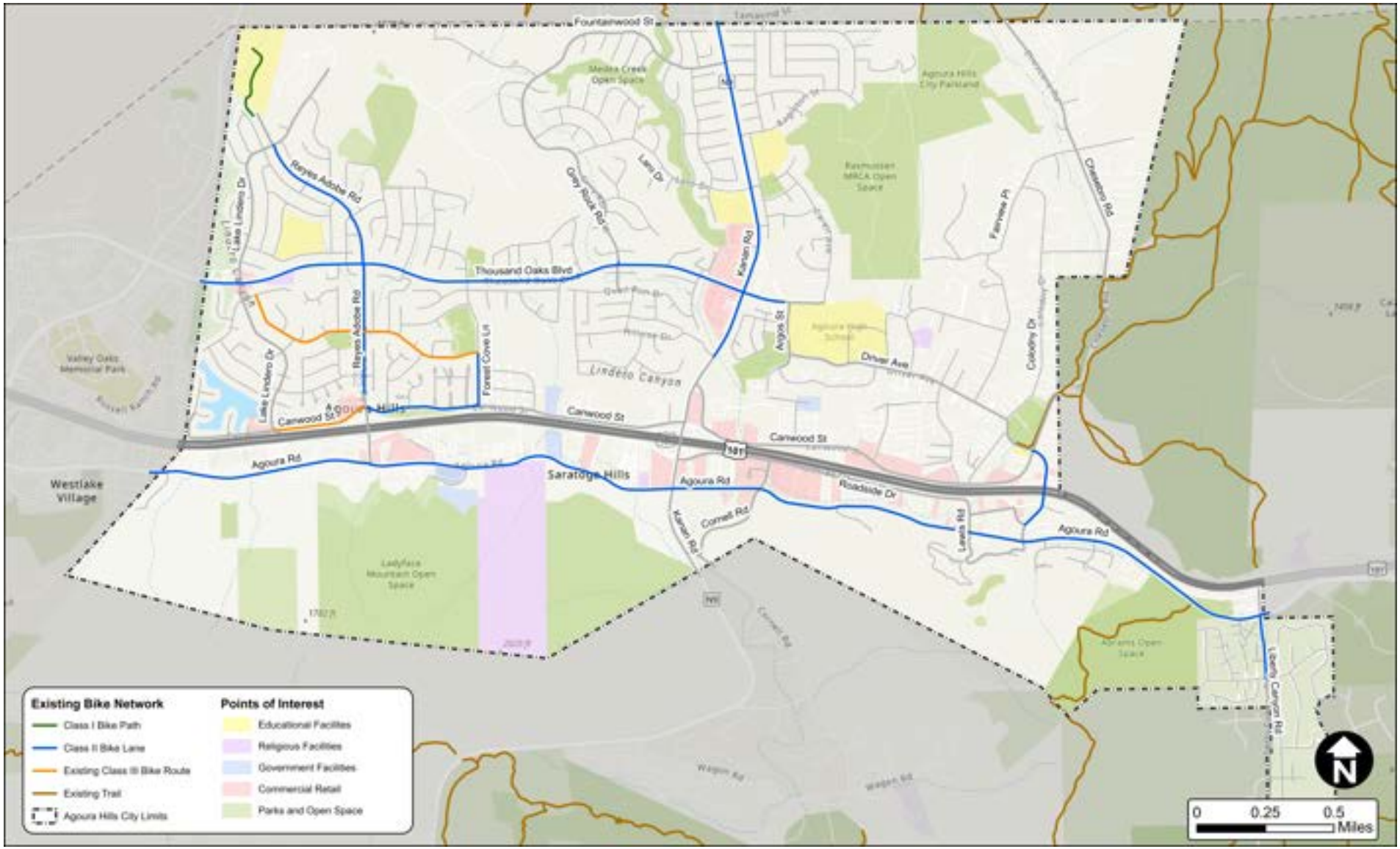


Figure 2: Agoura Hills Existing Bike Network

Agoura Road east of Chesebro Road with one stop along Roadside Drive, two stops along Kanan Road South of Thousand Oaks Boulevard, four stops along Thousand Oaks Boulevard between West City Limits and Kanan Road.

LADOT Commuter Express 422

CE 422 is an express commuter line that travels from Downtown Los Angeles to Thousand Oaks Boulevard. 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.

Kanan Shuttle

The Kanan Shuttle serves Oak Park High School, Medea Creek Middle School and the residential areas near Kanan Road. The Kanan Shuttle is a free way to travel to neighborhood schools and residential areas near Kanan Road. in Oak Park and Agoura Hills.

2.2 Analysis

To develop this Bicycle Master Plan, a thorough analysis of existing conditions in Agoura Hills was conducted that involved GIS analyses, fieldwork, community outreach, surveys, workshops, and meeting with City staff to gather data and input.

2.2.1 Bicycle Collision Analysis

Bicycle collision data was obtained from the Statewide Integrated Traffic Records System (SWITRS) collision dataset managed by the California Highway Patrol (CHP), which captures reported bicycle collisions that resulted in injury or property damage in Agoura Hills in the five-year period of 2015 through 2019. Collision density and locations data are displayed in Figure 3: Bicycle Related Collisions on the following page. Collisions on off-street paths are not reported in the dataset. It is important to note that collisions involving bicyclists are known to be under-reported, and therefore such collisions are likely under-represented in this analysis. During this five-year period (2015-2019), there were fifteen bicycle-related collisions. The majority of these reported injuries resulted in visible injury or complaint of pain.

2.2.2 Connectivity Analysis

To encourage and support bicycling for people of all ages and abilities, a bicycle network should be well connected and should serve people's needs. The connectivity analysis exercise was conducted to identify gaps in the existing bicycle network and helped develop recommendations to close the loops in the network. As part of the connectivity analysis, the project team looked at existing bicycle facilities and connectivity to points of interests such as educational facilities, government facilities, and commercial facilities. Some of the missing connections identified include Canwood Street which serves as the main access road for multiple commercial and government facilities. Another major gap in the bicycle network is on Kanan Road south of Hillrise Road and Reyes Adobe Road south of Passageway Place. Extension of both of these bicycle facilities would close the loop connecting the four major roads (Backbone) in Agoura Hills. The Canwood Street and Kanan Road bicycle facilties extensions also creates a connection to the two Park and Ride lots adjacent to the US 101/Kanan Road interchange. End trip bicycle facilities such as bicycle parking should also be considered at these points of interest.

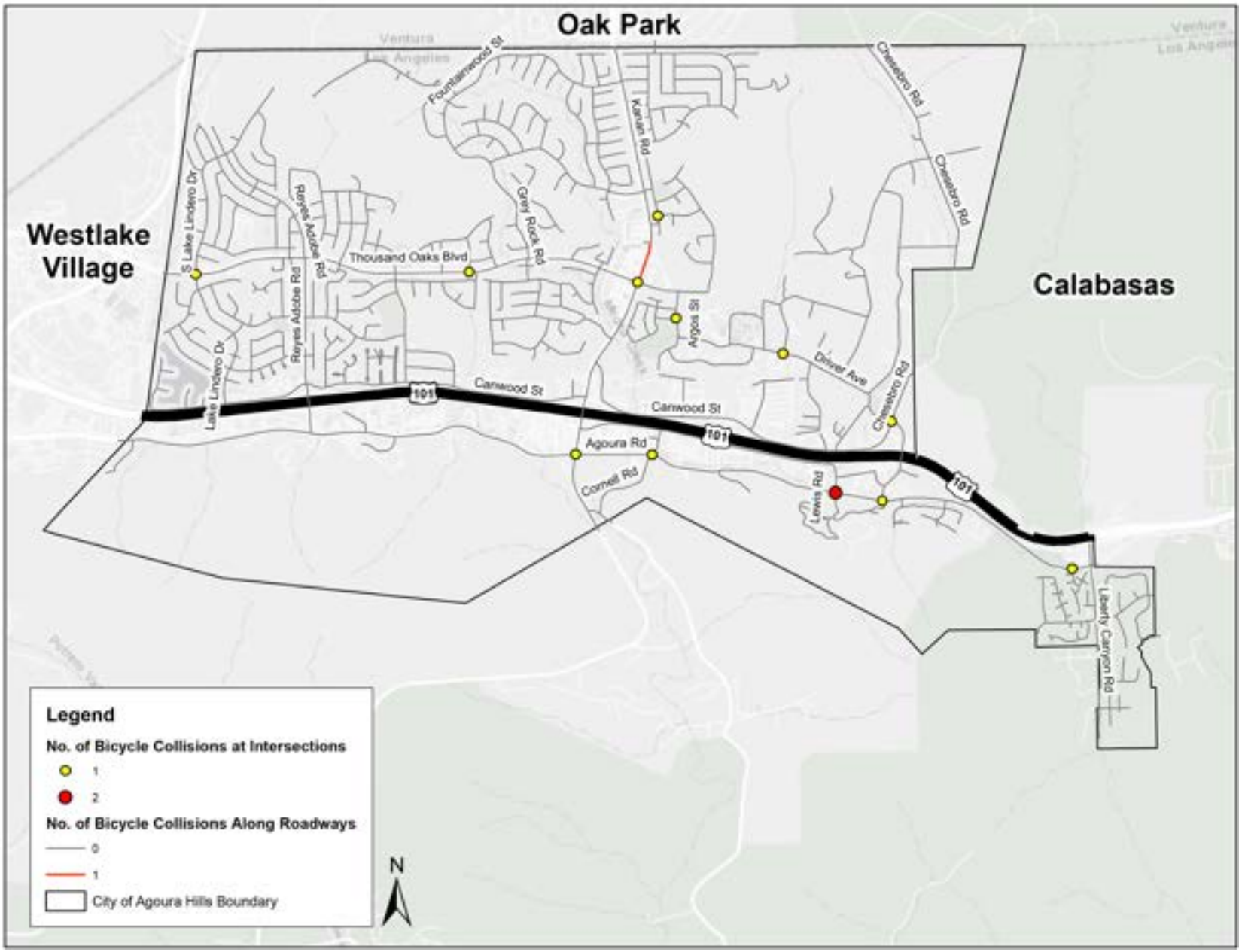


Figure 3: Agoura Hills Bicycle Collision Analysis (2015 - 2019)

3. COMMUNITY ENGAGEMENT

3.1 Overview

The Bicycle Master Plan planning process was conducted in an open and transparent manner to ensure that community members were included throughout the entire course of the project. Community input and involvement were crucial to identify barriers to bicycling. To achieve that, the community engagement process was designed to include the involvement of a broad spectrum of stakeholders working towards a common goal. Stakeholders included residents, City staff, local bicycling advocacy groups, the Las Virgenes Unified School District (LVUSD), the Los Angeles Sheriff's Department, and local businesses.

3.1.1 Community Engagement Strategies

The primary community engagement strategies utilized for the Plan were:

- Online Survey
- Community Workshops
- Online Engagement Tools (Strava Challenge)
- Social Media Announcements
- Project Prioritization Activity

These strategies informed the public about the Plan allowing them to provide meaningful input.

3.1.2 Outreach Materials

As part of the community engagement process, outreach materials were developed to maximize public participation.

Project Branding

To be consistent with the City's branding and graphic requirements, a similar type of branding style was used for this Plan. The project's branding was used in all outreach materials, including activity sheets, worksheet, social media posts, and workshop presentations.



Community Workshop Fact Sheet

Public Engagement Material and Social Media Announcements

The project team developed a fact sheet that was posted on the City website. In addition, the project team developed social media messages, including Instagram, to reach out to interested members of the community.



City of Agoura Hills Instagram Post

3.1.3 Survey

An online survey was prepared and distributed through several channels including social media sites, City website, library, and local bicycle shops to determine current behavior of residents and ways to encourage a mode shift. The survey included questions about why people bike, why people do not bike, and what would encourage people to bike. People were also encouraged to submit any comments or feedback through email. The online survey was made available from January 31, 2022 to February 10, 2022.

3.2 Community Workshops and Events

Two community workshops and an online Strava challenge were conducted during the planning process to gather input and solicit feedback on recommendations.

3.2.1 Workshop #1

The first workshop was held on March 22, 2022 at the Agoura Hills Recreation and Event Center as well as live streamed on YouTube and Zoom. All were invited to attend the workshop including residents, local bicycle advocacy groups, City staff, City Council members, and Planning Commission members. The project team provided a presentation of the recommendations along with the vision and goals of the project. During the workshop there were several opportunities for questions and comments.

Participants were also asked to complete a prioritization activity where projects were assigned either high or low priority, and participants identified their Top 5 favorite projects of the presented projects. The responses received by the City placed high priority on the projects constituting the "Backbone Network" that includes the four major arterials of Thousand Oaks Blvd, Agoura Rd, Reyes Adobe Rd and Kanan Rd. These projects are a combination of new Class IV bikeways (separated bike lanes), expanded Class II bicycle lanes, as well as enhanced striping and intersection improvements along existing bike facilities. High priority was also assigned to the Class I bicycle path alongside Medea Creek, while lower priority was assigned to Class III bicycle routes within local neighborhoods.


Bike Master Plan
Project Prioritization Activity

Ranking (1-5)
Proposed Bike Projects
Low Priority
High Priority

Workshop #1 Project Prioritization Activity Worksheet

3.2.2 Workshop #2

A second public workshop was held on Tuesday, July 12th, 2022 at the Agoura Hills Recreation and Event Center, also live streamed on Youtube and Zoom. In addition to advertising through City social media accounts and the local newspaper, attendees from the first workshop as well as those who submitted public comments on the Plan were invited to attend. The project team presented updates to the recommendations contained within the draft Plan as well as stakeholder engagement that had taken place since the first public workshop with law enforcement, schools, and City departments.



Public Workshop #2

3.2.3 Strava Challenge

National Bike Month is promoted by The League of American Bicyclists and takes place every May. During the month of May, cities across the country organize events and campaigns to educate people about biking and to encourage them to bike more to their destinations. To celebrate National Bike Month, the project team created The Agoura Hills Bike Challenge on the social network Strava®. Strava is a social media platform where runners and bicyclists can track their physical exercise. The Agoura Hills Bike Challenge asked participants to join Strava to track their bicycle rides and encourage participants to use their bicycles anywhere they would normally take their car such as commuting to work, going to school or even running errands. The participant with the most commute rides during the month of May was awarded a prize at the second Community Workshop for the Bike Master Plan.



Strava Challenge Advertisement on City Website



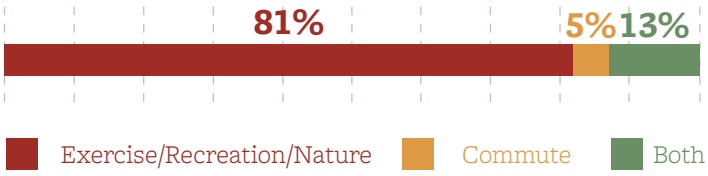
City of Agoura Hills Instagram Post

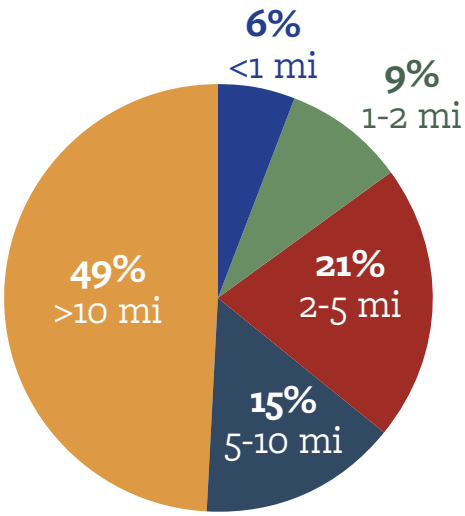
3.3 Survey Summary

Over one hundred people completed the City's survey and approximately 30 comments were submitted separately to the City. The results were analyzed and used for the development of potential projects and bikeway routes. The survey also provided the City with a current view of people's opinions, concerns, and desire for bicycle facilities.

The following figures depict results from the survey. About 81 percent of respondents bike for exercise or recreational purposes, while only 5 percent use the bicycle to commute. This split is evident when examining average distance per bike trip in Agoura Hills.

3.3.1 Why do you bike?



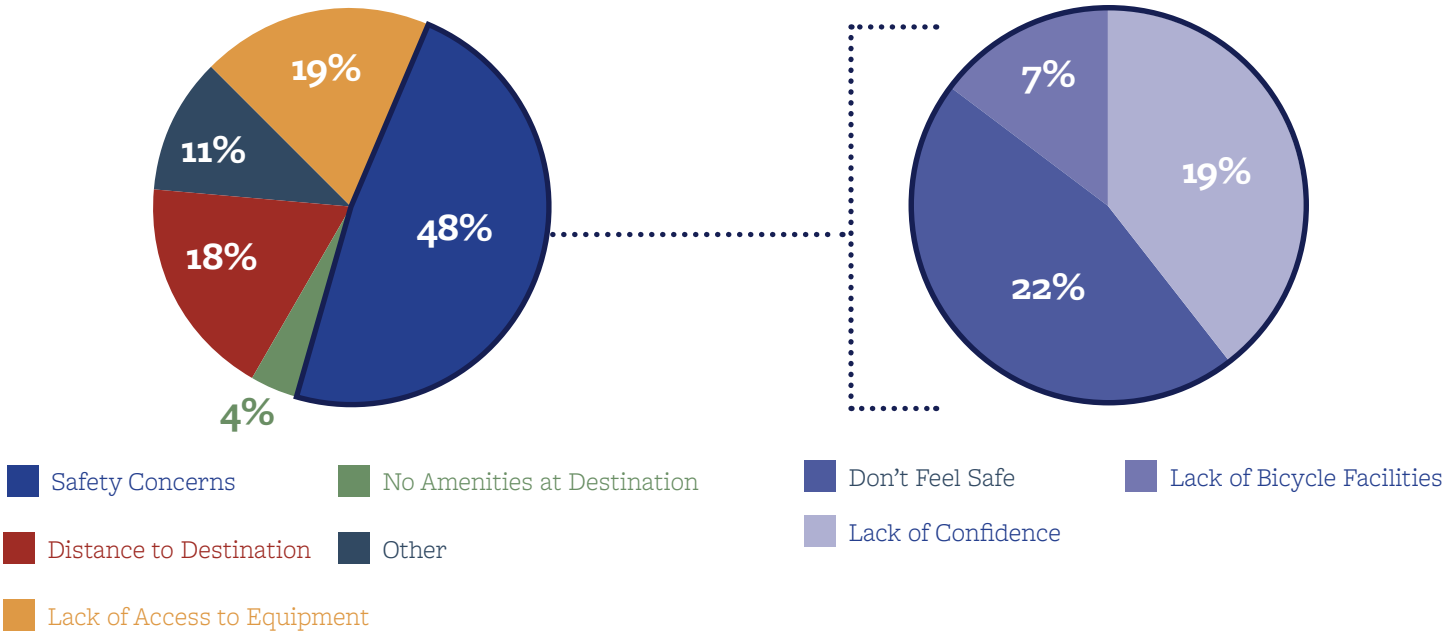


Typical Distance per Bike Trip

3.3.2 Why don't you bike?

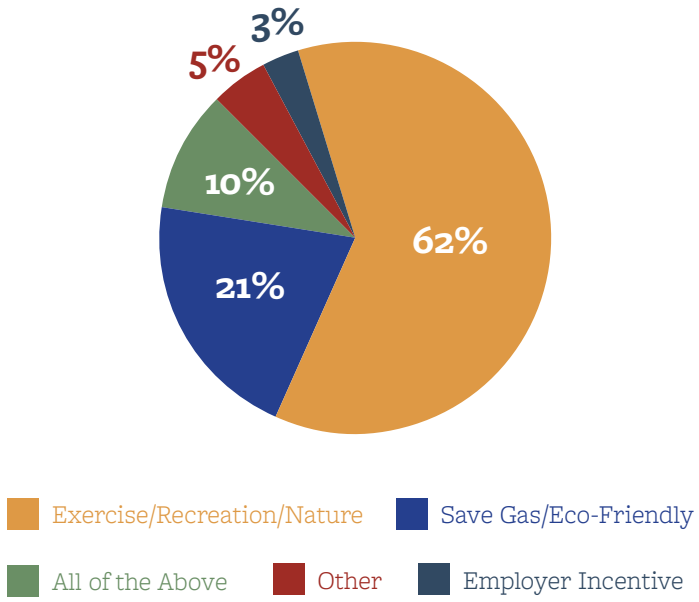
Over 48 percent of respondents choose not to bike due to safety concerns, 19 percent lack access to equipment and 18 percent live far from their work or other destinations.

Of the 48% of participants who have safety concerns, the participants cited they don't feel safe, there is a lack of bicycle facilities, and they have a lack of confidence.



3.3.3 What would motivate you to bike more?

In addition, when asked what would encourage people to bike, the top answer was the opportunity to exercise or spend time in nature, followed by saving gas and being economically friendly and last in the list was employer incentives.



4. RECOMMENDATIONS

4.1 Overview

This chapter addresses the physical improvements recommended to enhance bicycling in Agoura Hills. The chapter contains maps and tables that detail improvement location, extent, and type.

4.1.1 Conventional Bicycle Treatments

As mentioned in the Introduction, there are four types of bikeways recognized by the California Department of Transportation which are summarized visually on the following page.

4.1.2 Enhanced Bicycle Treatments

There are several bicycle treatments that can enhance an existing bicycle facility such as a buffered or separated bicycle lanes, shared lane markings or "Sharrows", and green markings. These enhancements are low cost, easy to install, and provide additional awareness about the likely presence of bicyclists.

Buffered or Separated Bicycle Lanes

Buffered bicycle lanes use roadway striping to provide additional space between the bicycle lane and the traffic lane to provide a more protected and comfortable space for bicyclists than a conventional bicycle lane. The minimum buffer width is two feet, with three feet preferred. Buffered bicycle lanes are considered Class II facilities.

Separated bicycle lanes, sometimes known as protected bicycle lanes, are buffered bicycle lanes that also include an element of vertical separation from vehicle traffic. The separation may include, but is not limited to, grade separation, flexible delineators, inflexible bollards, a landscaped median, or on-street parking. If using on-street parking as a separation element, it is important to still maintain a horizontal buffer from the parked vehicles to keep bicyclists out of the "door zone" where there is potential danger of vehicle occupants opening doors into bicyclists' path. Separated bicycle lanes are considered Class IV facilities. Buffered bicycle lanes are considered Class II facilities.



Source: NACTO

Shared Lane Markings ("Sharrows")

The shared lane marking is commonly used where parking is allowed adjacent to the travel lane. It is now common practice to center them within the typical vehicular travel route in the rightmost travel lane to ensure adequate separation between bicyclists and parked vehicles.



Source: NACTO

Bike Boxes

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists a safe and visible way to wait ahead of queuing traffic during the red signal phase. This positioning helps encourage bicyclists traveling straight through not to wait against the curb for the signal change.



Source: Kimley-Horn

CLASS I
Bicycle Path



Two-way facilities dedicated to non-motorized users independent of the roadway.

- *10′ minimum width for two-way travel*
- *14′ preferred width if sharing with large volume of pedestrians*
- *2′ shoulder on either side of the Bicycle Path*
- *5′ minimum separation between the edge of the traveled way and the bicycle path*
- *Pavement markings and signing recommended*
- *Bicycle Path must be ADA accessible*

CLASS II
Bicycle Lane



One-way facility that dedicates some of the roadway right-of-way to bicyclists.

- *4′ minimum width*
- *6′ preferred width*
- *Horizontal buffers shall be provided where feasible*
- *Horizontal buffers are 2′ (minimum) to 3′ (preferred)*
- *Pavement markings and signing recommended*

CLASS III
Bicycle Route



Designated routes on low-speed, low-volume roadways

- *Provide bicycle route signing*
- *Provide sharrows every 250′*
- *Routes should be continuous and have minimal turns*
- *Install on collector street and secondary arterials*

CLASS IV
Separated Bicycle Lane



On-street bike facilities that includes horizontal and vertical buffer separation from vehicles

- *5′ minimum width*
- *7′ preferred width*
- *Vertical elements may include bollards, flexible posts, or raised island*
- *Horizontal buffers are 2′ (minimum) to 3′ (preferred)*
- *Pavement markings and signing recommended*
- *Bicycle Signals are required at signalized intersections*

Source: Kimley-Horn

Signage and Wayfinding

Signage and wayfinding on all streets and bicycle routes are intended to identify routes to both bicyclists and drivers, provide destination information and branding, and to inform all users of changes in roadway conditions.

Colored Bicycle Lanes

Colored pavement increases the visibility of bicycle routes, identifying potential areas of conflict or transition, and reinforces bicyclists' priority in these areas. Colored pavement can be used as a corridor treatment, along the length of a bicycle lane or within a protected bikeway. Additionally, it can be used as a spot treatment, such as crossing markings at particularly complex intersections where the bicycle path may be unclear. Consistent application of color across a bikeway corridor is important to promote clear understanding for all roadway users.



Source: NACTO

Green Colored Conflict Striping

Intersection or mid-block crossing markings indicate the intended path of bicyclists. Colored striping can be used to highlight conflict areas between bicyclists and vehicles, such as where bicycle lanes merge across motor vehicle turn lanes.



Source: Kimley-Horn

Two-Stage Left Turn Queue Box

Two-stage turn queue boxes can provide a more comfortable left-turn crossing for many bicyclists because they entail two low stress crossings, rather than one potentially high stress one. They also provide a degree of separation from vehicular traffic, because they do not require merging with vehicle traffic to make left turns. Bicyclists wanting to make a left turn can continue into the intersection when they have a green light and pull into the green queue box. Bicyclists then turn 90 degrees to face their intended direction and wait for the green light of a new signal phase to continue through.



Source: Kimley-Horn

Bicycle Signals

Bicycle signals include the typical green/yellow/red signals with signage explaining the signal controls, or special bikeway icons displayed within the signage lights themselves. Near-side bicycle signals may incorporate a "countdown to green" display, as well as a "countdown to red."



Source: NACTO

Bicycle Detection

Bicycle detection is used at intersections with traffic signals to alert the signal controller that a bicycle crossing event has been requested. Bicycle detection can occur either through the use of push buttons or by automated means and are marked by standard pavement symbols.



Source: Kimley-Horn

4.1.3 End-Trip Facilities

End-trip facilities are designated facilities that support those choosing to bike for work or other trips by addressing associated logistical, security, and other concerns. Such examples include secure bike parking or lockers, hygiene facilities, and bike repair stands or centers.

Bicycle Parking

The availability, location, and design of bicycle parking is essential to encouraging mode-shift. Well-designed bicycle parking has the benefit of both preventing theft and creating an orderly appearance to sidewalks and building sites. The availability of bike racks that are conveniently located and functional make the overall experience of bicycling more enjoyable. The most common types of bike parking are the inverted U-rack and the post and ring rack. Bike lockers and secure shelters provide long-term bike parking options.



Source: Los Angeles County Metropolitan Transportation Authority

Showers and Changing Rooms

Showers and changing rooms ensure concerns regarding hygiene are addressed for those biking to work. These can be included at targeted public facilities and encouraged for private employers. Facilities should be clean and spacious, inclusive and secure. Providing toiletries, towel service, and hairdryers or straighteners further serve to improve the experience.

Bike Repair Facilities

Providing a repair stand or kit that include a floor pump and basic tools can help bicyclists sort out simple mechanical problems. These facilities can be provided at certain public facilities such as the library, fire station, and park and ride locations.



4.2 Bikeway Recommendations

Through the community engagement process, closing the gaps on the primary arterials, enhancing existing Class II facilities, and providing recreational facilities were some of the top issues for residents. The collision analysis and connectivity analysis in Chapter two identified facilities with collision history and gaps in the existing network. Using the feedback from the community and the results of the analysis, a proposed bicycle network was developed.

The proposed network forms a comprehensive backbone network on primary arterials and low-stress facilities on local streets. The plan recommends a total of 30.1 miles of new bikeways and bikeway improvements.

Of these, 9 percent are Class I multi-use paths, 10 percent are Class IV separated bicycle lanes (existing Class II), 7 percent are Class II bicycle lanes, 15 percent are enhancements to existing Class II bicycle lanes, and 59 percent are Class III bicycle routes.

The recommended bike network is shown in Figure 4.

The recommendations represent a variety of street types that currently lack safe access and mobility for bicyclists. These treatments are important to mending existing safety and connectivity gaps within the City's existing bicycle network. They can be implemented at the interval that best fits funding cycles or to take into consideration the availability of new information, new funding sources, new development, updated collision statistics, etc.

The following project sheets provide a brief description, cross-section of the proposed improvement, and metrics associated with each of the backbone bikeway projects. These project sheets can be used to help guide future development, capital improvement projects, and grant pursuits; however, it should be noted these designs are planning level concepts. Further evaluation regarding feasibility and implementation will be required.

Additionally, concept plans have been developed for the 2-mile Medea Creek Class I bicycle path and the 0.2-mile Agoura High School Connection Class I bicycle path. These concept plans are included in Appendix A.

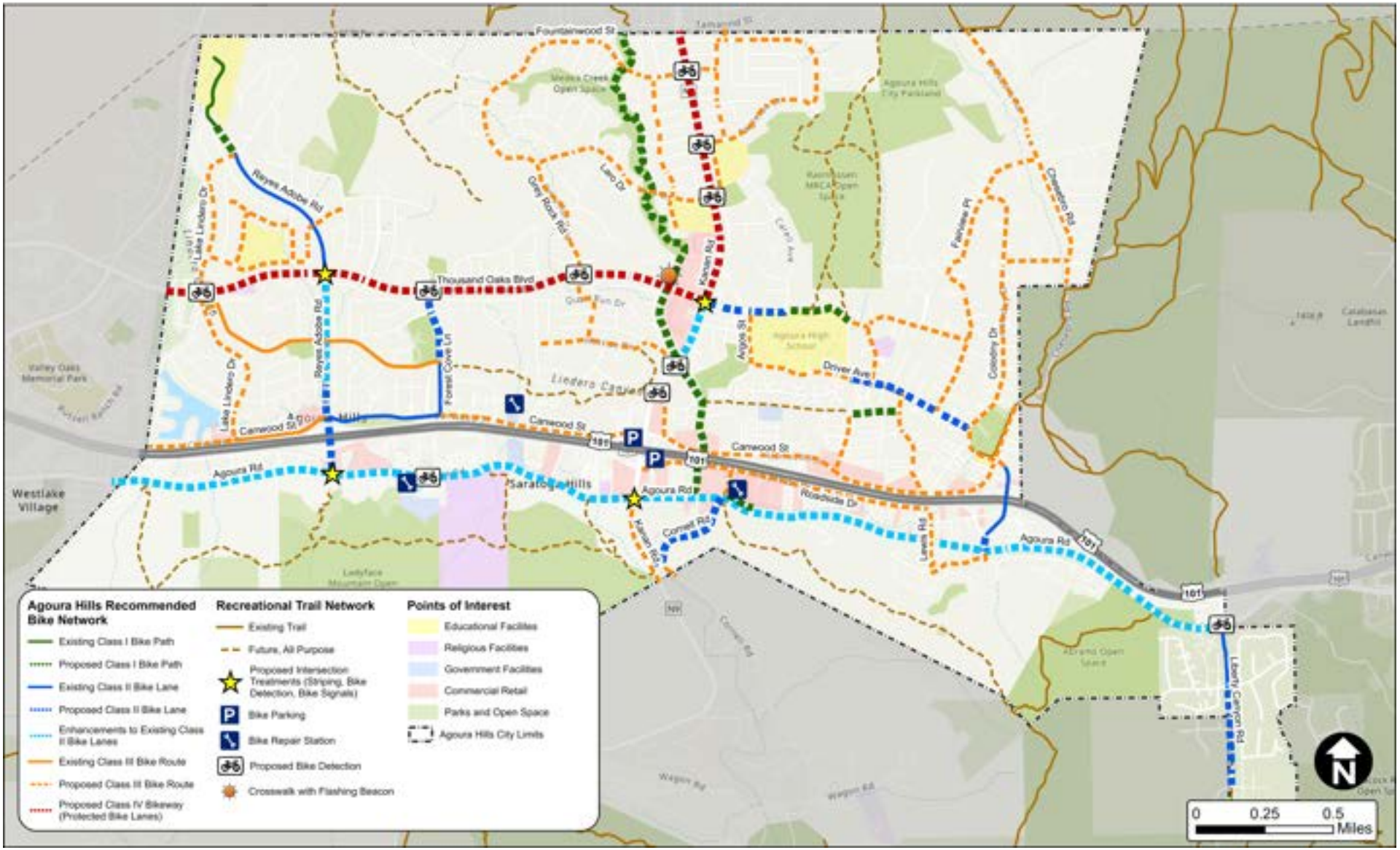


Figure 4: Recommended Bike Network

KANAN ROAD

2.1 Mile Roadway

3 Bicycle Collisons

4 Schools/Parks

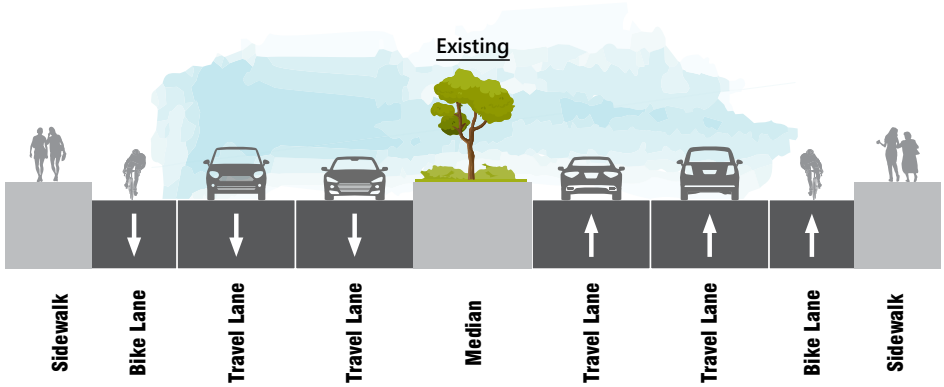
1.3 Miles Existing Bikeway

1.6 Miles Proposed Bikeway Improvements

7 Intersection Improvements/ Treatments

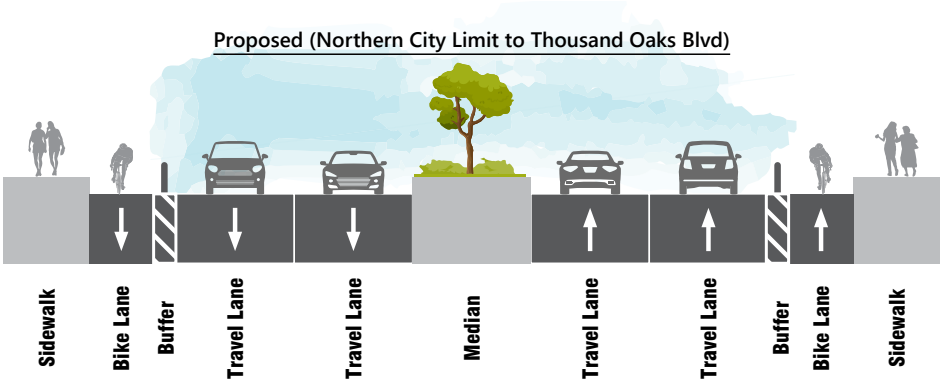
Existing Conditions

Kanan Road is a primary arterial that runs in a north/south direction providing access to Malibu from the south, Oak Park to the north, and access to US 101. There are currently Class II bicycle lanes between the northern City limits and Hillrise Drive. This route has a total of three reported bicycle collisions.



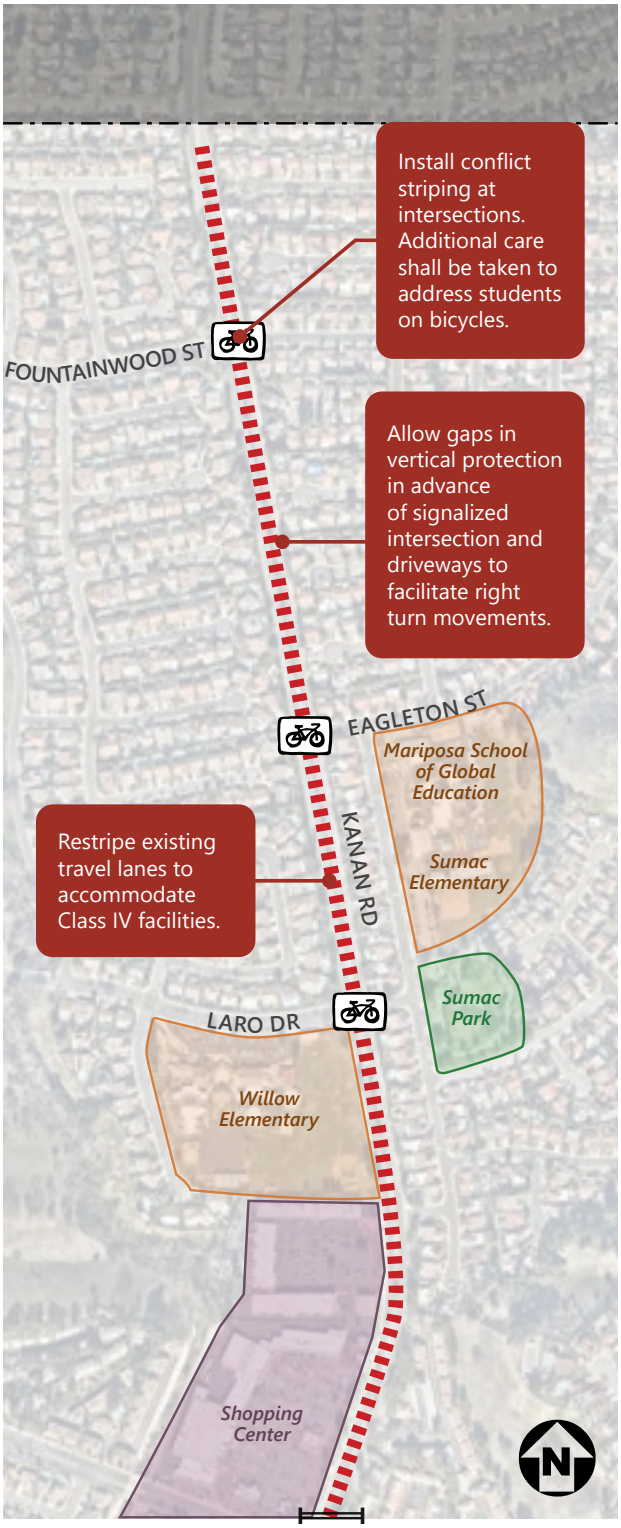
Recommendations

Install Class IV bikeway between northern City Limits and Thousand Oaks Boulevard by reducing the width of the existing travel lanes. The vertical protection in the buffer could include bollards, flexible posts, landscaped islands, raised curbs/medians, or a designed vertical element feature. Install striping enhancements for the existing Class II Bicycle Lanes on Kanan Rd between Thousand Oaks Blvd and Hillrise Drive. Recommendations also include the installation of a Class III bicycle route from Agoura Road to the southern City limit. Potential upgrades to the Kanan Road bikeway system between Hillrise Drive and Agoura Road are under investigation as part of the Kanan Corridor Project Study.



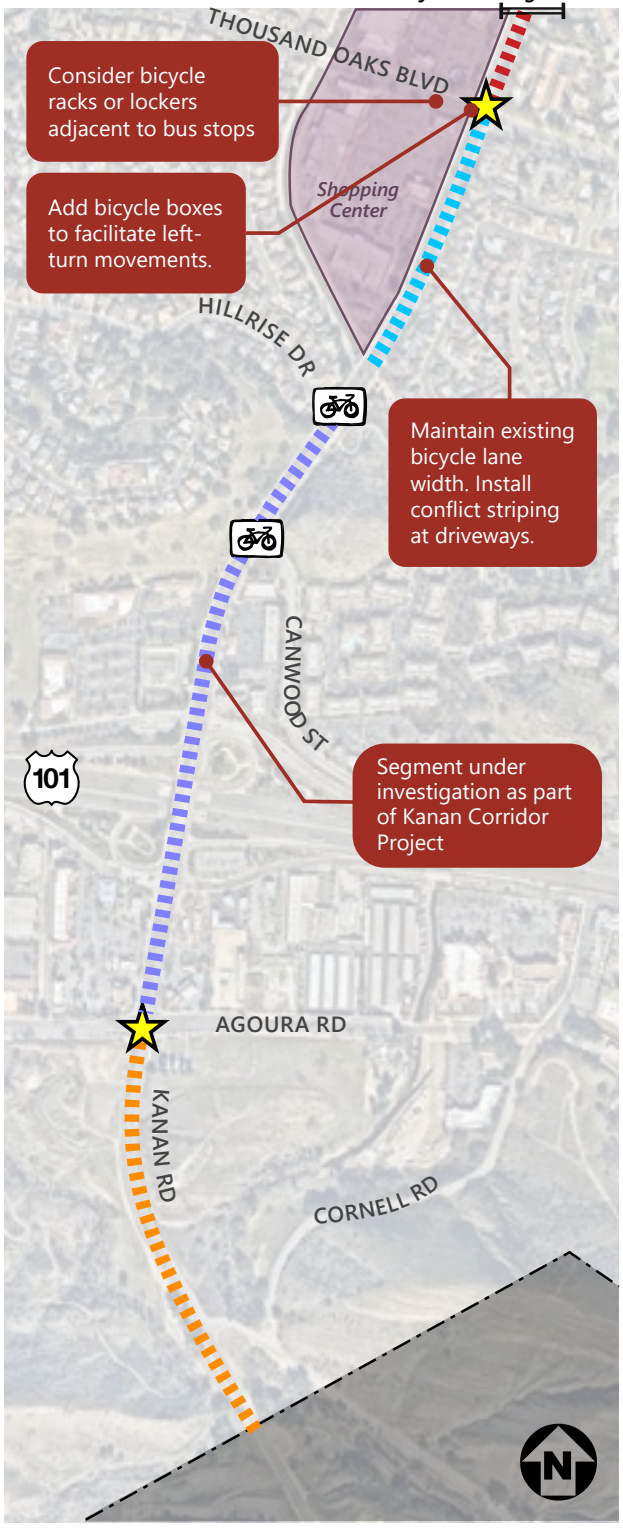
Recommended intersection treatments include the installation of bicycle signals and painted bicycle boxes at the intersections of Kanan Road/Thousand Oaks Boulevard and Kanan Road/Agoura Road. Additionally, install bicycle detection and conflict striping at each signalized intersection along Kanan Road.

KANAN ROAD



see adjacent image above

see adjacent image below



- Proposed Class II Bicycle Lane
- Proposed Class III Bicycle Route
- Proposed Class IV Bikeway (Protected Bicycle Lanes)
- Enhancements to Existing Class II Bicycle Lanes
- Kanan Corridor Project
- Proposed Intersection Treatments (Bicycle Signals, Bicycle Boxes, Bicycle Detection)
- Proposed Bicycle Detection
- City Limits

AGOURA ROAD

3.6 Mile Roadway

6 Bicycle Collisons

1 Schools/Parks

4.2 Miles Existing Bikeway

3.6 Miles Proposed Bikeway Improvements

4 Intersection Improvements/ Treatments

Existing Conditions

Agoura Road is an east/west secondary arterial. Generally, one travel lane in each direction is available between the easterly city limits to just west of Kanan Road; two travel lanes in each direction are provided just west of Kanan Road to the western city limits. Most of the segment east of Cornell Road is semi-rural in nature with no curb, gutter, sidewalk, or streetlights. On-street parking is permitted along this facility from Kanan Road to Cornell Road and in the Old Agoura commercial area. There are existing Class II bicycle lanes along the entire roadway segment. Six bicycle collisions were reported on Agoura Road.

Recommendations

Install conflict striping to the existing Class II bicycle lanes along Agoura Road. Recommended intersection treatments include bicycle signals and painted bicycle boxes at the intersections of Agoura Road/Reyes Adobe Road and Agoura Road/Kanan Road. Additionally, install bicycle detection and conflict striping at each signalized intersection along Agoura Road.

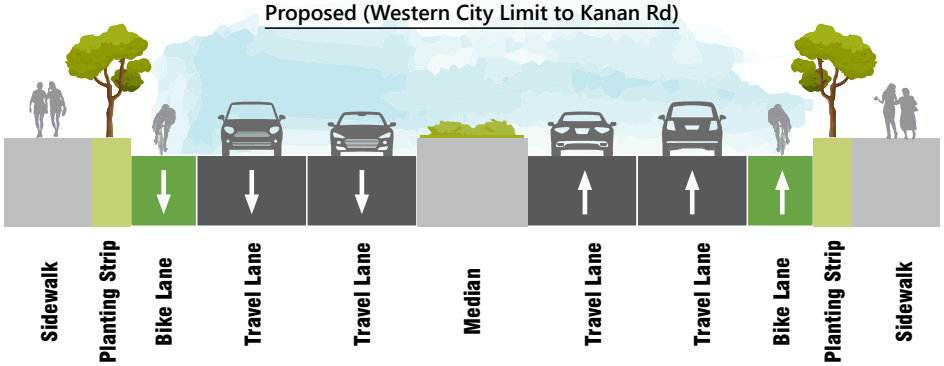
Conflict Striping on Agoura Road



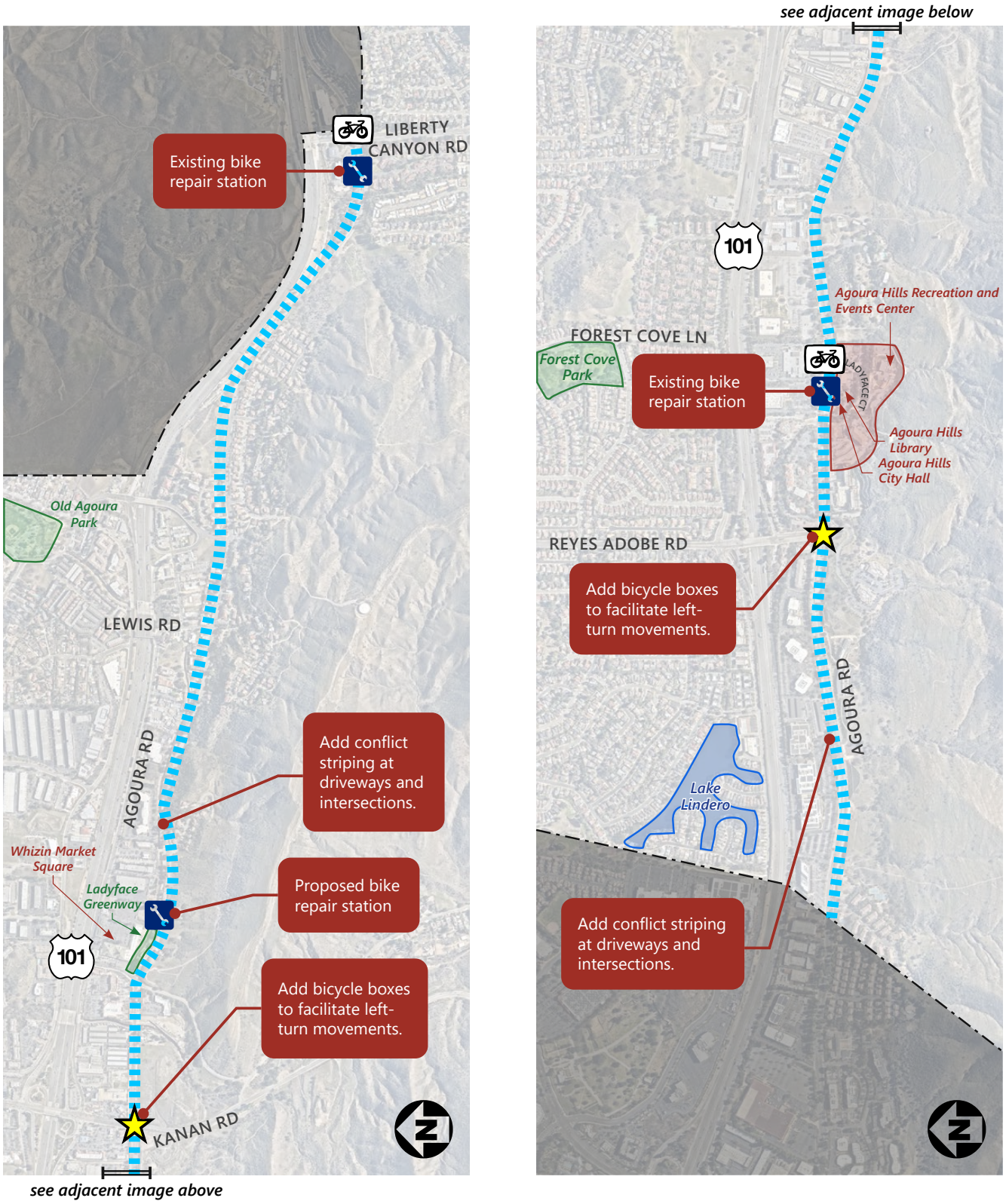
Bicycle Signal



Proposed (Western City Limit to Kanan Rd)



AGOURA ROAD



City Limits

Enhancements to Existing Class II Bicycle Lanes

Proposed Intersection Treatments (Bicycle Signals, Bicycle Boxes, Bicycle Detection)

Proposed Bicycle Detection

Bike Repair Station

REYES ADOBE ROAD

1.4 Mile Roadway

0 Bicycle Collisons

3 Schools/Parks

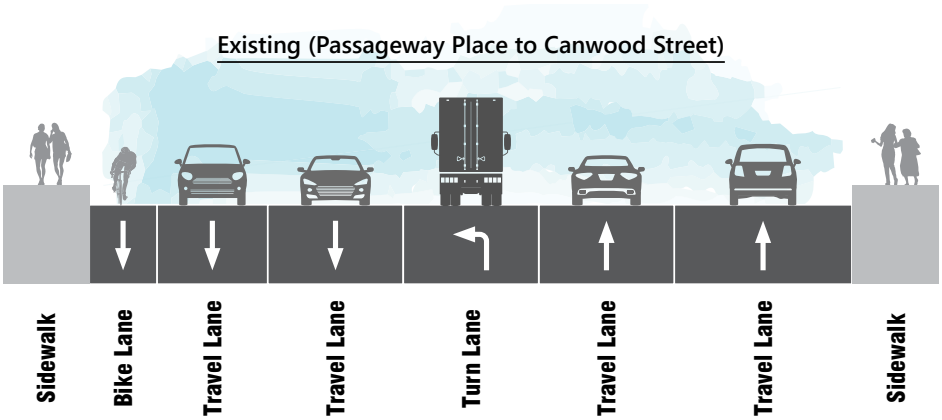
1 Miles Existing Bikeway

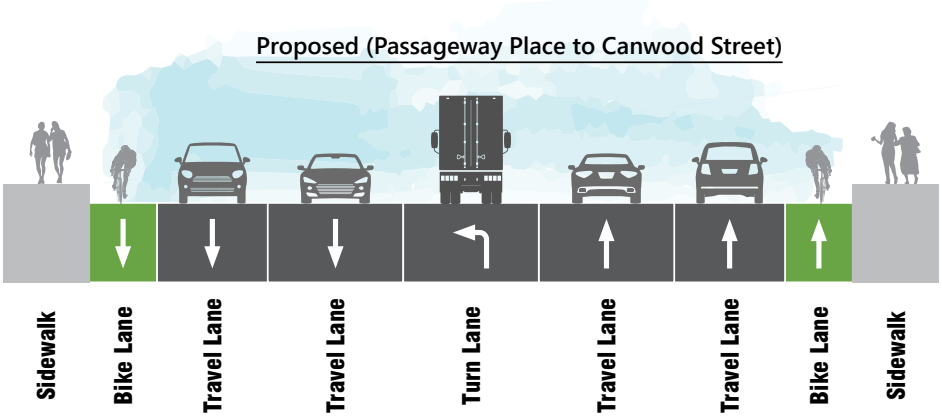
0.9 Miles Proposed Bikeway Improvements

2 Intersection Improvements/ Treatments

Existing Conditions

Reyes Adobe Road is a north/south secondary arterial. There are no driveways along Reyes Adobe Road north of US-101, and access is limited to the cross streets. Street parking is prohibited along this corridor. There are currently Class II bicycle lanes in both directions between Lake Lindero Drive and Passageway Place, continuing approximately 300 additional feet south of Passageway Place in the southbound direction only. There is currently a Class I bicycle path that shares the sidewalk in the northbound direction beginning approximately 650 feet north of Lake Lindero Drive continuing to Yerba Buena Elementary School. No bicycle collisions have been reported on Reyes Adobe Road.

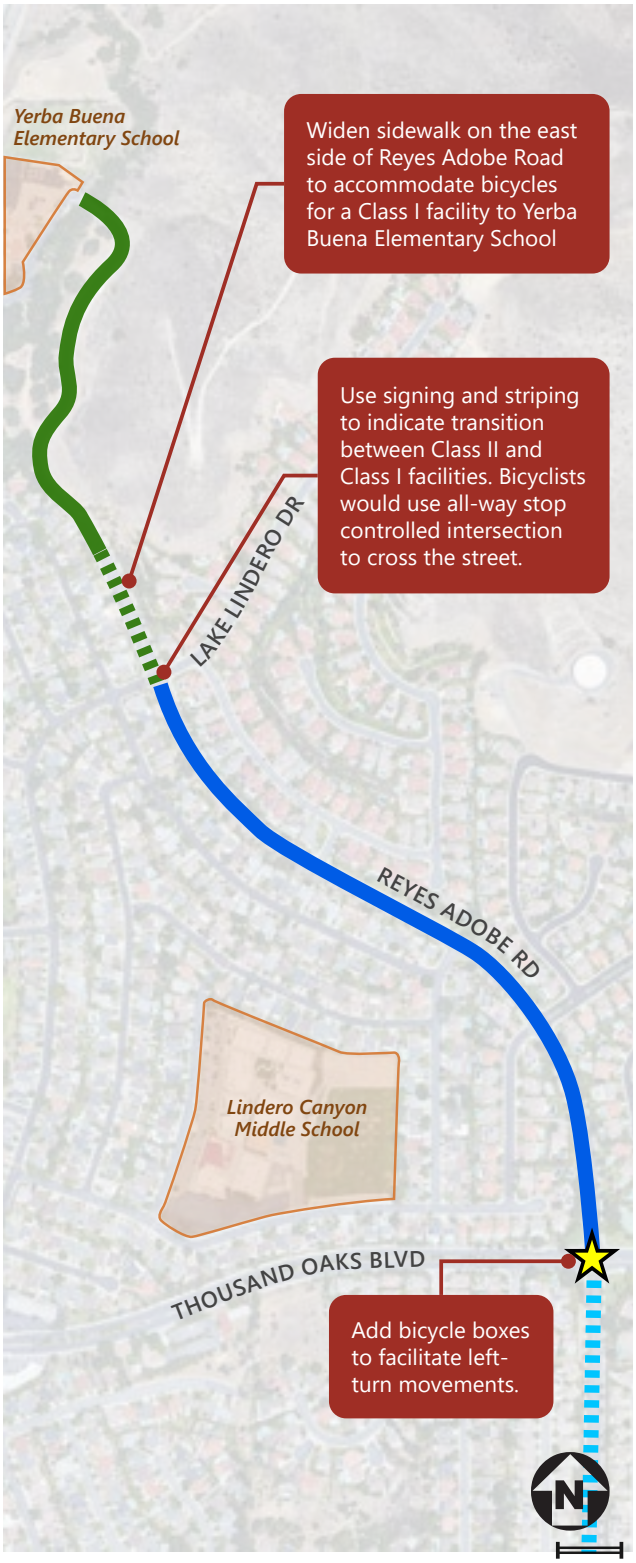


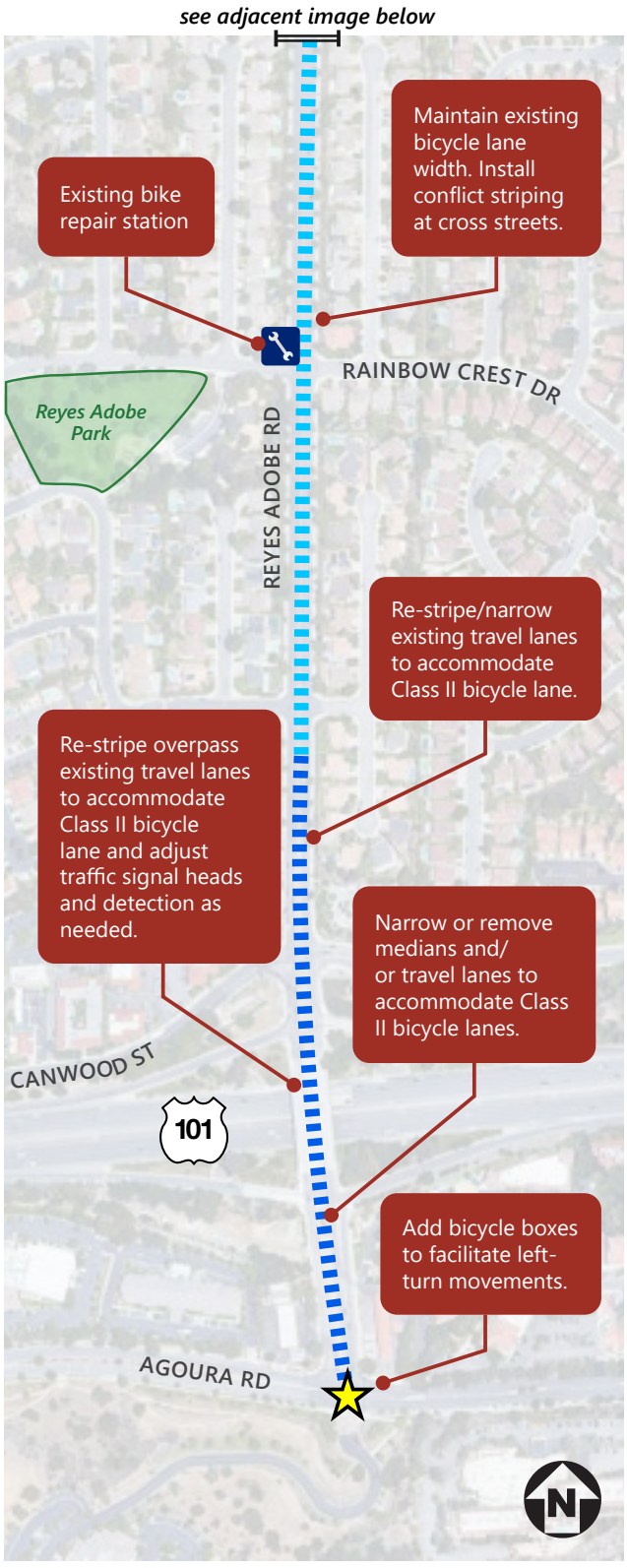


Recommendations

Install a Class I bicycle path between Lake Lindero Drive and the existing Class I bicycle path by narrowing the northbound travel lane and shoulder. Restripe Reyes Adobe Road from Passageway Place to Agoura Road to include new Class II Bicycle Lanes by narrowing the width of the travel lanes or reducing the travel lanes from two lanes in each direction to one lane in each direction. In addition, implement striping enhancements to existing Class II bicycle lanes along the roadway between Thousand Oaks Boulevard and Passageway Place. Recommended intersection treatments include bicycle signals, painted bicycle boxes, bicycle detection, and conflict striping at the intersections of Reyes Adobe Road/Thousand Oaks Boulevard and Reyes Adobe Road/Agoura Road.

REYES ADOBE ROAD





- Existing Class I Bicycle Path
- Proposed Class I Bicycle Path
- Existing Class II Bicycle Lane
- Proposed Class II Bicycle Lane
- Enhancements to Existing Class II Bicycle Lanes
- Proposed Intersection Treatments (Bicycle Signals, Bicycle Boxes, Bicycle Detection)
- Bike Repair Station

THOUSAND OAKS BOULEVARD

2.3 Mile Roadway

3 Bicycle Collisons

3 School/Parks

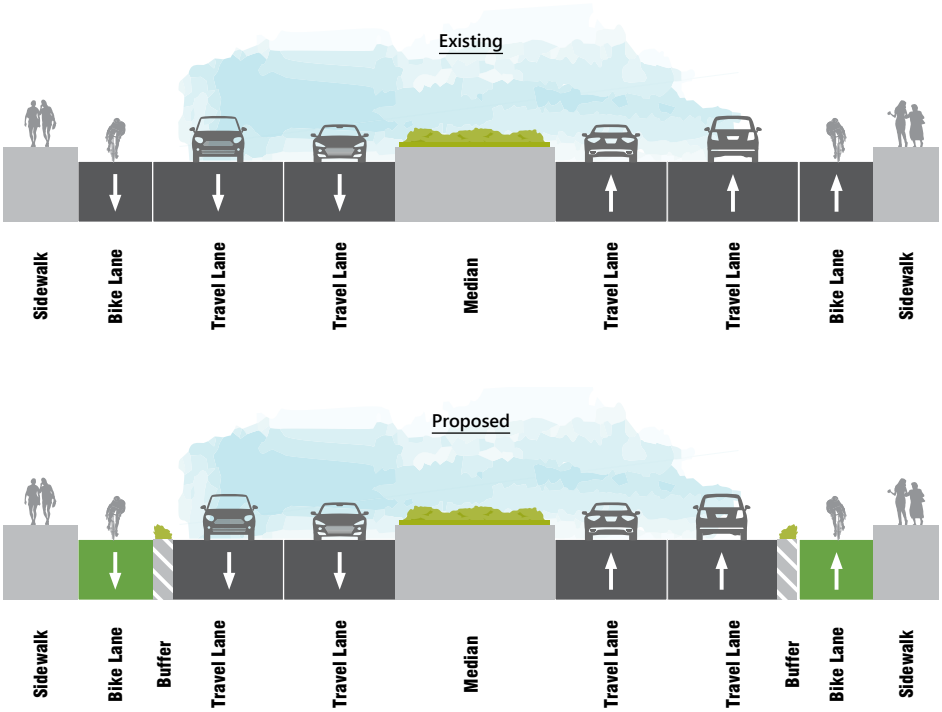
2.2 Miles Existing Bikeway

2.3 Miles Proposed Bikeway Improvements

6 Intersection Improvements/ Treatments

Existing Conditions

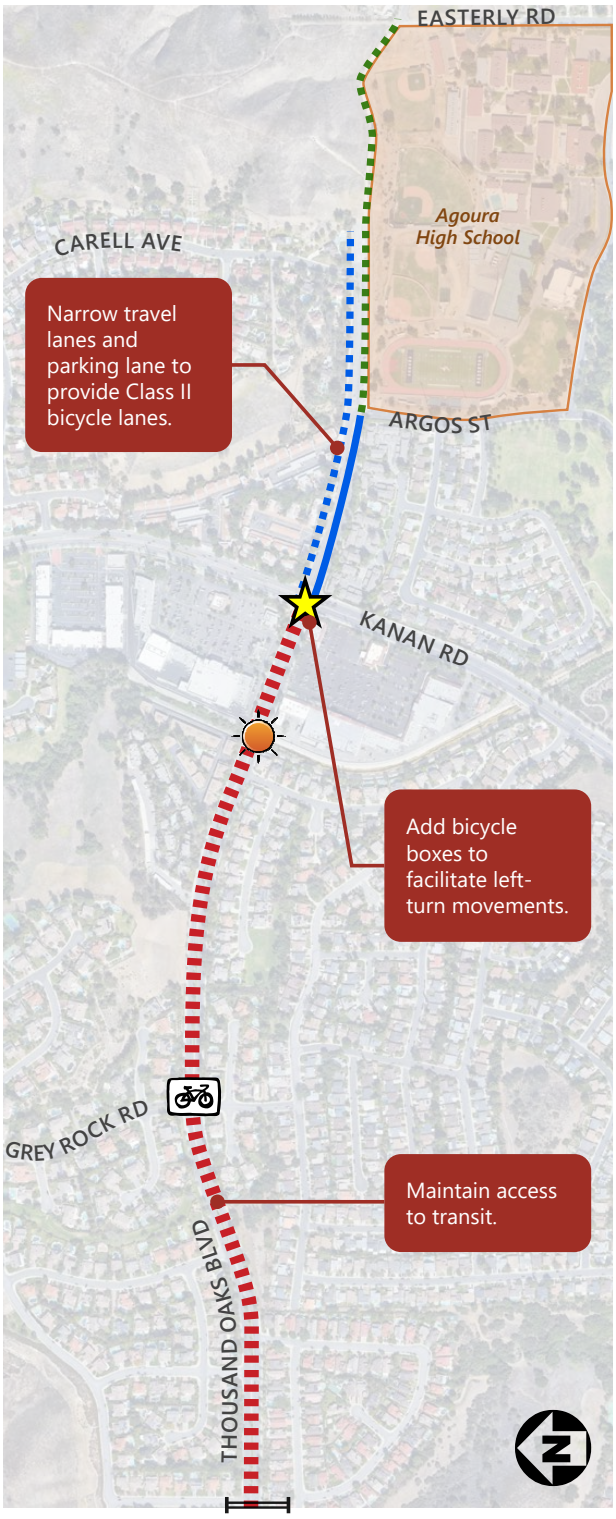
Thousand Oaks Boulevard is an east/ west primary arterial. There is limited access to cross streets accessing residential development along this corridor. Parking is prohibited west of Kanan Road. Class II bicycle lanes are provided on both sides of Thousand Oaks Boulevard between the western city limits and Kanan Road. Class II bicycle lanes are provided in the eastbound direction only between Kanan Road and Argos Road. Three bicycle collisions were reported on Thousand Oaks Boulevard.



Recommendations

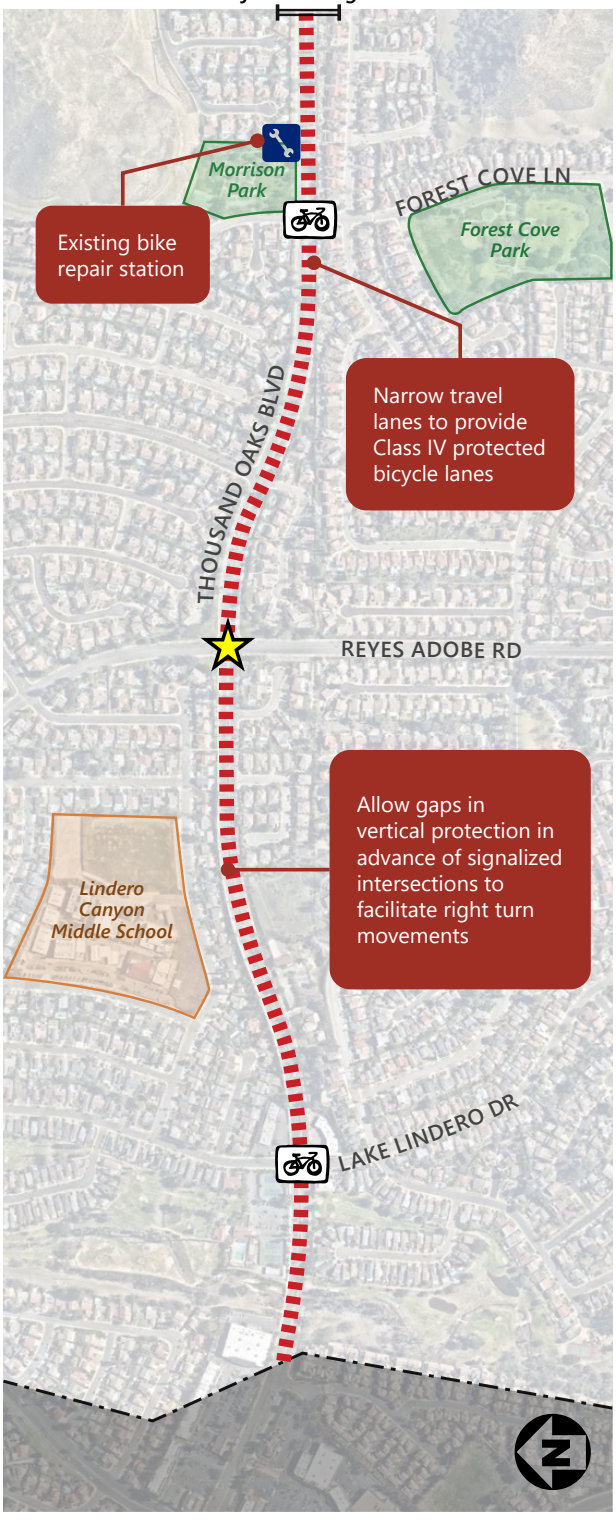
Recommended improvements along Thousand Oaks Boulevard include upgrading the existing Class II bicycle lanes to a Class IV protected bikeway by reducing the width of the existing travel lanes (western City limit to Kanan Road). The vertical protection in the buffer could include bollards, flexible posts, landscaped islands, raised curbs/medians, or a designed vertical element feature. Recommended intersection treatments include bicycle signals and painted bicycle boxes at the intersections of Thousand Oaks Boulevard/Reyes Adobe Road and Thousand Oaks Boulevard/Kanan Road. Additionally, install bicycle detection and conflict striping at all signalized intersections along Thousand Oaks Boulevard and install a crosswalk with a flashing beacon where the proposed Medea Creek Class I bicycle path crosses Thousand Oaks Boulevard. On the eastern segment of Thousand Oaks Boulevard, from Kanan Road to the end, install Class II bicycle lanes in the westbound direction by narrowing travel lanes and parking lane. East of Argos Street, a proposed Class I bicycle path is planned adjacent to Agoura High School, extending 0.2 miles to Easterly Road. Concept plans for the proposed Agoura High School Connection Class I bicycle path and Medea Creek Class I bicycle path are included in Appendix A.

THOUSAND OAKS BOULEVARD



see adjacent image above

see adjacent image below



- Existing Class II Bicycle Lane
- Proposed Class I Bicycle Path
- Proposed Class II Bicycle Lane
- Proposed Class IV Bikeway (Protected Bicycle Lanes)
- City Limits
- Proposed Intersection Treatments (Bicycle Signals, Bicycle Boxes, Bicycle Detection)
- Proposed Bicycle Detection
- Bike Repair Station
- Crosswalk with Flashing Beacon

FOREST COVE LANE

0.7 Mile Roadway

0 Bicycle Collisons

0.2 Miles Existing Bikeway

0.3 Miles Proposed Bikeway Improvements

2 School/Parks

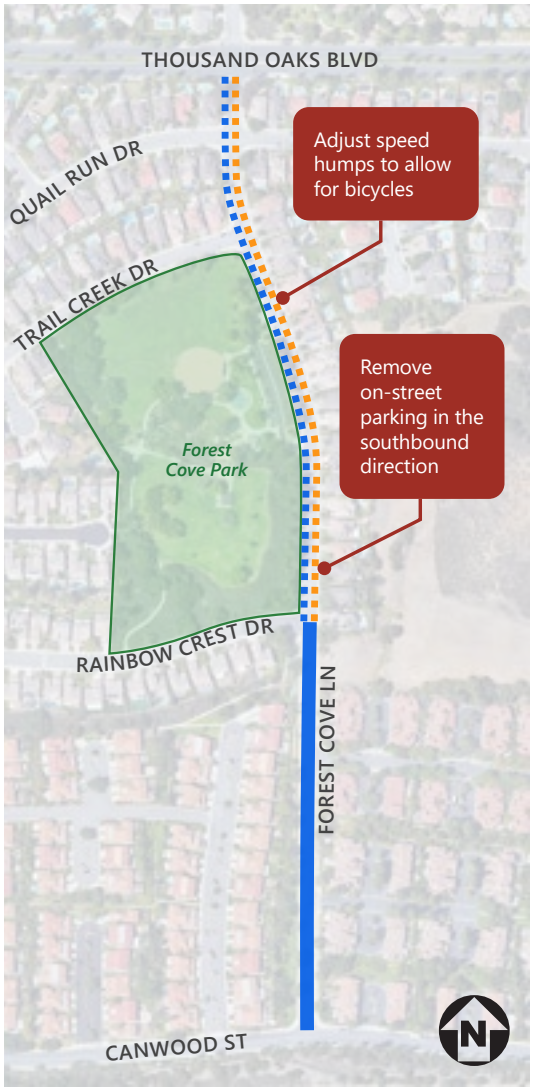
0 Intersection Improvements/ Treatments

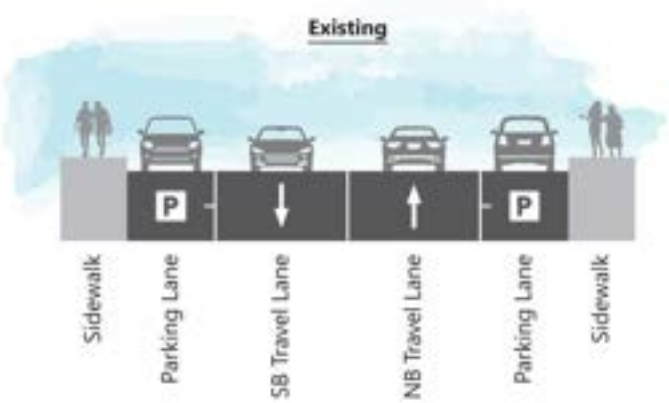
Existing Conditions

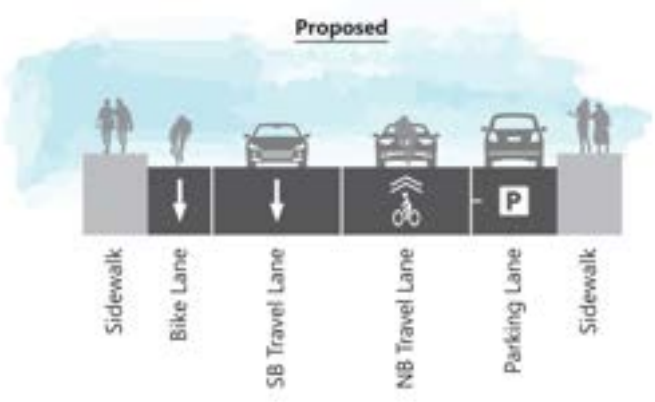
Forest Cove Lane is a north/south local street extending between Hempstead Drive and Canwood Streeet. It is fronted by residential uses and two parks, with on-street parking north of Rainbow Crest Drive. Class II bicycle lanes exist between Rainbow Crest Drive and Canwood Street. No collisions involving bicycles were reported along Forest Cove Lane.

Recommendations

Install Class II bicycle lane along Forest Cove Lane between Thousand Oaks Boulevard and Rainbow Crest Drive in the southbound direction only. Removal of on-street parking in the southbound direction between Thousand Oaks Boulevard and Rainbow Crest Drive is required. Install Class III bicycle route along Forest Cove Lane between Thousand Oaks Boulevard and Rainbow Crest Drive in the northbound direction only. On-street parking in the northbound direction shall be maintained.







DRIVER AVENUE

1.0 Mile Roadway

2 Bicycle Collisons

3 School/Parks

0.0 Miles Existing Bikeway

1.0 Miles Proposed Bikeway Improvements

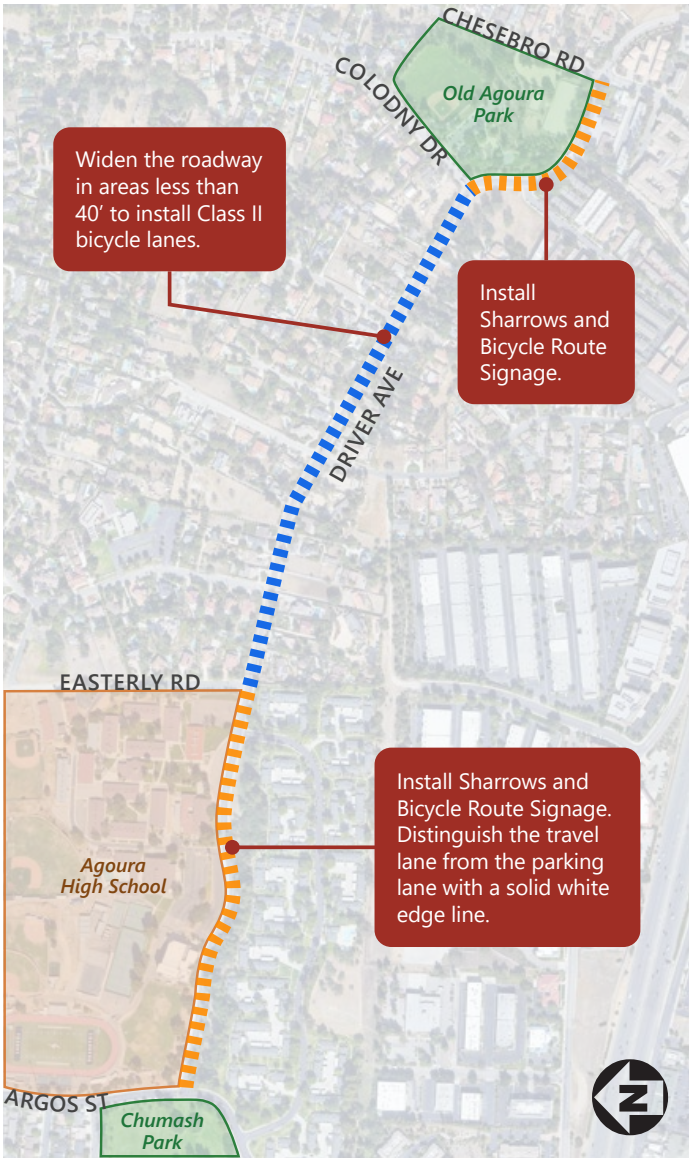
0 Intersection Improvements/ Treatments

Existing Conditions

Driver Avenue is an east/west collector street extending between Argos Street and Chesebro Road/Canwood Street/Palo Comado Canyon Road. Driver Avenue provides access to Agoura High School, becoming congested during pick-up and drop-off times. On-street parking is allowed on both sides of the street between Argos Street and Easterly Road and along the southern side of the street, with some restrictions, along the rest of the segment. There are currently no bicycle facilities along Driver Avenue. Two bicycle collisions were reported along Driver Avenue.

Recommendations

Install Class II bicycle lanes along Driver Avenue between Easterly Road and Colodny Drive by widening the roadway in areas where the pavement is less than 40'. All roadway widening shall take place within the existing public right of way. Implement a Class III bicycle route between Argos Street and Easterly Road and between Colodny Drive and Chesebro Road/Canwood Street/Palo Comado Canyon Road.



MEDFIELD PATH

0.2 Mile Roadway

0 Bicycle Collisons

0 School/Parks

0 Miles Existing Bikeway

0.2 Miles Proposed Bikeway Improvements

0 Intersection Improvements/ Treatments

Existing Conditions

Medfield Street is currently a closed east/west local street extending between Lewis Road and Derry Avenue. Medfield Street abuts the side and rear of residential parcels along Lewis Road and Driver Avenue and the rear of a commercial office park along Derry Avenue. The pavement is heavily deteriorated and access to the street is currently restricted.

Recommendations

Convert Medfield Street into a Class I bicycle path between Lewis Road and Derry Avenue and reopen the facility to pedestrians and bicyclists. The facility will connect proposed Class III bicycle routes along Lewis Road and Derry Avenue.



LIBERTY CANYON ROAD

0.7 Mile Roadway

0 Bicycle Collisons

0.3 Miles Existing Bikeway

0.4 Miles Proposed Bikeway Improvements

0 School/Parks

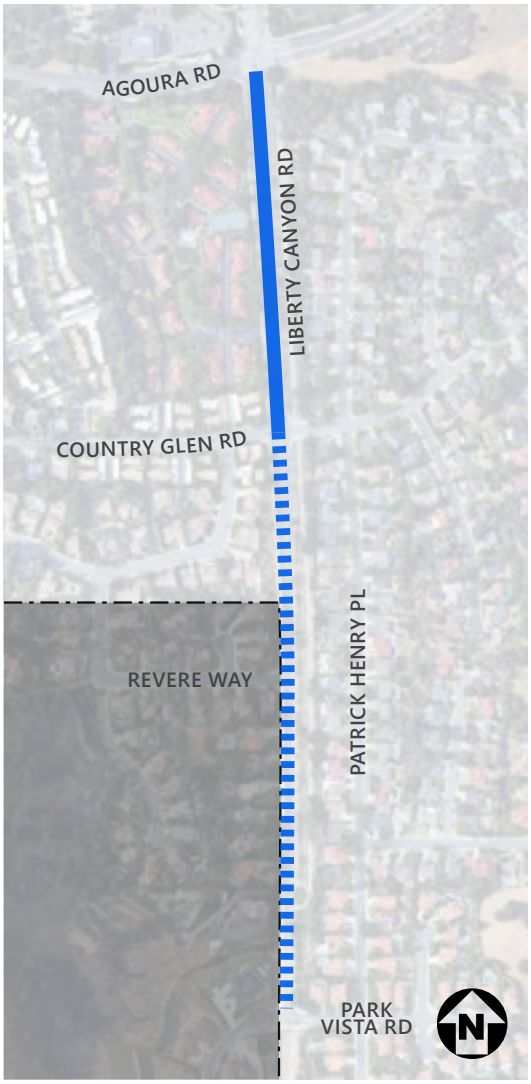
0 Intersection Improvements/ Treatments

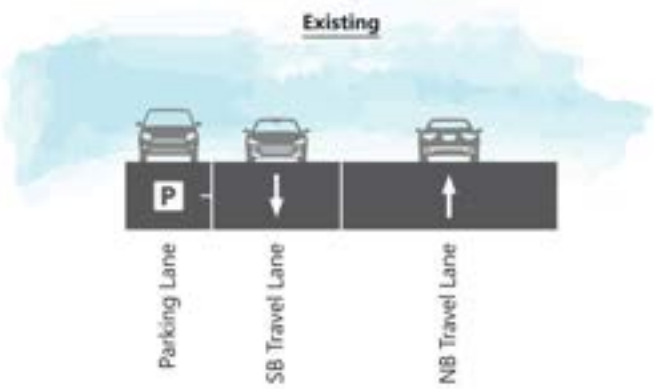
Existing Conditions

Liberty Canyon Road is a north/south secondary arterial between Highway 101 and Agoura Road and a collector street south of Agoura Road to Park Vista Road. Liberty Canyon Road provides access to residential neighborhoods as well as the Santa Monica Mountains trail system at its southern terminus. On-street parking is permitted on the west side of the street. Class II bicycle lanes exist in both directions between Agoura Road and Country Glen Road. There were no bicycle collisions reported along Liberty Canyon Road.

Recommendations

Install Class II bicycle lanes between Country Glen Road and Park Vista Road by restriping the roadway to narrow the travel lanes and shift the centerline.







4.3 Programs

The following sections offer some background on the changing "state of practice" in bicycle programming, namely the increased integration of programs and projects, culminating in a comprehensive menu of bicycle programs.

4.3.1 Six E's

In order to realize local goals and objectives, communities should take a multifaceted approach to support the development of a safe, comfortable, and connected bicycle network. The principles articulated through the "Six Es" developed by the League of American Bicyclists (Engineering, Education, Encouragement, Enforcement, Equity, and Evaluation) can help create successful programs.

4.4 Engineering

The Public Works Department is responsible for building and maintaining all public streets in Agoura Hills and ensures that the community can travel around the City safely and efficiently. A variety of engineering tools can be used to reduce traffic congestion, decrease vehicular speeds, and enhance bicycle safety and comfort. Some examples of engineering and traffic enhancements that provide a safer environment for bicyclists include:

- Traffic control signs
- High visibility pavement markings
- Signal timing
- Traffic safety monitoring

4.5 Education

According to the Statewide Integrated Traffic Records System (SWITRS) bicycle collision dataset, there were 15 bicycle-related collisions between 2015-2019 in Agoura Hills. Collisions involving bicyclists are known to be under-reported, and therefore such collisions are likely under-represented. The City should consider carrying out public education campaigns to improve bicyclist safety. These education campaigns can help teach motorists, pedestrians, and bicyclists how to share the road safely. Examples of potential education campaigns include:

4.5.1 Safety Assemblies

Safety assemblies can be organized as interactive gatherings or festivals that consist of various stations throughout a school gymnasium or park. Each station can have a bicycle, pedestrian, and teen driver safety component that allows students to participate in various activities while learning the basics of "on the road" safety.

4.5.2 Bike Safety Workshops

A class intended to build habits and skills, and an in-depth exploration of rights and responsibilities of bicyclists, including an "on bike" maneuvers class intended to increase confidence.

4.5.3 Pedestrian and Bike Traffic Safety Fairs

An obstacle course to teach pedestrians and bicyclist how to identify different street signs and use street infrastructure to increase safety. Youth and children navigate the obstacle course.

4.5.4 Family Cycling Education

Family-friendly interactive training and infrastructure tour intended to increase the confidence of pedestrians and bicyclists.

4.5.5 Safety Resource Event

Safety resource distribution events where people learn about the importance of wearing a helmet. Participants receive free helmets and bike lights and are taught about the bicycle rules of the road, as well as how to be visible and predictable when riding.

4.5.6 Bike and Maintenance and Ride Workshops

Bike maintenance and ride workshops can include a series of classes for teenagers. These classes teach riders how to fix and ride a bicycle. Participants learn the rules of the road, as well as their rights and responsibilities as bicyclists.

4.5.7 Motorist-Targeted Messaging

Bus shelter advertising and portable changeable message

signs can be an effective tool to inform motorists of bicycling safety. Such messaging can also encourage drivers to be more cognizant when sharing the road with bicyclists.

4.6 Encouragement

Vehicle usage can be decreased in part by actively encouraging residents and visitors to bike for a variety of trips and purposes. Encouragement is about making bicycling more fun, healthy, and easy to do. To achieve this, the City, along with other local organizations, can organize a series of activities and events that promote bicycling as a mode of transportation and highlight its health benefits.

4.6.1 National Bike Month in May

During the month of May, cities across the country organize events and campaigns to educate people about biking and to encourage them to bike more to their destinations. Activities such as Bike Week, Bike to Work, and Bike Fridays can be organized and promoted.

4.6.2 Open Streets Events

Open Street Events provide families and friends an opportunity to walk, bike, skate, or scooter down streets in their city free of cars. Open street events like Reyes Adobe Days are being held in the City of Agoura Hills annually.

4.6.3 Employer Incentives

As identified in the City of Agoura Hills Transportation Assessment Guidelines (2020), developers are encouraged to implement employer incentive programs to reduce the number of motorized vehicle trips and miles generated by a development. Examples of employer incentives include cash-out programs for employees who carpool or use transit to commute.

4.7 Enforcement

Enforcement, especially when it targets high-risk behaviors and maximizes educational benefits, will help make road users more compliant and make both driving and bicycling behaviors more predictable.

4.7.1 Coordinate with Sherriff Department

The Public Works Department should begin coordinating with the Los Angeles Sherriff's Department (LASD) on a monthly or quarterly basis to discuss the latest concerns regarding bicycle safety in Agoura Hills. During these meetings, the City and LASD shall discuss specific locations with potential conflict areas between vehicles and bicyclist, complaints received from the community regarding bicycle safety, and develop content for social media posts regarding road safety.

4.7.2 Targeted Enforcement

Many law enforcement departments employ targeted enforcement to educate drivers, bicyclists, and pedestrians about applicable traffic laws and the need to share the road. These efforts are an effective way to expand mobility education, such as in the form of a brochure, social media post, or even a portable changeable message sign.

4.7.3 Implement a Bicycle Diversion Program

A bicycle diversion program allows for adult bicyclists who commit traffic violations to receive reduced fines in exchange for taking a bicycle education class. It could encourage bicycling by treating violations as opportunities to educate people, as well as to impart confidence and skills.

4.8 Equity

The BMP prioritizes the safety of Agoura Hills residents whose primary mode of transportation is biking. Special emphasis is given to streets where the risk for collisions is greater. This plan intends to reduce barriers for bicyclists while mitigating potentially harmful long-term impacts. Strategies and practices to address bicycle inequities include:

4.8.1 Consider the Transportation Needs of Traditionally Underserved Populations

Recognize the importance to address the barriers that prevent trips from being safe, especially for the younger and lower income populations who cannot afford, operate, or choose to forgo vehicle ownership.

4.8.2 Encourage Public Involvement

Collaboration with the community is an integral part of the planning process. Individuals, especially those belonging to traditionally underserved communities, need to be empowered to participate in the transportation planning processes and have their needs heard.

4.9 Evaluation

To improve programs and ensure that the bicycle conditions in Agoura Hills are adequate, audits, traffic-safety data collection, analysis, and reporting are necessary. Additionally, surveys allow the City to gain input from users on existing issues and potential solutions. Some ways to evaluate and monitor programs and infrastructure include:

4.9.1 Create or Assign City Staff as Bicycle Liaison

A bicycle liaison would assist the City's Public Works' Department in reviewing development projects and capital improvement projects . The liaison would also assist with completing grant applications, maintaining a prioritized list of improvements, researching appropriate funding sources, and updating cost estimates. This investment in staff is often returned since this position is usually responsible for securing state and federal funding.

4.9.2 Bicycle Advisory Committee

Many municipalities have developed bicycle or active transportation advisory committees to address bicycling, walking and some address overall mobility, including transit. This group can act as a community liaison and support City staff, volunteers, and advocate efforts to address issues concerning local bicycling as well as regularly evaluate the progress of improvements in this Bicycle Master Plan..

4.9.3 Conduct Bicycle Counts and Review Collision Data

Conduct regular bicyclist counts throughout the City to determine baseline mode share on the roadway network. Conducting counts would allow the City to collect information on where the most bicycling occurs. This data assists the Cityin prioritizing and justifying projects when funding is solicited and received. Counts can also be used to study bicycling trends throughout the City. Analysis that could be conducted includes:

- Changes in volumes before and after projects have been implemented
- Prioritization of local and regional projects
- Quantify air quality improvements with increased bicycle use.

Counts should be conducted at the same locations and at the same times every year.

The City should track collision data and provide regular reports of traffic collisions should be presented to the advisory committee. Traffic collisions involving bicyclists should be regularly reviewed and analyzed to develop plans to reduce their frequency and severity.

Any such plans should include Sheriff Department involvement and should be monitored to determine their effectiveness.

4.9.4 Update Bicycle Friendly Community Designation

Bicycle Friendly Community designation is part of a program offered by the League of American Bicyclists (LAB) intended to provide communities with guidance on becoming more bicycle friendly and to award recognition for their achievements. Bicycle Friendly Community designation provides a standard by which the City of Agoura Hills can measure its progress toward bicycle friendliness. It could be a function of city staff to develop the application.

4.9.5 E-Bikes

As electric motor-assisted bicycles, or e-bikes, become more popular and common on City streets, the City should reevaluate its policies guiding what facilities are appropriate for e-bikes and ensure that e-bike users are exhibiting proper behavior while sharing the road with others. Of particular concern is the increased use of e-bikes among students who may be unaware of or disregard the rules of the road. Reference California Vehicle Code section 406(a) for more information on the various classes of e-bikes and how the state regulates their use in consideration to age restrictions, helmets, and allowable speeds.

5. IMPLEMENTATION

This chapter supports the implementation of the Plan's recommendations by providing the following information:

- Project prioritization and planning-level cost estimates for the entire proposed bicycle network.
- An overview of potential funding sources for those proposed projects.
- An overview of the typical transportation project life cycle, outlining the next steps that each proposed project would follow to fruition.

Serving as a long-term vision for the City, implementation of the plan will take place incrementally over the coming years. During that time, regular revisitation of project prioritization should be undertaken to ensure the plan continues to align with community needs. Updates to the plan and recommended projects may be necessary if conditions within the community change.

Similarly, the effectiveness of bicycle programs is maximized by actual project implementation. This Plan provides a prioritization of the projects to help the City prioritize projects as funds become available.

5.1 Project Options

The recommended bicycle network was divided into projects and the projects were evaluated based on key measures of demand, deficiencies, and implementation factors to guide the phasing of improvements. The Plan utilized some of the prioritization criteria found in Los Angeles County Bicycle Master Plan as well as developed criteria based on the Plan's goals and objectives.

5.1.1 Project Evaluation Criteria

The Los Angeles County Bicycle Master Plan divided the evaluation criteria into two categories. The first category is utility which focused on factors related to people's tendency to use the proposed network. The second category is implementation which focused on factors related to delivering the project.

The utility evaluation factors include connections to existing and proposed bikeways, connections to key destinations such as schools, libraries, parks, recreation centers, and transit hubs, bicycle crashes, and community support of the proposed facilities obtained through the public outreach process. The Plan added factors such as regional connectivity and presence of existing bikeway facilities. Table 1 summarizes the utility evaluation factors and point ranges used to calculate a measure of usefulness of the proposed bikeway projects.

Table 1: *Bicycle Network Evaluation Utility Factors and Points*

Utility Factor	Point Range
Connects to Existing Bikeway Facility: **Class I Bicycle Path = 20 points** **Class II/III On-Street Bikeway = 15 points**	**0 to 20**
Connects to Proposed Bikeway Facility	**0 or 10**
Alternative Route Availability	**0 or 10**
Gap Closure	**0 or 30**
Connects to Transit Station	**0 or 20**
Connects to K-12 School	**0 or 20**
Existing Bikeways Facilities	**0 or 20**
Connects to Park, Library or Recreational Facility	**0 or 20**
High Rate of Collisions	**0 or 5**
Public Input	**0 or 10**
Maximum Total Points	**165**

Based on: Los Angeles County Bicycle Master Plan

The second category of the evaluation criteria focused on implementation-oriented factors, such as project cost, project coordination, travel lane removal, parking removal, and other considerations. These implementation factors are intended to measure issues, challenges, and the degree of difficulty of implementing the proposed bikeway projects. Table 2 summarizes these implementation-oriented factors and the point range assigned for each.

Table 2: *Bicycle Network Implementation Factors and Points*

Implementation Factor	Point Range
Project Cost was ranked as follows: Less than $100,000 = 20 points $100,000 to $500,000 = 15 points $500,000 to $1,500,000 = 10 points $1,500,000 to $3,000,000 = 5 points Greater than $3,000,000 = 0 points	0 to 20
Project Coordination	0 or 10
Requires Travel Lane Removal	0 or 5
Requires Reduction in Width of Landscaped Median	0 or 5
Requires Street Widening of Paved Surface	0 or 5
Requires Parking Removal	0 or 5
Maximum Total Points	**50**

Based on: Los Angeles County Bicycle Master Plan

Projects including Class I, Class II, and Class IV facilites were evaluated under each factor and assigned a point value. The scores from the evaluation were then tabulated to generate an overall project score for each corridor.

Based on the overall project scores, the bikeway projects were sorted into three tiers. For funding and implementation purposes, the proposed bikeway projects were organized into three tiers based on score. The first tier of bikeway projects is composed of those scoring in the top quarter percentile of project options, while the third tier is composed of bikeway projects scoring in the bottom quarter percentile. The second tier of bikeway projects composes the remaining projects scoring in between. Table 3 provides the project options scored by tier. Further description of the scoring approach is attached in Appendix B.

It is noted that scoring was not conducted for Class III facilities. Class III facilities generally have the lowest implementation costs and there is less value in prioritizing those projects. Furthermore, the City implements Class III striping and signage as part of the Annual Pavement Rehabilitation Projects, allowing Class III infrastructure to be installed in tandem with other improvement efforts.

It should be noted that certain facilities require varying levels of maintenance over their lifetime depending on the materials chosen and their interaction with motorists. Striping associated with bike facilities will deteriorate more quickly in intersections and in close proximity to vehicle turning movements, though thermoplastic will last longer than paint.

Similarly, Class IV protected bikeways will require more frequent maintenance as delineators and bollards will require replacement if struck by vehicles, while any vegetation associated with landscaped medians will require upkeep. Impacts to street cleaning should also be considered.

Table 3: *Project Options Table*[1]

	Facility	From Street	To Street	Class	Length (Miles)	Construction Cost	Score
Tier 1	Driver Avenue	Easterly Road	Colodny Road	II	0.5	$220,000	152
	Forest Cove Lane	Thousand Oaks Boulevard	Rainbow Crest Drive	II	0.3	$20,000	135
	Agoura Road	Western City Limits	Liberty Canyon Road	Class II Striping Improvements	4.2	$470,000	131
	Reyes Adobe Road	Lake Lindero Road	700 feet north of Lake Lindero Road	I	0.1	$800,000	130
	Medea Creek Bike Path	Agoura Road	Northern City Limits	I	2.0	$13,280,000	130
	Thousand Oaks Boulevard	Kanan Road	Carell Avenue	II	0.3	$20,000	125
Tier 2	Liberty Canyon Road	Country Glen Road	Southern City Limits	II	0.4	$140,000	120
	Kanan Road	Thousand Oaks Boulevard	Northern City Limits	IV	1.0	$400,000	117
	Reyes Adobe Road	Agoura Road	Passageway Lane	II	0.3	$600,000	110
	Agoura High School Connection	Thousand Oaks Boulevard	Fountain Place	I	0.35	$2,500,000	105
Tier 3	Thousand Oaks Boulevard	Western City Limits	Kanan Road	IV	2.0	$1,500,000	96
	Reyes Adobe Road	Thousand Oaks Boulevard	Passageway Lane	Class II Striping Improvements	0.4	$80,000	90
	Ladyface Greenway	Cornell Road	Whizin Market Square Driveway	I	0.1	$640,000	85
	Cornell Road and Cornell Way	Agoura Road	Kanan Road	II	0.4	$4,000,000	76
	Medfield Path	Derry Avenue	Lewis Road	I	0.2	$1,000,000	75

[1] Project prioritization was conducted for Class I, Class II, and Class IV facilities. The full recommended bike network is included in Figure 4.

5.2 Funding Sources

This section explores various funding opportunities that will support the implementation of the recommended bicycle network. The City of Agoura Hills will pursue funding for costs associated both with physical infrastructure as well as for programmatic education, enforcement, and evaluation needs. Potential funding sources from federal, state, and regional sources are listed as well as an explanation for how the City plans to incorporate development fees into funding for project implementation. All prospective projects are recommended for implementation within the next 10 years as funding becomes available, though more expensive and complicated projects may take longer to implement. In addition, many funding sources are highly competitive, and it is not possible to determine exactly which projects will be funded by which sources and to what degree.

5.2.1 Federal Sources

The following is a list of federally administered funding sources that may be applicable for implementation of recommended projects.

- **Congestion Mitigation and Air Quality Program (CMAQ) -** Federally designated air quality containment areas receive funding by formula to program local and regional projects. A large percentage of projects funded by this program include active transportation infrastructure and programming.
- **Federal Transportation Improvement Program (FTIP) -** The Transportation Improvement Plan (TIP) is a federally mandated listing of transportation projects that will be funded with federal, state or local funds over the next four years. The TIP includes regionally significant and/or federally funded transit, highway, local roadway, bridge, freight, bicycle, and pedestrian capital and non-capital projects. All transportation projects must be listed in an approved TIP in order to access federal or state funding.
- **Highway Safety Improvement Program (HSIP) -** The HSIP is federally allocated to the state for roadway safety projects through a competitive program administered by Caltrans.
- **Safe Routes to School (SRTS) -** There are two Safe Routes to School Programs, one federally funded, and the other state funded. The federal version of this grant program funds state, local, and regional agencies. Non-profit organizations, school districts, public health departments, and Native American tribes are eligible in partnership with a city, county, metropolitan planning organization, or a regional transportation planning agency. Targeted beneficiaries are K-8 schools.
- **Safe Streets and Roads for All -** This program provides funding directly to local and tribal governments for improvements to reduce crashes and fatalities, especially for bicyclists and pedestrians.
- **Surface Transportation Block Grants -** This program provides funding that may be used by states and local agencies for a wide range of projects to preserve and improve the condition and performance of surface transportation, including highway, transit, intercity bus, bicycle, and pedestrian projects.

5.2.2 State Sources

The following is a list of State-administered funding sources that may be applicable for implementation of recommended projects.

- **Active Transportation Program (ATP) -** This program is intended to encourage increased use of active modes of transportation and funds bicycle and pedestrian improvement projects with funds prioritized for projects in disadvantaged communities or that improve local equity. Eligible projects include bicycle and pedestrian improvements and planning. SB 1 augmented the ATP with an extra $100 million annually to the program.

- **Local Partnership Program (LPP) -** This "self-help" program provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Most transportation improvements are eligible.
- **Local Streets and Roads -** Cities and counties receive funds for road maintenance, safety projects, railroad grade separations, complete streets, and traffic control.
- **Recreational Trails Program (RTP) -** This program provides funds annually for recreational trails and trails-related projects and is administered at the federal level by the Federal Highway Administration (FHWA) and the state level by the California Department of Parks and Recreation (DPR). Motorized projects are administered by the Department's Off-Highway Motor Vehicle Recreation Division and non-motorized projects are administered by the Department's Office of Grants and Local Services.
- **Safe Routes to School (SRTS) -** The state version of this program only funds city and county applicants. The target beneficiaries of the state program are students K-12.
- **Sustainable Transportation Planning Grants -** Funded by Caltrans, these grants are awarded to cities and counties to begin or complete planning for resilience, to reduce greenhouse gas emissions, and sometimes just to get up to speed with state climate goals.
- **Office of Traffic Safety Grants (OTS) -** OTS grants target educational programs that raise awareness of traffic safety for drivers, pedestrians, and bicyclists.

5.2.3 Municipal Sources

The following is a list of locally administered funding sources that may be applicable for implementation of recommended projects.

- **City/County Local Gas Taxes -** City/County Local Gas Taxes are subventions local agencies receive directly from the state gas tax and are used for transportation-related purposes.
- **Developer Fees -** In order to satisfy state mandates to mitigate increases in vehicle miles traveled from new development, the City can collect an exaction from the private sector for new developments constructed in their jurisdiction to help fund improvements on the regional active transportation system. The City charges the following Transportation Impact Fees (TIF):

Single-Family Residential	$8,443 per unit
Multi-Family Residential	$4,581 per unit
Multi-Family Mixed Use	$2,900 per unit
Shopping Center	$33,639 per 1,000 bldg. sq. ft.
Retail/Service	$19,704 per 1,000 bldg. sq. ft
Hotel/Motel	$5,463 per room
Business Park/Mfg.	$6,715 per 1,000 bldg. sq. ft
Business Pk-Office/Retail	$11,556 per 1,000 bldg. sq. ft
Mixed Use Commercial/ Residential	$17,733 per 1,000 bldg. sq. ft
Commercial Recreation	$2,359 per acre

- **General Fund Revenues -** The General Fund and miscellaneous local road funds are general fund revenues dedicated for transportation purposes. These revenues are based on information provided in the State Controller's annual reports for local street and road expenditures and revenues.
- **Measure R/Measure M Funds -** under Los Angeles Metropolitan Transportation Authority's (Metro) voter-approved sales tax initiatives, certain percentages of collected taxes are returned to local municipalities to be used for a variety of localized projects. These projects include street repairs, local bus service, signal improvements, sidewalk repairs and expansion, and new or improved bike infrastructure.

5.3 Project Life Cycle

This section describes the typical life cycle process that transportation projects undergo from conception to completion. The four general phases that are discussed here are: Planning and Evaluation, Preliminary Design and Environmental Review, Final Design, and Construction. A fifth phase, Operations and Maintenance, is important for more complicated transportation projects but does not typically apply to local active transportation facilities. While this process is sequential in nature, each phase is interdependent and not intended to exist in isolation. Work on each task often overlaps and proceeds in tandem to ensure continuity and collaboration.

Below is a brief overview of each phase and the tasks that are relevant to the implementation of projects recommended in this plan.

5.3.1 Planning And Evaluation Phase

The goal of this phase is to determine existing conditions, solicit public input, and propose future developments through a formal plan. This plan will ultimately lead to specific projects for which grant funding can be applied for to proceed to the next phase.

5.3.2 Preliminary Design & Environmental Review

Preliminary design is the stage in which general project design concepts are determined. It includes all that is necessary to determine project feasibility, consider alternatives to the project and decide upon a project alignment, and consider any environmental impacts and possible mitigation of said impacts. Another round of public outreach is done to address concerns and ensure support for the project design.

5.3.3 Final Design

The final design stage comprises the preparation of construction plans and detailed specifications for construction work to be performed. This includes the acquisition of any needed right-of-way for the project alignment, the identification of any utilities that will be affected by the construction process and require relocation, and the publication of final cost estimates for completion of work.

5.3.4 Construction

The construction phase involves the final stages necessary to realize the project on the ground. This includes posting a request for proposals (RFP) for contractors to bid on, selecting a contractor, the physical construction process, and final inspections and delivery of the project.

Planning and Evaluation Phase

- Purpose & Need
- Draft Plan Document
- Public Outreach
- Plan Adoption
- Grant Applications

Preliminary Design & Environmental Review

- Project Scoping & Identification
- Feasibility & Alternatives Analysis
- Preliminary Design Plans
- Environmental Impact Review
- Public Outreach

Final Design

- Final Design Plans
- Right-of-Way Acquisition
- Utility Relocation
- Final Cost Estimates

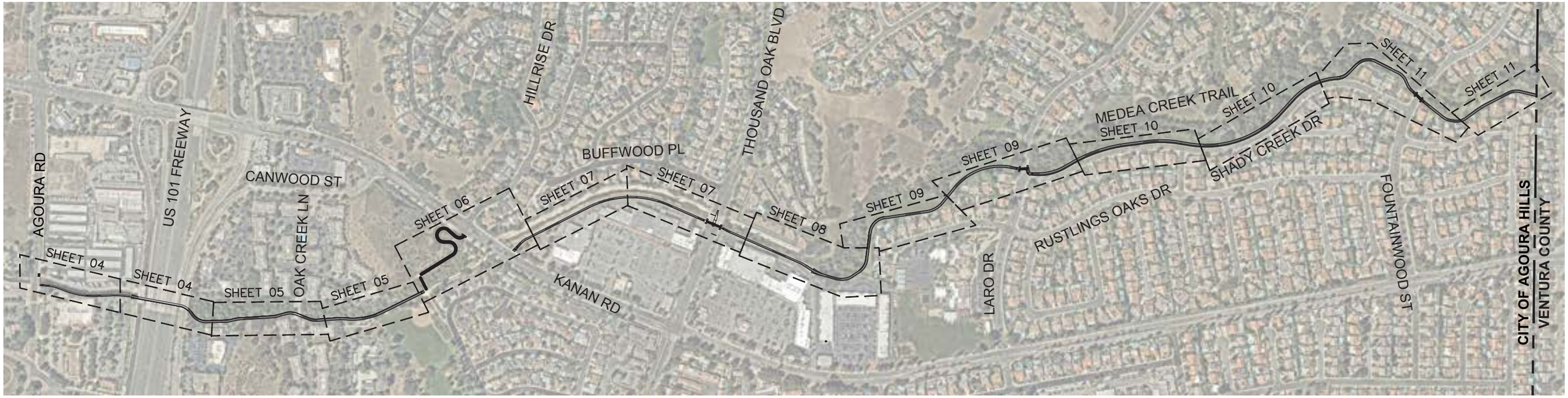
Construction

- Bidding & Contracts
- Physical Construction
- Inspections & Delivery



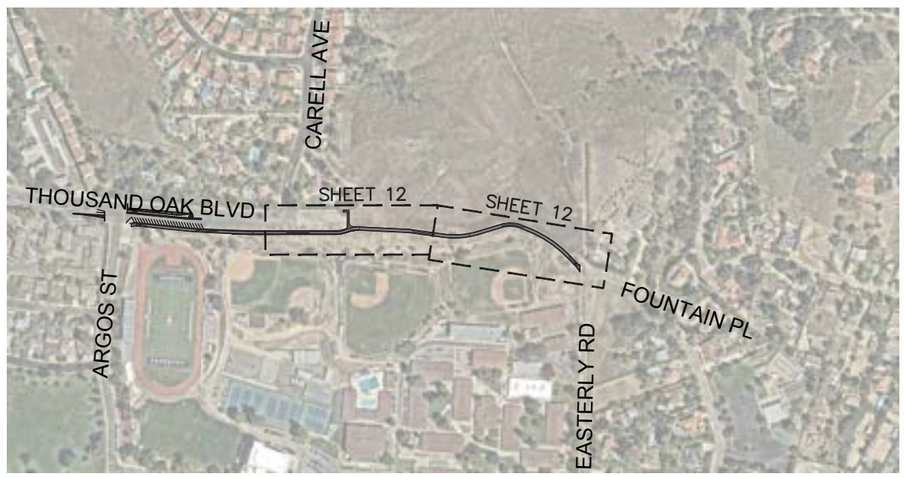
APPENDIX A

A.1 Class I Bikeway Concept Plans



MEDEA CREEK PATH
AGOURA RD TO NORTHERN CITY LIMITS

NORTH



AGOURA HIGH SCHOOL – AHS CONNECTION
THOUSAND OAKS BLVD TO FOUNTAIN PL

NORTH

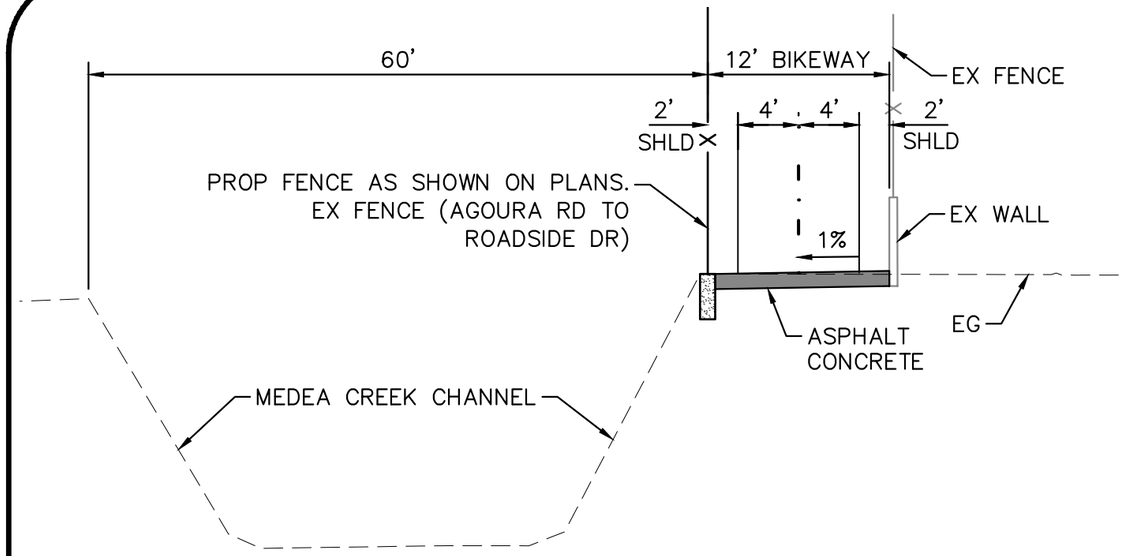
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AGOURA HILLS BIKE MASTER PLAN - CLASS I BIKEWAY
KEY MAP

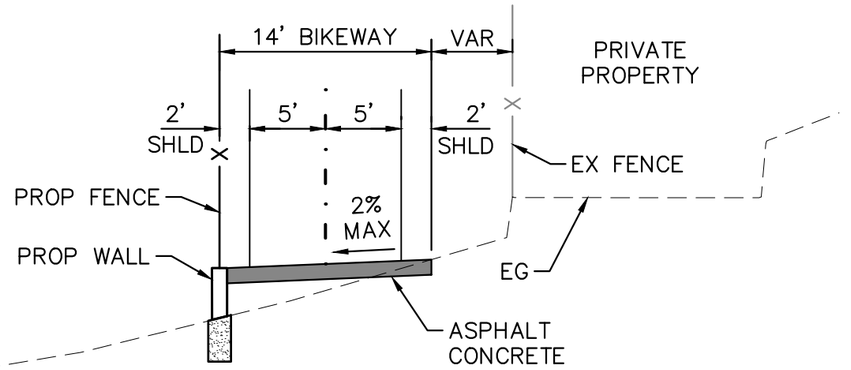
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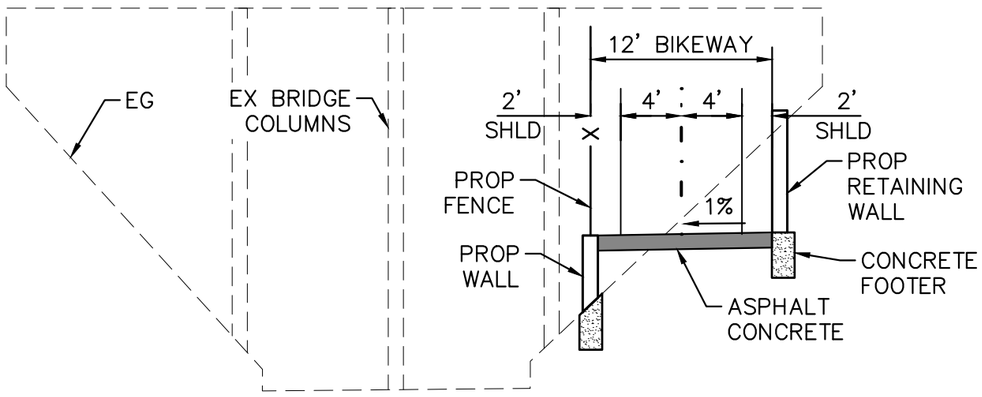
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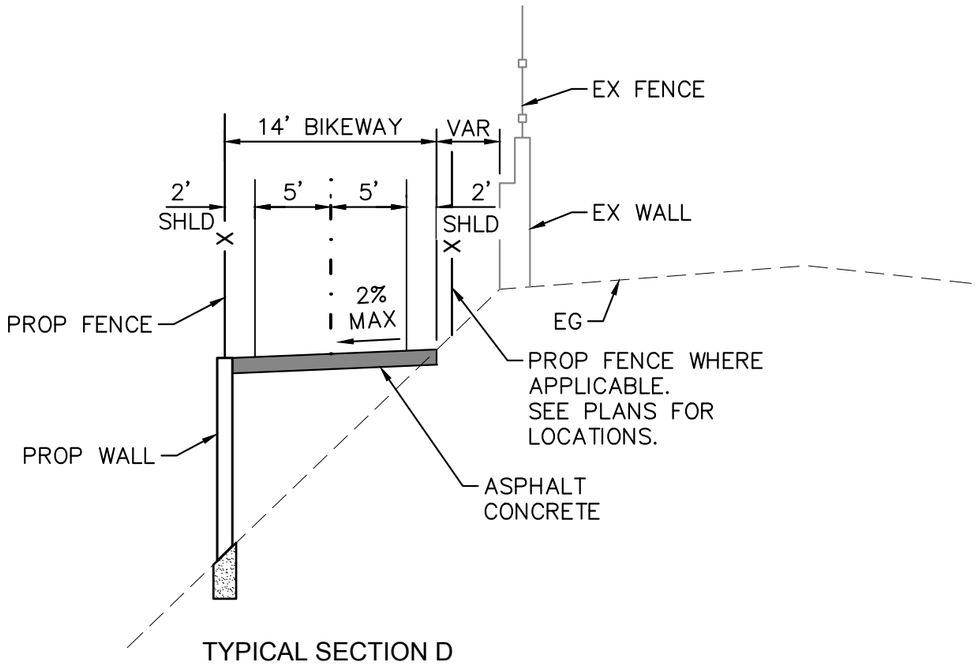
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TYPICAL SECTION C



TYPICAL SECTION B

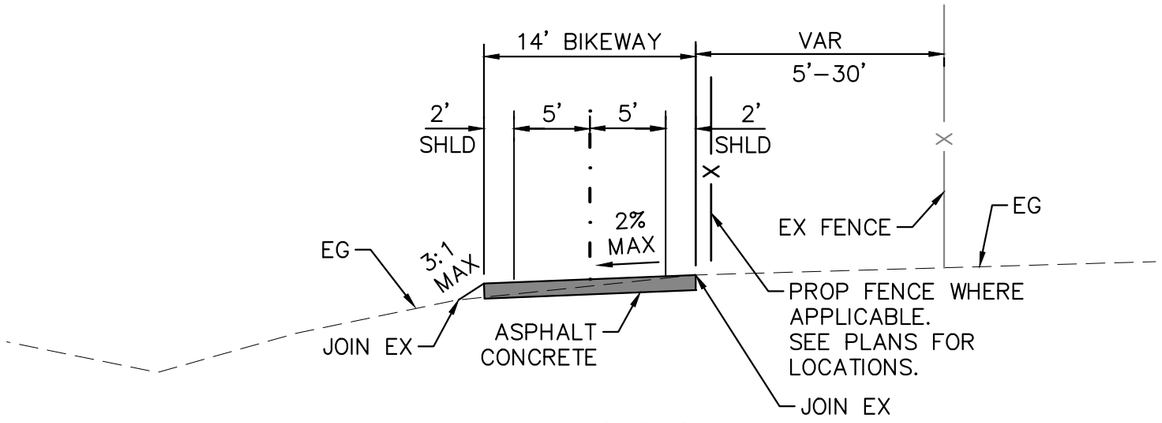


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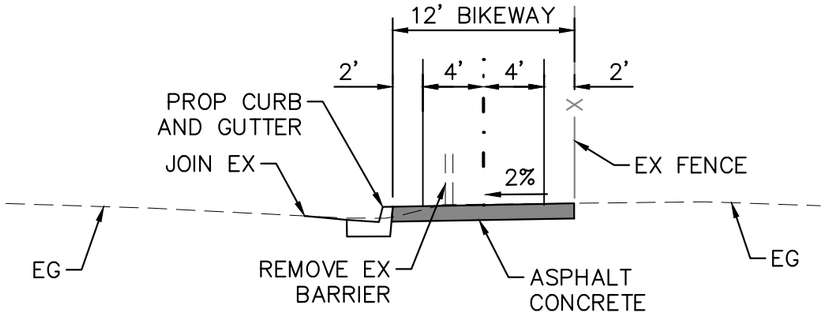
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AGOURA HILLS BMP - TYPICAL SECTIONS

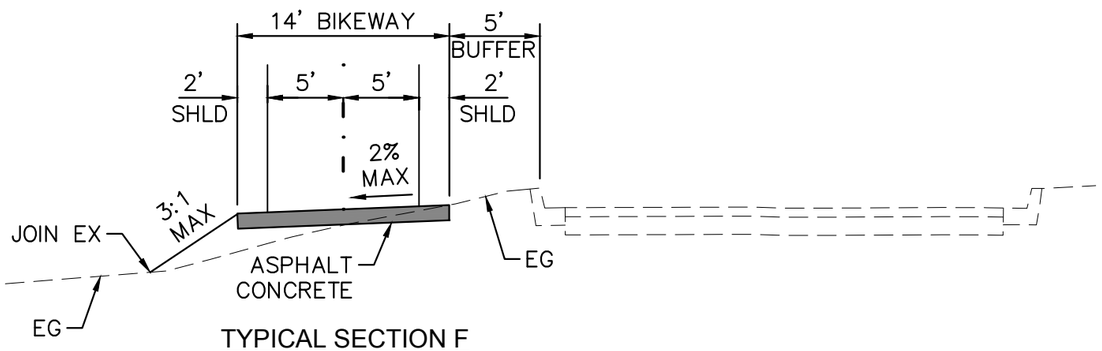
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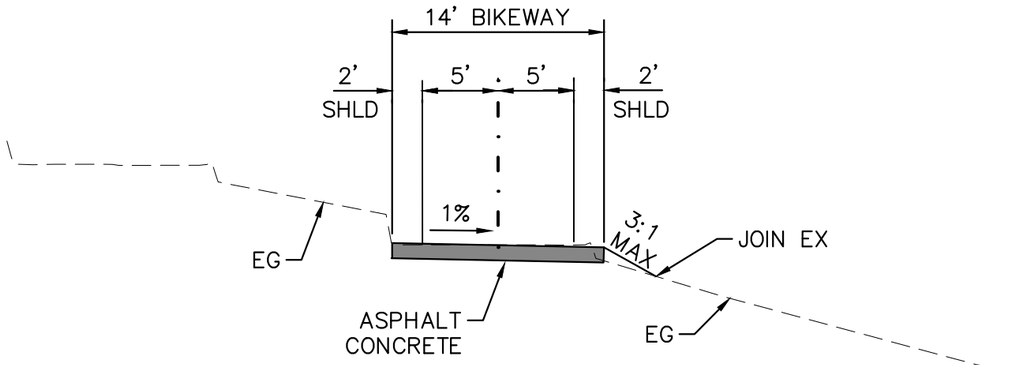
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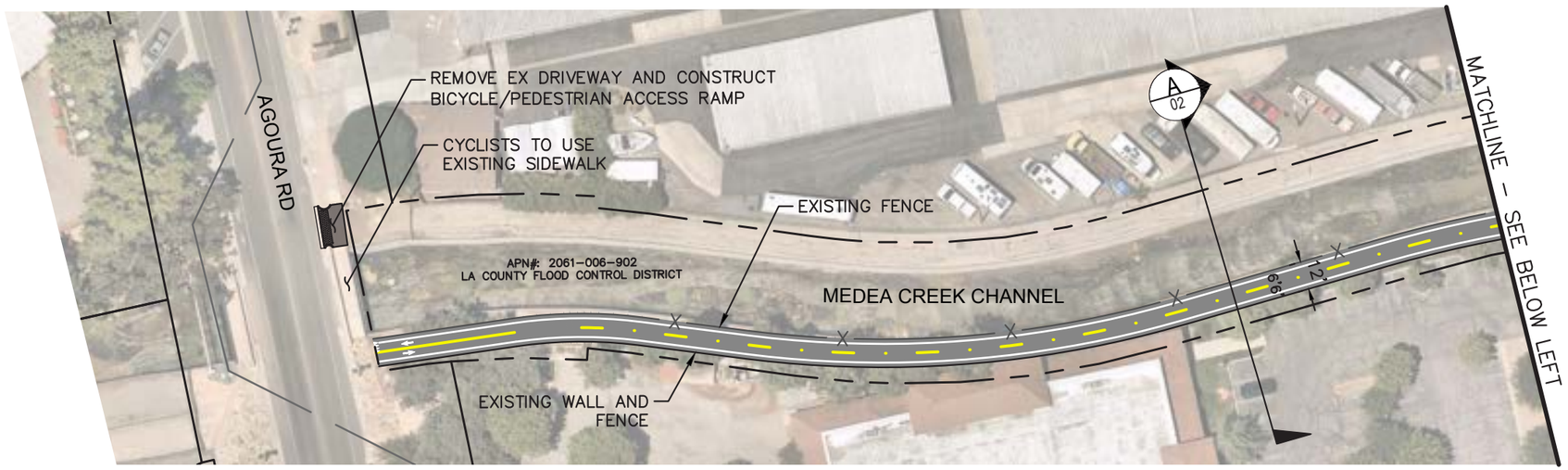


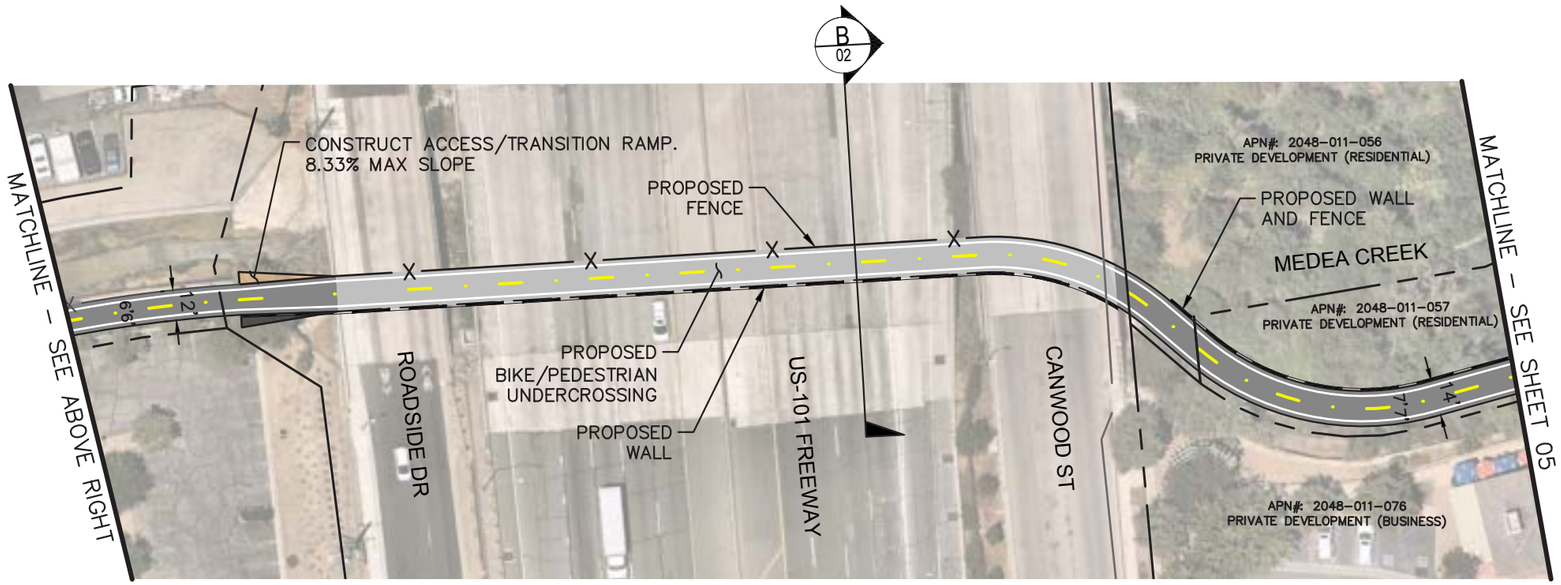
TYPICAL SECTION H

NOT TO SCALE

AGOURA HILLS BMP - TYPICAL SECTIONS

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PROPOSED IMPROVEMENTS LEGEND

- ASPHALT CONCRETE PAVEMENT
- ASPHALT CONCRETE PAVEMENT (UNDERCROSSING)
- CONCRETE PAVEMENT
- LANDSCAPE BUFFER
- X — CHAIN LINK FENCE
- WALL WITH CHAIN LINK FENCE

NORTH

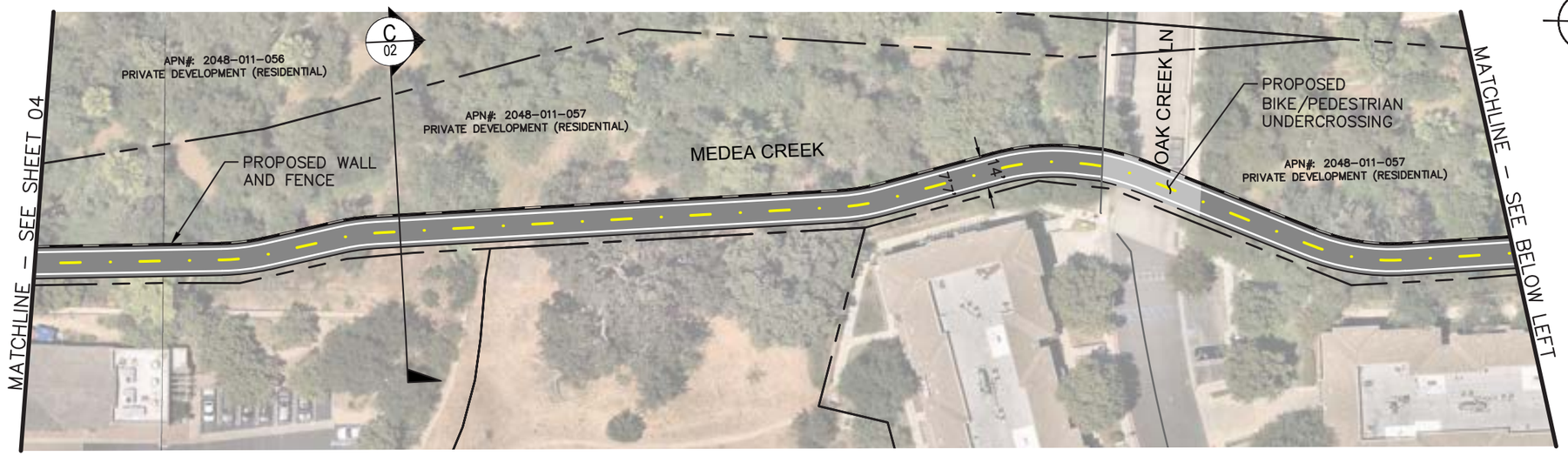
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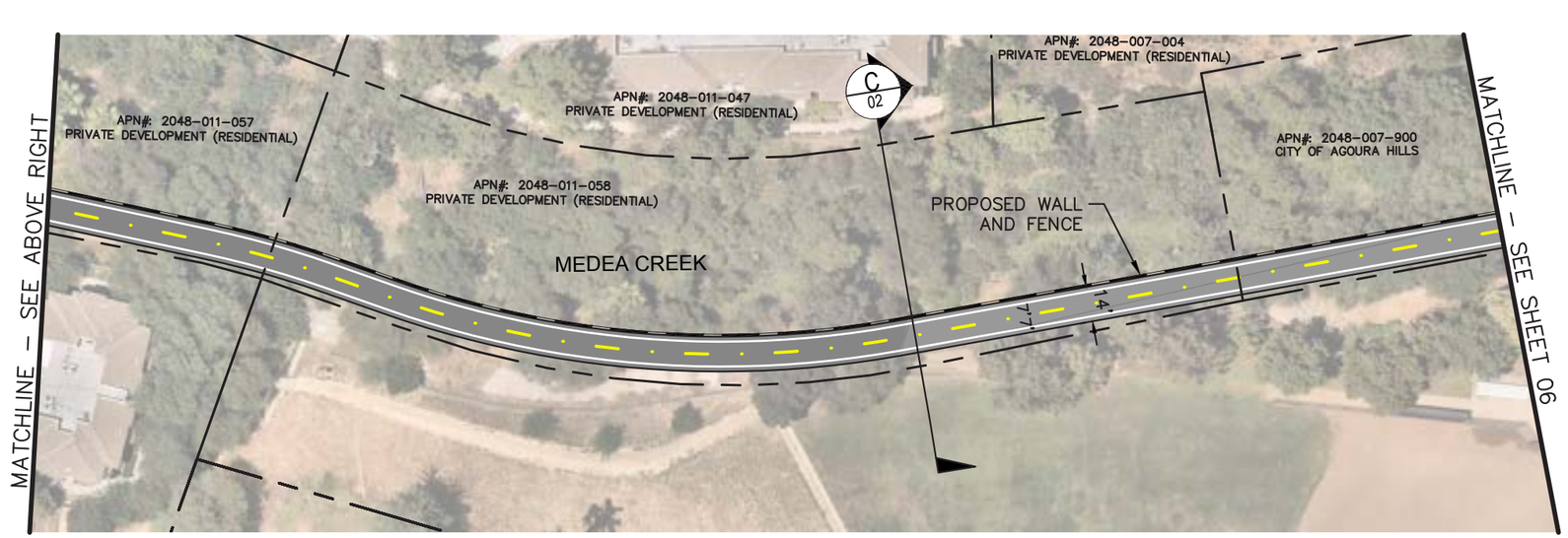
CONCEPTUAL LAYOUT PLANS - MEDEA CREEK

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PROPOSED IMPROVEMENTS LEGEND

- ASPHALT CONCRETE PAVEMENT
- ASPHALT CONCRETE PAVEMENT (UNDERCROSSING)
- CONCRETE PAVEMENT
- LANDSCAPE BUFFER
- CHAIN LINK FENCE
- WALL WITH CHAIN LINK FENCE

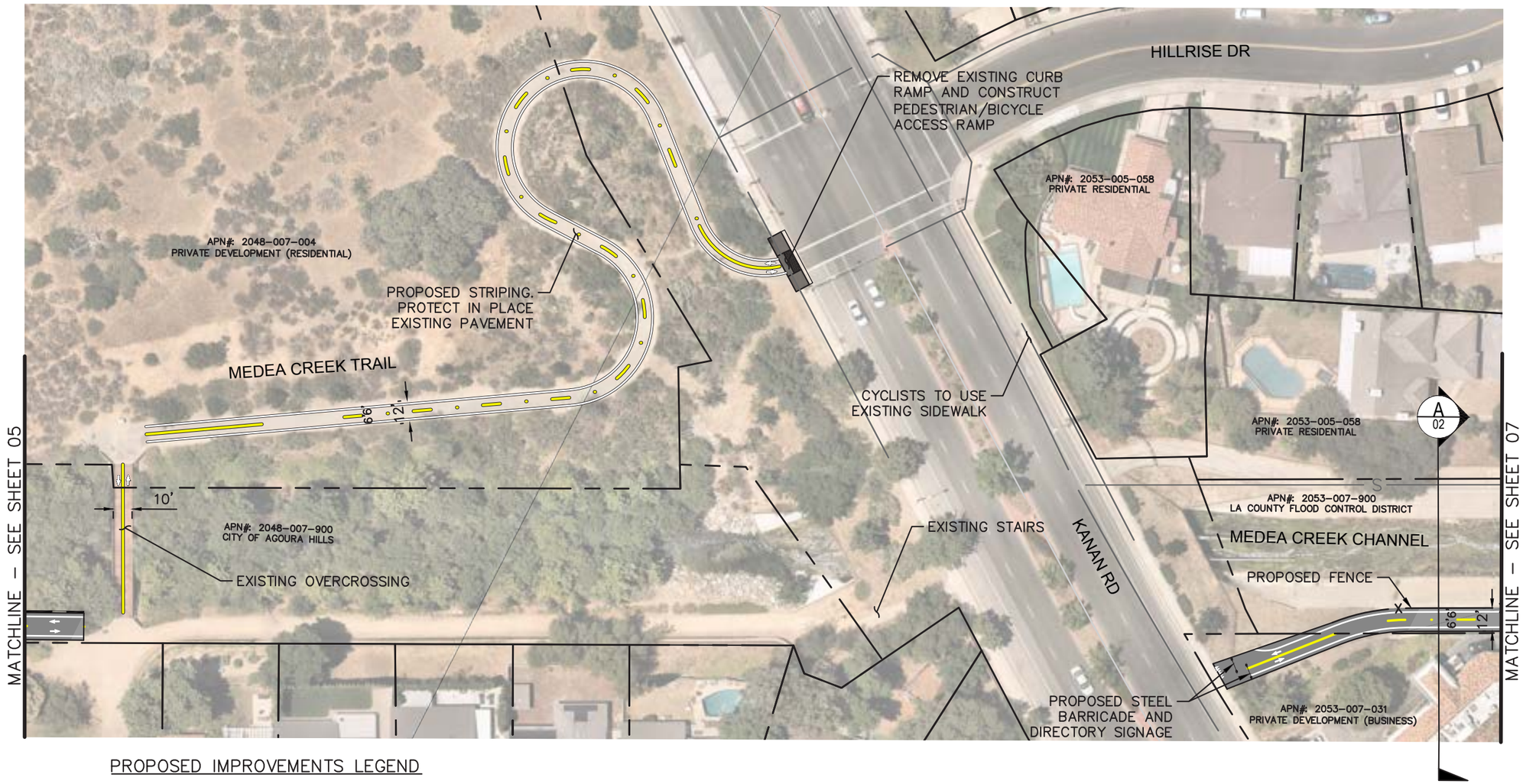
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CONCEPTUAL LAYOUT PLANS - MEDEA CREEK

SHEET 05 OF 13

Kimley»Horn

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PROPOSED IMPROVEMENTS LEGEND

- ASPHALT CONCRETE PAVEMENT
- ASPHALT CONCRETE PAVEMENT (UNDERCROSSING)
- CONCRETE PAVEMENT
- LANDSCAPE BUFFER
- X — CHAIN LINK FENCE
- WALL WITH CHAIN LINK FENCE

NORTH

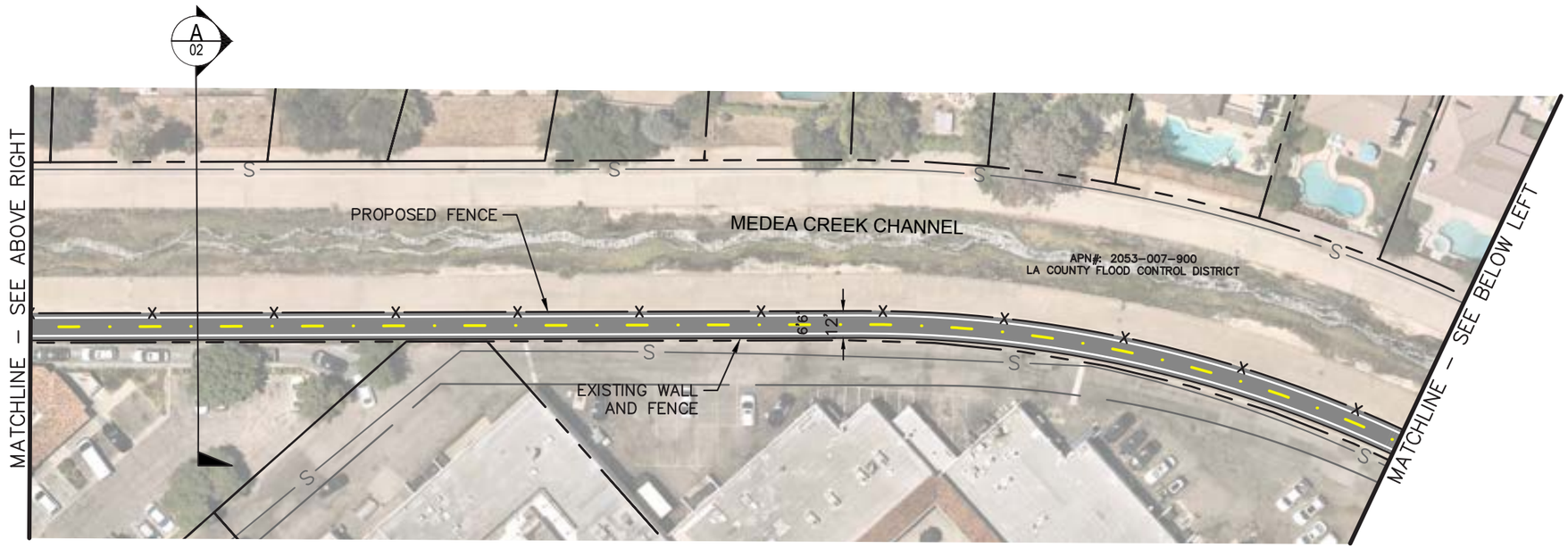
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CONCEPTUAL LAYOUT PLANS - MEDEA CREEK

SHEET 06 OF 13

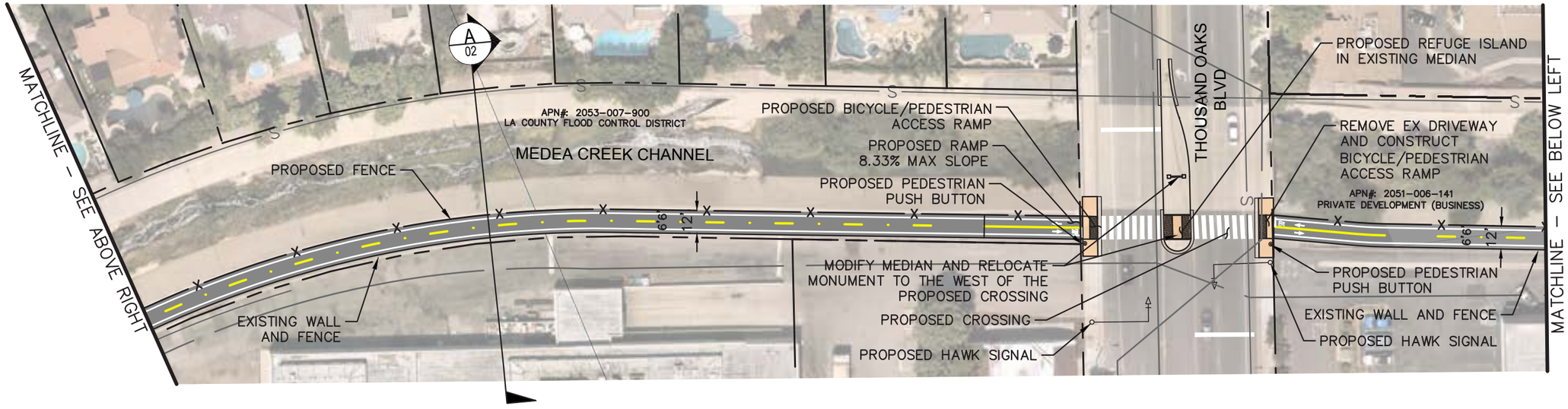
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PROPOSED IMPROVEMENTS LEGEND

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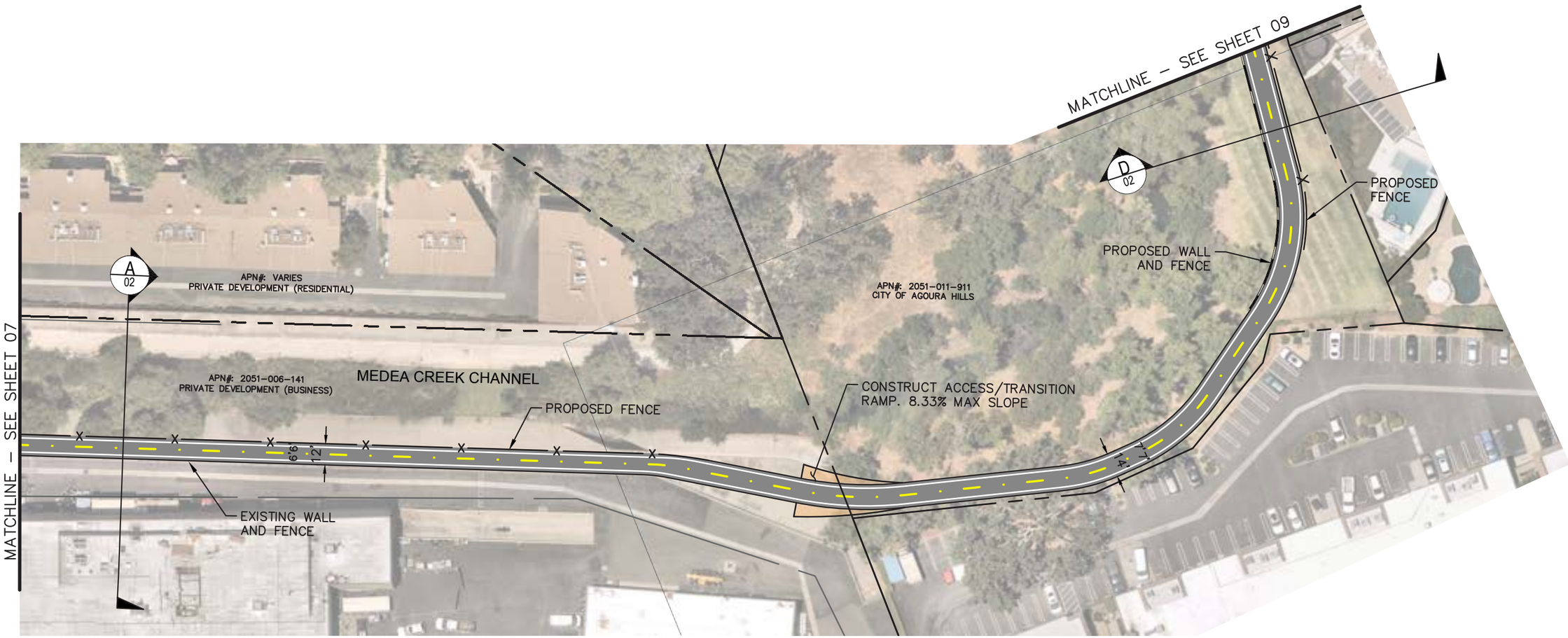
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CONCEPTUAL LAYOUT PLANS - MEDEA CREEK

SHEET 07 OF 13

Kimley»Horn



PROPOSED IMPROVEMENTS LEGEND

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- CONCRETE PAVEMENT
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- WALL WITH CHAIN LINK FENCE

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SCALE: 1"=60'

CONCEPTUAL LAYOUT PLANS - MEDEA CREEK

SHEET 08 OF 13

Kimley»Horn

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APN#: 2051-011-911
CITY OF AGOURA HILLS

PROPOSED WALL AND FENCE

PROPOSED FENCE

D
02

MATCHLINE – SEE SHEET 08

MATCHLINE – SEE BELOW LEFT

RUSTLINGS OAKS DR

E
03

PROPOSED IMPROVEMENTS LEGEND

- ASPHALT CONCRETE PAVEMENT
- ASPHALT CONCRETE PAVEMENT (UNDERCROSSING)
- CONCRETE PAVEMENT
- LANDSCAPE BUFFER
- CHAIN LINK FENCE
- WALL WITH CHAIN LINK FENCE

APN#: 2051-011-911
CITY OF AGOURA HILLS

REMOVE EX CURB RAMP AND CONSTRUCT BICYCLE/PEDESTRIAN ACCESS RAMP

PROPOSED FENCE

MATCHLINE – SEE ABOVE RIGHT

APN#: 2051-011-910
CITY OF AGOURA HILLS

PROPOSED CROSSING

PROPOSED ACCESS RAMP

REMOVE AND RECONSTRUCT PEDESTRIAN CURB RAMP

F
03

PROPOSED LANDSCAPE BUFFER

LARO DR

SHADY CREEK DR

MATCHLINE – SEE SHEET 10

NORTH

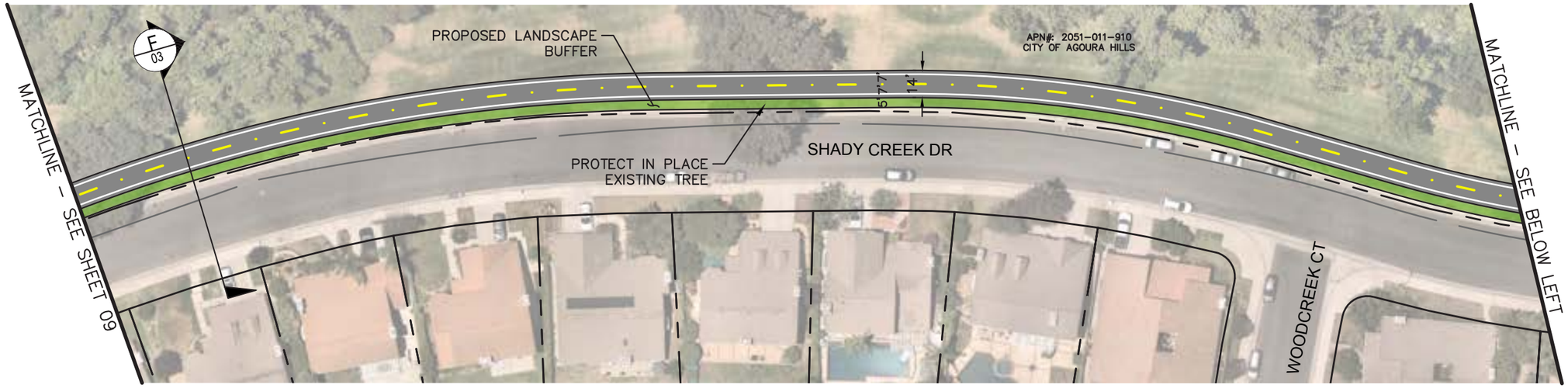
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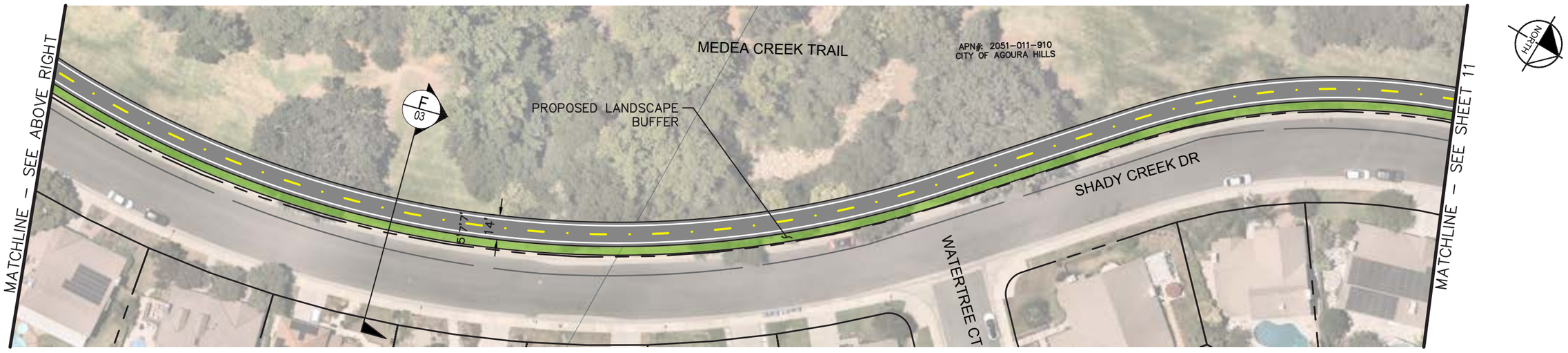
CONCEPTUAL LAYOUT PLANS - MEDEA CREEK

SHEET 09 OF 13

Kimley»Horn

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PROPOSED IMPROVEMENTS LEGEND

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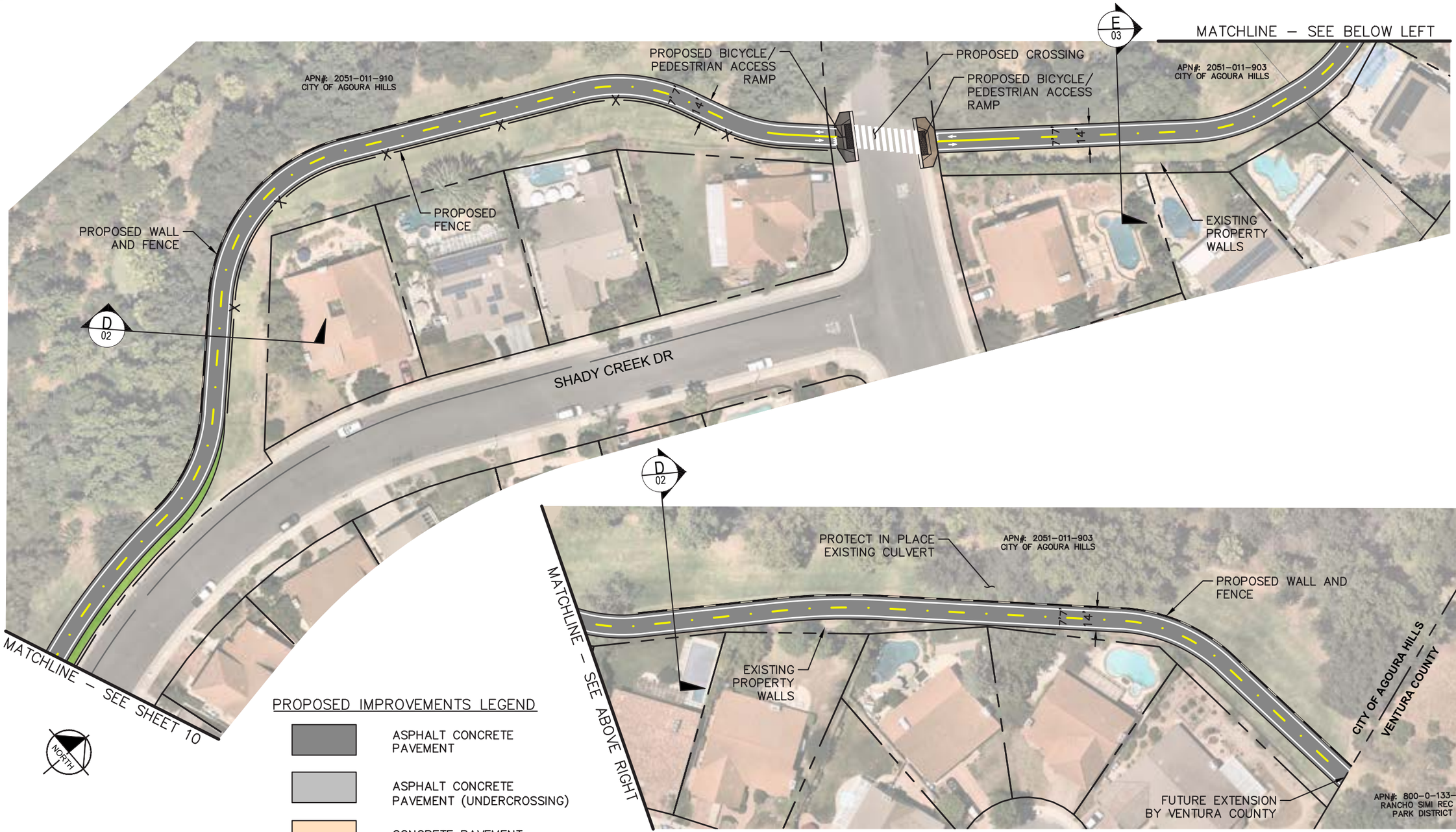
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CONCEPTUAL LAYOUT PLANS - MEDEA CREEK

SHEET 10 OF 13

Kimley»Horn

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PROPOSED IMPROVEMENTS LEGEND

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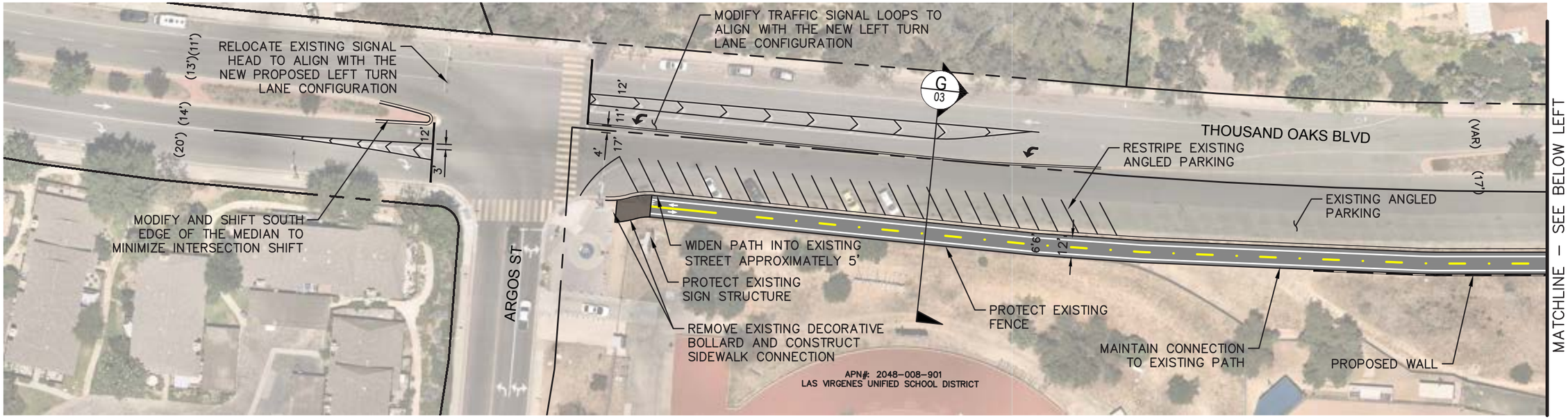
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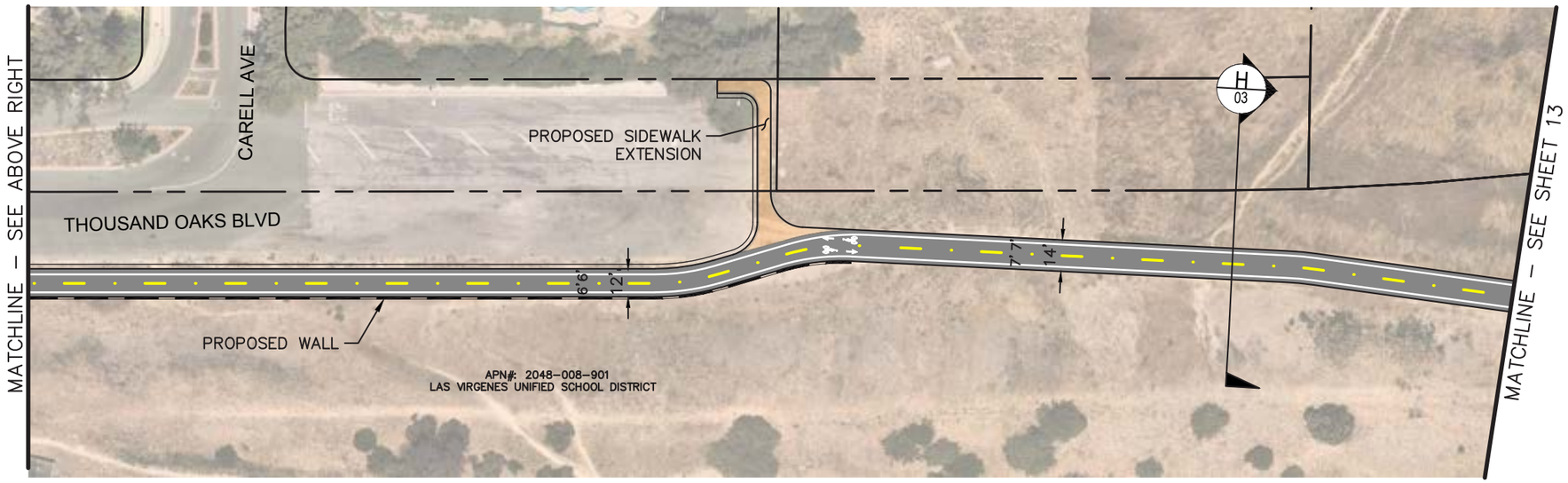
CONCEPTUAL LAYOUT PLANS - MEDEA CREEK

SHEET 11 OF 13

Kimley»Horn

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PROPOSED IMPROVEMENTS LEGEND

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- LANDSCAPE BUFFER
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NORTH

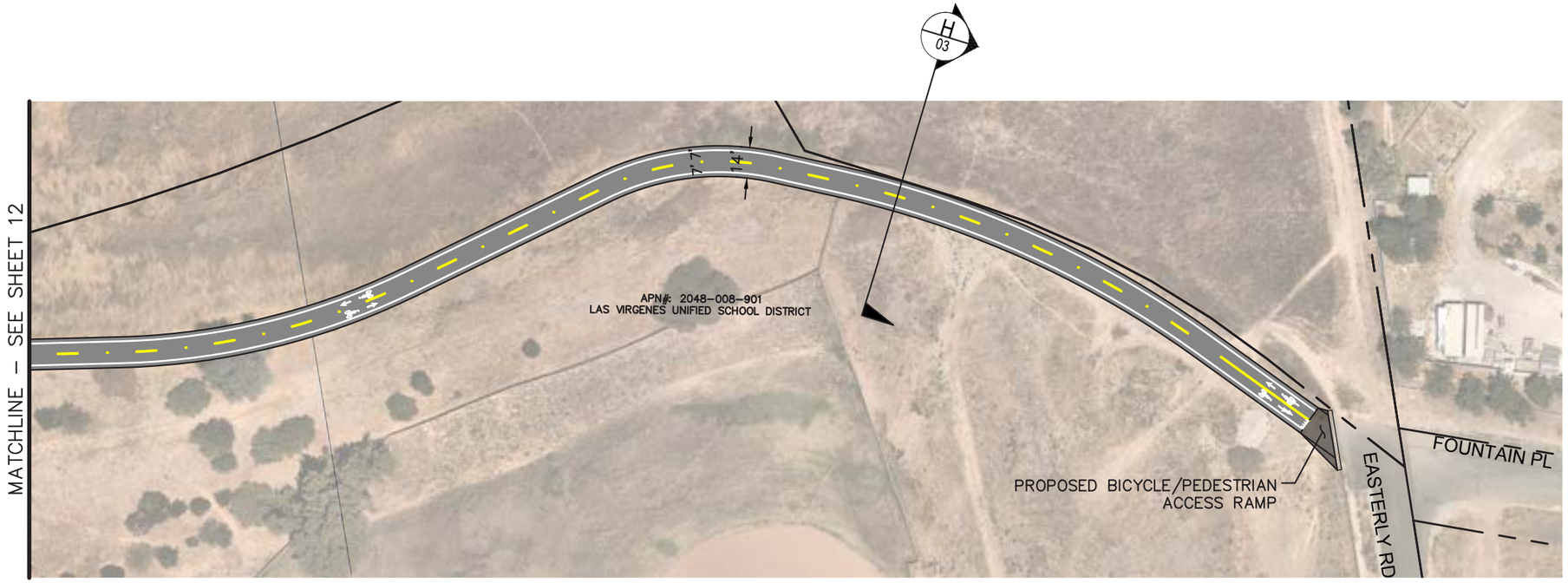
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CONCEPTUAL LAYOUT PLANS - AHS CONNECTION

SHEET 12 OF 13

Kimley»Horn

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PROPOSED IMPROVEMENTS LEGEND

- ASPHALT CONCRETE PAVEMENT
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- LANDSCAPE BUFFER
- CHAIN LINK FENCE
- WALL WITH CHAIN LINK FENCE

NORTH

SCALE: 1"=60'

CONCEPTUAL LAYOUT PLANS - AHS CONNECTION

SHEET 13 OF 13

Kimley»Horn

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APPENDIX B

B.1 Project Scoring Criteria (Based on: Los Angeles County Bicycle Master Plan)

Sixteen different criteria were used to assign scores for each project. The criteria fall under two main category themes: Utility and Implementation. Next to the scores listed in Table I-2 through Table I- 4 are two sub-scores which display the breakdown between Utility score and Implementation score.

The first category, Utility Criteria - for which there are 10 inputs for a maximum of 145 points - considers a project's usefulness toward enhancing the current bicycle network and providing service to key land uses. The second category, Implementation Criteria - for which there are 6 inputs for a maximum of 50 points - considers projects with fewer implementation obstacles.

B.1.1 Utility Criteria

Connects to Existing Bikeway Facility (0, 15, or 20 points)

Points were awarded if a project makes a connection to an existing bicycle facility. For projects connecting to an existing Class I facility, the full 20 points were awarded. For projects connecting to existing on-street bicycle facilities, 15 points were awarded.

Connects to Proposed Bikeway Facility (0 or 10 points)

Points were awarded to projects connecting with other proposed bicycle facilities.

Alternative Route Availability (0 or 10 points)

Points were awarded if a project did not have a parallel existing facility running along a similar span for the extent of the project within a distance of several blocks. If a bicycle project was proposed over an existing bicycle facility (for instance, if an existing Class III were proposed to become a Class II), points were not awarded.

Connects to Transit (0 or 20 points)

Points were awarded if a proposed project was adjacent to a public transit stop or if a proposed project provided an extension of an existing facility adjacent to a transit stop.

Connects to K-12 School (0, 10 or 20 points)

Points were awarded if a proposed project was adjacent to a K-12 School. If multiple schools were adjacent to a proposed project, then the full 20 points were awarded. If a single K-12 school was adjacent to a proposed project, then 10 points were awarded.

Connects to Park, Library or Recreation Center (0, 10 or 20 points)

Points were awarded if a proposed project was adjacent to a park, library or recreation center. If more than one of these land uses were adjacent to a proposed project, then the full 20 points were awarded. If only one of these uses was adjacent to a proposed project, then 10 points were awarded.

Collision Analysis (0 or 5 points)

Proposed bicycle projects were scored for this criterion by summing together all of the bicycle crashes which fall along the extent of the proposed project to obtain a total number of crashes along the project extent. To normalize, the total number of crashes was divided by the length of the project, to obtain a crash per mile figure.

After this data was collected for all proposed projects, the totals were divided into five categories separated by Natural Breaks, and the projects within the top quantile of the natural breaks categories received the points.

Community Support (0 to 10 points)

Points were awarded if a proposed project was recognized by at least one community member as a priority. If more than one comment was received supporting the proposed project, then 10 points were awarded. If only one comment was received supporting the proposed project, then 5 points were awarded. Community support input was collected through the public comment process undertaken for the preparation of this Plan.

Gap Closure (0 or 30 points)

Points were awarded if a proposed project helps connecting two existing bicycle facilities and hence closes a gap.

Existing Bikeway (0 or 20points)

Points were awarded if there is no existing bikeway on the roadway segment.

B.1.2 Implementation Criteria

Project Cost (0-20 points)

Points were awarded to proposed projects on the basis of project cost. Points and project cost were assigned an inverse relationship-projects received higher points for being lower cost. Points were awarded as shown in Table 1.

Cost of Proposed Project	Point Received
$100,000 or less	20
$100,001 to $500,000	15
$500,001 to $1,500,000	10
$1,500,000 to $3,000,000	5
Greater than $3,000,000	0

Table 1: Project Cost Scoring Criteria

Project Coordination (0 or 10 points)

Projects were awarded with points for this criterion if jurisdictional coordination was not required for implementation of the project.

Requires Travel Lane Removal (0 or 5 points)

Projects were awarded points if travel lane removal was not required.

Requires Reduction in Width of Landscaped Median (0 or 5 points)

Projects were awarded with points if the median width reduction was not required.

Requires Street Widening of Paved Surface (0 or 5 points)

Projects were awarded with points if widening the roadway was not required.

Requires Parking Removal (0 or 5 points)

Projects were awarded with points if parking removal was not required.

Project Scoring Criteria Table[1]

	Facility	UTILITY CRITERIA										IMPLEMENTATION CRITERIA						Score
		Connects to Existing Bicycle Lane	Connects to Future Bicycle Lane	Alternate Route Availability	Connects to Transit	Connects to Park/ Library/Rec Center	Collision Analysis	Connects to K-12 School	Community Support	Gap Closure	Existing Bikeway	Cost	Project Coordination	Requires Travel Lane Removal	Requires Reduction in Width of Landscape Median	Requires Street Widening	Requires Parking Removal	
CLASS I	Medea Creek Bicycle Path	15	10	10	20	10	0	10	5	0	20	0	10	5	5	5	5	**130**
	Ladyface Greenway	0	10	0	0	10	0	0	5	0	20	10	10	5	5	5	5	**85**
	Reyes Adobe Road	15	10	10	0	0	0	0	10	30	20	10	10	5	5	0	5	**130**
	Medfield Path	0	10	10	0	0	0	0	0	0	20	10	10	5	5	0	5	**75**
	Agoura High School Connection	0	10	10	0	10	0	10	10	0	20	5	10	5	5	5	5	**105**
CLASS II	Agoura Road (Enhancements)	15	10	10	20	20	1	0	10	0	0	15	10	5	5	5	5	**131**
	Reyes Adobe Road (Enhancements)	15	10	0	0	10	0	0	10	0	0	15	10	5	5	5	5	**90**
	Reyes Adobe Road (South of Passageway Lane)	15	0	10	0	0	0	0	10	30	20	10	0	5	0	5	5	**110**
	Driver Avenue	15	10	10	0	10	2	10	5	30	20	15	10	5	5	5	0	**152**
	Thousand Oaks Boulevard e/o Kanan Rd	15	10	10	0	0	0	10	10	0	20	20	10	5	5	5	5	**125**
	Forest Cove Lane	15	10	10	20	10	0	0	5	0	20	20	10	5	5	5	0	**135**
	Cornell Road and Cornell Way	0	10	10	0	0	1	0	10	0	20	0	10	5	5	0	5	**76**
	Liberty Canyon Road	15	0	10	20	10	0	0	5	0	20	15	10	5	5	5	0	**120**
CLASS IV	Thousand Oaks Boulevard	15	10	0	20	10	1	0	10	0	0	10	0	5	5	5	5	**96**
	Kanan Road	15	10	0	20	10	2	20	10	0	0	10	0	5	5	5	5	**117**

[1] Project prioritization was conducted for Class I, Class II, and Class IV facilities. The full recommended bike network is included in Figure 4.

CITY OF

AGOURA HILLS

RESOLUTION NO. 26-2132

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AGOURA HILLS, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT (CASE NO. PZ-2026-61-GPA), AMENDING CHAPTER 3: INFRASTRUCTURE AND COMMUNITY SERVICES, WITH TEXTUAL REVISIONS TO REFERENCE AND MAINTAIN CONSISTENCY WITH THE BICYCLE MASTER PLAN, AND AMENDING THE GENERAL PLAN BIKEWAYS EXHIBIT (FIGURE M-7) TO PROVIDE AN UPDATED OVERVIEW OF THE BICYCLE NETWORK WITHIN THE CITY.

WHEREAS, in June 2020, the City Council adopted Resolution Number 20-1942, updating the transportation thresholds of significance for the purposes of analyzing transportation impacts under CEQA, pursuant to State law, including a Transportation Demand Mitigation program that developers can choose to implement to reduce VMT by strategies that include implementing bicycle infrastructure; and

WHEREAS, in the Fall of 2021, the City of Agoura Hills began developing the draft Bicycle Master Plan (BMP) to build upon the City's existing bicycle routes and bicycle lanes, developing a citywide network that ensures residents have access to safe bicycle facilities, meets both commuter and recreational needs, provides connectivity to regional bicycle facilities, and provides standard design details for typical bicycle facility types and treatments; and

WHEREAS, in August 2025, the final draft BMP was released. The BMP proposes a vision of a diverse network of interconnected bicycle corridors and support facilities that aim to link local and regional destinations and make biking more practical and desirable for a broader range of people. The BMP proposes 30.1 miles of new bikeways and bikeway improvements to build upon the City's existing 1.3 miles of bicycle routes and 9.2 miles of bicycle lanes; and

WHEREAS, in connection with the adoption of the Bicycle Master Plan and Transportation Demand Mitigation program, the City of Agoura Hills also has initiated legislative actions to update the General Plan 2035 to amend Section A. Mobility (M), of Chapter 3: Infrastructure and Community Services and amend the General Plan Bikeways Exhibit (Figure M-7) to graphically depict an updated overview of the existing and planned bicycle network within the City of Agoura Hills (the Bicycle Master Plan, the VMT Mitigation Exchange and Banking Program, and the General Plan Amendments are collectively referred to as the "Project"); and

WHEREAS, on May 7, 2025, the Planning Commission adopted Resolution 26-1320; A Resolution of the Planning Commission of the City of Agoura Hills recommending that the City Council of the City of Agoura Hills: 1) Pursuant to the California Environmental Quality Act, certify and adopt the Final Programmatic Environmental Impact Report for the Bicycle Master Plan, the Vehicle Miles Traveled Mitigation Exchange and Banking Program, and general plan amendments, and adopt the Findings of Fact, the Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program; 2) Adopt the Bicycle Master Plan; and 3) Adopt a general plan amendment (Case No. PZ-2026-61-GPA) to amend Chapter 3: Infrastructure and

Community Services, with textual revisions to reference and maintain consistency with the Bicycle Master Plan, and to revise the General Plan Bikeways Exhibit (Figure M-7) to provide an updated overview of the bicycle network within the City.

NOW, THEREFORE, the City Council of the City of Agoura Hills, California hereby resolves as follows:

Section 1. General Plan Amendment. Pursuant to Section 9821 of Article IX (Zoning) of the Agoura Hills Municipal Code (AHMC), the City Council finds that the proposed General Plan Amendment is needed to ensure consistency between the BMP and the General Plan. The proposed amendments to the Infrastructure and Community Services Element, found in Chapter 3 of the General Plan, as well as the updated General Plan Bikeways Exhibit (Figure M-7) are consistent with the other General Plan Elements, and therefore the proposed General Plan Amendment maintains internal consistency. The proposed revisions to the Infrastructure and Community Services Element, found in Chapter 3 of the General Plan, are attached hereto as Exhibit "A" and hereby incorporated by reference. The updated General Plan Bikeways Exhibit (Figure M-7), which shall replace the existing General Plan Bikeways Exhibit (Figure M-7), is attached hereto as Exhibit "B" and hereby incorporated by reference.

Section 2. California Environmental Quality Act (CEQA). Pursuant to CEQA, the City provided public notice of availability and intent to certify and adopt an Programmatic Environmental Impact Report (PEIR) and a Mitigation Monitoring and Reporting Program (MMRP) for the Project, in accordance with State CEQA Guidelines Sections 15089 and 15090. On May 7, 2026, the Planning Commission held a duly noticed public hearing to consider the Final PEIR and MMRP. Following the close of the public hearing, and after reviewing the Final PEIR, public comments, and the administrative record, the Planning Commission adopted Resolution No. 26-1320, recommending that the City Council certify and adopt the Final PEIR, Findings of Fact, MMRP, and Statement of Overriding Considerations. On May 27, 2026, the City Council held a duly noticed public hearing to consider the Planning Commission's recommendation, the Final PEIR, Findings of Fact, MMRP, and Statement of Overriding Considerations, and all public testimony and written comments. Based on the entire record before it, the City Council adopted Resolution No. 26-_____, certifying and adopting the Final PEIR, Findings of Fact, MMRP and Statement of Overriding Considerations for the Project. Resolution No. 26-____ and all findings and exhibits attached thereto are hereby incorporated by reference as though fully set forth herein.

Section 3. Based on the findings set forth above, the City Council hereby approves General Plan Amendment Case No. PZ-2026-61-GPA, which consists of: 1) amendments to Chapter 3 of the General Plan, attached hereto as Exhibit A and hereby incorporated by reference, to ensure consistency with the BMP; and. 2) amendments to the General Plan Bikeways Exhibit (Figure M-7), attached hereto as Exhibit "B" and hereby incorporated by reference, to graphically depict an updated overview of the existing and planned bicycle network within the City of Agoura Hills consistent with the BMP.

DRAFT

PASSED, APPROVED, ADOPTED this 27th day of May, 2026, by the following vote to wit:

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

_____
Jeremy Wolf, Mayor

ATTEST:

_____
Kimberly M. Rodrigues, MMC, City Clerk

APPROVED AS TO FORM:

_____
Candice K. Lee, City Attorney

DRAFT

Exhibit “A”

Textual Changes to General Plan Chapter 3

The only projects that are currently planned, unfunded, and could potentially be funded by this Program are those currently included within the BMP. Therefore, this EIR analyzes the impacts of both the BMP and the Program, as the individual project list for the BMP and the Program are identical.

2.5.3 General Plan Amendments

The City must amend Chapter 3, *Infrastructure and Community Services*, of the existing City of Agoura Hills General Plan 2035 to ensure consistency with the proposed BMP. The following revisions would be proposed as part of the Amendments, with additions shown in underline and deletions shown in ~~strikethrough~~. In addition to these textual revisions, Figure M-7 would be revised to Figure 2-2 of this EIR to provide an updated overview of the existing and proposed bicycle network within the City of Agoura Hills.

- **Page 3-1.** The goals and policies in this element are closely correlated with Land Use and Economic Development goals and policies. The policies are intended to create a well-connected network that supports a mix of uses, walking or bicycling for short trips, conserving energy resources, reducing greenhouse gas emissions and air pollution, and reducing vehicle miles traveled ~~and doing so while preserving auto mobility.~~
- **Page 3-16.** LOS standards will continue to be used for City public works projects and for private development projects that include frontage improvements (bike lanes, turn lanes) leading into an intersection. Intersection and roadway traffic deficiencies adjacent to ~~impacts from~~ new development projects shall be mitigated to meet appropriate service levels, but at least to the extent where the post-development level of service shall not be less than the LOS existing prior to development. (Imp M-2, M-3)
- **Page 3-17.** M-1.10 Transportation Demand Management. Development projects shall be evaluated following the methodology of the City of Agoura Hills: Transportation Assessment Guidelines, adopted June 24, 2020.
- **Page 3-20.** Future developments can provide the necessary amenities, such as expanding the existing bicycle network and adding bicycle racks to promote travel by alternative modes.
- **Pages 3-20 and 3-21.** People walk and ride bicycles in Agoura Hills on a daily basis, for both commuting and recreational purposes. The local mountain biking trails are popular for residents and attract many visitors to the area. In addition to the trails, designated bikeways are available in the City. The bikeways within the City are comprised of Class II and Class III facilities, which are shared facilities on the roadways, and, respectively, delineated by either signage and striping or signage only. Figure M-7 (Bikeways) displays the existing and proposed bikeways in the City of Agoura Hills. The City's bikeway facilities are classified using the Caltrans bikeway facility classification system as follows:
    - Class I Bikeway (Bike Path) provides a completely separate right-of-way, two-way facility, and is designated for the exclusive use of non-motorized users independent of the roadway ~~bicycles and pedestrians~~ with vehicle and pedestrian cross-flow minimized. Bike Paths are generally minimum 10 feet wide to preferred 14 feet wide for two-way travel.
    - Class II Bikeway (Bike Lane) provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally minimum four ~~five~~ feet wide to preferred six feet wide for one-way travel. Vehicle parking and vehicle/pedestrian cross-flow are permitted.
    - Class III Bikeway (Bike Route) provides for a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles.

- Class IV Bikeway (Separated Bikeway) provides on-street bike facilities that include a vertical and horizontal separation buffer and includes bollards, posts, or a raised island to separate the bicycle lane from vehicles.

- **Page 3-25.** Recommendations to improve the safety and connectivity of bikeways throughout Agoura Hills and to adjacent areas are made in the Agoura Hills Bicycle Master Plan (2025). These recommendations and standards align with the overarching goals of the General Plan to further the use of alternative modes of transportation by expanding the existing bike routes and improving the safety and connectivity of the network. Existing bicycle facilities in Agoura Hills are: ~~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 I, Class II and Class III facility between ~~Lake~~ Lindero Canyon Road and Canwood Street. The Class II facility comprises the majority of the bicycle route on Reyes Adobe Road between ~~Lake~~ Lindero Canyon 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 (eastbound only) or Kanan Road (westbound only).
  - 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.
  - Palo Comado Canyon Road – A Class II facility between Chesebro Road and Agoura Court, crossing the Palo Comado Canyon Interchange; this was implemented after the General Plan Update and coincided with the Palo Comado Canyon Interchange improvement.

    Planned additions to the City's system of bikeways are included in the Agoura Hills Bicycle Master Plan (2025), as amended. ~~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.~~

- **Page 3-27.** Alternative Transportation. Reduced reliance on single-occupancy vehicle travel and vehicle miles traveled through the provision of alternative travel modes and enhanced system design.
- **Page 3-27.** M-6.7 Vehicle Miles Traveled. Development projects shall minimize vehicle miles travelled (VMT), and shall be required to submit a VMT analysis pursuant to the City's Transportation Assessment Guidelines as part of a development application. (Imp M-34)

Exhibit “B”

Updated General Plan Bikeways Exhibit (Figure M-7)

CITY of AGOURA HILLS
General Plan Update

Bikeways

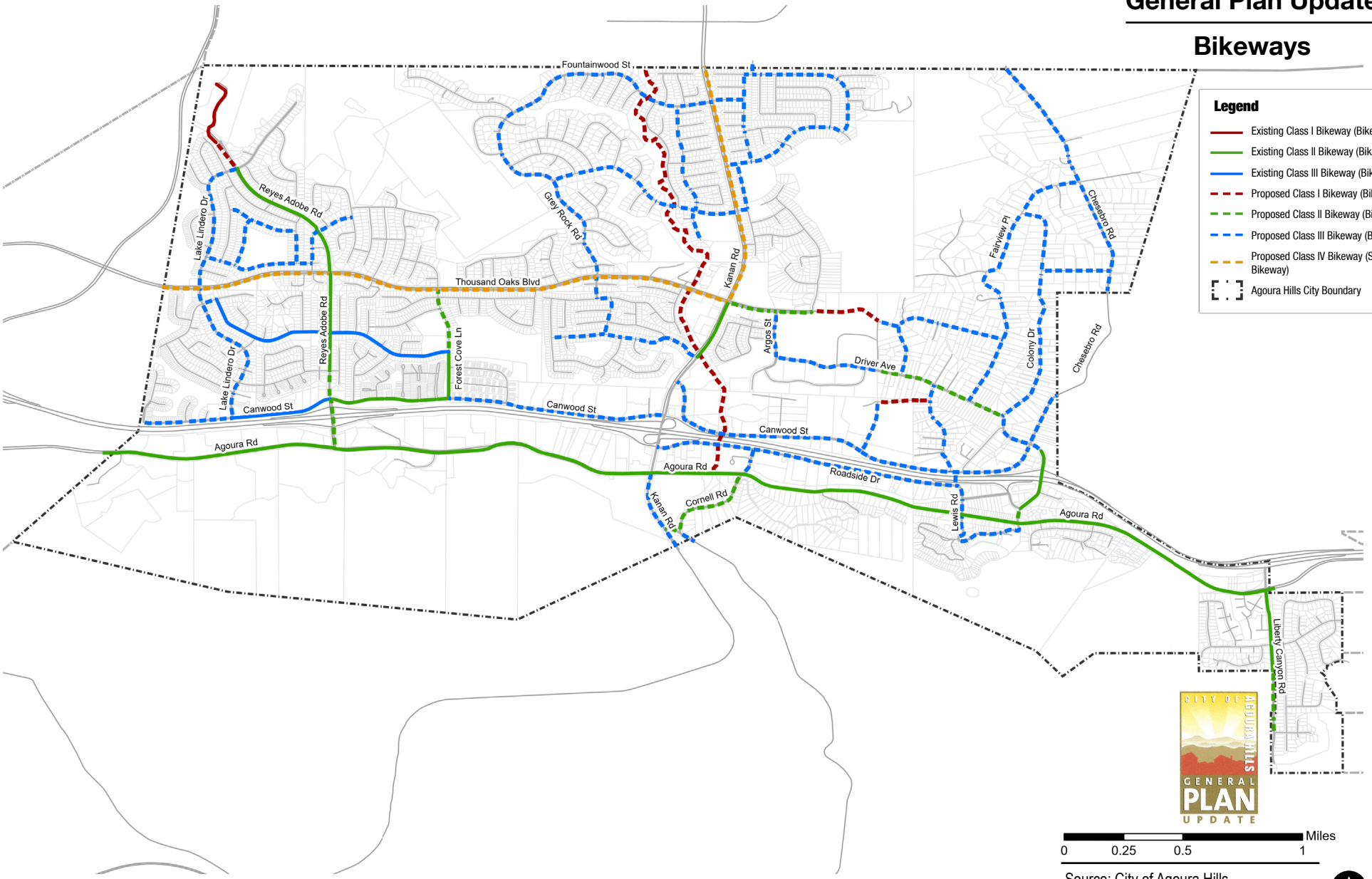


Figure M-7

CITY OF AGOURA HILLS

REPORT TO CITY COUNCIL

DATE: **MAY 27, 2026**

TO: **HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL**

FROM: **NATHAN HAMBURGER, CITY MANAGER**

BY: **ROBBY NESOVIC, COMMUNITY DEVELOPMENT DIRECTOR**

SUBJECT: **CONDUCT A PRESCREEN REVIEW OF A PROPOSED SIGN ORDINANCE AMENDMENT**

In accordance with state law and the City's Affordable Housing Overlay, on April 23, 2024, City staff approved an application submitted by Greystar (developer) for a 278-unit apartment complex with 38 low- and very low-income units and approximately 1,000 square feet of new commercial space and a parking garage (AHO-2023-0002) located at 29045 Agoura Road. The application showed two proposed monument signs along the Agoura Road and Cornell Road frontages, in compliance with the City's signage regulations. The project is currently under construction and is anticipated to be complete in the summer/fall of 2027.

The developer, Greystar, is now proposing a wall sign along the building facade facing the U.S. 101 freeway and Roadside Drive, however, the City's sign regulations do not currently allow wall signs for multi-family uses. For that reason, Greystar submitted a prescreen application to obtain non-binding feedback from the City Council on a proposed legislative amendment to the City's signage regulations to allow wall signs on multi-family projects, subject to certain limitations.

The proposed legislative amendment proposes to add a new section 9655.8.A.2 to the City's Sign Ordinance. The new language aims to mirror some of the Sign Ordinance's existing language, particularly in regards to size requirements. The new proposed language is below, and is attached to this report in legislative format.

9655.8. – Permanent sign entitlement by land use.
A. Residential land use districts.

2. Wall signs for Multi-family developments. Each multi-family development shall be allowed one (1) wall sign integrated into the design of the building. Except as otherwise provided by this part, the following sign area limitations shall also apply:

a. Multi-family developments shall be limited to one (1) wall sign.
b. One (1) square foot of signage is allowed per each linear foot of primary building frontage.
c. For buildings located within one hundred (100) feet of any public or private street the maximum sign area shall not exceed fifty (50) square feet. For buildings located more than one hundred (100) feet from any public or private street, the maximum sign area shall not exceed seventy (70) square feet.
d. Freeway facing signage. Subject to approval of a sign program, all Multi-family developments, which either directly back or side upon Highway 101, may be permitted a total of one (1) freeway-facing sign, which shall not exceed twenty-five (25) square feet in size. The freeway-facing sign may be increased up to fifty (50) square feet in size in lieu of a sign intended to be on the primary frontage. This provision does not apply to those buildings or uses, which are separated by a public frontage road from the freeway.

As you can see above, the proposed amendment would allow one 50 square foot or 70 square foot wall sign for multi-family buildings depending on their proximity to the public right-of-way. For signs facing the U.S. 101, a 25 square foot wall sign would be allowed, or a 50 square foot sign would be allowed in lieu of a wall sign on the primary frontage. This provision would not apply to the Greystar development at 29045 Agoura Road since the site is separated from the U.S. 101 freeway by Roadside Drive.

For your consideration, Greystar has provided renderings showing what the project would look like from Roadside Drive with and without a proposed 50-foot wall sign. The renderings are attached to this report.

FISCAL IMPACT

This item will not have an impact on the 2025-26 Fiscal Year Budget since the required review fees were paid by the applicant.

RECOMMENDATION

Staff respectfully recommends the City Council review the proposed legislative amendments and provide non-binding feedback to the applicant.

Attachments

Proposed Amendment to Signage Regulations.pdf
Renderings with signage.pdf
Renderings without signage.pdf

9655.8. – Permanent sign entitlement by land use.

A. *Residential land use districts.*

1. *Monument Signs for Multi-family developments.* One (1) monument sign, maximum forty-eight (48) square feet and six (6) feet in height, may be erected on each public street frontage upon which the complex has public access. In addition, interior signs which are visible from any public right-of-way, may be approved by the director provided that such signs do not exceed six (6) square feet in area and four (4) feet in height. Interior signs not visible from any public right-of-way shall not be subject to the requirements of this paragraph.
2. *Wall signs for Multi-family developments.* Each multi-family development shall be allowed one (1) wall sign integrated into the design of the building. Except as otherwise provided by this part, the following sign area limitations shall also apply:
   a. Multi-family developments shall be limited to one (1) wall sign.
   b. One (1) square foot of signage is allowed per each linear foot of primary building frontage.
   c. For buildings located within one hundred (100) feet of any public or private street the maximum sign area shall not exceed fifty (50) square feet. For buildings located more than one hundred (100) feet from any public or private street, the maximum sign area shall not exceed seventy (70) square feet.
   d. Freeway facing signage. Subject to approval of a sign program, all Multi-family developments, which either directly back or side upon Highway 101, may be permitted a total of one (1) freeway-facing sign, which shall not exceed twenty-five (25) square feet in size. The freeway-facing sign may be increased up to fifty (50) square feet in size in lieu of a sign intended to be on the primary frontage. This provision does not apply to those buildings or uses, which are separated by a public frontage road from the freeway.

B. *Commercial, business park and planned development land use districts.*

1. Wall signs for business park, office and retail uses. Each tenant shall be limited to one (1) wall sign per primary frontage integrated into the design of the building. Except as otherwise provided by this part, the following sign area limitations shall also apply:
   a. Office buildings shall be limited to one (1) sign.
   b. One (1) square foot of signage is allowed per each linear foot of storefront, tenant space, or primary building frontage.
   c. For each tenant located within one hundred (100) feet of any public or private street the maximum sign area shall not exceed fifty (50) square feet. For each

tenant located more than one hundred (100) feet from any public or private street, the maximum sign area shall not exceed seventy (70) square feet.

d. For tenants located in a multi-tenant building or center, the maximum sign length shall not exceed sixty-five (65) percent of the length of the tenant space in order to provide clear definition between signs and avoid a crowded appearance. Each sign shall be generally centered over the storefront or tenant space.
e. Major tenants in shopping centers. The maximum allowable wall sign area for major tenants in shopping centers, which have a frontage greater than one hundred (100) feet, shall not exceed one (1) square foot of sign area for each foot of primary building frontage. In no event, however, shall the sign exceed two hundred (200) square feet.
f. Businesses located on second floor in shopping centers. Businesses maintained exclusively on the second floor of a two-story commercial center building may be allowed one (1) wall sign, provided that the square footage of the wall sign not exceed one-quarter of the tenant frontage, or a maximum of ten (10) square feet, whichever is greater.
g. Frontage on two (2) or more streets. A business located in a commercial or business park building having frontage on more than one (1) street may use the applicable maximum allowable wall sign area in section 9655.8.B.1. on one (1) frontage and one-half of the allowance on the second frontage. Said allowance shall only be utilized on the frontage on which the allowance is based.
h. Two (2) or more public entrances. A business with a public entrance on a secondary frontage on a parking lot may have a sign located on such frontage which does not exceed ten (10) square feet.
i. Freeway facing signage. Subject to approval of a sign program, all buildings in commercial, business park, or planned development land use districts, which either directly back or side upon Highway 101, may be permitted a total of one (1) freeway-facing sign, which shall not exceed twenty-five (25) square feet in size . The freeway-facing sign may be increased up to fifty (50) square feet in size in lieu of a sign intended to be on the primary frontage. A maximum of one (1) freeway-facing sign shall be allowed for a tenant occupying multiple buildings in a business park or commercial complex. This provision does not apply to those buildings or uses, which are separated by a public frontage road from the freeway.


BELLAMY
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MAGILIGHT


BELLAMY


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MAGILIGHT



CITY OF AGOURA HILLS

REPORT TO CITY COUNCIL

DATE:	**MAY 27, 2026**
TO:	**HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL**
FROM:	**NATHAN HAMBURGER, CITY MANAGER**
BY:	**RAMIRO ADEVA, ASSISTANT CITY MANAGER** **MARY HADDAD, COMMUNICATIONS MANAGER**
SUBJECT:	**DISCUSSION TO CONSIDER APPROVAL OF COMMUNITY WILDFIRE PROTECTION PLAN (CWPP)**

In July 2024, the City began the Community Wildfire Risk Assessment (CWRA) process to identify specific local fire vulnerabilities, high-risk areas, and neighborhood-level safety needs. Completed in October 2025, the CWRA served as the foundational scientific framework for the City. The Community Wildfire Protection Plan (CWPP) is the next step in this process, turning that data into an actionable roadmap for vegetation management, home hardening, public education, and emergency preparedness.

This process was conducted in partnership with Jensen Hughes, a consulting firm. Community feedback was also central to developing the plan. The City gathered 371 public survey responses and hosted public workshops throughout the process. On March 17, 2026, the City held a dedicated CWPP community workshop with about 60 people in attendance. In addition to this feedback opportunity, the CWPP was available for public review on the City's website from March 9, 2026 - April 7, 2026. This process brought in over a hundred comments.

The City and Jensen Hughes then met with the Agency Working Group consisting of the Los Angeles County Fire Department, Lost Hills Sheriffs Station, the Santa Monica Mountains and Agoura Hills Fire Safe Councils, Mountains Recreation and Conservation Authority, Santa Monica Mountain Conservancy, California State Parks, National Park Service, Southern California Edison, and the Community Fire Brigade. Additionally, the Community Wildfire Protection Plan (CWPP) Ad Hoc Subcommittee, consisting of Councilmember Kate Anderson and Councilmember Penny Sylvester, was also included to discuss the CWPP and provide comments and feedback throughout its development process.

All feedback was included into the final document, and the final step is receiving approval from the City Council at the May 27, 2026 City Council meeting.

The Agoura Hills Community Wildfire Protection Plan (CWPP) Agency Working Group identified priority wildfire resiliency actions focused on improving emergency communications and infrastructure, expanding public education and community outreach, and supporting strategic fuel reduction and vegetation management efforts throughout the City. The group’s feedback emphasized the importance of practical, achievable projects that improve preparedness, strengthen defensible space education, support local Fire Safe Councils, and explore coordinated fuel treatment methods such as grazing and prescribed fire, while also advancing long-term resiliency initiatives related to insurance, infrastructure, and wildfire mitigation policies.

The attached CWPP for the City of Agoura Hills provides a clear, community-informed roadmap to reduce wildfire risk and strengthen the City's long-term resilience. The plan outlines practical strategies to help the City, partner agencies, homeowners' associations, and residents prepare for, mitigate against, respond to, and recover from wildfire events. Pending Council approval, staff will begin exploring funding opportunities for projects related to emergency preparedness recommendations.

Representatives from Jensen Hughes will also be in attendance for the presentation to Council and to answer any questions.

FISCAL IMPACT

There is no immediate impact on the City's General Fund; the preparation of this plan was fully funded by a grant from CAL FIRE's Wildfire Prevention Grants Program. Adopting this plan will also make the City highly competitive for future state and federal hazard mitigation grants to fund upcoming safety projects.

RECOMMENDATION

Staff respectfully recommends the City Council:

1. Approve the Community Wildfire Protection Plan (CWPP); and
2. Authorize staff to implement the strategies, priorities, and recommendations identified within the CWPP, as funding becomes available and based on future City Council direction and priorities.

Attachments

20260515_Agoura_Hills_CWPP_Final.pdf

COMMUNITY WILDFIRE PROTECTION PLAN

CITY OF AGOURA HILLS

May 2026

Prepared by the City of Agoura Hills & the Santa Monica Mountains Fire Safe Council with Jensen Hughes

Funding for this project provided by the California Department of Forestry and Fire Protection's (CAL FIRE) Wildfire Prevention Grants Program as part of the California Climate Investments Program.

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Acknowledgements

The following organizations and agencies provided invaluable time, resources, and feedback in the development of the Community Wildfire Protection Plan (CWPP) for the City of Agoura Hills, as well as support during site visits, public outreach and other engagement activities.

+ **City of Agoura Hills –** Ramiro Adeva, Louis Celaya, Law Enforcement and Emergency Response Subcommittee
+ **Santa Monica Mountains Fire Safe Council (SMMFSC)** – Pauline Allen, Danielle Picciano
+ **Agoura Hills Fire Safe Council (AHFSC)** – Peter Fehler
+ **Los Angeles County Fire Department (LACoFD)**– Chief Drew Smith, Megan Currier, Brad Weisshaupt, Daniel Sanchez, Haddee Hammoud
+ **Los Angeles County Sheriff's Department** – Captain Dustin Car, Lieutenant Roman Foss
+ **Mountains Recreation and Conservation Authority (MRCA)** – Sarah Kevorkian
+ **Santa Monica Mountain Conservancy (SMMC)** – Rorie Skei
+ **California State Parks Service** – Richard Fink
+ **National Park Service (NPS)** – Tony Sandrini, Mark Wilson

This plan was prepared by the City of Agoura Hills, in partnership with LACoFD, SMMFSC, AHFSC, LA County Sheriff's Department, MRCA, SMMC, California State Parks Service, NPS, and by an external consultant, Jensen Hughes.

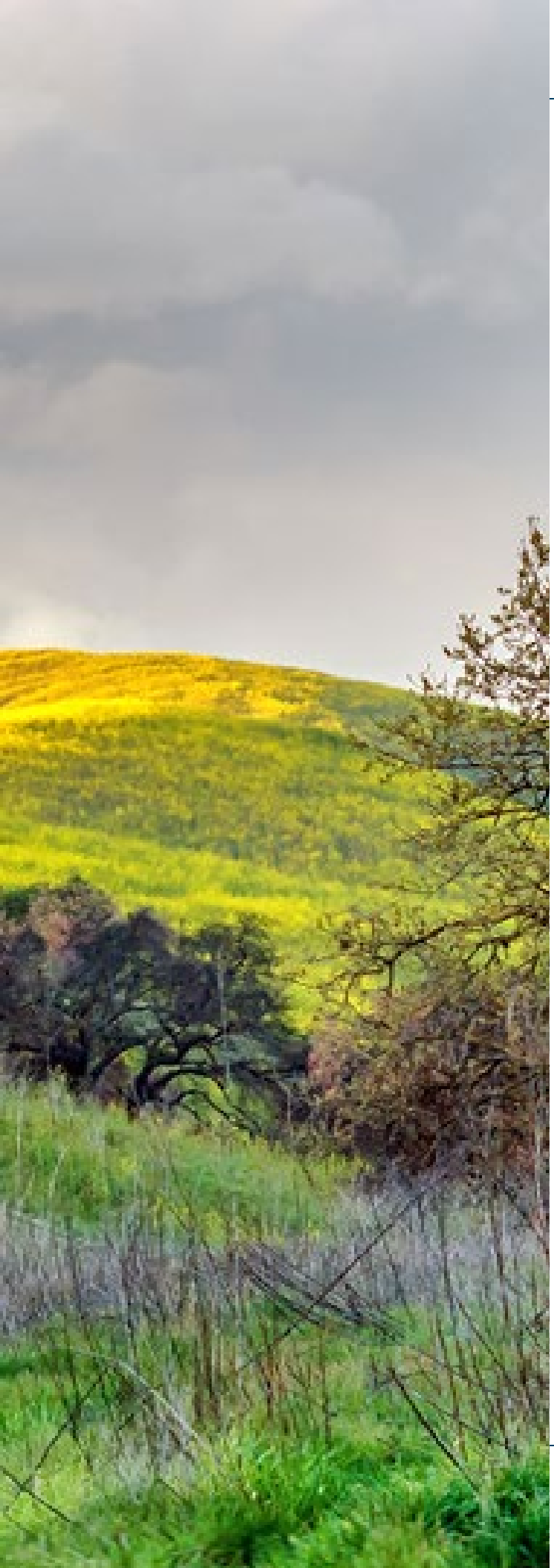
Funding for this project provided by the California Department of Forestry and Fire Protection's (CAL FIRE) Wildfire Prevention Grants Program as part of the California Climate Investments Program.

Disclaimers

This CWPP is not a legal document and is not intended to be an all-encompassing fire planning, wildfire resiliency or disaster risk management plan for the City of Agoura Hills. The CWPP is a living document that serves as a road map for planning and prioritizing wildfire mitigation activities throughout the Planning Area, while also providing a resource to help increase public awareness and engagement in wildfire safety principles and preparedness at the individual, household, and neighborhood levels. Any opinions, findings, conclusions, or recommendations expressed in this publication are those of the authors and do not necessarily reflect the view(s) of any governmental agency, organization, corporation or individual with which the authors may be affiliated.

As a living document, the CWPP is a work in progress and is anticipated to be monitored, evaluated and updated over the next several years, as wildfire hazards and risks evolve, human development increases, community needs change, and the social, economic, and regulatory landscape change with time.

Recommended actions identified in this CWPP should not be interpreted as a project “activity” as defined under the “Community Guide to the California Environmental Quality Act, Chapter Three; Projects Subject to CEQA [California Environmental Quality Act].” Because the CWPP does not legally commit any public agency to undertake a specific course of action or conduct, the plan and associated recommendations are not a project subject to CEQA or NEPA (National Environmental Policy Act). Before any work described in this CWPP begins—whether supported by state or federal grant funding or requiring discretionary permits—the lead agency must determine if the activity is subject to CEQA or NEPA. If so, the agency is responsible for completing the appropriate environmental review prior to implementation.



Executive Summary

The Community Wildfire Protection Plan (CWPP) for the City of Agoura Hills provides a clear, community-informed roadmap to reduce wildfire risk and strengthen the City's long-term resilience. The plan outlines practical strategies to help the City, partner agencies, homeowners' associations, and residents prepare for, mitigate against, respond to, and recover from wildfire events.

This CWPP builds upon the Community Wildfire Risk Assessment (CWRA) completed in October 2025, which established a science-based understanding of wildfire hazards, risks, and vulnerabilities across Agoura Hills. The CWPP represents the next step by translating those findings into prioritized actions and implementation strategies tailored to the City's local conditions.

The plan was developed through a collaborative process involving the City of Agoura Hills, Los Angeles County Fire Department (LACoFD), Los Angeles County Office of Emergency Services (LACo-OES), California State Parks, the National Park Service, other land management agencies, homeowners' associations, community groups, and members of the public. It meets the requirements of the 2003 Healthy Forests Restoration Act (HFRA), including identifying and prioritizing fuel reduction activities, addressing structural ignitability, and ensuring meaningful stakeholder collaboration.

The City of Agoura Hills is located within a fire-prone environment shaped by its Mediterranean climate, steep terrain, wildland–urban interface (WUI) setting, and fire-adapted vegetation. While wildfire is a natural part of the region's ecosystem, risks are heightened by the presence of residential neighborhoods, limited access and evacuation routes in some areas, accumulated vegetation, and the increasing impacts of climate change—such as prolonged drought and more frequent extreme fire weather conditions. CAL FIRE identifies the City as a Community-at-Risk (CAR), underscoring the importance of coordinated wildfire planning and mitigation.



Using high-resolution topography, fuels, weather data, and values-at-risk information, this CWPP identifies areas where wildfire hazards pose the greatest threat to people, homes, infrastructure, natural resources, and community assets. The plan prioritizes mitigation actions across a range of strategies, including:

+ Strengthening pre-fire planning and interagency coordination

+ Enhancing wildfire preparedness and evacuation readiness

+ Expanding public education and outreach efforts

+ Implementing strategic vegetation management and fuel reduction projects

+ Promoting and enforcing defensible space and home hardening measures

This CWPP provides a structured framework to guide implementation, monitor progress, and pursue funding opportunities that support wildfire resilience efforts throughout Agoura Hills. It aligns with the California Fire Plan, the City's General Plan Safety Element, and the Los Angeles County Strategic Fire Plan.

What do residents need to know?

1. What is the risk to Agoura Hills from wildfire?

- Wildfire risk in Agoura Hills is real, but it is manageable with preparation and coordinated action. The greatest risks to the community come from a combination of dry vegetation, steep terrain, wind-driven fire behavior, and homes located near wildland areas. Embers can travel long distances during a wildfire, meaning that even homes not directly adjacent to open space may be at risk.

2. What can I do to protect my home and community from wildfires?

The most effective wildfire protection begins at the home and neighborhood level. Residents play a critical role in reducing wildfire risk by:

- Maintaining defensible space around their homes
- Removing flammable vegetation and debris, especially within the first 0–5 feet of structures (Zone 0)
- Hardening homes by addressing vents, roofs, windows, and other ignition-prone features
- Participating in Firewise or neighborhood-level wildfire preparedness efforts
- Staying informed about evacuation routes and emergency notifications

3. What is the City of Agoura Hills and fire and emergency partners doing to help make Agoura Hills wildfire resilient?

- The City of Agoura Hills and its partners are working to identify priority fuel treatment areas, improve coordination and emergency communications, and pursue funding to support wildfire mitigation projects.

4. What can I do to help my community become prepared for wildfires?

- Wildfire resilience is a shared responsibility. This CWPP provides the blueprint—but its success depends on continued collaboration between residents, community groups, local agencies, and regional partners. By taking action now, Agoura Hills can reduce wildfire risk and protect lives, homes, and the natural environment that defines the community

Revision Record Summary

Version	*Date*	*Revision Summary*
0A	12/2025	Draft Chapters 1-4 issued to AWG for review
0B	02/2026	Draft Chapters 5-8 issued to AWG for review
0C	02/2026	Draft CWPP issued to City Ad Hoc Committee for review
0D	03/2026	Draft CWPP issued for public review
0	05/2026	Final CWPP issued

Signatures

The 2026 Community Wildfire Protection Plan (CWPP) for the City of Agoura Hills was developed in accordance with the Healthy Forests Restoration Act. The plan was developed collaboratively by stakeholders including the City of Agoura Hills, LACoFD, Agoura Hills Fire Safe Council, Santa Monica Mountains Fire Safe Council, county, state, federal agencies and the general public. The plan includes a prioritized list of hazardous fuel reduction strategies, measures that community members can take to reduce structural ignitability, as well as recommendations on additional studies, policy changes, educational programs and other initiatives that can be undertaken to provide a more holistic wildfire mitigation strategy in all stages of wildfire disaster risk management (i.e., prevention/mitigation, preparedness, response and recovery).

The undersigned have reviewed the CWPP and accept this document as the final version.

City of Agoura Hills, City Manager, Nathan Hamburger	Date
Los Angeles County Fire Department, Chief, Drew Smith	Date
Los Angeles County Fire Department Forestry Division, Assistant Chief, Brad Weisshaupt	Date
Los Angeles County Sheriff's Department, Malibu/Lost Hills Station Captain, Dustin Carr	Date
Santa Monica Mountains Fire Safe Council, Executive Director, Pauline Allen	Date
Agoura Hills Fire Safe Council, President, Peter Fehler	Date

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List of Acronyms

AHFSC	Agoura Hills Fire Safe Council
AHJ	Authority Having Jurisdiction
CAL FIRE	California Department of Forestry and Fire Protection
CAR	Community at Risk
CEQA	California Environmental Quality Act
CCR	California Code of Regulations
CWPP	Community Wildfire Protection Plan
ESHA	Environmentally Sensitive Habitat Areas
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FRA	Federal Responsibility Area
FRAP	Fire and Resource Assessment Program
GIS	Geographic Information System
HFRA	Healthy Forest Restoration Act
HIZ	Home Ignition Zone
HOA	Homeowners' Association
IBHS	Insurance Institute for Business and Home Safety
LACoFD	Los Angeles County Fire Department
LACo-OEM	Los Angeles County Office of Emergency Management
LANDFIRE	Landscape Fire and Resource Management Planning Project
LRA	Local Responsibility Area
MRCA	Mountains Recreation and Conservation Authority
MTT	Minimum Travel Time
NFP	National Fire Plan
NFPA	National Fire Protection Association
NIMS	National Incident Management System
NPS	National Park Service

PRC	Public Resources Code
RAWS	Remoted Automated Weather Station
SMMC	Santa Monica Mountains Conservancy
SMMFSC	Santa Monica Mountains Fire Safe Council
SRA	State Responsibility Area
WUI	Wildland Urban Interface

1.0 Introduction

Agoura Hills has a long history of wildfires that has caused substantial impact to human health and safety, the built environment, local economies, the natural environment, and cultural and historical resources. Wildfires have generated a wide range of short- and long-term social impacts, including effects on community well-being, vulnerable populations, and capacity for local recovery. While government agencies play an important role in developing and implementing a range of wildfire hazard and risk mitigation activities, wildfires cannot be fully prevented. Fire is a natural ecological process that supports soil health, nutrient cycling, habitat renewal, pest and disease control, and overall biodiversity. Recognizing both the risks and ecological benefits of fire, it is essential for the whole community to work together to build the capacity to prevent, prepare for, and respond to, and recover from major wildfire events. Because wildfires are an inevitable part of life in Agoura Hills and neighboring cities such as Calabasas and Westlake Village, the question is not *if* a wildfire will occur, but *when*—and how prepared and resilient the community will be to reduce potential impacts.

The 2026 Community Wildfire Protection Plan (CWPP) for the City of Agoura Hills considers all areas within city limits. The Planning Area is bounded by Oak Park to the north, Westlake Village to the west, the Santa Monica Mountains to the south and Calabasas to the east.

The CWPP is the result of a community-wide planning effort to quantify and evaluate wildfire threat to the Planning Area and to develop mitigation strategies that enhance protection of human life safety and a range of community values from wildfires. This plan meets the requirements of the 2003 Healthy Forests Restoration Act and better positions the City and other relevant agencies and organizations to apply for and have a higher likelihood of obtaining state and federal grants for additional studies and implementation activities identified in the action plan. This plan incorporates the latest wildfire science and engineering tools, as well as industry best practices, to holistically mitigate the risks of wildfires across the Planning Area.

1.1 PURPOSE OF PLAN

The primary purpose of the CWPP is to minimize the wildfire threat to human life and wellbeing and reduce the wildfire risk to community values/assets such as residential structures, critical infrastructure, businesses, the natural environment, recreation and historic/cultural resources across Agoura Hills.

> Fundamental to any CWPP is the engagement and collective action of all community Stakeholders in protecting the things that are of value, addressing the specific challenges of the local context and developing comprehensive risk management strategies that work for the whole community.

The CWPP provides guidance for future actions of the City, local fire safe councils, LACoFD, county, state, and federal agencies, HOAs, residents, and other interested parties in their individual and collective efforts to reduce the potential wildfire threat to the communities in the Planning Area. Successful implementation and long-term sustainability are subject to available funding, the collective action and engagement of all community stakeholders, other City/County priorities, collaboration between Stakeholder groups on private and public lands, and environmental review under the California Environmental Quality Act (CEQA) or National Environmental Protection Act (NEPA).

1.2 GOALS & OBJECTIVES

The goals and objectives of the CWPP were developed in collaboration with the Agency Working Group and other stakeholders through a combination of meetings, open forum workshops and online feedback. The goals represent broad-based visions for the CWPP and provide general long-term guidelines to drive the desired end-

states for the city. The objectives define strategies or implementation steps to attain the identified goals. They are both specific and measurable and will have defined completion dates as determined by the respective, responsible stakeholder. Common themes identified for the 2026 CWPP goals and objectives include:

- Protect people first
- Protect homes, infrastructure and community assets
- Prepare for a changing climate
- Turn the plan into action

The goals and objectives of the CWPP development process are summarized in Table 1.

Table 1. Goals & Objectives of the 2026 CWPP for the City of Agoura Hills

Goals	Objectives
Minimize the wildfire threat to **life safety**	• Reduce human caused ignitions. • Assess wildfire hazards, risks, and vulnerabilities within the Planning Area and utilize assessments to set priorities to reduce threats to life safety. • Review existing public alert programs and evacuation resources for wildfires and make recommendations as appropriate. • Improve collective action in reducing wildfire risk through enhancements to community engagement, participation, and education programs. • Assess community-level coping capacities to prevent, mitigate, respond to and recovery from wildland fire disaster events (e.g., communication systems, evacuation planning, people management, emergency power supplies, short-/long-term recovery resources).
Reduce the wildfire **threat to values and assets at risk**	• Identify values and assets at risk from wildfire in the Planning Area. • Utilize wildfire hazard, risk, and vulnerability assessments to develop prioritized mitigation strategies to reduce the threat to physical, social, environmental, and economic assets. • Evaluate the effectiveness of existing vegetation treatment codes, local ordinances, and guidance documents. • Summarize guidance and provide local/state references for fuel treatment methods and strategies for adequate defensible space of structures and critical infrastructure (e.g., transportation routes) in all types of locally relevant wildland fuels. • Map existing, planned, and proposed vegetation treatments. • Review existing mitigations for Agoura Hills and other relevant agency stakeholders

Goals	Objectives
	• Identify and promote citizen-based actions that enhance structure hardening and the development of effective defensible space within the City • Identify regional strategies to reduce structure ignitibility while protecting the environmental integrity of Environmentally Sensitive Habitat Areas (ESHAs) and consider land preservation (including but not limited to using nature-based solutions where possible, promoting the use of native/climate appropriate plants, and consideration of CEQA and NEPA requirements). • Identify recommendations for enhancing critical infrastructure (e.g., COMMS, water infrastructure, electrical infrastructure) protection from wildfires and reducing any ignitions sources caused by these facilities or equipment (e.g., electrical utilities).
Enhance the resiliency of Agoura Hills **future climate change** impacts pertaining to wildfire.	• Determine potential impacts of climate change on the local fire environment and how these impacts may influence wildfire hazard and risk into the mid-21st century. • Assess potential future climate scenarios for the city. • Provide recommendations at the local scale to assist in mitigating potential increases in wildfire and post-wildfire hazard, risk, and vulnerabilities in the future.

Improve accountability, public trust, and efficiency in implementation of action items identified in the CWPP	• Implementation Objectives:
	  ○ Identify responsible parties to carry out action items and establish accountability for actions through annual reporting.
	  ○ Support initiatives to identify funding sources available for smaller organizations/entities to carry out mitigation actions.
	  ○ Develop a standard approach for relevant stakeholders to collaborate on obtaining funding for wildfire mitigation initiatives.
	• Tracking/Monitoring Objectives:
	  ○ Create a method to monitor, track, and document completed action items identified in the CWPP.
	  ○ Establish an approach and plan for measuring the success of implementing action items in achieving the goals identified in the CWPP (e.g., measurable reduction in risks).

1.3 DEVELOPMENT TEAM

This section identifies the agencies, parties and other organizations who were involved and/or provided input into the development of the CWPP. The roles and responsibilities are indicated Table 2 below:

Table 2. CWPP Project Roles and Responsibilities.

CWPP Development Entities	Roles/Responsibilities
Lead Organizations: City of Agoura Hills Santa Monica Mountains Fire Safe Council	+ Manage day-to-day CWPP development and consultants + Form and coordinate Stakeholder Working Group + Coordinate Core Project Team and public outreach + Provide guidance and support for CWPP development + Distribute media releases about the CWPP + Conduct direct outreach + Coordinate with neighboring jurisdictions + Identify and obtain grant funding for the CWPP
Stakeholder Working Group: 10 members See Section 2.2.2 for full list of members	+ Represent a wide range of agencies, organizations, and entities in Agoura Hills + Approve CWPP goals and objectives and any planning unit boundaries + Provide general feedback, expertise, and local context for CWPP development and associated products + Identify gaps in CWPP development process + Support public outreach activities + Support site visits + Develop, implement, and maintain long-term operations of CWPP strategy and actions
General Public and Other Interested Parties	+ Attend public workshops + Provide responses to online survey + Provide input on values to protect, areas of concerns, community projects and ongoing grass-roots initiatives
CWPP Consultant: Jensen Hughes	+ Support the development of the CWPP + Provide fire science, engineering and subject matter expertise, data analysis, and guidance on current wildfire research + Facilitate and support stakeholder outreach and engagement + Provide supporting materials and content for public outreach activities (e.g., CWPP development page, Story Map, public survey) + Develop CWPP implementation and monitoring plan

1.4 POLICY AND REGULATORY FRAMEWORK

Federal

- Disaster Mitigation Act (2000–present)
- Healthy Forests Restoration Act (2003)
- National Cohesive Wildland Fire Management Strategy (Amended 2023)
- National Fire Plan (NFP) 2000
- NFPA Standards (NFPA 1, NFPA 1140)
- National Incident Management System (NIMS)

State

- California State Hazard Mitigation Plan (2023)
- CAL FIRE California Strategic Fire Plan (2024)
- California Environmental Quality Act (CEQA) Guidelines (updated 2025)
- California Fire Code (2025)
- California Wildland-Urban Interface Code (2025)
- California Code of Regulations Title 24 (2025)
- California Residential Code Chapter 3 (2025)
- California's Wildfire and Forest Resilience Action Plan (2021)
- Public Resource Code: 4123.7, 4124, 4125-4137, 4114.3, 4201-4204, 4290, 4291, 4292-93, 4296, 4296.5, 4421-4446, 4741
- California Code of Regulations - 1299.1, 1256
- Government Code 51175-51189, 65302.5, 8593.3.5
- California Health and Safety Code: DIVISION 12
- California Health and Safety Code Section 18931.7, 13159.5
- California Civil Code 1102.6f, 1102.19, 1103.C.3
- California Public Utilities Coded 8386
- California Emergency Services Act - Chapter 7, Section 8550-8551 (CESA)
- California Regional Water Quality Board
- California Air Resources Board
- Senate Bills: 160, 167, 190, 465, 560, 670, 901, 979, 1260
- Assembly Bills: 38, 836, 1054, 1877, 1956, 2911
- 2023 California Green Innovation Index, 15th Edition

County & Regional

- Los Angeles County All-Hazard Mitigation Plan (2025)
- Los Angeles County Operational Emergency Response Plan (2023)
- Los Angeles County Fire Department, Overview Booklet (2020)
- Los Angeles County Fire Department "Act. Action. Accomplish.": 2017-2021 Strategic Plan
- County of Los Angeles Park Design Guidelines and Standards (2017)
- County of Los Angeles Department of Parks and Recreation Urban Forestry Program Manual
- South Coast Air Quality Management Plan
- Southern California Edison 2026-2028 Wildfire Mitigation Plan

- Los Angeles County General Plan 2035
- Los Angeles County Regional Planning, SEA Ordinance Implementation Guide (2020)
- Los Angeles County, Planning and Zoning, Title 22
- Los Angeles County Fire Code, Title 32
- Los Angeles County Building Code, Title 26

Local

- City of Agoura Hills General Plan (Adopted 2010, updated 2022)
- City of Agoura Hills Municipal Code (AHMC)
- Los Angeles County Fire Code (2023) as adopted by AHMC Article III Section 3100
- Las Virgenes-Malibu Council of Governments Multi-Jurisdictional Hazard Mitigation Plan (2024)

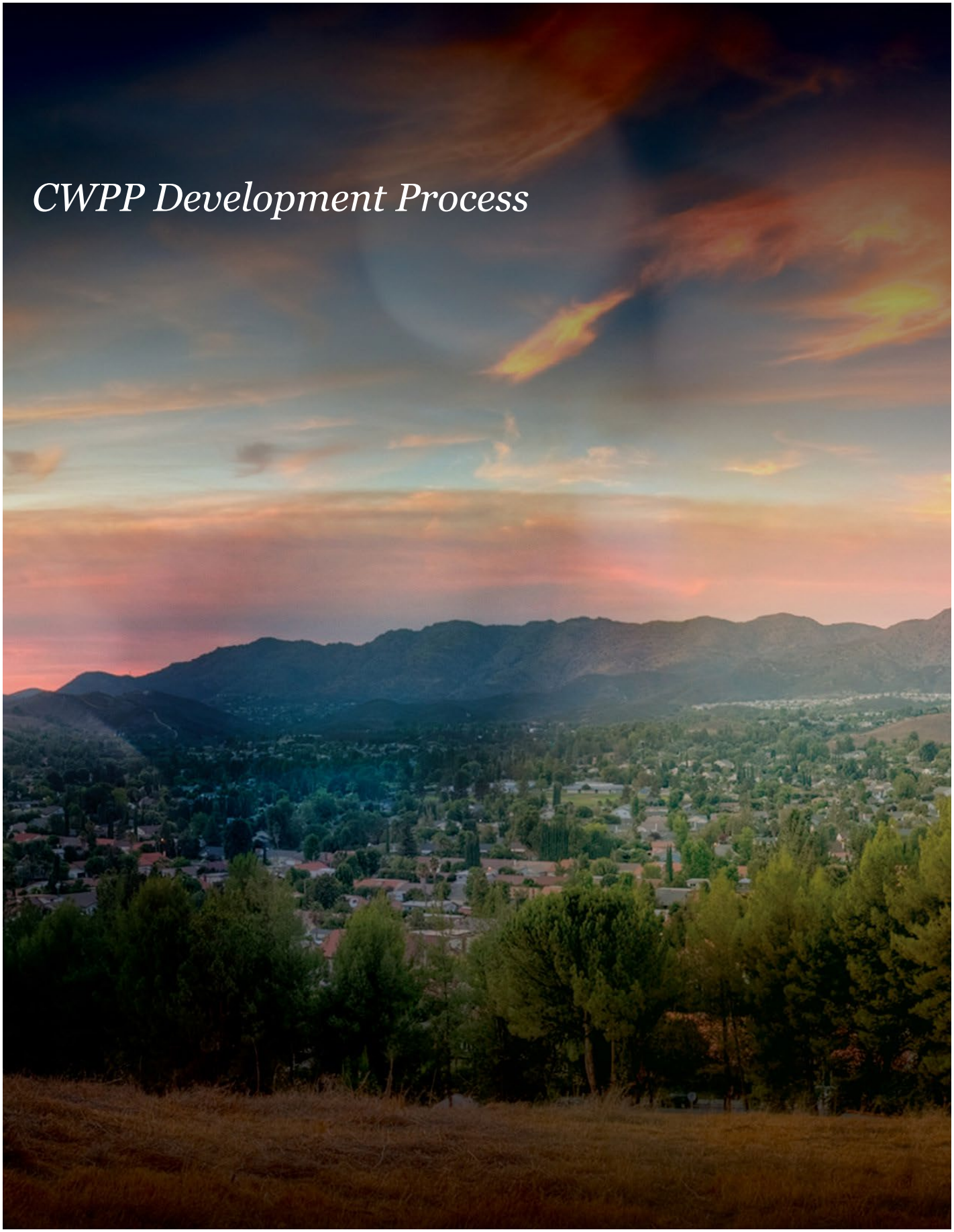
1.5 FUNDING FOR CWPP DEVELOPMENT

Funding for the preparation of this CWPP was provided by the California Department of Forestry and Fire Protection's (CAL FIRE) Wildfire Prevention Grants Program as part of the California Climate Investments Program.

1.6 GLOSSARY OF TERMS

A glossary of terms can be found in Appendix A.

CWPP Development Process



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2.0 CWPP Development Process

2.1 OVERVIEW

The development of a CWPP is a collaborative process where community stakeholders assess the wildfire threat, identify community values at risk, and ultimately develop prioritized mitigation measures and actions to increase community resilience to wildfire threats. The language in the 2003 HFRA provides maximum flexibility for communities to determine the substance and detail of their CWPP action plan and the procedures they use to develop it. The CWPP planning process provides communities with the opportunity to develop a locally relevant plan that influences where and how federal agencies implement fuel treatment activities on federal land and the distribution of federal funds for projects on non-federal lands. In addition, development of a CWPP positions communities to access other funding sources from State and Local resources for wildfire mitigation projects.

The CWPP planning process brings together broad and diverse local interests to holistically identify common concerns and values related to public safety, sustainability of environmental and natural resources, and long-term resiliency and sustainability of the whole community. The process should provide a positive, solution-oriented environment in which to address the challenges of living in a community at risk to wildfire. Because not all community members will attend workshops or meetings, it is important to provide multiple opportunities for the whole community to provide input, voice issues and concerns, and participate in the process Figure 1.



Note: Dates are subject to change over the course of the project.

Figure 1. CWPP Development Process and Timeline

As part of the 2003 HFRA, there are three minimum requirements for a CWPP, including:

+ Collaboration – A CWPP must be collaboratively developed. Local and state officials must meaningfully involve federal agencies that manage land in the vicinity of the community and other interested parties (particularly non-governmental stakeholders) that can work collectively to implement and manage wildfire risk mitigation measures and can help build a "culture of resiliency" at an individual and community-level.

+ Prioritized Fuel Reduction – A CWPP must identify and prioritize areas for hazardous fuel reduction treatments on non-federal lands and recommend the types and methods of treatment that, if completed, would reduce risk to the community.

+ Treatment of Structural Ignitability – A CWPP must recommend measures that homeowners and communities can take to reduce the ignitability of structures throughout the area addressed by the plan.

In the development of a CWPP, the more inclusive the group and the greater the diversity of interests involved, the more likely the plan will represent the community as a whole. These three basic requirements, however, do not preclude the community from developing broader wildfire disaster risk management and capacity building efforts (e.g., evacuation/shelter-in-place planning, community emergency communications, early warning detection systems, post-fire recovery services, etc.).

2.2 THE COLLABORATIVE APPROACH

The Agoura Hills CWPP was developed collaboratively with the City of Agoura Hills, the Santa Monica Mountains Fire Safe Council, the Agency Stakeholder Working Group (i.e., Los Angeles County Fire Department, County Sheriff's Department, the Agoura Hills Fire Safe Council, other county-, state-, and federal-agencies), community organizations and the general public. As the Agoura Hills CWPP is intended to be a "living" document, the various CWPP coordination and development groups, as well as public outreach was designed to reinforce existing relationships, establish ongoing networks to implement, maintain and monitor the CWPP actions, as well as integrate ongoing mechanisms to obtain community input, promote widespread community education and enable the ongoing monitoring and evaluation of the ever evolving wildfire risk landscape (e.g., impacts of changing climate, changes in development, impacts of mitigation activities etc.).

2.2.1 Core Project Team

The CWPP core project team was formed at the start of the CWRA project (July 2024), and was composed of a smaller group of key representatives from:

+ City of Agoura Hills
+ Santa Monica Mountains Fire Safe Council
+ County of Los Angeles Fire Department
+ Fire Consultant: Jensen Hughes

This group was responsible for the day-to-day development of the CWPP, organizing the engagement and participation of a broad range of stakeholders, agencies, organizations, and individuals, forming the Agency Stakeholder Working Group, monitoring project progress, facilitating public outreach, and reviewing key documents and project deliverables.

The group considered input from all relevant plans, community groups, agencies, and local organizations. The objective was to facilitate city, county, state, and federal participation to work cooperatively to help protect life, property, and natural resources from wildfires.

2.2.2 Agency Stakeholder Working Group

The Agency Stakeholder Working Group (AWG) was identified and formed at the start of the CWRA project in August/September 2024. This group continued to provide oversight and guidance to the CWPP development process and included representatives of relevant local-, state- and federal-government agencies, community groups, non-profit organizations and other entities (see below). The AWG served as an advisory group to the CWPP development process to provide local context and subject matter expertise. This included identifying

project gaps, assistance with public outreach activities (as needed), site visit coordination, and providing general feedback on the CWPP development process and products (as requested).

Members:

- County of Los Angeles Fire Department (LACoFD) – Division 7
- County of Los Angeles Fire Department (LACoFD) – Forestry Division
- County of Los Angeles Sheriff's Department
- Mountains Recreation and Conservation Authority (MRCA)
- Santa Monica Mountain Conservancy (SMMC)
- State Parks Services (Angeles District of Parks)
- National Park Service
- Agoura Hills Fire Safe Council (AHFSC)
- Santa Monica Mountains Fire Safe Council (SMMFSC)
- Las Virgenes Unified School District
- Southern California Edison

The AWG met six times over the course of the CWRA and CWPP development process. During the CWRA process, the AWG met four times which included key meetings such as the kickoff meeting (held November 14, 2024), a 1-day site visit (held March 7, 2025), prior to the draft CWRA (June 24, 2025) and when the final CWRA was produced (Sept 2025). During the CWPP development process, the AWG met two times which included key meetings on the development and review of the CWPP draft recommendations, (February 10, 2026) and the final CWPP product (April 21, 2026).

2.2.3 Stakeholder and Public Engagement Approach

Participation and engagement of a broad range of community stakeholder groups was a critical component in the development of a comprehensive CWPP for the City of Agoura Hills. The Core Project Team and Jensen Hughes identified a strategy for engaging the community and stakeholders regarding the CWPP development that considered multiple avenues for participation. This strategy considered engaging the public at public events or common places for gathering, providing project updates to the city elected-officials and opening dialogue for input, and promoting the CWPP development through various outreach channels such as the city's website, FSCs newsletters, etc. This process also helped ensure that recommendations developed as part of the CWPP through stakeholder and public engagement will be implemented and sustained over time.

The primary goals and objectives of the outreach process were as follows:

(1) Provide various opportunities for community stakeholders and the general public to participate, collaborate and engage throughout the CWPP development process.

(2) Gather feedback on a broad range of concerns regarding wildfire hazards, risks, and vulnerabilities at various scales (e.g., city, neighborhood, parcel, individual).

(3) Gather feedback from community members that will guide goal setting, action items and prioritization across the Planning Area.

(4) Identify key project participants and key working group members as part of the process.

(5) Identify appropriate levels and methods of stakeholder engagement.

(6) Raise awareness of wildfire hazards and risks across the Planning Area, as well as the range of existing, planned, and proposed wildfire resiliency plans, programs, and projects.

Framing the stakeholder outreach efforts were a set of guiding principles, based upon discussions amongst the Core Project Team and literature.

+ **Accessible** – Stakeholders must be aware and be provided with a variety of engagement opportunities and formats to participate in the process.
+ **Participatory** – Creating an environment to facilitate the expression and the participation of different and diverse actors, such as oral communication, written communication, and schematic or visual representations. Promote a culture of participation with programs and activities that support ongoing engagement and ownership.
+ **Informative** – Help all involved to listen to each other, explore new ideas, learn, and apply information in ways that generate new solutions, methods, or opportunities.
+ **Collaborative** – Support and encourage participants, government and civil society groups, and other interested parties to work together to advance the common good.
+ **Representative** – Equitably incorporate diverse people, voices, ideas, and information to lay the groundwork for quality outcomes and democratic legitimacy.

To effectively engage various Stakeholder groups and the general public, several engagement tactics were identified to solicit the desired input or feedback specific to the targeted audience. See the following sections for an overview of engagement for different groups.

2.2.4 Broader Stakeholder Outreach

2.2.4.1 Stakeholder Survey

As part of the CWRA process, an online stakeholder survey was administered over a two-month period to gather information on major wildfire-related concerns, active and proposed activities/projects (including fuels reduction projects, emergency planning, and outreach), and any geospatial data and/or relevant plans/reports from a broad set of community stakeholders. This included stakeholders from infrastructure, governmental agencies, residential/commercial property-owners, and community groups. A total of 13 agencies and organizations provided responses to the stakeholder survey, either online or in paper form. These responses

were used to gather information on major wildfire concerns and proposed activities/projects that will be included in the CWPP development.

A summary of broader stakeholder comments can be requested from the City of Agoura Hills.

2.2.4.2 City Council Ad Hoc Committee Meetings

During the CWRA development process, the CWRA Core Project Team engaged with the City of Agoura Hills' City Council and Law Enforcement and Emergency Response Subcommittee regarding the CWRA Project. The CWRA Core Project Team held meetings with the City Council and Subcommittee at City Hall. City Council and Subcommittee meetings about the CWRA public survey were held on December 16th, 2024 (Subcommittee), January 21st, 2025 (City Council), January 23rd, 2025 (Subcommittee), February 26th, 2025 (City Council).

At the conclusion of the CWRA development process, the CWRA Core Project Team brought the CWRA results to the City Council for their awareness of the findings. The meeting took place on October 22, 2025 at City Hall where City Council members received a presentation from the Core Project Team about the CWRA development process, outreach and engagement with stakeholders and community, and CWRA findings and recommendations. The City Council unanimously approved and filed the CWRA report.

The Core Project Team agreed that it was essential to continue engagement with the City of Agoura Hills elected leaders. This included engagement with the City's CWPP Ad Hoc Committee through two meeting presentations. The first meeting was held on March 4, 2026 where the Committee received a presentation from City staff and Jensen Hughes about the CWPP draft recommendations and results from the public survey that initially completed during the CWRA process. The second meeting took place on April 16, 2026 where the Subcommittee received a presentation from City staff and Jensen Hughes about the final CWPP draft and collected feedback and input from the Subcommittee.

2.2.5 Public Outreach

A priority for the City was to get broad community participation and engagement in the development of the CWPP. This was accomplished through public workshops and a public survey, both of which were started during the CWRA process and continued throughout the CWPP development process.

2.2.5.1 Public Survey

A community survey was administered from February 20, 2025 to May 12, 2025 during the first step of the CWRA process. The survey was intended to gather feedback from the general public regarding broad and more nuanced information to better tailor community-based activities, educational programs, services, policies, and other action items that not only help mitigate wildland fire risks, but also are locally relevant, inclusive, and sustainable. Additional analysis of the survey results was completed during the CWPP development process that will be incorporated into the CWPP action plan. Refer to Appendix D for greater detail.

2.2.5.2 Public Workshops

During the first phase of the CWRA and CWPP development process, two public workshops were held at Agoura Hills Recreation and Event Center.

- **Workshop #1** – The first workshop was in-person and held on May 20, 2025 (See Figure 2). Members of the public were invited and attended the workshop via public announcements on the City's website, social media accounts, email blasts, and calendar, as well as direct communications with key stakeholders and

community groups. Attendees included local residents, homeowner association representatives, City officials, Fire Safe Council representatives, and other interested parties. In addition to learning about and providing feedback on the CWRA process, participants also had the opportunity to examine the results of initial wildfire hazard assessments and identify areas of specific concern. Throughout the presentation, stakeholders were given the opportunity to provide targeted comments and questions on specific topics of interest or concern via notecards that were collected at the end of the workshop.



Figure 2. First public workshop held on May 20th, 2025 at the Agoura Hills Recreation and Event Center.

- **Workshop #2** – Upon completion of the CWRA development process, a final workshop was held on July 29th, 2025 to review the results of the overall risk assessment and recommendations. Participants learned about Agoura Hills' values and risks, community vulnerabilities, and results from various outreach and engagement from stakeholders and the general public regarding Agoura Hills' wildfire risks. In addition, participants were able to ask questions regarding the CWRA development process and provide input to the CWRA draft recommendations.
- **Workshop #3** – In addition to the CWRA Workshops, a final in-person workshop was held on March 17, 2026 upon completion of the CWPP development process to review the overall work and recommended action plan for the City of Agoura Hills, LACoFD, and other key stakeholders for the next 5-10 years. Members of the public were invited to the workshop via public announcement on the CWPP website, social media accounts, email blasts, as well as direct communications with key stakeholders and community groups.
- A summary of all workshops, meeting notes and stakeholder comments is available in Appendix E.

2.2.5.3 Community Tabling Events

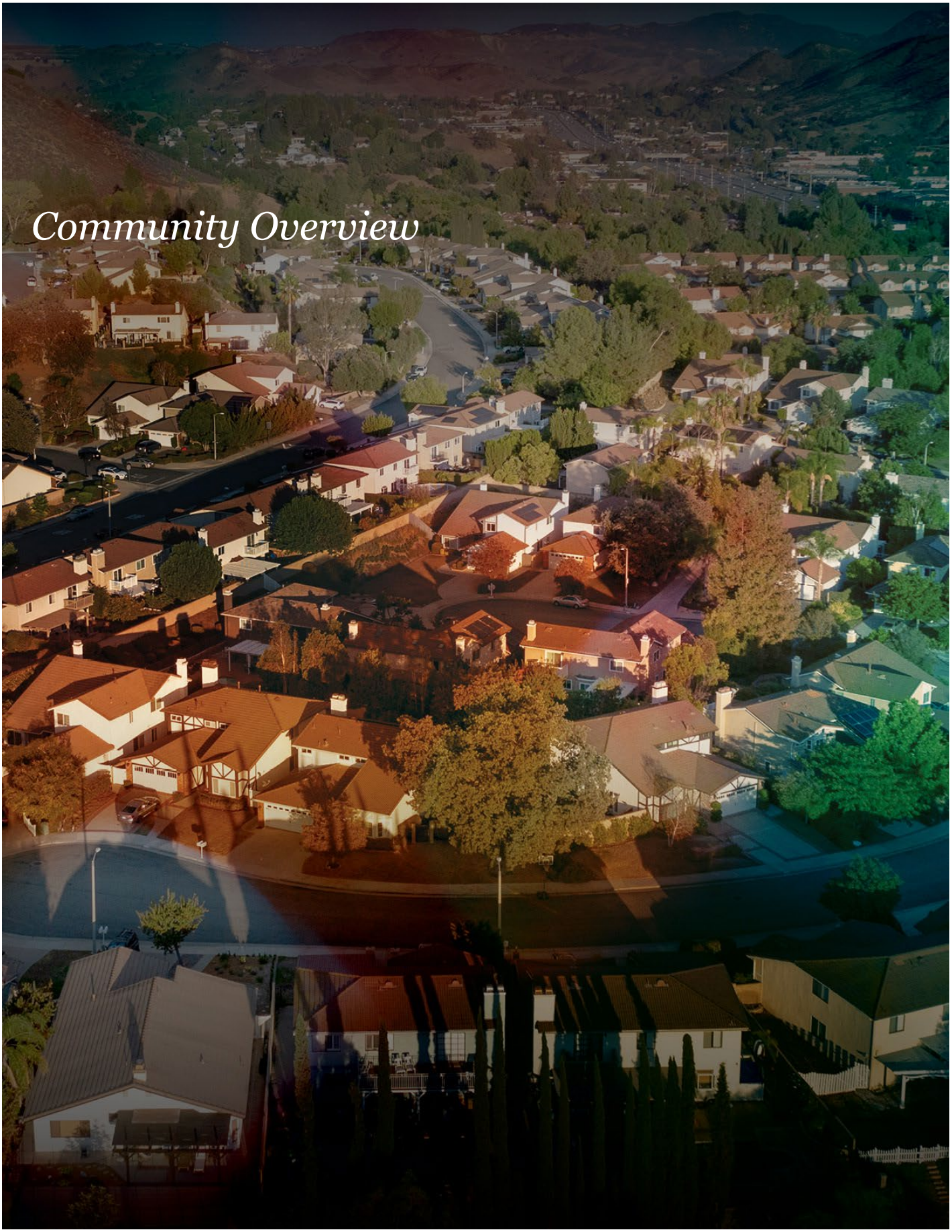
In coordination with the City of Agoura Hills, SMMFSC, and AHFSC, tabling events were implemented at various events either hosted by the City, SMMFSC/AHFSC or both. This helped facilitate ongoing coordination and collaboration across the Core Project Team and various community organizations to enhance information sharing and engagement with community members. At these tabling events, community members were educated and informed about the CWPP development process, opportunities for engagement, and feedback process for CWPP drafts.

2.2.5.4 CWPP Webpage

The Core Project Team developed a dedicated CWPP development webpage on the City of Agoura Hills website. The webpage served as a central hub for community members to gain access to pertinent information about the CWRA and CWPP development process. This included a high-level overview of the purpose of the CWPP, the overall development process, schedule of events, and opportunities to participate. The webpage also served as a means for local fire safe councils (i.e., the SMMFSC and AHFSC) to disseminate information to residents via their existing networks.

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Community Overview



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3.0 Community Overview

3.1 OVERVIEW

The City of Agoura Hills, with an estimated population of 19,429, is in western Los Angeles County and north of the Santa Monica Mountains (Figure 3). The City is bordered by Westlake Village to the west, Hidden Hills and Calabasas to the east, Oak Park to the north, and unincorporated Los Angeles County land to the south. It is approximately 8 square miles in area and is considered a Community at Risk (CAR) by CAL FIRE.

Historically, wildfires have been a major part of the area's natural ecosystem. The climate, surrounding topography, suburban-rural landscapes and fire-adapted vegetation creates an environment for periodic burns. Increasing effects of changing climate (e.g., increasing frequency and severity of droughts, extreme storms, flooding, increased number of fire danger days, etc.), as well as areas of overgrown vegetation have left Agoura Hills with an increased risk of wildfire.



Figure 3. The Planning Area for the CWPP is the City of Agoura Hills boundary.

Several communities across the City, particularly the longer established communities, have narrow roads with significantly overgrown, dense vegetation along the roadways. These conditions can expose both residents and

first responders to unsafe and/or dangerous conditions such as increasing the likelihood of fire encroachment, high temperatures, poor visibility, untenable conditions, congestion and blocked roadways. In addition, the city has a variety of other characteristics including intermixed, overgrown vegetation, structures constructed pre-WUI code, variable compliance with defensible space, communication dead-zones, need for large animal evacuation, and other characteristics that increase susceptibility to loss from wildfire threats.

3.2 FIRE HAZARD SEVERITY ZONES

Fire Hazard Severity Zone (FHSZ) maps identify geographic areas of significant fire hazard in both State and Local Responsibility Areas as defined by CAL FIRE. The zones are based on factors that influence wildfire behavior including vegetation, topography and weather. The fire hazard severity model for wildland fire has two key elements: probability of an area burning and expected fire behavior under extreme fuel and weather conditions. The zones reflect areas that have similar burn probabilities and fire behavior characteristics. The factors considered in determining fire hazard within wildland areas are fire history, flame length, terrain, local weather, and potential fuel over a 50-year period. Outside of wildlands, the model considers factors that might lead to buildings being threatened, including terrain, weather, urban vegetation cover, blowing embers, proximity to wildland, fire history, and fire hazard in nearby wildlands.

Most of Agoura Hills is in a Very High Fire Hazard Severity Zone

FHSZs are based on wildfire hazards over a 30- to 50-year period and therefore do not consider how recent wildfire activity or fuel modifications may influence potential fire severity.

All State Responsibility Areas (SRA) and Local Responsibility Areas (LRA) are classified into one of the three categories – moderate, high, and very high. As FHSZs are based on wildfire hazards over a 30- to 50-year period, they do not consider how recent wildfire activity or fuel modifications may influence potential fire severity. CAL FIRE is required to produce FHSZ maps under the California Public Resources Code 4201-4204, California Code of Regulations Title 14 Section 1280, and California Government Code 51175-89.

While FHSZs do not predict when or where a wildfire will occur, they do identify areas where wildfire hazards are likely more severe and of greater concern. As such, FHSZs identify areas where increased wildfire safety provisions for various building and site components (e.g., maintained defensible space, fire or ignition resistant materials, including vents, decks, and windows) are required for all new construction per California Building Code Chapter 7A. The FHSZ designation of a property is used by local governments to support wildfire risk analysis and hazard mitigation planning[1].

Based on the most current FHSZ maps (LRA effective 3/24/25 and SRA effective 4/1/24), most of the City (77.7%) is in an LRA-designated Very High Fire Hazard Severity Zone (VH FHSZ). There are no SRA or Federal Responsibility Area (FRA) lands located within the City limits (Table 3, Figure 4). Most homes and structures in the City are in a VH FHSZ (57.4%) (Table 4).

[1] https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/

Fire Hazard Severity Zones (FHSZ): What You Need to Know

1. What does it mean if my home is in a High or Very High Fire Hazard Severity Zone?

- It means your home is in an area where wildfire conditions such as vegetation, terrain, and wind could support more intense fire behavior if a wildfire occurs. It does not mean a wildfire is guaranteed to happen. It means that preparation and mitigation are especially important.

2. Am I required to maintain defensible space?

- Yes. California law requires homeowners in fire-prone areas to maintain defensible space around their homes (up to 100 feet, or to the property line where parcels are smaller). This includes:
    - Removing dead vegetation and combustible materials
    - Trimming trees and shrubs
    - Keeping roofs and gutters clear of debris
    - Reducing flammable materials within 0-5 feet of the home (Zone 0)
- Defensible space inspections are usually conducted by your local fire department, in this case the Los Angeles County Fire Department.

3. Will this affect my insurance?

- Fire Hazard Severity Zones may influence how insurance companies evaluate wildfire risk. Insurers consider multiple factors including defensible space, home construction, claims history, and regional wildfire exposure. Homes that are located in higher zones may experience:
    - Higher premiums
    - Defensible space documentation verification
    - Detailed inspections
- Improving defensible space and home hardening can help demonstrate reduced risk to insurers.

4. How can I find out what zone my home is in?

- You can look up your property's Fire Hazard Severity Zone designation through CAL FIRE's Fire Hazard Severity Zone maps or the City of Agoura Hills wildfire preparedness webpage.

5. What can I do now to reduce my risk?

Regardless of your hazard designation, you can:

- Maintain defensible space
- Focus particularly on the first 0–5 feet around your home
- Upgrade vents, roofing, and windows when possible
- Participate in Firewise or neighborhood wildfire preparedness efforts
- Stay informed about emergency alerts and evacuation routes.

Small improvements can significantly reduce the chance of home ignition during a wildfire.

Table 3. Percentage Breakdown of Fire Hazard Severity Zones in the Planning Area

Responsibility Area	Fire Hazard Severity Zone (% of total Planning Area)				Direct Protection Area in acres (% of total area)
	Very High	High	Moderate	Non-Burnable[2]	
FRA[3]	N/A	N/A	N/A	N/A	N/A
SRA	N/A	N/A	N/A	N/A	N/A
LRA	77.7%	8.3%	7.7%	53.7%	5,003 (100%)
Total	**77.7%**	**8.3%**	**7.7%**	**53.7%**	**5,003 (100%)**

Table 4. Structure Breakdown of Fire Hazard Severity Zones in the Planning Area

Responsibility Area	Fire Hazard Severity Zone (# of Structures)				Direct Protection Area (# of Structures)
	Very High	High	Moderate	Non-Burnable[2]	
FRA[3]	N/A	N/A	N/A	N/A	N/A
SRA	N/A	N/A	N/A	N/A	N/A
LRA	3,631	839	809	1,047	6,326
Total	**3,631**	**839**	**809**	**1,047**	**6,326**

[2] Five landscape features are classified as non-burnable; Urban/Suburban, Snow/Ice, Agricultural Fields, Open Water, Bare Ground. The current fire behavior models can only simulate fire spread in wildland fuel, therefore these areas are classified as non-burnable.

[3] The federal government has a different fire hazard scoring system to CAL FIRE's FHSZ classification system and is not applicable to the Percentage Breakdown of Fire Hazard Severity Zones in the Planning Area table.

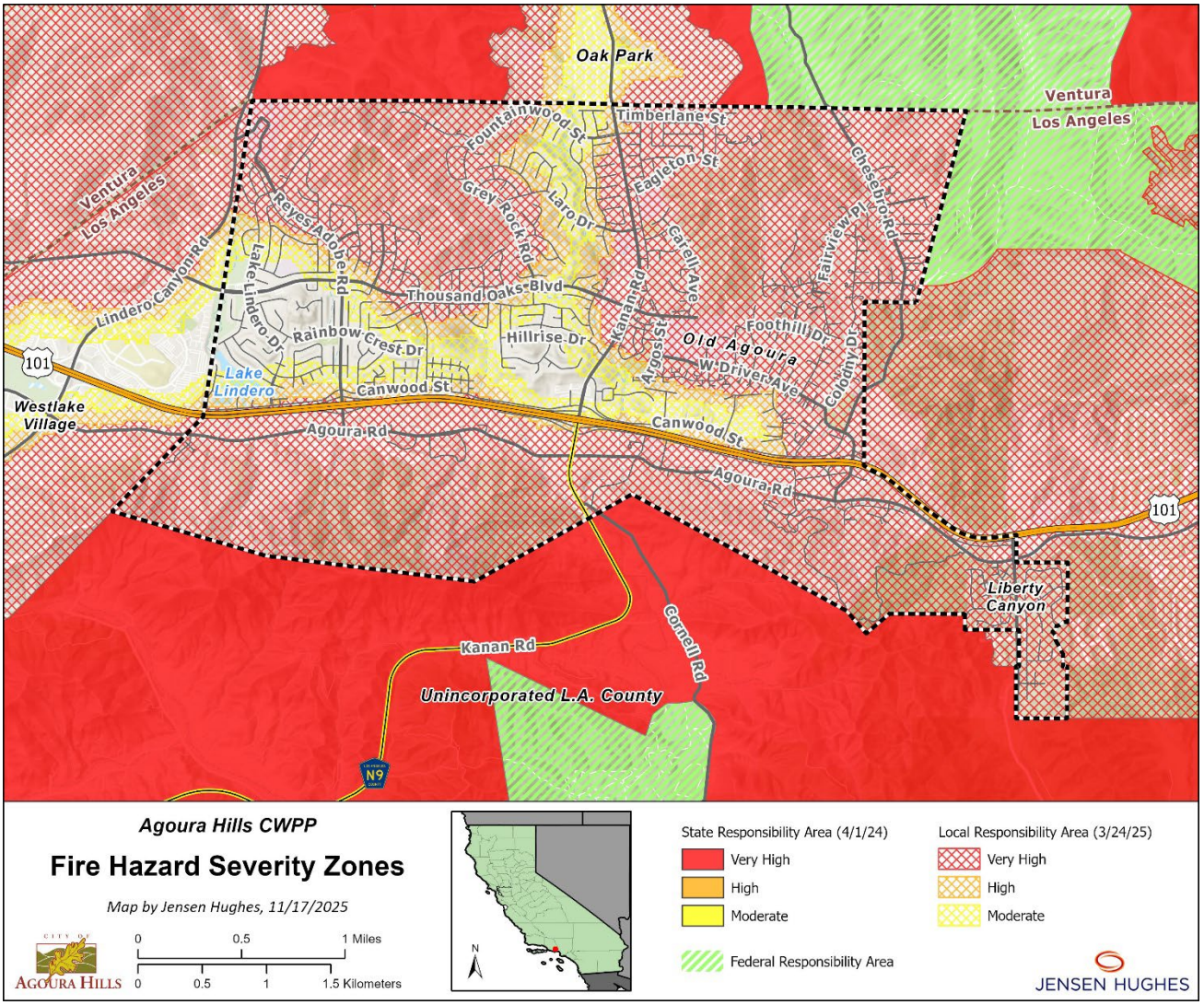


Figure 4: Fire Hazard Severity Zones

3.3 THE WILDLAND-URBAN-INTERFACE (WUI)

The wildland-urban interface, commonly called the WUI, is defined as the line, area, or zone where structures and other man-made development meet or intermingle with undeveloped wildland or vegetative fuels (NWCG, 2018). The WUI is often perceived as only rural areas where uninhabited wildlands (primarily timbered forests) meet individual structures or homes. This misconception has led many who live in more suburban and urban areas "near the WUI" to believe they are not at risk from wildfire, because they are not exactly at the interface of wildlands or they live adjacent to large open spaces of primarily grass and shrub-lands (instead of forests) [FEMA, 2022].

Most of Agoura Hills is in wildland-urban interface (WUI) where embers—not flames—are the biggest threat to homes.

To help protect people and property from potential catastrophic wildfire, the 2000 National Fire Plan (NFP) required the identification of communities in the WUI. WUI zones across Agoura Hills are shown in Figure 5.

There are three WUI designations, all of which are considered at risk and susceptible to wildland fires. The WUI zones are:

> The National Wildfire Coordinating Group (NWCG, 2009) defines the WUI as "the line, area, or zone where structures and other human development meet or intermingle with undeveloped wildland or vegetative fuels."

1. **Wildland-Urban Interface**: dense housing development adjacent to vegetation that can burn in a wildland fire.
2. **Wildland-Urban Intermix:** housing development interspersed within an area dominated by wildland vegetation subject to wildfire.
3. **Wildland-Urban Influence Zone:** wildfire susceptible vegetation up to 1.5 miles from Wildland-Urban Interface and/or Intermix areas.

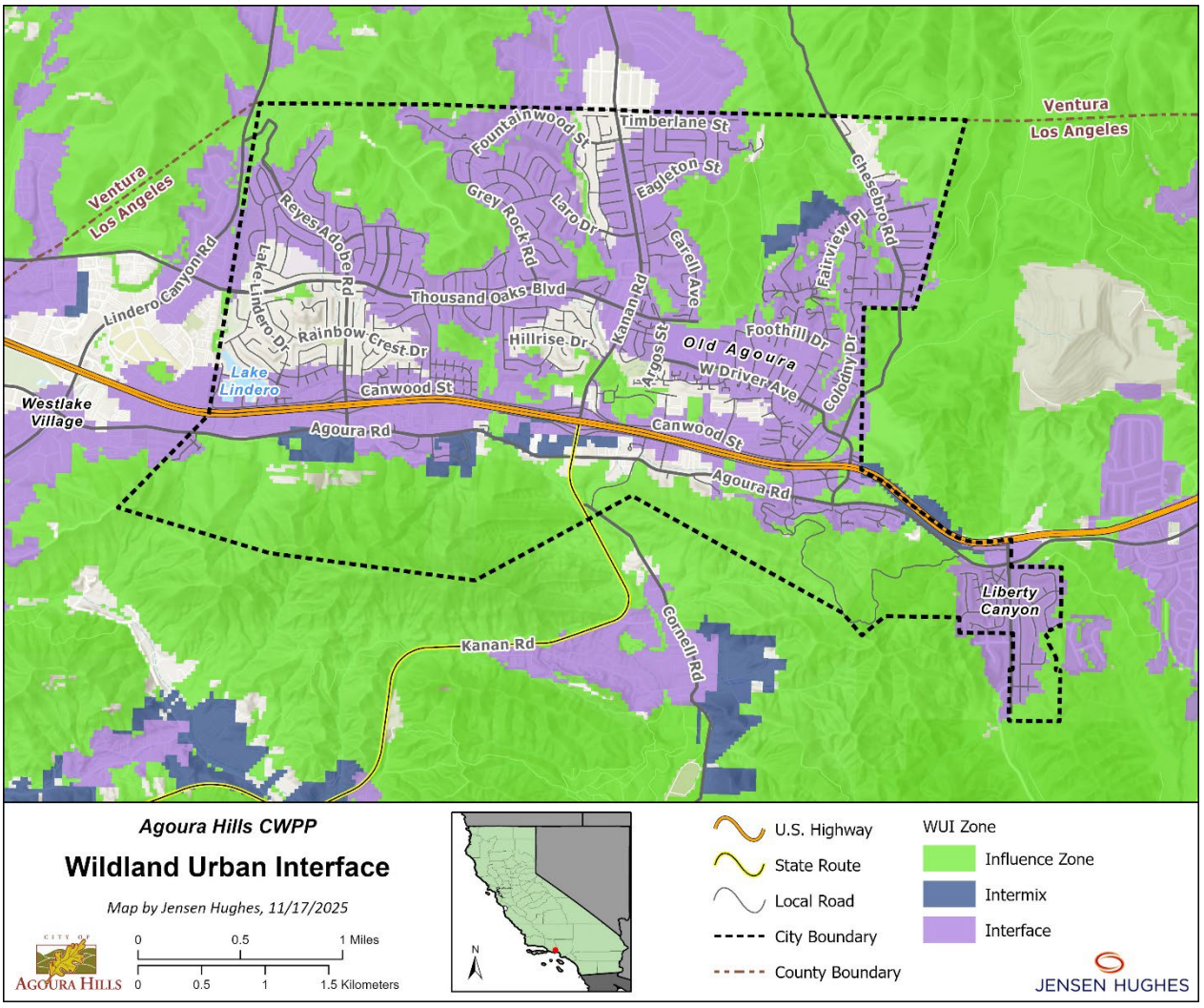


Figure 5. Wildland Urban Interface Zones for Agoura Hills

3.4 COMMUNITIES AT RISK

Communities at Risk (CAR) are a special designation originating from the Federal government to identify communities that are at high risk of damage and/or loss from wildfire, and which abut federal lands. These areas were identified as CARs in the Federal Register in 2001 (National Archives and Records Administration Federal Register, 2001), which was intended to facilitate fuel treatments on federal and adjacent lands to help protect local communities from wildfires. Over time, responsibility for maintaining this list was then turned over to the states.

In California, CAL FIRE is responsible for managing the CAR list and uses three main factors to determine communities to be added to the list as follows: 1) high fuel hazard, 2) probability of a fire, and 3) proximity of intermingled wildland fuels with urban environments. Additional communities may be added to the list of CARs by CAL FIRE based on changes in risk and understanding of risk. Existing and new communities on land designated as WUI or very high FHSZ may also be added as CARs. CAL FIRE has also expanded the definition to include communities which are not adjacent to federal lands. The City of Agoura Hills is designated a CAR.

3.5 VALUES AT RISK

The City of Agoura Hills is an important location for both locals and visitors with its trailheads, shopping and dining opportunities, agriculture and livestock operations, historic and cultural resources, government facilities and services, and educational facilities. Attempts to capture all the City's measurable and intrinsic values are difficult. As such, the CWPP only considers those values that can be most readily impacted by wildfire.

Community values at risk to wildfires are often considered to be life safety, private property and critical infrastructure. However, impacted values can also include human health, natural resources, sensitive species and habitats, cultural and historical resources, viewscapes and other intangibles (e.g., social capital, community culture, livelihood). Although not all values can be protected directly through wildfire mitigation measures, actions can be taken to indirectly protect those values by developing strategies that reduce the wildfire threat overall. An ongoing challenge is to balance the level of hazard mitigation work needed to protect one set of values without compromising others.

The following values or assets have been identified by the Agency Stakeholder Working Group, Agoura Hills residents and other community stakeholders for the purposes of this CWPP:



3.5.1 Human Life and Health

The highest priority for agencies and organizations in Agoura Hills is life safety. Historically, large fires in the region have resulted in injuries and deaths of both firefighters and civilians, with the 2018 Woolsey Fire and 2025 Palisades Fire having serious impacts to human life and health, as well as to property, in and near Agoura Hills. The Palisades Fire resulted in the deaths of 12 people, with an additional 7 people missing, and other direct and indirect injuries.

The City of Agoura Hills presents numerous direct and indirect life safety challenges during wildfires including:

- Large number of people and structures in very high fire prone areas
- Various access and functional needs population(s) and other vulnerable groups (e.g., limited English proficiency, low income, elderly, medical baseline persons).
- High percentage of existing building stock with deficient structural hardening and resistance to ember and smoke/ash infiltration
- Limited and/or deficient defensible space in certain neighborhoods
- Limited emergency public communication coverage, consistent messaging and physical resiliency
- Limited number, capacity, and separation of travel routes during evacuations for certain neighborhoods
- High number of neighborhoods with poor access/egress for residents, firefighters, and law enforcement

Life safety includes the protection of both life and physical well-being for all people in a community.

While all these factors contribute in varying degrees to the risk wildfires present to life-safety in the Planning Area, the factors that are considered foundational to life safety risks relate to human characteristics (e.g., how many people are at risk, where people are located relative to hazards, what vulnerabilities people may have to preparedness, response, and recovery).

Based on 2020 U.S. Census Bureau data, the City of Agoura Hills has a population of just over 20,000 people (not including transient populations and tourists) with the highest concentrations of individuals located near the major roadways of Thousand Oaks Blvd and Kanan Rd, in Liberty Canyon and in Old Agoura, see Figure 6. Due to the many large open spaces in and around Agoura Hills, nearly all neighborhoods are within the wildland-urban interface and/or CAL FIRE very high fire hazard severity zones.

Though all people face challenges during an emergency event, vulnerable or functional needs populations have special needs and may have limited capacities to prepare for, respond to, and recover from a wildfire incident. These individuals are also less likely to undertake wildfire mitigation activities (Ojerio, 2008). As a proxy for individual-level vulnerability data, key population statistics for Agoura Hilla from the 2020 U.S. Census (U.S. Census Bureau, http://data.census.gov) were assessed to identify potential vulnerable populations. These data were as follows:

- **Population**: 20,299 and 7,621 housing units
- **Ethnicity distribution:** 72.6% White, 11.4% Hispanic, 8.7% Asian, 1.2% Black or African American, 0.1% American Indian or Alaska Native, 0.03% Native Hawaiian/Pacific Islander, 6.0% Other/Two or More Races
- **Spanish-speaking at home:** An estimated 7.6% of the population of Agoura Hills
- **Disabilities:** 9.0% of the population
- **Vulnerable age groups:** 19.8% 65 years and older
- **Poverty**: 5.7% of the population live below poverty level

Vulnerable or functional needs populations include those who are physically and/or mentally disabled (e.g., blind, cognitive disorders, limited mobility), limited or non-English speaking, culturally isolated, medically or chemically dependent, homeless, Deaf and hard-of-hearing, frail or elderly, lack of digital services, and children

These population statistics suggest that segments of the population may have vulnerabilities which affect their ability to prepare, respond, and/or recover from a wildfire event. Physical and cognitive limitations can potentially reduce these individual's capacities to independently evacuate in a disaster. Limited access to financial resources may hinder the ability of lower-income populations to invest

in emergency preparedness and mitigation measures, as well as recover from losses. Language barriers can present major challenges to effectively receiving emergency notifications, evacuation instructions, and/or support services. In addition, visitors can be particularly vulnerable to wildfire incidents, as they are less likely to be familiar with the risks of wildfires, local response management practices, emergency resources, public communication channels and other support services. Planning for vulnerable or functional needs populations is critical to providing a holistic wildfire mitigation preparedness plan that works for the entirety of the community.

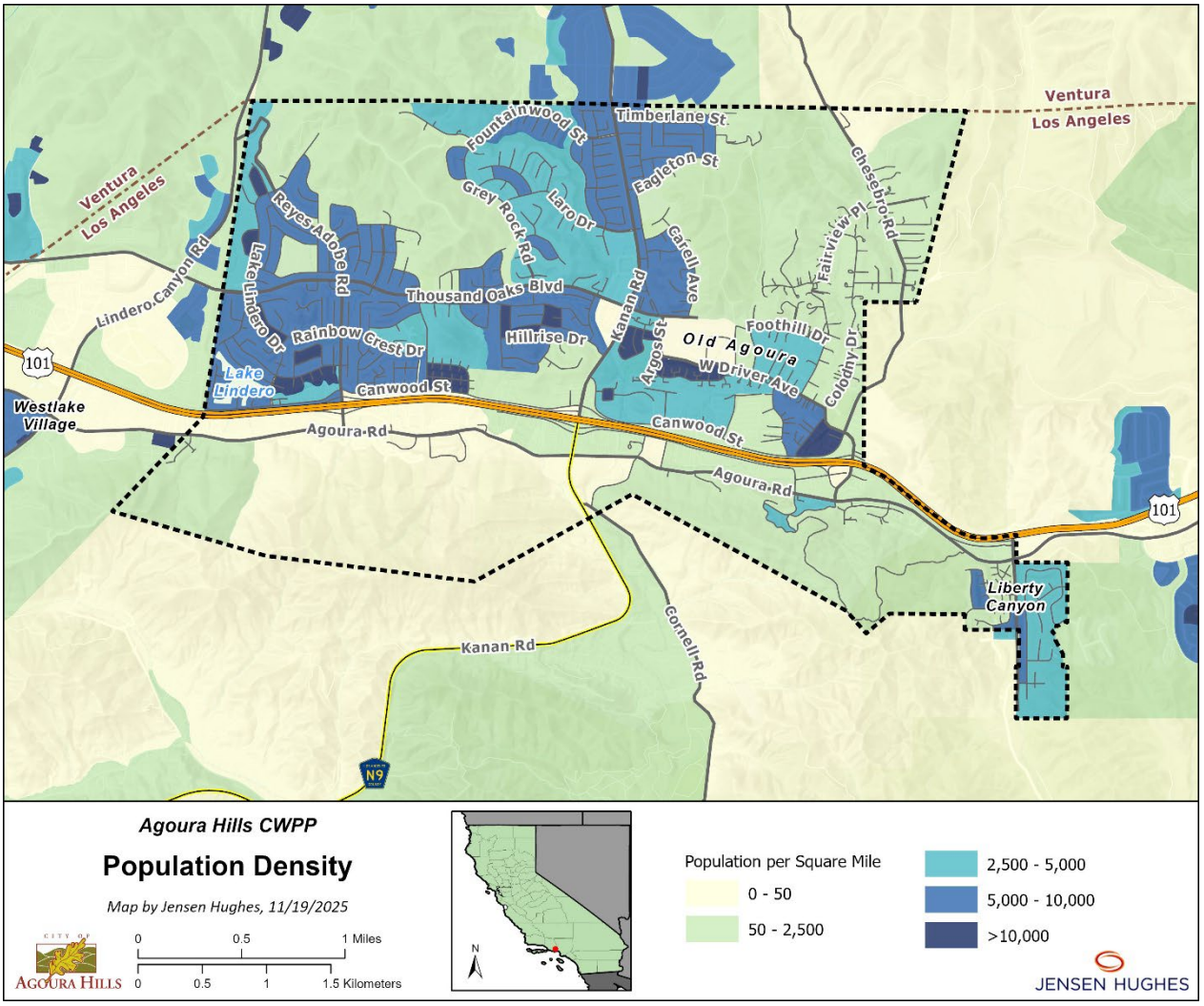


Figure 6. Population Density of Agoura Hills

Figure 6 illustrates population density across the City of Agoura Hills, with darker blue areas representing higher concentrations of residents. When viewed alongside FHSZs and WUI areas, many of the City's more densely populated neighborhoods are also located in or adjacent to high and very-high fire hazard areas.

This overlap has direct implications for life safety and evacuation planning. Higher population density in fire-prone areas means:

- A greater number of people may need to evacuate simultaneously.
- Evacuation routes may experience congestion or bottlenecks.

- Emergency responders may need to prioritize densely populated neighborhoods during fast-moving wildfire events.
- Earlier evacuation notifications may be needed in certain areas to reduce traffic and improve safety.

In wildfire incidents across Southern California, delayed evacuation in densely populated areas has contributed to dangerous traffic congestion and increased risk to both civilians and first responders. Understanding where larger concentrations of residents intersect with wildfire hazard helps inform evacuation sequencing, traffic management strategies, and public communication planning.

Population density alone does not determine risk, however, when combined with hazard exposure, limited access/egress routes, and vulnerable population characteristics, it becomes a foundational life-safety planning.

3.5.2 Critical Facilities and Infrastructure



General Description: *Critical facilities and infrastructure are the structures, facilities, systems, and networks, whether physical or virtual, that are considered essential to maintaining the normalcy of daily life and overall functionality of a community or society. As such, they are essential for the efficient functioning, and delivery, of basic services provided in cities, towns, and rural areas. According to the United Nations Office for Disaster Risk Reduction (UNISDR), the California Office of Emergency Services (CAL OES) and FEMA, destruction, disruptions, or interruptions in critical facilities and infrastructure, including health and education facilities, could lead to cascading effects across sectors and sometimes across borders.*

Per the CAL OES, critical facilities and infrastructure consist of nine sectors:

1) Emergency Services
2) Government Facilities
3) Healthcare and Public Health
4) Energy
5) Water and Wastewater Systems
6) Communication Systems
7) Chemical
8) Transportation
9) Food and Agriculture

As the facilities and infrastructure supporting these sectors can be in or near high-fire prone areas, the potential direct and indirect impacts of wildfires can cause significant damage, destruction and/or disruption to these essential public services. These major facilities and infrastructure are priority locations for hazard reduction and wildfire hardening projects. *Note: Wildfire mitigation actions to protect critical infrastructure are often the responsibility of the entity operating these facilities or services*.

The following is a brief description of critical infrastructure identified as part of the CWPP planning process. Figure 7 depicts critical infrastructure within and adjacent to the Planning Area.

3.5.2.1 Emergency Services

General Description: *The emergency services sector is defined by dispatch centers, law enforcement facilities (e.g., police stations, sheriff offices), fire stations, emergency operations centers, and office of emergency services.*

- **Law Enforcement Facilities:** Law enforcement in Agoura Hills is provided by the Los Angeles County Sheriff's Department – Lost Hills Station which is located just east of Agoura Hills in Calabasas.
- **Fire Stations**: Fire protection in Agoura Hills is provided by the Los Angeles County Fire Department (LACoFD). LACoFD Station 89 (Battalion 5 Headquarters) is located in Agoura Hills. Refer to Section 3.7.1 for more details on firefighting resources.
- **Emergency Operations Centers:** The County of Los Angeles' EOC is operated by the County Office of Emergency Management and is located outside of the Planning Area.
- **Search and Rescue:** Search and Rescue is provided by the Los Angeles County Sheriff's department.

Refer to Figure 7 for the general locations of emergency services across the Planning Area.

3.5.2.2 Government Facilities

General Description: *The government facilities sector is defined by schools, military facilities, jails and prisons, homeless shelters, community centers, senior centers, independent living centers (as defined by the California Department of Rehabilitation), municipal and county owned facilities, voting centers, and vote tabulation facilities.*

- **Schools:** The City of Agoura Hills is served by the Las Virgenes Unified School District. There are three public elementary schools, one public middle school, one public high school, and one public continuation high school. There are also three private schools. See Table 5 for more information. Note: Headquarters for home school and online learning programs are not included in this summary or in the list below.

Table 5. Private and Public Schools in the City of Agoura Hills

School	Type	Location
Agoura High School	9 – 12 (Public)	Agoura Hills
Lindero Canyon Middle	6 – 8 (Public)	Agoura Hills
Sumac Elementary School	K – 5 (Public)	Agoura Hills
Willow Elementary School	K – 5 (Public)	Agoura Hills
Yerba Buena Elementary School	K – 5 (Public)	Agoura Hills
Mariposa School of Global Education	K – 8 (Private)	Agoura Hills
Ilan Ramon Day School	Pre-K – 5 (Private)	Agoura Hills
Montessori School of Agoura	Pre-K – K (Private)	Agoura Hills

- **Military Facilities:** There are no military facilities in the Planning Area.
- **Federal Facilities:** Federal facilities consist of the United States Postal Service (USPS) facilities and lands and offices associated with the NPS's Santa Monica Mountains National Recreation Area. No major federal military or courthouse facilities are located within city limits.
- **Jails and Prisons:** There are no jails, prisons, or other corrections facilities in the Planning Area.

- **Homeless Shelters:** There are no homeless shelters in the Planning Area. The City of Agoura Hills works with several agencies throughout LA County and provides the public seeking resources by calling the LA County 2-1-1 line or visiting the **Los Angeles Homeless Services Authority (LAHSA) website**.
- **Community Centers:** The City of Agoura Hills has one community center known as the Event Center of Agoura Hills that provides a range of facilities and services for socializing, participating in recreation or education activities, and seeking city resources and information.
- **Senior Centers, Independent Living Centers and Retirement Communities:** The Event Center of Agoura Hills is a city-owned community center that provides senior resources, programming, and events. There are three independent living centers in the City which include: (1) Oakmont of Agoura Hills, (2) Meadowbrook of Agoura Hills, and (3) Leisure Living, two of which (Oakmont and Meadowbrook) are located in southern Agoura Hills. This presents a risk, as this area is more prone to fires, and seniors may need more time to evacuate.
- **Voting Facilities:** There are typically several voting centers located throughout the City of Agoura Hills during elections. However, the specific location of these facilities can change. Typically, this includes community centers and government offices. Ballots are processed in the Los Angeles County Election Center which is in the City of Industry.
- **City, County and State-Owned Facilities:** Beyond the facilities listed above, there are many other city, county and state-owned facilities within the City of Agoura Hills. These include city hall, Agoura Hills Public Library, municipal government buildings, and park spaces for Agoura Hills.

Refer to Figure 7 for the general locations of government facilities across the Planning Area.

3.5.2.3 Healthcare and Public Health

General Description: *The healthcare and public health sector is defined by public health departments, cooling (or warming) centers, temporary facilities established for public health emergencies, and medical facilities, including hospitals, skilled nursing facilities, nursing homes, blood banks, healthcare facilities, dialysis centers, and hospice facilities, but excluding doctor offices and other nonessential medical facilities.*

There are no full-service hospitals located in the Planning Area but there are nearby hospitals which include Los Robles Regional Medical Center in Thousand Oaks and West Hills Hospital and Medical Center in West Hills. Other medical facilities in the City of Agoura Hills include (1) Centurion Surgical Center, (2) Providence Medical Institute Primary Care, and (3) AFC Urgent Care. As mentioned in the previous section, there are several independent living centers and retirement communities that provide assisted living care for seniors in the Planning Area. The City has one designated cooling center at the Agoura Hills Public Library. The City Event Center serves as a Community Resource Center during PSPS events.

Refer to Figure 7 for the general locations of healthcare facilities across the Planning Area.

3.5.2.4 Energy

General Description: *The energy sector is defined by public and private facilities vital to maintaining or restoring normal service, including but not limited to interconnected, publicly owned utilities and electric cooperatives. Additionally, electricity providers may undertake Public Safety Power Shutoffs (PSPS) during high hazard wildfire conditions, which has the potential to impact other critical infrastructure such as communications systems and transportation infrastructure.*

- **Electric Utility:** Electricity is provided to the City of Agoura Hills by Clean Power Alliance (CPA), which purchases and generates power from renewable sources. Southern California Edison (SCE) is responsible for the physical delivery of power through its energy infrastructure. There are several aboveground and partially underground electrical transmission lines spanning about 24 miles that run through Agoura Hills. There are five nearby substations including the Crater Station, Thousand Oaks Substation, Newbury Substation, Royal Substation, and Potrero Substation. All substations are owned by SCE and are outside of Agoura Hills city limits.
- **Pipelines:** The City of Agoura Hills receives natural gas services from the Southern California Gas Company (SoCalGas). A SoCalGas high pressure distribution line passes east to west through Agoura Hills and branches north towards Oak Park.

Refer to Figure 7 for the general locations of energy infrastructure across the Planning Area.

3.5.2.5 Water and Wastewater Systems

General Description: *The water and wastewater sectors are defined by facilities associated with the provision of drinking water or processing of wastewater, including facilities used to pump, divert, transport store, treat, and deliver water or wastewater.*

- **Water Delivery:** The City of Agoura Hills receives its water directly from the Las Virgenes Municipal Water District (LVMWD). The LVMWD is a member agency of the Metropolitan Water District of Southern California (MWD) and receives nearly all its drinking water from MWD. MWD imports water from Northern California via the State Water Project and from the Colorado River via the Colorado River Aqueduct. The LVMWD spans a 122 square-mile service area with mountainous and steep terrain, with potable water systems that includes 25 tanks, 24 pumping stations, 394 miles of main lines, the Las Virgenes reservoir of over 10,000 acre-feet, and the Westlake Filtration Plan that produces over 15 million gallons of water a day.
- **Wastewater Treatment:** The LVMWD treats over 7 million gallons of wastewater daily through the Tapia Water Reclamation Facility, and processes biosolids removed during the wastewater treatment process at the Rancho Las Virgenes Composting Facility.

  In addition, LVMWD formed the Las Virgenes Triunfo Pure Water Project, as part of a joint-powers authority (JPA) effort with the Triunfo Water & Sanitation Districts, to treat wastewater within the Malibu Creek Watershed. To increase water supply for the region, the Las Virgenes Triunfo Pure Water Project is in beginning stages of construction for the Advanced Purification Facility (AWPF) to purify recycled water to drinking water standards that would be supplied to customers of the district. It is currently in a review process by the general public.

3.5.2.6 Communication Systems

General Description: *The communication sector is defined by carrier infrastructure, including selective routers, central offices, head ends, cellular switches, remote terminals, and cellular sites.*

- **Cellular Service:** The City of Agoura Hills is generally well covered by cellular communication networks which include Verizon, AT&T and T-Mobile, all of which provide 4G/5G services There are no standard cellular towers in the City of Agoura Hills. However, there are three standard nearby cellular towers in Oak Park, Calabasas and Thousand Oaks.

+ There are six microwave service towers in Agoura Hills, three owned by TowerStream Corp and three owned by the Los Angeles Regional Interoperable Communications System. In addition, there are nineteen private land mobile towers that are leased by the following entities who operate the towers on private land:
  - City of Agoura Hills (2)
  - City of Calabasas (1)
  - State of California (1)
  - Las Virgenes Unified School District (5)
  - County of Los Angeles (6)
  - Oakmont of Agoura Hills, LLC (1)
  - Teradyne, Inc. (2)
  - Tesla, Inc. (1)

  While locating communications infrastructure on ridgelines is often ideal from a service coverage perspective, these areas can be at a higher risk of wildfire, which poses a vulnerability to communications systems. Alternative methods of communication will need to be evaluated for wildfire risk mitigation actions and public notification during wildfires.

3.5.2.7 Chemical, Industrial and High Hazard Facilities

General Description: *The chemical sector is defined by facilities associated with the provision, manufacture, maintenance, or distribution of hazardous materials and chemicals.*

There are no chemical, industrial or other high hazard facilities in the Planning Area. However, any facilities storing or producing hazardous materials may present a major hazard during wildfire events, if not designed appropriately to limit release of hazardous or toxic chemicals into the natural or built environment. Depending on what is produced or stored at a given facility they can also pose a fire risk to nearby communities and accelerate the spread of wildfire. Any new hazardous materials facilities should be identified for preplanning consideration.

3.5.2.8 Transportation

General Description: *The transportation sector is defined by facilities associated with automobile, rail, aviation, major public transportation, and maritime transportation for civilian, freight, and military purposes, as well as traffic management systems. Transportation and the movement of individuals to safety ahead of a wildfire is typically a major challenge for city, county and state governments.*

There is one major transportation corridor across the Planning Area. The key highway route is U.S. Route 101, which travels east-west through Agoura Hills. There are several primary and secondary roads in the Planning Area which include Agoura Road, Kanan Road, Lindero Canyon Road, Cornell Road and Thousand Oaks Boulevard. There is no rail system that travels into the City of Agoura Hills. Rail systems such as the Southern California Metrolink and the Los Angeles County Metropolitan Transportation Agency (Metro) can be accessed in other locations outside of the Planning Area (e.g., Simi Valley or North Hollywood). A variety of bus routes travel through the Planning Area operated by the City of Los Angeles Department of Transportation (LADOT) and Metro. There are no airports located in the Planning Area, with nearest airports located in Burbank or Van Nuys, California.

There are some neighborhoods with limited access to major transportation routes as well as some narrow and winding roads throughout the Planning Area (e.g., near Cheseboro Canyon). Depending on the day of week and time of day, evacuation operations could be significantly impacted by vehicles already using roadways throughout the Planning Area.

Protecting the viability of road systems in the Planning Area is critical to the safety of the public and emergency responders during a wildfire. The maintenance of roadside rights-of-way and prevention of neighborhood landscape vegetation from encroaching onto the road networks will be imperative for the resiliency of not only the physical transportation network but also the roadway capacity during a major wildfire event.

Refer to Figure 7 for the general locations of transportation infrastructure across the Planning Area.

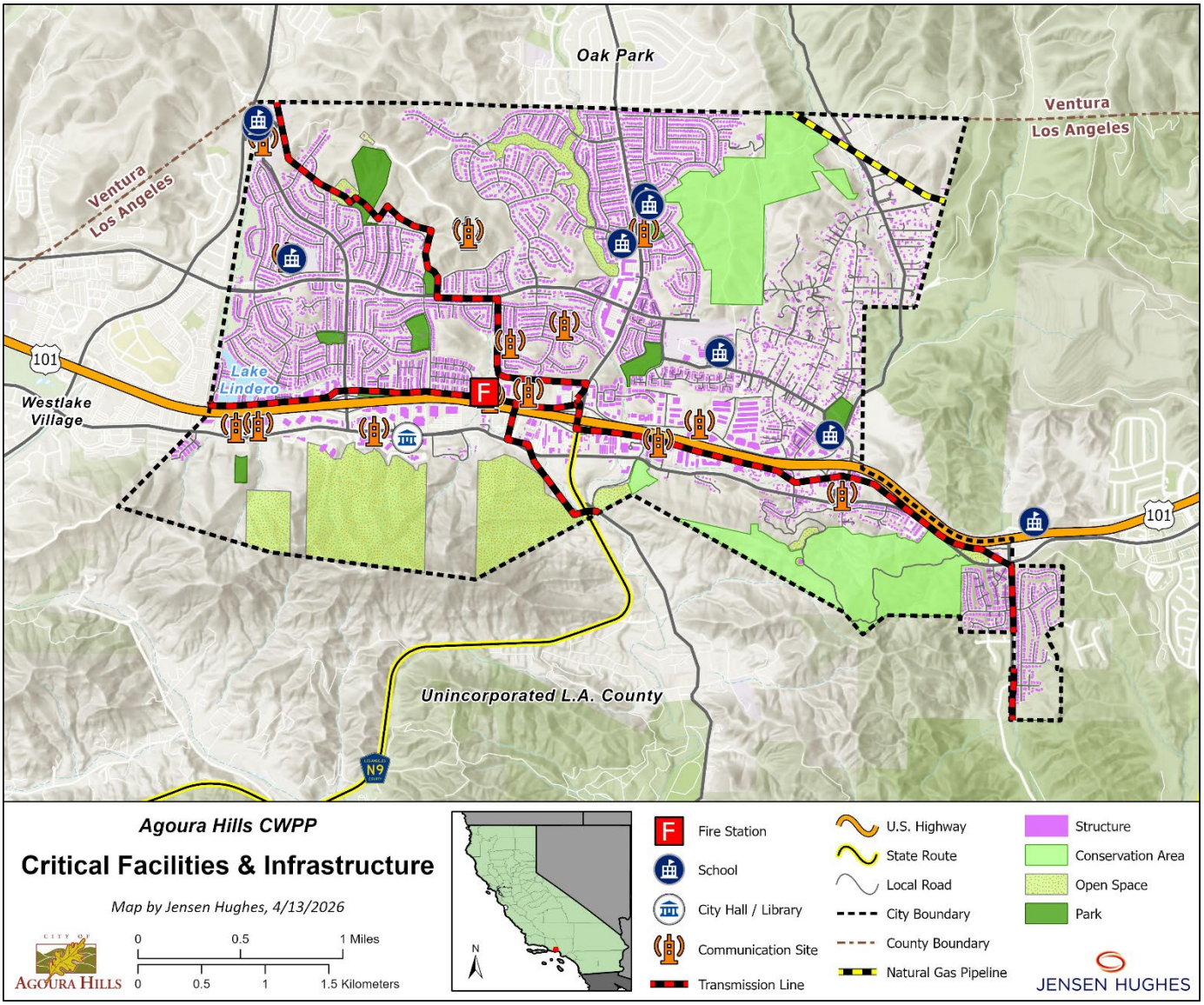


Figure 7: Critical Facilities & Infrastructure in Agoura Hills

3.5.3 Private Residential Property & Commercial Businesses



General Description: *The private property sector refers to homes and dwelling units such as single-family houses, apartments, condominiums, and mobile homes located on privately owned parcels. In addition, the commercial property sector refers to land and buildings used for business activities, including retail stores, offices, restaurants, hotels, and other service- or employment-based uses.*

In August 2022, the City of Agoura Hills updated its General Plan to include the 2021-2029 Housing Element. The City of Agoura Hills is primarily residential land use (approx. 42%). According to the City of Agoura Hills 2021–2029 Housing Element, the city had 7,639 housing units in 2020, including 5,349 single-family detached homes (70%), 1,249 multi-family units in structures of 2 or more units (16%), and 22 mobile homes/other units (less than 1%), with an overall vacancy rate of 3.4 percent. The Housing Element also identifies vacant single-family residential parcels with capacity for 102 additional units across approximately 134 acres, primarily in very low-, low-, and single-family residential and restricted open space designations.

Most housing in Agoura Hills is located in established single-family neighborhoods, including lower-density, large-lot areas such as Old Agoura. Higher-density and mixed-use housing is concentrated in specific "opportunity areas"—primarily along major corridors like Agoura Road and Kanan Road, including the Agoura Village and North Agoura Road planning areas—where the City of Agoura has planned for more compact residential and mixed-use development.

Housing in the Planning Area is aging. About 89% of the City's housing stock was built prior to 1989, and is now over 30 years old, indicating that these homes are likely to have rehabilitation needs which may include plumbing, roof repairs, foundation work, etc. Most houses within the Planning Area were built before the adoption of the Chapter 7A requirements in the California Building Code, which increases the risk of ignition in a wildfire situation. The prevalence of older houses also increases the overall available fuel load and likelihood of structure-to-structure home ignition.

Most homes in the City of Agoura Hills were not constructed to modern wildfire building standards, making them more susceptible to ignition. This presents major challenges due to the high loss potential and a higher likelihood of structure-to-structure fire spread.

In 2022, the median home price in the City of Agoura Hills was around $1.1 million per the City of Agoura Hills 2021-2029 Housing Element. According to CAL FIRE's 2025 Fire Hazard Severity Zone (FHSZ) maps and the Agoura Hills CWRA, approximately three-quarters of the City of Agoura Hills (about 78%) lies within a CAL FIRE–designated Very High Fire Hazard Severity Zone (VH FHSZ), with most of the remaining land mapped as High or Moderate Fire Hazard Severity Zones (M-, H-, FHSZ). Because residential neighborhoods are distributed across the Planning Area, most existing homes in Agoura Hills are located within the Moderate, High, or Very High Fire Hazard Severity Zones, with most located in the VH FHSZ.

Residential land uses make up the largest share of the Planning Area at approximately 42%, while commercial and industrial/manufacturing uses comprise a smaller portion, at roughly 6% and 5%, respectively. Within the City of Agoura Hills, most commercial, office, and business park uses are concentrated along the US-101 corridor and adjacent major roadways. Based on CAL FIRE's FHSZ maps and the City's 2021–2029 Housing Element, a substantial share of these commercial areas lie within or immediately adjacent to mapped wildfire hazard zones, including portions of the VHFHSZ near the community's hillsides and canyon areas.

While some freeway-adjacent commercial centers fall outside the designated VHFHSZ, they remain near to wildland fuels and residential neighborhoods that are at risk from embers, smoke, and evacuation-related disruption during major wildfires. As a result, nearly all of the city's key commercial corridors and business

districts could potentially be exposed to wildfire impacts. Refer to Figure 8 for structure density across the region.

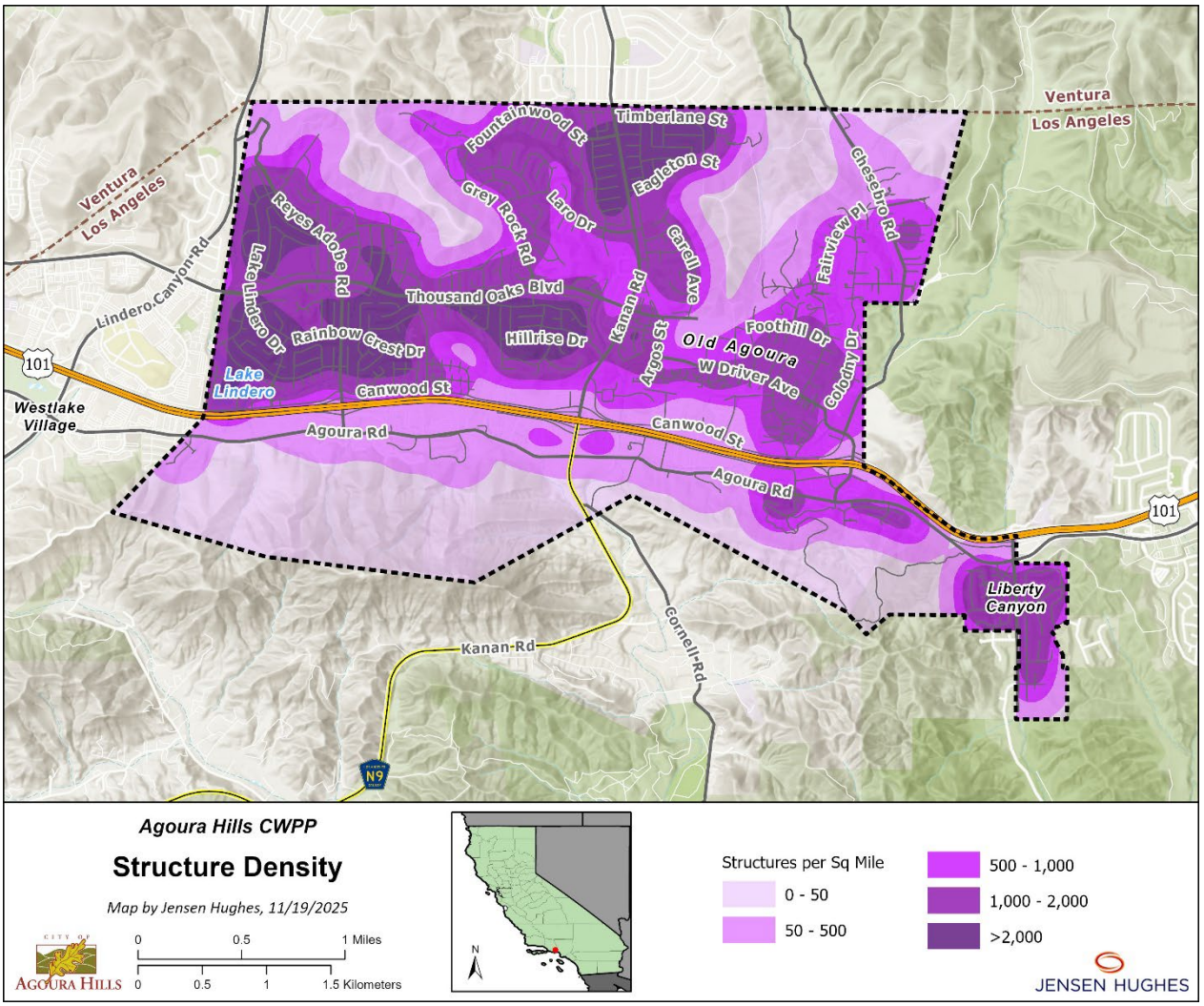


Figure 8. Structure Density in Agoura Hills. Note: Higher structure density may increase the risk of home-to-home fire spread and increases the importance of communal defensible space.

3.5.4 Environment and Natural Resources

General description: *Environmental and natural resources consist of a variety of components including biological resources, historical and cultural resources, air quality, water, recreation, geological and archaeological resources.*

As part of any actions associated with the mitigation of a potential wildland fire hazard, there is a need to balance the impacts of the mitigation actions against the level of protection they provide to a value at risk. Actions taken by private property owner on private lands are subject primarily to the protections found in local ordinance of codes. Regulatory direction can be found in the Agoura Hills General Plans.

Large scale fire hazard reduction projects undertaken by local, State and Federal agencies often fall under the auspices of the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA).

The complexity of the proposed actions and the potential environmental impacts will determine the level of public engagement and analysis required by the laws. Both CEQA and NEPA have exemptions which allow for a less stringent level of environmental analysis. Under CEQA, a *Negative Declaration* as approved by the jurisdictional regulatory authority essentially is a determination that the project, as proposed, will not cause any significant environmental harm. For federal projects governed by NEPA regulations, a project may be excluded from analysis if the proposed action falls under one of several defined categories. These projects are considered *Categorically Excluded* from full environmental analysis.

Appendix C offers Best Management Practices (BMPs) for use in fire hazard mitigation projects. Given the jurisdictional complexity of the Planning Area, implementation of resource protection measures will require coordination among multiple agencies and stakeholders. While specific actions on resource management agency lands are not prescribed in this plan, the CWPP supports continued collaboration to implement appropriate resource protection strategies that balance wildfire risk reduction with environmental considerations. Property owners are encouraged to coordinate with the City Planning Division and relevant resource agencies for site-specific guidance..

Watercourses and Watershed Protections: Within its corporate boundaries, the City of Agoura Hills has several blue-line streams, with the four primary creeks being Medea Creek, Lindero Creek, Chesebro Creek, and Palo Comado Creek. Medea Creek flows through the center of Agoura Hills, encompassing unimproved and improved channels and an open space corridor. Lindero Canyon Creek runs through the canyon in the northwest quadrant of the city and empties into Lake Lindero then surfaces again just south of Agoura Road west of Kanan Road. Palo Comado Creek crosses the northeast section of Agoura Hills, while Chesebro Creek in the City runs along the north side of Agoura Road between Lewis Road and Medea Creek. All of these drainages have been modified by urban development and maintain a mix of native riparian vegetation and non-native species.

The 2025 General Plan states that *"Preserving the watercourse in their natural state, where feasible, is a community priority".* Supporting this priority are specific policies including:

- NR-4.11 - Creeks and Natural Resources. Support the restoration of creeks and other natural resources with activities that include creek cleanup, erosion and urban runoff control, and weeding of non-native plants.
- NR-6.1 - Riparian Habitat. Protect and enhance the natural qualities of riparian habitat.
- NR-6.4 - Protect Open Space Areas and Water Resources. Conserve undeveloped open space areas and drainage courses and channels for the purpose of protecting water resources in the City's watershed.
- NR-6.6 - Cooperation with Other Agencies. Coordinate and collaborate with other jurisdictions and regional agencies in the watershed to address water quality issues of regional or local importance.

Open Space and Recreation: Known as the gateway to the Santa Monica Mountains, there are approximately 2,000 acres of land that are deed restricted or designated as open space within the city. Some of the larger open space parcels located in Agoura Hills and the adjoining Planning Area are designated restricted open space, where development potential is constrained because of natural habitat, visual and aesthetic value, or ownership by conservation groups. Ladyface Mountain Open Space is managed under a standalone specific plan which addresses potential development standards, oak tree protections, and fuel modification standards. Figure NR-1 of the 2025 General Plan (Figure 9) provides a map of the designated open space resources.

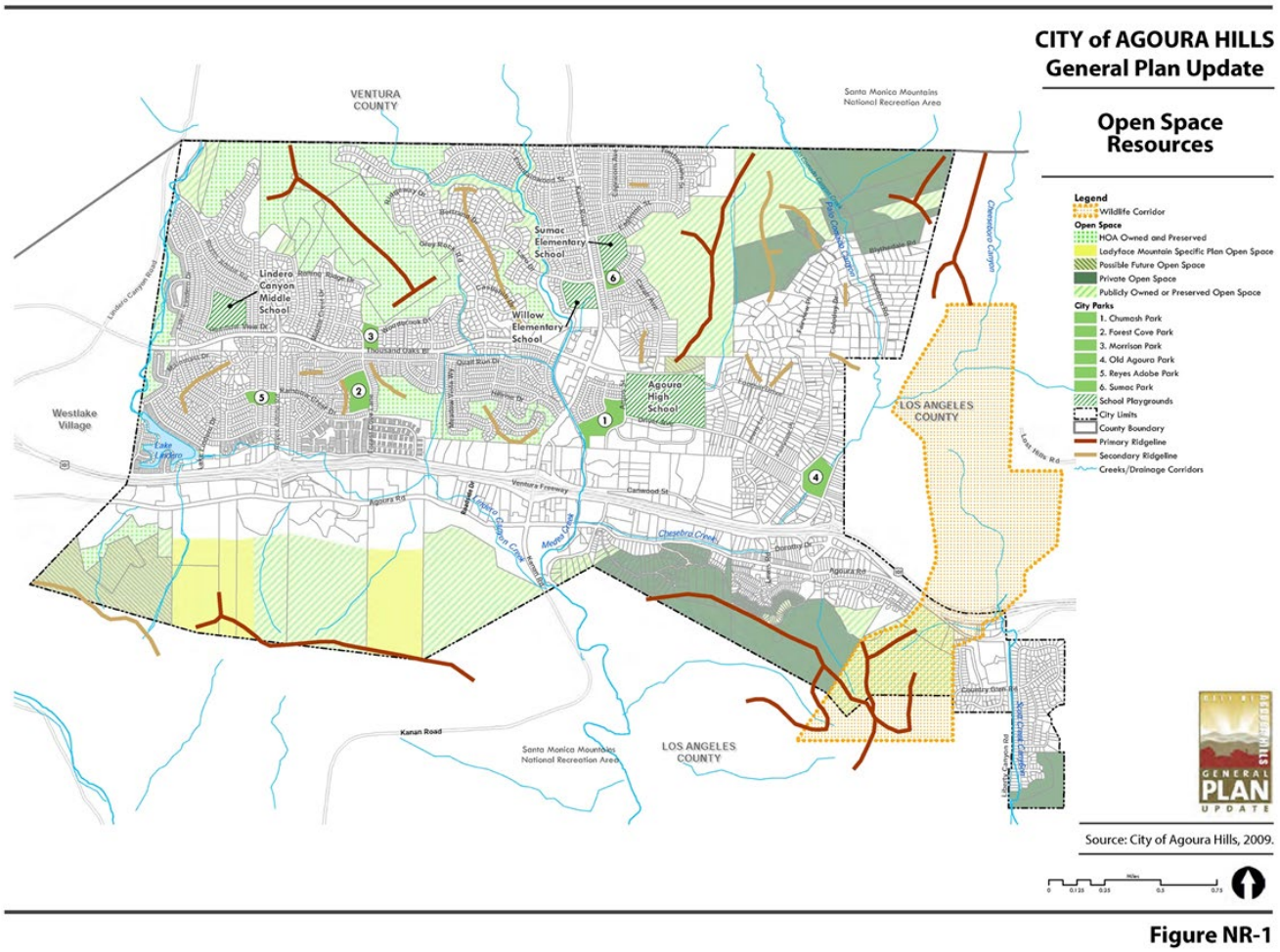


Figure 9: Open Space Resources (source: Agoura Hills General Plan)

A significant muti-user trail system exists within and directly adjacent to the city. Many of these trails are managed by the Mountains Recreation and Conservation Authority (MRCA) and the National Park Service. These trails often lead into the undeveloped wildland areas of Chesebro/Palo Comado Canyons, Liberty Canyon, and Ladyface Mountain. Other trails or trailheads that provide recreational opportunities include, the Medea Creek, Liberty Ridge, Liberty Canyon, and the Chesebro Canyon Equestrian.

The city maintains six designated parks, all of which include irrigated lawns and ornamental vegetation. Dense surface vegetation, such as that at Forest Cove Park, particularly along Forest Cove Lane, Rainbow Crest Drive, and Adelina Court, may act as receptive fuelbeds for embers during times of extreme fire weather. Vegetation conditions at other parks, particularly Old Agoura Park, could also pose a risk of ember ignition.

Open space areas in Agoura Hills contain continuous natural vegetation that can carry wildfire under dry and windy conditions. During Santa Ana wind events and other extreme fire weather, fires often originate in or move through undeveloped areas before impacting nearby neighborhoods. In many Southern California fires,

Fires often move from open space into nearby neighborhoods during wind events.

homes are ignited not by direct flames, but by wind-driven embers that travel ahead of the fire front and land in vulnerable areas around structures.

For neighborhoods adjacent to open space such as the WUI means that defensible space, vegetation management, and home hardening are especially important. Open space itself is not the problem but rather an interaction between natural vegetation, weather, and built environments that shapes wildfire risk. Protecting homes near open space requires coordinated efforts across public lands, private property, and community-wide planning.

Sensitive Habitats and Species: Several sensitive animals and plants live within the Planning Area of the CWPP. These sensitive species and habitats are in many cases protected by state, federal, and local ordinance.

The County of Los Angeles has identified two Significant Ecological Areas (SEAs) within portions in Agoura Hills; the Las Virgenes SEA #6 and Palo Comado Canyon SEA #12. The Las Virgenes SEA is located southeast of the Kanan and Agoura Road Intersection, while the Palo Comado SEA is in the northeast corner of the city.

The SEA program establishes the permitting, design standards, and review process for development within SEAs, balancing preservation of the County's natural biodiversity with private property rights. Through goals and policies, the SEA help guide development within SEAs. The County's General Plan goals and policies are intended to ensure that privately-held lands within the SEAs retain the right of reasonable use, while avoiding activities and developments that are incompatible with the ability of SEAs to thrive in the long term (Los Angeles County Planning website accessed November 2025).

3.5.5 Cultural and Historical Resources



General description: *Cultural and historical resources include archaeological sites, historical buildings and sites, and other areas of historical significance which are important community values.*

The area surrounding Agoura Hills is laden with points of cultural importance varying from artifacts associated with the first peoples of California and their use of the land, to influence of Spanish and Mexican land grants and the associated historic ranching and farming activities. These cultural features are scattered throughout the Planning Area and may not be easily recognized by those without professional backgrounds in cultural resources identification and preservation. The California State Office of Historic Preservation reviews and comments on thousands of federally sponsored projects annually pursuant to Section 106 of the National Historic Preservation Act and state programs and projects pursuant to Sections 5024 and 5024.5 of the Public Resources Code. Any proposed projects should be vetted with these cultural resource professionals and tribal entities to assure compliance with State and Federal requirements for the protection of cultural resources.

The following sections are a summary of some known cultural resource values.

Indigenous Peoples: For thousands of years before European contact, the Chumash people thrived in the Conejo Valley, a portion of their ancestral territory which stretches from Malibu north to San Luis Obispo. A sophisticated society, their lives were deeply intertwined with the land.

Few of the Chumash lived in the Agoura Hills area permanently, since year-round food sources were more prevalent near the coast. However, each autumn groups of Chumash traveled inland and camped in the area to harvest acorns and to hunt deer and small game.

In 1769, a Spanish land expedition led by Gaspar de Portola left Baja California and reached the Santa Barbara area where five Spanish missions were established in Chumash territory. The Chumash population was all but

decimated, due largely to the introduction of European diseases (https://chumash.gov/chumash-history, accessed December 12, 2025). By 1831, the number of mission-registered Chumash numbered only 2,788, down from pre-Spanish population estimates of 22,000.

The Chumash Indian Museum in Thousand Oaks, the Satwiwa Native American Indian Culture Center in Newbury Park, and the Santa Ynez Chumash Museum and Cultural Center provide excellent resources for better understanding the Chumash culture and history.

After mission secularization in 1834, Mexican authorities failed to live up to their promises of distributing the remaining land among the surviving Chumash, but rather large tracts of land were granted to individuals, leading to the establishment of large ranching and farming operations in the Conejo Valley.

3.5.6 Recreation



General description: *Recreational resources consist of a variety of components including parks, golf courses, gardens, hiking trails, scenic roads, and more. They are an important community value.*

The City of Agoura Hills has many parks and open spaces for the general public to gather in and recreate. There are 6 city-owned parks: Chumash, Forest Cove, Morrison, Old Agoura, Reyes Adobe, and Sumac. There are nearby hiking trails in and near the Planning Area which include the Cheeseboro Canyon Trailhead, which is managed by the NPS as part of the Santa Monica Mountains National Recreation Area. There is one golf course in the Planning Area, the Lake Lindero Golf Course, and near the golf course is Lake Lindero, a man-made lake surrounded by communities in the Planning Area. Outside of, but near, the Planning Area are Mullholland Highway which is considered a scenic road that runs about 50 miles through the Western Santa Monica Mountains from US 101 in Calabasas to SR 1 near Malibu that provides the general public with opportunity to drive from the inland mountains to the Pacific Ocean. Parts of Mullholland Highway, between Sierra Creek and Kanan, have recently been reopened to the public after being closed due to the Woolsey Fire in 2018.

3.5.7 Local Economy



General description: *Elements of the local economy, such as key established and emerging industries, and important community values that may be negatively impacted by wildfire*.

There are a variety of industries in the City of Agoura Hills that contribute to the local economy. The top 3 employment sectors for the City include professional and management (31.7%), education (15.6%), and leisure (11.7%) followed by retail trade (11.2%) and finance (10.2%). The top 5 employment sectors make up 60% of the jobs in the City of Agoura Hills. Top employers within the Planning Area include Las Virgenes Unified School District, Bank of America, Penny Mac, Cydcor LLC, and Teradyne Inc. A diverse local economy increases potential resilience to wildfire threats, because the local economy can rely on other industries if one is disproportionately affected by wildfire.

3.6 LAND USE / ZONING

The Community Conservation and Development chapter of the Agoura Hills General Plan 2035 is intended to guide development of Agoura Hills' built environment to the year 2035. Agoura Hills' land use policies have adapted over time, as the City is now almost fully developed. Therefore, policies now focus on how population and employment growth can be managed to preserve the qualities of the City's neighborhoods, business districts, and open spaces.

The City of Agoura Hills is primarily residential land use (approx. 42%), as demonstrated in Figure 10. Parks and open space make up the second most common land use (approx. 28%), and planned development the third most common (approx. 16%). Business and manufacturing and commercial use make up the least amount of acreage, at roughly 6% and 5%, respectively.

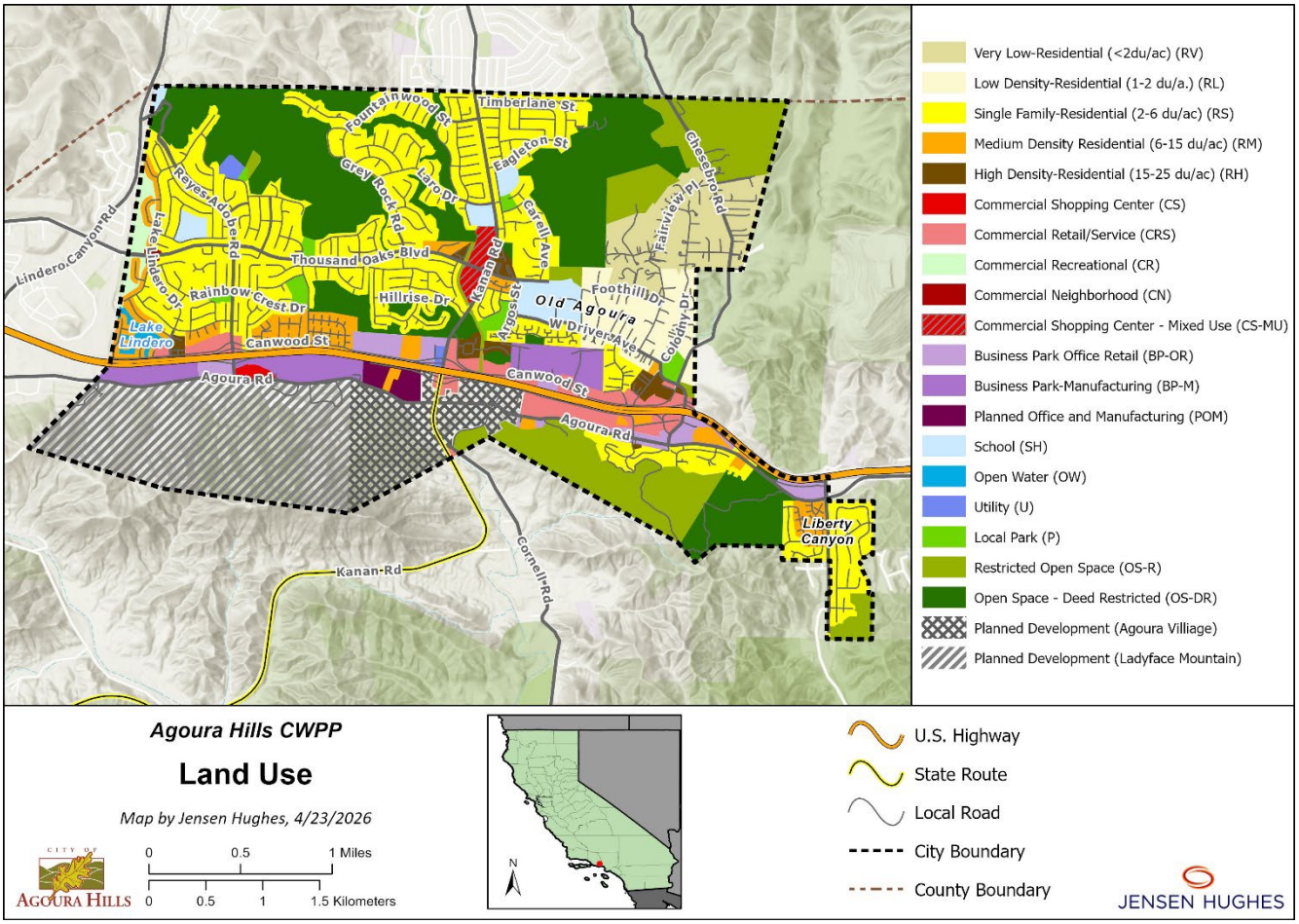


Figure 10. Land Use for Agoura Hills

3.7 FIRE PROTECTION RESPONSIBILITY

The ability to muster a timely and robust response to a wildland fire can influence the eventual impact of that fire on a community. The City of Agoura Hills has fire services provided by the Los Angeles County Fire Department (LACoFD). LACoFD has multiple jurisdictional responsibilities besides wildland fire suppression, including

emergency medical services, structure fire suppression, hazardous materials incidents, swift water and water rescue, inspection and permitting, and code enforcement. In 2024, LACoFD responded to a total of 11,539 fires county-wide out of a total of 455,722 calls for services. The fire workload, of which wildland fire is only a small proportion, represents approximately 2.5% of the department's total workload (Los Angeles County Fire Department Statistical Summary, 2024).

3.7.1 Fire Agencies in Agoura Hills

The Agoura Hills Planning Area is in one of the most firefighting resource dense areas of the nation. LACoFD staffs 175 fire stations with a total of 228 front line engines. The County also staffs 35 trucks, 13 water tenders and 10 fire dozers and 17 hand crews, including nine crews managed by the California Department of Corrections.

A large array of aircraft is available for use on wildland fires, including 10 total helicopters, five Sikorsky S-70 Firehawks, five Bell 214 helicopters and the department also leases a Chinook CH-47 helitanker, considered the world's larger firefighting helicopter, during fire season. In addition to the helicopters, the department also leases two CL-415 "Superscoopers" to augment their aerial fire suppression capabilities.

The firefighting resources maintained by the County are augmented through mutual aid agreements with Los Angeles City Fire, Ventura County Fire Protection District, and the federal fire agencies which assure that the closest available resources are dispatched to the report of a wildland fire. The sheer size of LACoFD and their fire cooperators enables reinforcements to be rapidly deployed to an emerging wildfire using not only departmental resources, but also those of the cooperating fire agencies.

The three cooperating fire protection agencies in and around Agoura Hills can muster an aggressive initial attack on any report of a wildfire. Using Agoura Hills High School as a center point for the community, these fire agencies can deploy 10 engines within 15 minutes of a dispatch to this location. Travel times and the closest resources will vary with the exact location of a reported fire, but Table 6 shows the speed at which ground based fire resources can be on the scene of a fire.

Fire crews for Los Angeles County Fire may be delivered by helicopter to a reported fire. The closest "fly crew" is stationed at Camp 8, located on the ridgeline above Malibu and has a response time to Agoura Hills of less than 10 minutes. The closest ground crews to Agoura Hills are based at Los Angeles County Camp 13 in Malibu and the CAL FIRE Ventura Camp in Camarillo.

Aviation resources are typically stationed at Whiteman Airport in Pacoima and Camarillo Airport.

Table 6. Closest fire stations and response times to the center of Agoura Hills

Station	Agency	Distance (miles)	Travel Time (minutes)
LAC 89	Los Angeles County	1.7	5
VNC 35	Ventura County	1.9	6
LAC 65	Los Angeles County	2.3	6
LAC 125	Los Angeles County	3.7	6

Station	Agency	Distance (miles)	Travel Time (minutes)
VNC 36	Ventura County	2.7	6
LAC 68	Los Angeles County	6.6	9
LAC 144	Los Angeles County	5.0	10
VNC 37	Ventura County	6.6	13
VNC 31	Ventura County	8.2	13
LAC 67	Los Angeles County	8.2	14

3.7.2 Direct Protection Area (DPA)

Regardless of jurisdiction, agencies coordinate during wildfire events.

Direct Protection Areas define who has fire suppression responsibilities for specific locations within the Planning Area. DPA also defines who has the primary fiscal responsibility for paying for wildland fire suppression.

Three DPA exist within the Planning Area: Local Responsibility Areas, State Responsibility Areas and Federal Responsibility Areas (Figure 11). Within the City of Agoura Hills much of the wildland fire suppression responsibility rests with Los Angeles County Fire who is contracted by the City as their local fire department. Outside of the City on non-federal lands, Los Angeles County Fire is still the responsible fire agency for wildland fire suppression, but on these lands, they are acting as the contracted fire agency for the State of California. On federal lands, such as Santa Monica Mountains National Recreation Area, the federal government has wildland fire responsibility, with the National Park Service serving as the principal fire agency for the federal DPA.

+ **Local Government – Local Responsibility Areas**. Most of the lands within the City of Agoura Hills are Local Responsibility Areas (LRA) for wildland fire suppression responsibility. County Fire is the fire agency with suppression responsibility as they are contracted as the local fire department. County Fire can easily muster a first alarm wildfire response which generally includes five engines, two crews, dozer, water tender and two helicopters. The amount of initial attack equipment dispatched to a reported fire can easily double under the County's augmented staffing plans or if the reported fire occurs within a mutual threat zone of a fire cooperator. Master Mutual Aid also allows the County to leverage additional fire personnel and equipment from nearby fire agencies in California Office of Emergency Services (OES) Mutual Aid Region 1.

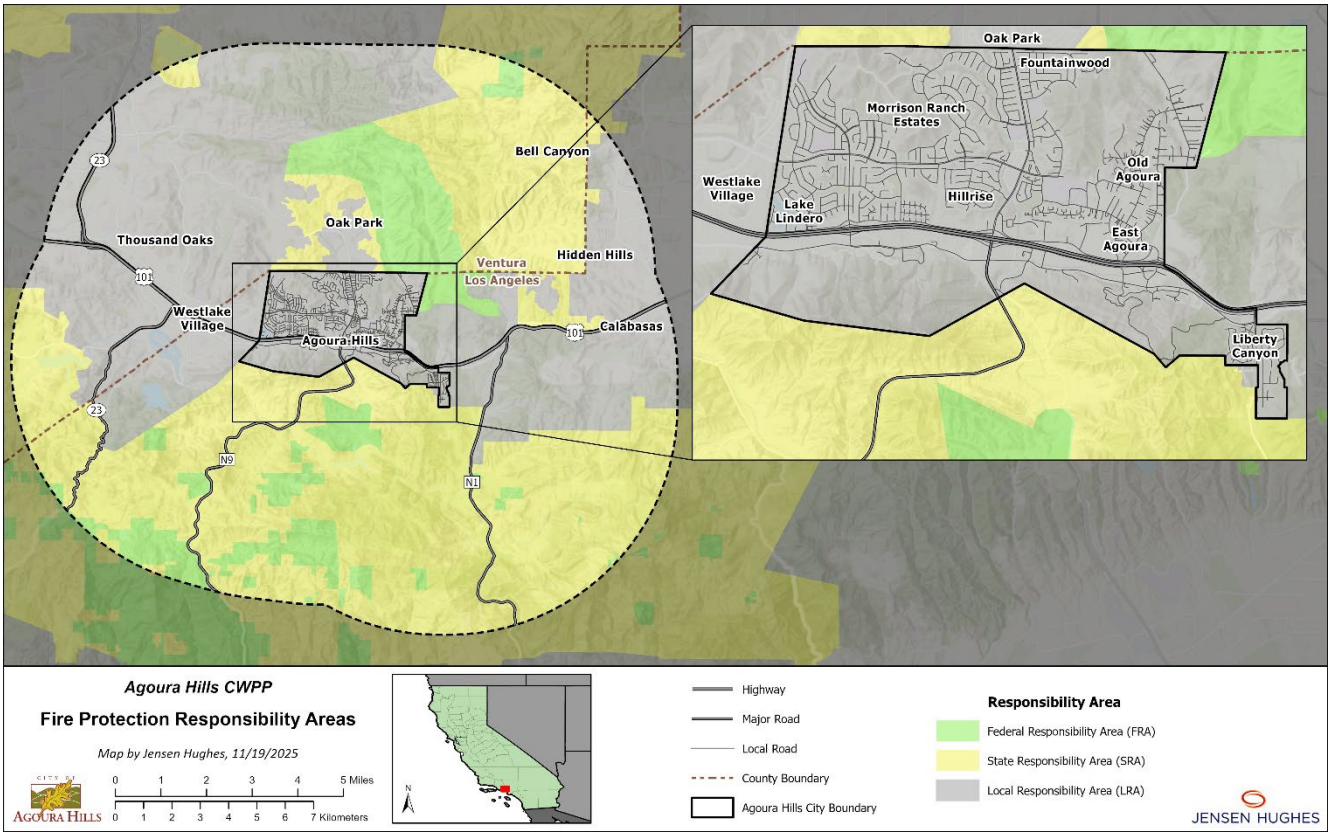


Figure 11: Fire Protection Responsibility Areas for Agoura Hills

- **CAL FIRE – State Responsibility Areas** – State Responsibility Areas, SRA, is where CAL FIRE has the jurisdictional responsibility for the suppression of wildfires. SRA lands are primarily located adjacent to Agoura Hills within the greater Planning Area, but not on federal property. The Los Angeles County Fire Department is contracted by CAL FIRE to perform wildfire suppression services for SRA lands. County Fire, in conjunction with Ventura County Fire, can bring to bear substantial fire resources when a wildfire burns or threatens to burn SRA lands. These resources include engines, helicopters, crews, and dozers, which can augment existing County Fire equipment.
- **National Park Service – Federal Responsibility Areas** – Wildlands located in Cheseboro and Palo Comado Canyons and south of the city on Ladyface Mountain are Federal Responsibility Areas. These locations are the protection responsibility of the National Park Service. Because a wildfire spreading from these federal lands can represent a threat to burn SRA or LRA lands, a Cooperative Fire Protection Agreement exist between Los Angeles County Fire and the National Park Service. This agreement provides for initial attack wildfire suppression support within a mutually agreed "threat zone." While the federal firefighting resources are very limited in the local area, when a wildfire burns within or threatens to burn within these mutual aid area, County Fire can access fixed wing aircraft, helicopters, crews, and other federal fire resources located principally on nearby National Forests. A single Park Service engine is located at King Gillette Ranch approximately seven miles from Agoura Hills.

3.7.3 Fire Protection Agreements and Plans

The fire agencies in and around Agoura Hills have well established protocols for obtaining support from fire cooperators during an escalating wildfire through automatic and mutual aid agreements amongst themselves

and with adjoining jurisdictions including neighboring counties, other municipal fire departments, Federal Fire, and the Parks Service.

The following is a summary of existing agreements and mechanisms through which agencies can request assistance for fire suppression operations.

- **Automatic Aid -** These agreements with nearby fire agencies assure that the closest available fire resource is dispatched to a reported wildland fire. Currently County Fire maintains a multitude of automatic aid agreements. Locally pertinent agreements exist with Ventura County Fire Department, and Los Angeles City Fire.
- **Master Mutual Aid -** Managed by CAL OES, the California Disaster and Civil Defense Master Mutual Aid Agreement of 1950 allows local governments to request assistance from other signatories to the Agreement without having to reimburse the supporting departments. This agreement is “reciprocal,” in that County Fire, as a signatory, would not receive reimbursement from other local government departments who might receive their support during a time of need.
- **Assistance by Hire –** Where agreements do not exist for firefighting resources, requests for additional suppression capabilities can be placed by field Incident Commanders through the unified ordering point of the incident. These requests will be relayed to the OES Operational Area to be filled or escalated to the OES Coordinator at the Southern California Geographic Area Coordination Center if the Operational Area cannot meet the needs of fire commanders. The equipment ordered under “assistance by hire” will be paid for by the requesting fire agency, or the cost of the equipment may be shared in a Cost Share Agreement with other jurisdictionally involved fire agencies.
- **The Fire Management Assistance Grant (FMAG) -** Managed through the Federal Emergency Management Agency (FEMA) FMAG provides reimbursement to local government agencies for cost they may incur during a wildfire emergency. CAL OES will process FMAG requests for local government who must meet specific criteria to qualify for this cost reimbursement. As a rule of thumb, FMAG will cover 75% of local government cost incurred during a wildfire emergency.

Defining the Wildfire Problem



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4.0 Defining the Wildfire Problem

The nature of the wildfire problem is a product of ignition sources, vegetative fuels, topography, and weather. Understanding the wildfire problem requires an understanding of how these factors interact. Agoura Hills has a complicated wildfire regime, with fire behavior determined by distance from the coast and topography. While only a small fraction of wildfires become large enough to result in significant damage each year, the ability to prevent and suppress these fires depends on a combination of conditions favorable to suppression and the availability of firefighting resources to provide an appropriate response to the fire, especially during the incipient stages of fire development. The wildlands surrounding Agoura Hills have the highest fire frequencies in California in the last century, almost entirely in the autumn months and including a mix of frequent small fires (<500 acre) and infrequent large, prolonged fires (>10,000 acres). This makes the Planning Area highly prone to disastrous wildfires. Wildfires have historically been a major part of Agoura Hills's ecosystem and will continue to be.

To effectively develop a mitigation strategy to address the potential negative effects of a wildfire within the Planning Area requires an understanding of fire history, fire ecology, climatology, and human interactions with these various elements.

4.1 FIRE HISTORY

Fire history provides a useful tool for fire prevention and preparedness as it provides an understanding of fire frequency, fire season, fire behavior and characteristics, major sources of ignition and portions of the landscape that are the most vulnerable.

There is a significant recent history of large wildfires burning in and around the city. The most impactful of these was the 2018 Woolsey Fire, which damaged or destroyed approximately 2,007 structures total, 31 of which were within Agoura Hills city limits (See Figure 12). While the Woolsey Fire directly impacted the city, multiple recent, larger fires have burned in the general vicinity of the community including:

- **Kenneth Fire** – January 2025, burned 1,052 acres northeast of the City in Calabasas.
- **Palisades Fire** – January 2025, burned 23,707 acres southeast of the City in Pacific Palisades and Malibu.
- **Franklin Fire** – December 2024, burned 4,087 acres south of the City in Malibu.
- **Hill Fire** – November 2018, burned 4,310 acres east of Camarillo (burned concurrently with the 96,949-acre Woolsey Fire).
- Mountain Fire – November 2024, burned 19,904 acres to the north and east of Camarillo.
- **Springs Fire** – May 2013, burned 23,676 acres east of Point Mugu in Ventura County.

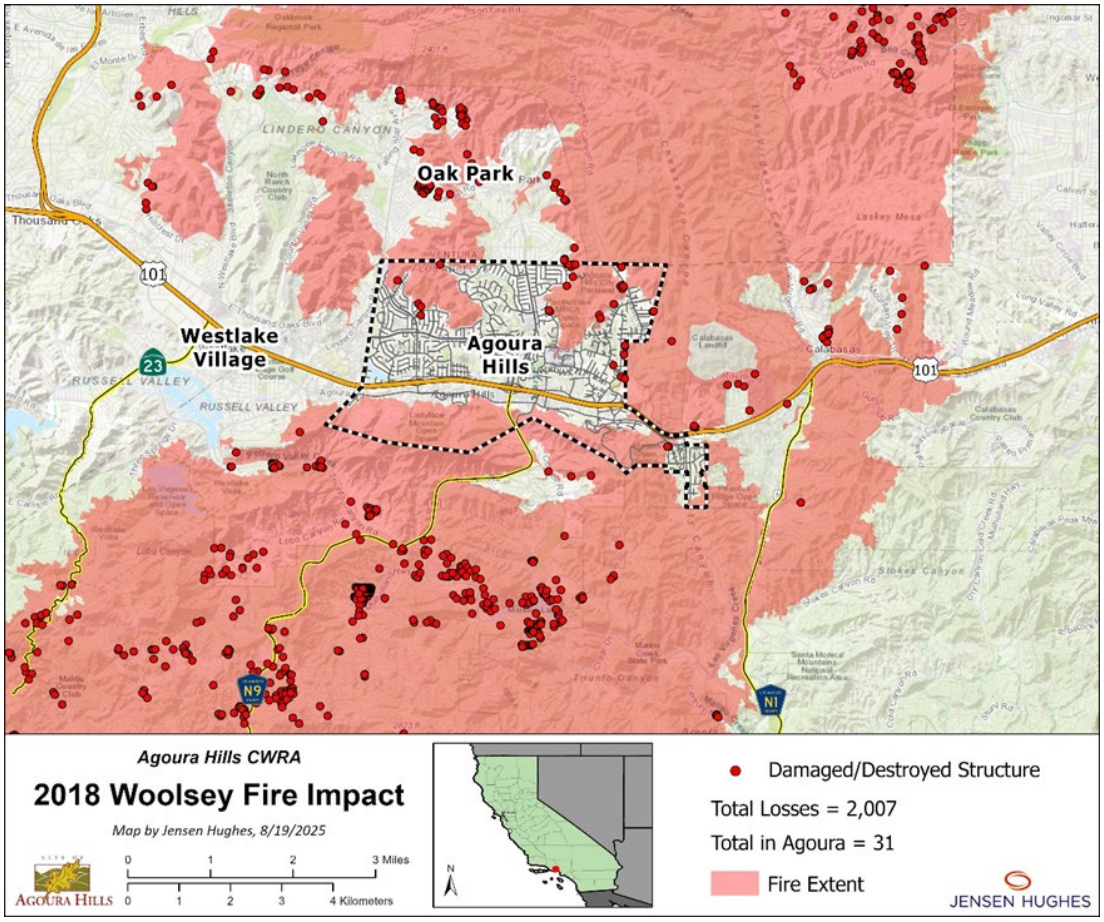


Figure 12. Damaged/Destroyed structures during the 2018 Woolsey Fire.

Wildland fire ignitions do not generally start within Agoura Hills itself but spread towards the city from surrounding areas. Most of the recent, large wildfires have occurred around the city, encroaching from the northeast and northwest (See Figure 13 and Figure 14). All of the large wildfires cited above have burned under Santa Ana/offshore wind conditions, including the Springs Fire, which burned in May, a month not typically associated with Santa Ana weather events.

The Woolsey Fire showed how quickly wildfire can reach Agoura Hills.

The majority of ignitions occur to the southeast, near Malibu Creek State Park. This can be seen in the “hot spot” or fire cluster map in Figure 15.

These large fires in and adjacent to the city have modified the vegetative structure surrounding Agoura Hills by burning much of the older, denser chaparral. While these plant communities are in the process of recovery, the landscape now primarily supports less dense grass and grass-shrub fuel types. These fuels can burn rapidly under summer and fall fire weather conditions, though typically at lower intensities, which can improve the effectiveness of both aerial- and ground-based firefighting operations. However, during Santa Ana events, high wind speeds can limit or prevent the use of aerial resources, placing greater reliance on ground response.

Throughout Agoura Hills, there are many instances where non-native ornamental vegetation is used in landscaping. Often it is this ornamental vegetation that allows fire to impact a structure, either by providing a receptive fuel for embers or by providing a flammable connection from wildland fuels to a structure.

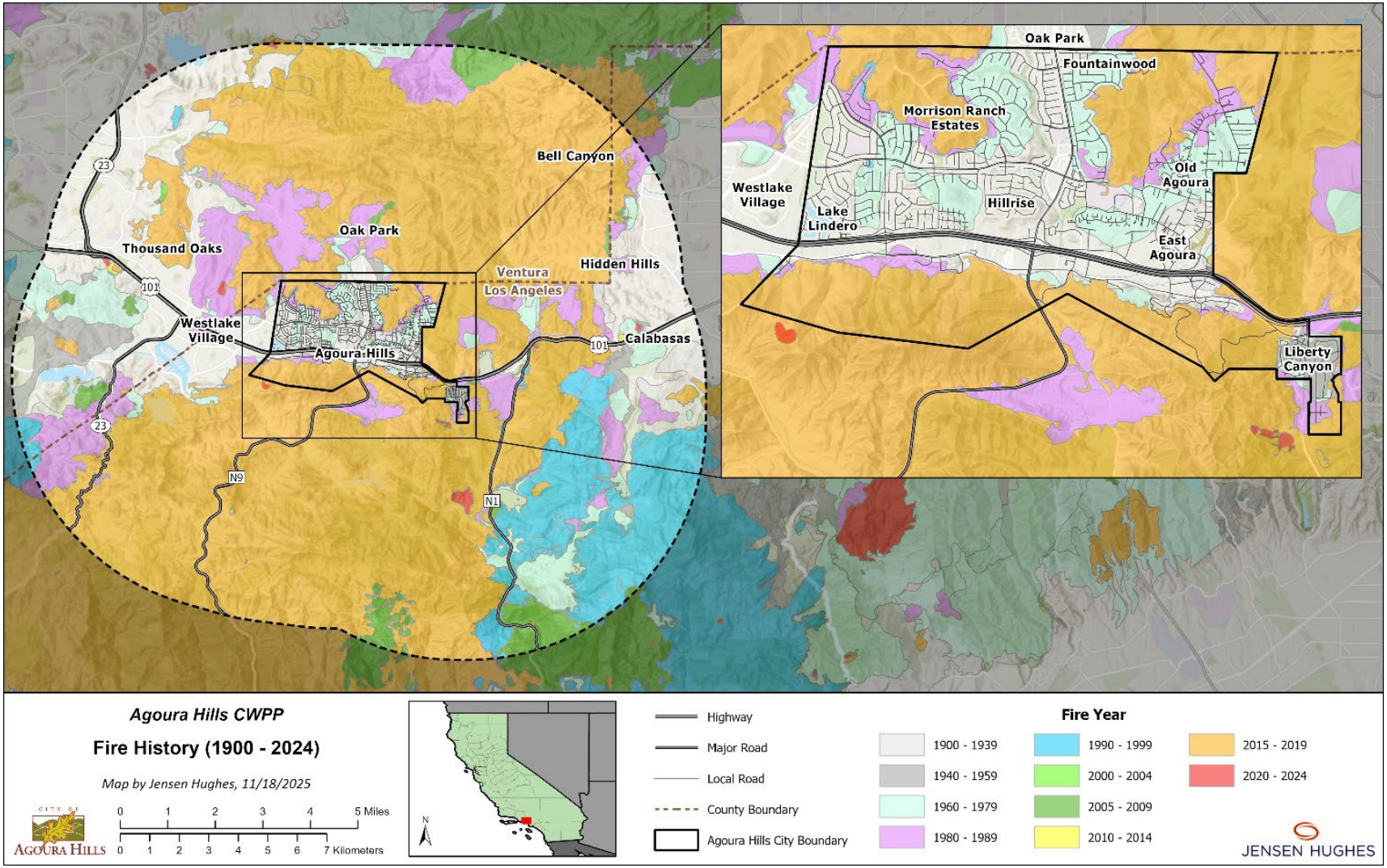


Figure 13. Historical Fire Perimeters in and around Agoura Hills

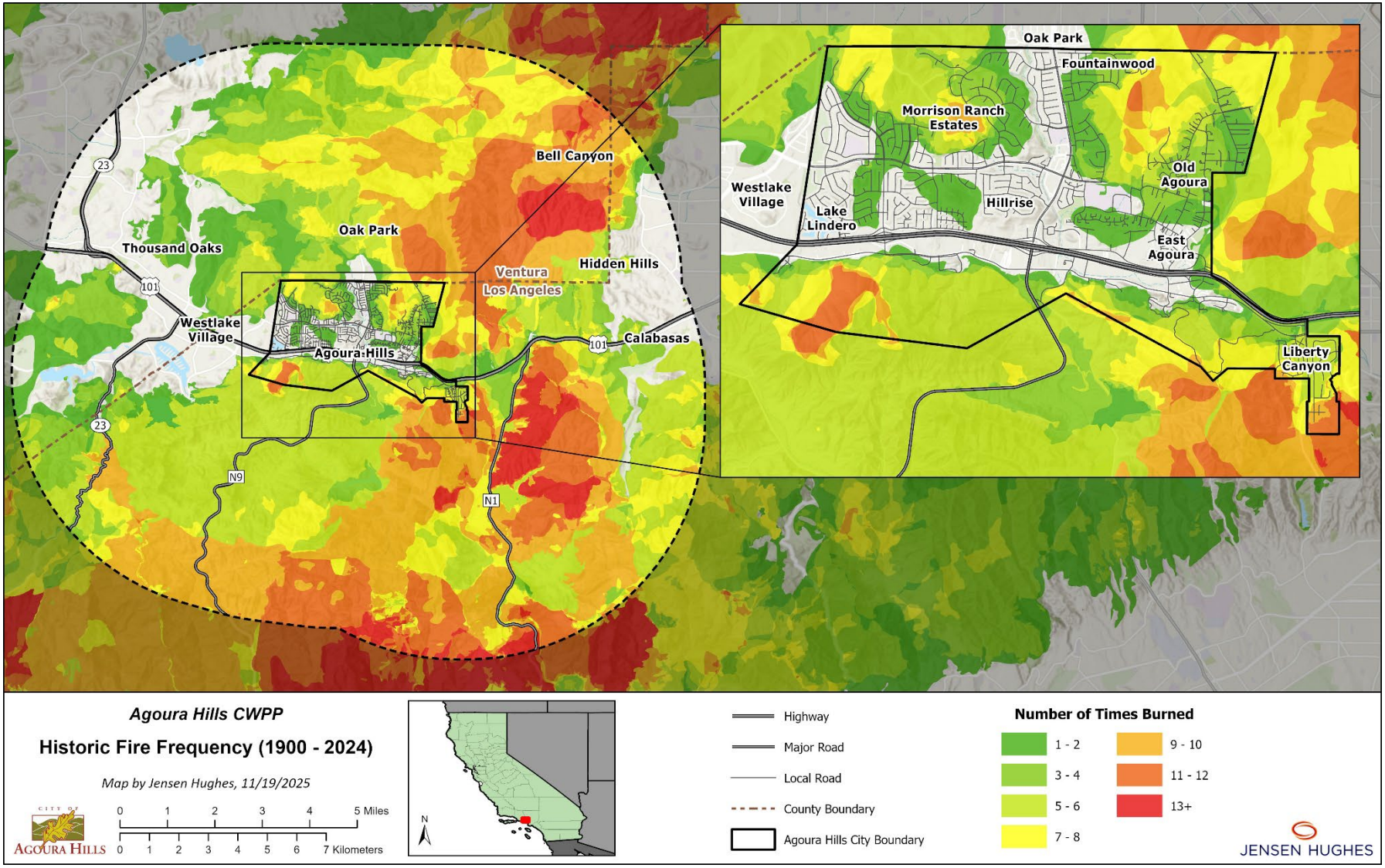


Figure 14. Historic Fire Frequency in and around Agoura Hills

As seen in Figure 15, the distribution of ignitions across the Planning Area shows that ignitions tend to cluster along travel routes, with US-101, Kanan Road and Las Virgenes Road having the greatest density of ignitions. The most potentially impactful ignition clusters to the city are those located along Chesebro Road, below the Calabasas landfill and along Las Virgenes Road. In these locations, if an ignition were to occur during a Santa Ana weather event, fire would be rapidly pushed into residential areas to the west and south.

Of less concern to the city are the ignition clusters south of the administrative boundary. Under normal southwest winds, burning conditions are typically within the ability of the local fire agencies to successfully suppress these ignitions. Fire history indicates that no large fire has spread into Agoura Hills from the south.

As seen in Figure 14, wildfire frequently flows through Las Virgenes/Chesebro/Palo Comado Canyons, Liberty Canyon, Kanan and Cornell Road south of Highway 101 and to a lesser degree Lindero Canyon. This corresponds with historic wildfire corridors observed by LA County Fire Department. These locations all feature north/south oriented canyons which funnel and accelerate winds during Santa Ana weather events.

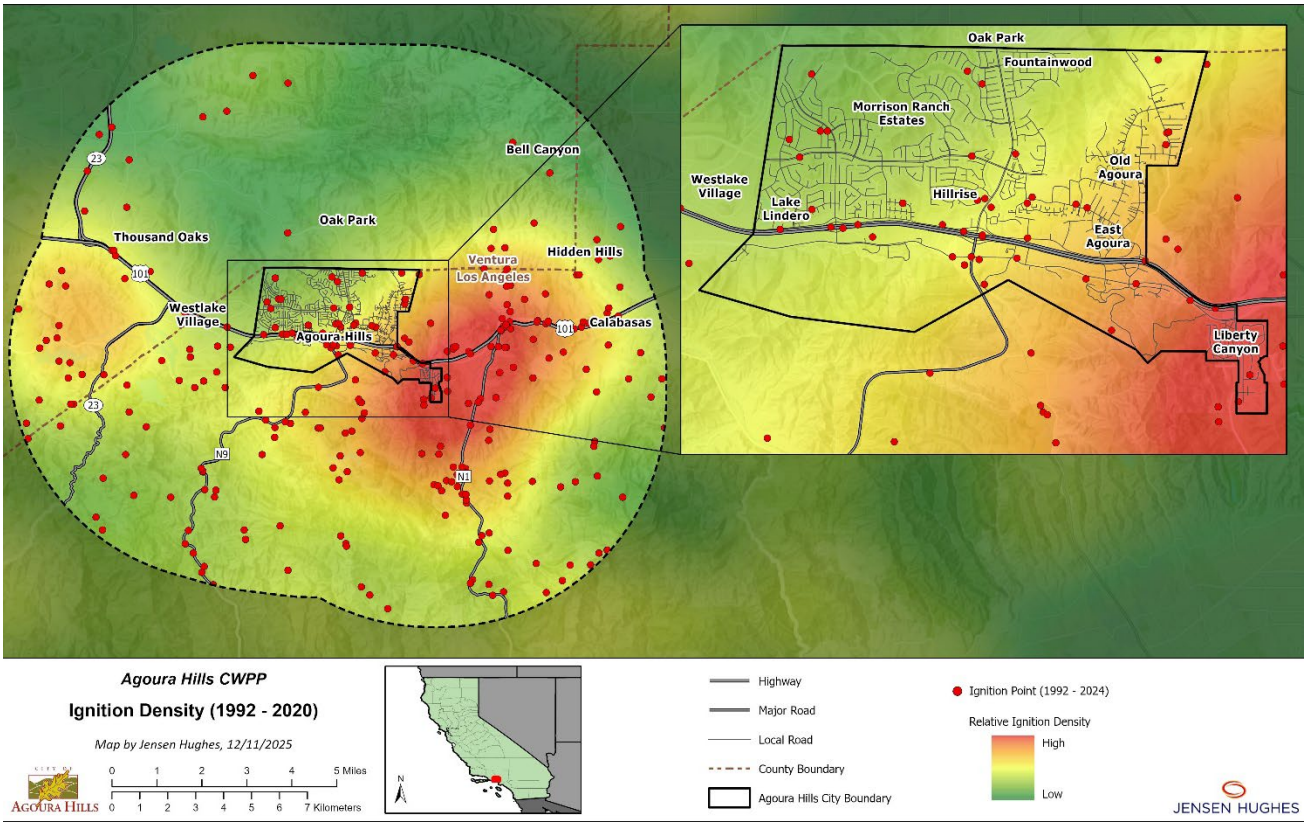


Figure 15. Ignition history in and around the Planning Area from 1992 - 2020. Source: USFS

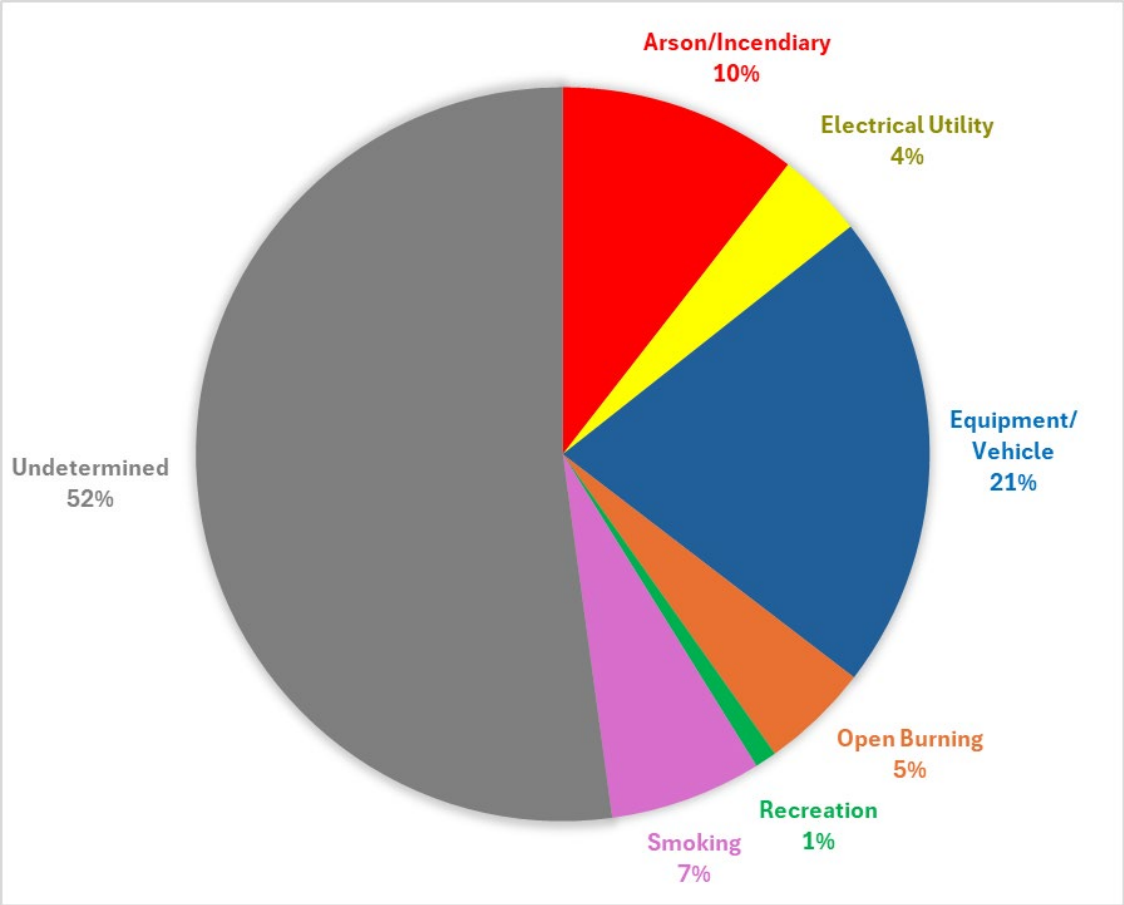


Figure 16. Ignition Causes in and around the Planning Area from 1992 - 2020. Source: USFS

4.2 FIRE ECOLOGY

The Planning Area is characterized as a Mediterranean landscape due to its climate and the native vegetation that dominated prior to European settlement. Temperatures are generally quite warm in the late summer months and moderate in the winter months due to proximity to the ocean. Agoura Hills is far enough inland with sufficient blocking terrain to experience a slightly weaker marine layer than coastal Oxnard to the west or Malibu to the south, however, the marine layer cloud cover is still sufficiently strong to moderate high temperatures in early-to-mid-summer. Peak high temperatures exceeding 100F are common throughout the late summer (August and September), with the record temperature of 108F observed in early September.

Rainfall is highly variable from year-to-year across the Planning Area. The annual rainfall for Agoura Hills is 16.6” (based on a 1991-2020 climatological average), however, the area received 42” during the record 2005 year, while 20% of winters receive less than 10” of rain. This variability between wet and dry years, known as hydroclimatic “whiplash,” greatly influences the fire ecology of the region (Swain et al. 2025).

The native vegetation of the Planning Area uplands is chaparral shrublands dominated by three primary species: manzanita (Arctostaphylos spp.), chamise (Adenostoma fasciculatum), and California lilac (Ceanothus spp.) (Figure 17). Chaparral is a highly fire-adapted species group that has high levels of volatile oils in its leaves and stems, making it very flammable, and it usually resprouts quickly after wildfire. In the higher-moisture riparian areas along canyons, these shrubs give way to oak, sycamore, and willow trees, which are more

resistant to the adverse impacts of wildfire and will either survive relatively undamaged or resprout following the fire. Chaparral species and oaks that characterize the Planning Area have evolutionary characteristics consistent with fire-adapted ecosystems. Some shrub species (e.g., scrub oaks) are obligate resprouters that utilize stored reserves to regenerate from existing stems shortly following the fire event. Thus, they must build up sufficient carbon reserves before the next fire in order for the regenerative machinery to function. Other shrub species are obligate seeders (e.g., some species of ceanothus and manzanita), regenerating only from stored seed bank in the soil or adjacent unburned areas.



Figure 17: Sample images of late stage, dense California chaparral

Prior to human expansion in the region, including Indigenous settlement, ignitions were infrequent due to very limited occurrence of lightning, which occurs occasionally in the Santa Monica Mountains. It is likely that there were relatively few small fires, with most area burned associated with infrequent large fires that occurred when a summer lightning ignition spent several months burning slowly across the Santa Monica mountains and eventually burned down a canyon or into the upland areas on the edges of Agoura Hills. Native burning throughout the region is well documented, although this likely decreased as Spanish settlement expanded beginning in the 16th century and then gave way to westward American expansion. The dramatic increase in population in the 20th century in the region further altered the natural fire regime of the region by substantially increasing human ignitions both in number and across the seasons. It also served to convert much of the open space found in parks and other inclusions throughout the city to primarily mixed grass and shrubs. The speed and intensity of fire behavior in these spaces is dependent on the ratio of this mix and the volume of vegetation: a higher grass component burns faster at lower intensity, while a higher shrub component tends to burn more slowly but with higher intensity and more embers cast. Thus, time since last fire and vegetation management are crucial to assessing potential for disastrous fire outcomes.

Today, the heavily urbanized Planning Area has the highest potential for human ignitions from an elevated level of recreational use of open spaces and trails, such as the Cheseboro use area, Mountains Recreation and Conservation Authority (MRCA) lands, Liberty Canyon, and the city-owned Medea Creek Park. The US 101 freeway also poses risks for new ignitions. Large private inholdings throughout the Planning Area provide potential opportunities for an ignition to spread rapidly into adjacent neighborhoods due to ingress/egress challenges. Historically, the open areas throughout the city have experienced a “local” (<500 acre) fire approximately once every 3-5 years, while large fires (>10,000 acres) have encroached on Agoura Hills from surrounding areas approximately once every 10-15 years. These include the 2018 Woolsey Fire, the 2005 Topanga Fire, the 1982 Dayton Canyon Fire, the 1978 Kanan Fire, and the 1970 Clampitt Fire.

4.3 VEGETATION AND FUELS

Vegetation is the primary fuel source for wildfires and, along with weather, is a key factor in determining the risk of wildfire hazards. In the case of Agoura Hills, both wildland vegetation and urban fuels present a hazard. Urban sources of fuel such as combustible structures (e.g., homes, businesses, industrial facilities, outbuildings), combustible non-structural features (e.g., decks, fences), vehicles, etc., can contribute to the fire environment and significantly influence fire behavior in the Planning Area. Locally, adjacency to chaparral and abundance of non-native trees, shrubs, and grasses as landscaping vegetation and screening has a negative effect on the overall wildland fire environment. Thus, the potential risk of a large-scale, destructive wildland fire can be linked to the adjacent chaparral as well as landscaping vegetation and other characteristics.

Table 7 provides a summary of the vegetation types and percentages that occur within Agoura Hills and Figure 18 shows their spatial distribution. The Planning Area consists of a large percentage of urban area, coastal scrub and chaparral, and a relatively small amount of grasslands and woodlands. Within Agoura Hills, most area is urban with coastal scrub and annual grassland around the perimeters of the urban area. Additionally, the vegetated areas to the south have mixed chaparral and those to the northeast have coastal oak woodland.

Table 7. Percentage Breakdown of Vegetation Types in the Planning Area

Vegetation Type	Acres	% of Planning Area
Annual Grassland	398	7.9
Barren	40	0.8
Coastal Oak Woodland	141	2.8
Coastal Scrub	752	15.0
Cropland	6.9	0.1
Lacustrine	14	0.3
Mixed Chaparral	522	10.4
Perennial Grassland	6.4	0.1
Urban	3,012	60.1
Valley Foothill Riparian	60	1.2
Valley Oak Woodland	60	1.2
Total	***5,013***	***100.0***

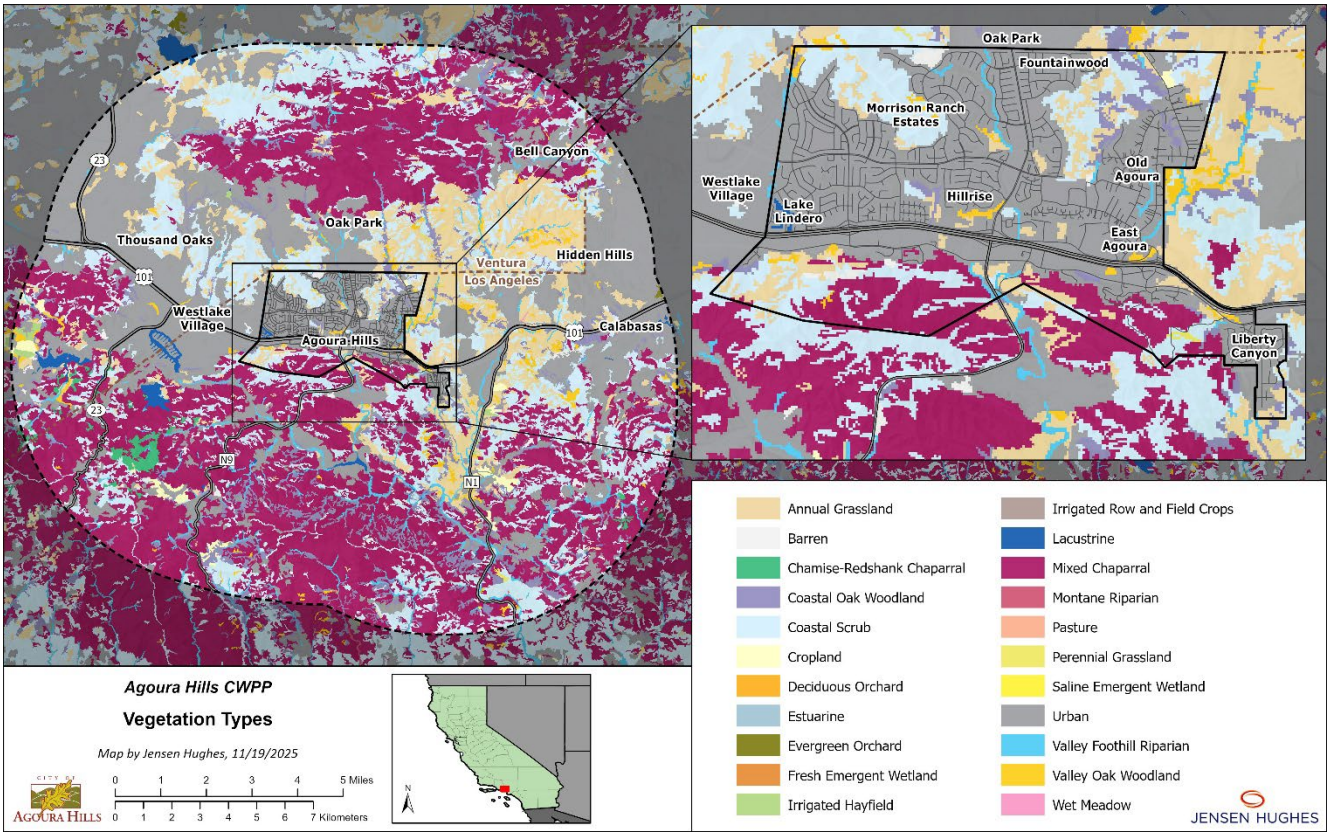


Figure 18: Vegetation Types for Agoura Hills

4.4 CLIMATE AND CLIMATE CHANGE

The City of Agoura Hills has a Mediterranean climate, with 16.6" annual precipitation falling primarily in the winter months. Agoura Hills is impacted by the marine layer, a mass of cooler air and cloud cover that moves inland from the ocean, with the greatest impacts during the spring and early summer. When the marine layer forms, temperatures are moderated and relative humidity increases, diminishing fire danger. The marine layer contributes to average temperatures peaking in later summer in the 100s F, with a relatively moderate range between the summer mean high (92 F) and the winter mean low (47 F) (Figure 19). This supports a moderate maritime climate that occasionally sees extreme temperature and extreme rainfall events. While the hottest month on average is August, the record hottest day (108 F) is in early September.

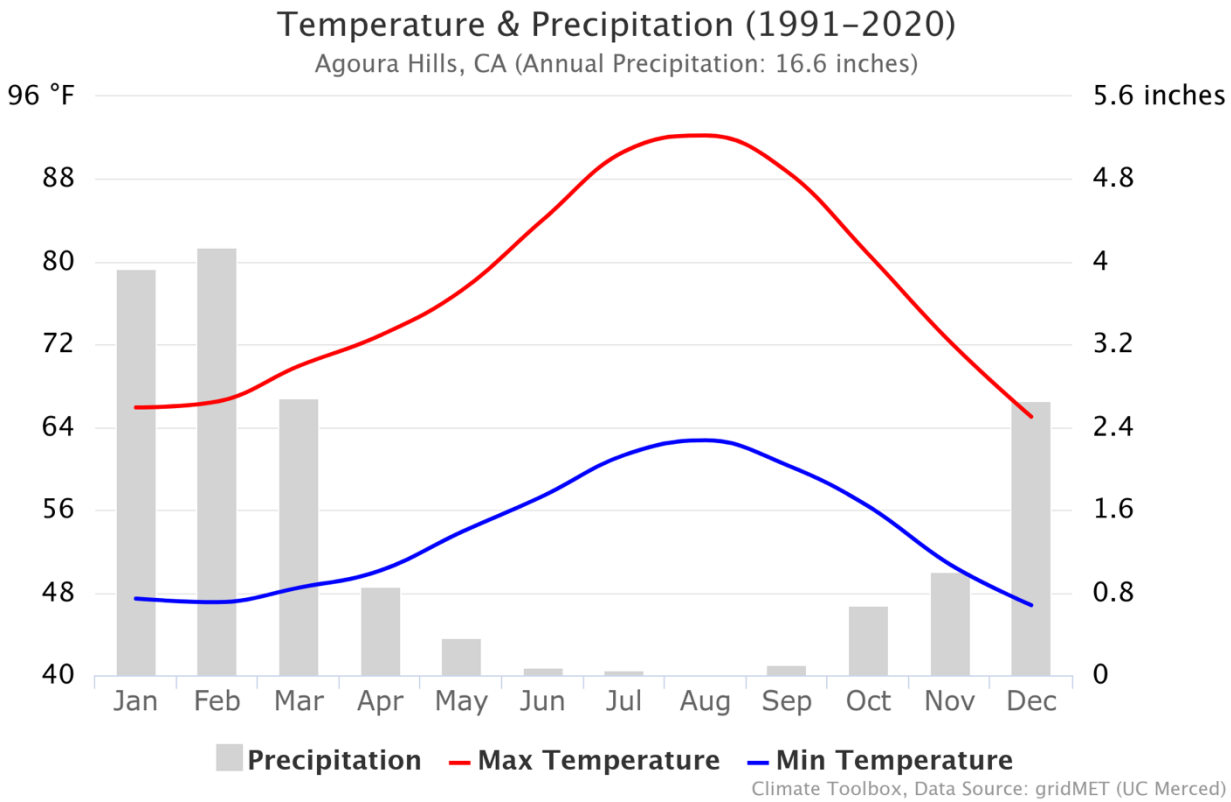


Figure 19: Annual mean climatology over the 1991 – 2020 reporting period for the Planning Area.

While global climate change is often reported as an average rise in temperature (i.e., warming) for the entire planet, the observed changes are highly variable across the globe and even within states, such as California. Changes in temperature, precipitation, and other meteorological phenomena are also variable both across the seasons of the year, and in terms of the intensity of extreme events. As wildfire tends to occur under extreme conditions in the Planning Area, it is critical to understand how climate change specifically impacts both the frequency and intensity of these extreme weather events, as well as how it affects the vegetation fueling the fire. Both fuels and extreme heat events are affected by climate change. Abnormally wet winter-spring periods yield higher than normal fine fuel loads, which are the primary carriers of fire.

In the Planning Area, conditions conducive to producing the most extreme fire behavior, including rapid rates of spread and uncontrollable flames, occur in the autumn and winter months when easterly Santa Ana winds coincide with drought conditions (Figure 20). Winter droughts are expected to increase in frequency and intensity under climate change.

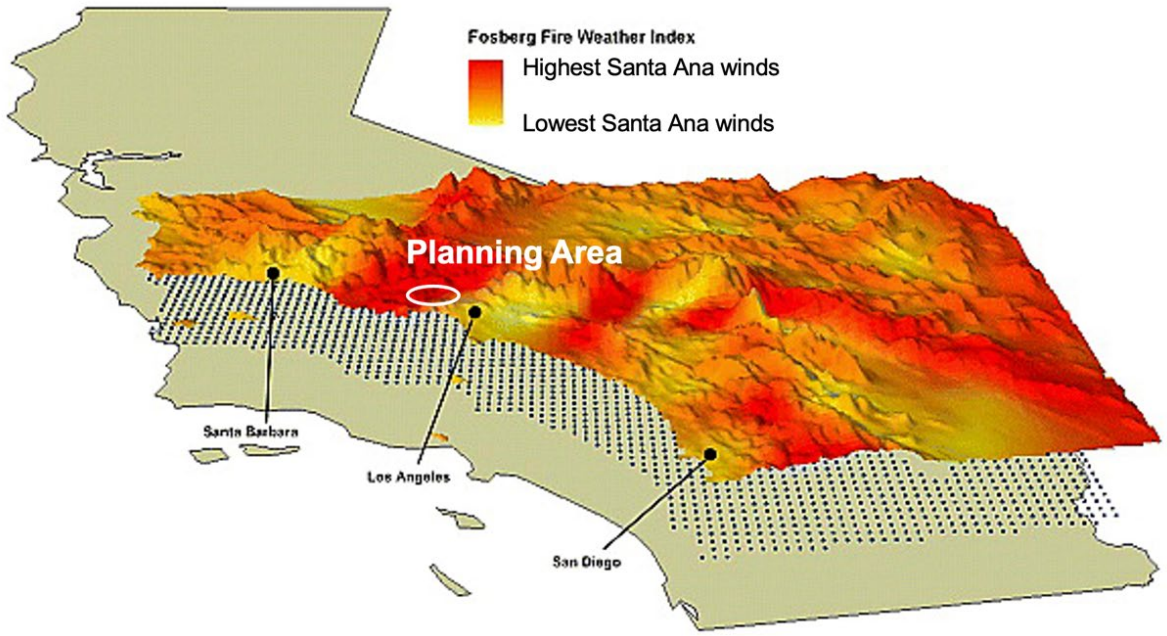


Figure 20: Map adapted from Moritz et al. (2010) showing where the highest Santa Ana winds concentrate and facilitate uncontrollable and extreme wildfires. The Planning Area (white oval) is in an area heavily impacted by strong Santa Ana winds.

Agoura Hills has warmed 2.1° F overall in the last 100 years (Figure *21*). However, temperatures are highly variable from year-to-year, with 2014 registering the hottest year for the Planning Area since 1895. Warming has occurred across all four seasons and for both daytime highs and nighttime lows, but the greatest warming trends are the nighttime lows, particularly in autumn.

These trends are consistent with reduced nighttime relative humidity recovery, where it remains dry at night rather than becoming more humid, and support anecdotal observations from fire suppression personnel that fires are more active at night now than they have been in the past. Reduced nighttime humidity recovery across spring, summer, and fall seasons is a contributing factor to an observed trend towards increased fire danger, specifically because fuel aridity is higher and fuels are less resistant to fire spread (Abatzoglou and Williams 2016, Goss et al. 2020)[4][5]. When a Santa Ana or Sundowner wind event develops in conjunction with low fuel moisture (i.e., high fuel aridity) there is a greater probability of rapid fire spread and the development of large, longer duration wildfires (Rolinski et al. 2016)[6].

[4] Abatzoglou, J.T. and Williams, A.P., 2016. Impact of anthropogenic climate change on wildfire across western US forests. Proceedings of the National Academy of Sciences, 113(42), pp.11770-11775.

[5] Goss, M., Swain, D.L., Abatzoglou, J.T., Sarhadi, A., Kolden, C.A., Williams, A.P. and Diffenbaugh, N.S., 2020. Climate change is increasing the likelihood of extreme autumn wildfire conditions across California. *Environmental Research Letters*, *15*(9), p.094016.

[6] Rolinski, T., Capps, S.B., Fovell, R.G., Cao, Y., D'Agostino, B.J. and Vanderburg, S., 2016. The Santa Ana wildfire threat index: Methodology and operational implementation. *Weather and Forecasting*, *31*(6), pp.1881-1897.

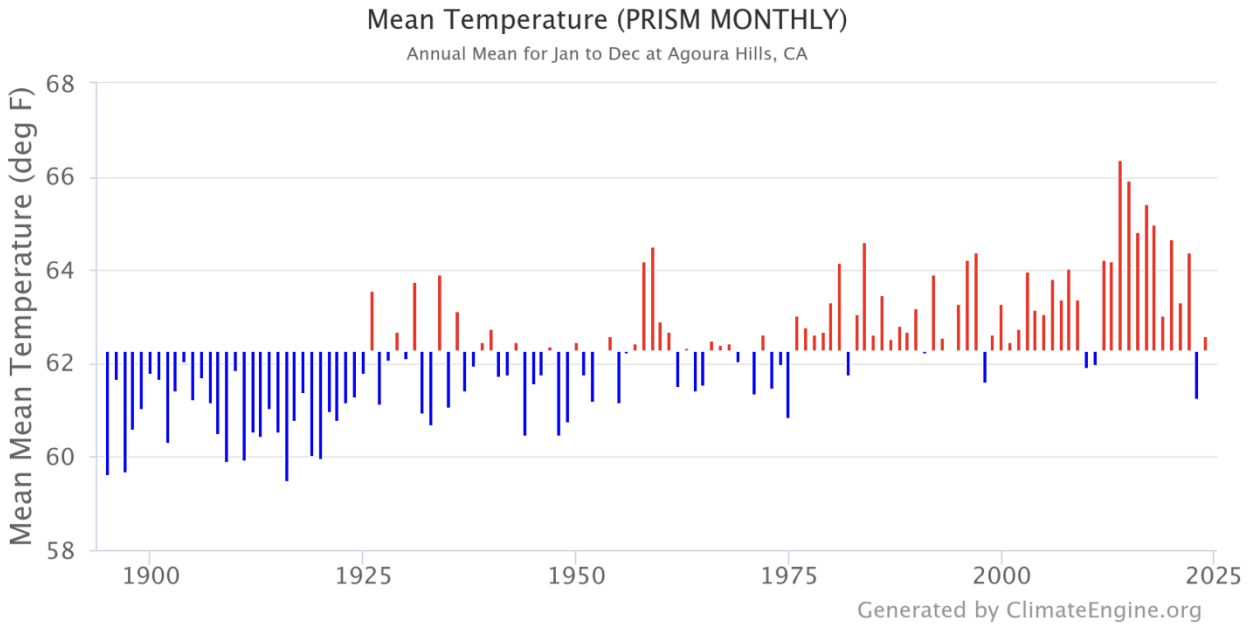


Figure 21. ***Mean annual mean daily temperature for Agoura Hills from 1895-2024, showing departure from the long-term average of 62.3 F.***

In contrast to a clear warming trend, annual precipitation in the Planning Area has not changed significantly over the past century (Figure 22). Notably, however, precipitation has declined substantially in the last four decades in Autumn, the season when Santa Ana winds pick up and the fastest spreading wildfires occur (Figure 23). Moisture availability has also declined due to changes in the coastal influence. The marine layer is a type of coastal fog that develops during the spring and summer, and due to the strong temperature gradient between the cool ocean waters and the superheated land mass. This layer is difficult to measure, but observations from Burbank and Santa Monica airports over the last 50 years show that it appears to be getting weaker and providing less shade (Figure 24), which increases vegetation aridity on the ground (Williams et al. 2018)[7]. Continued ocean warming in the future may further decrease the marine layer, potential making the western portion of the Planning Area more susceptible to fire.

[7] Williams, A.P., Gentine, P., Moritz, M.A., Roberts, D.A. and Abatzoglou, J.T., 2018. Effect of reduced summer cloud shading on evaporative demand and wildfire in coastal southern California. *Geophysical Research Letters*, *45*(11), pp.5653-5662.

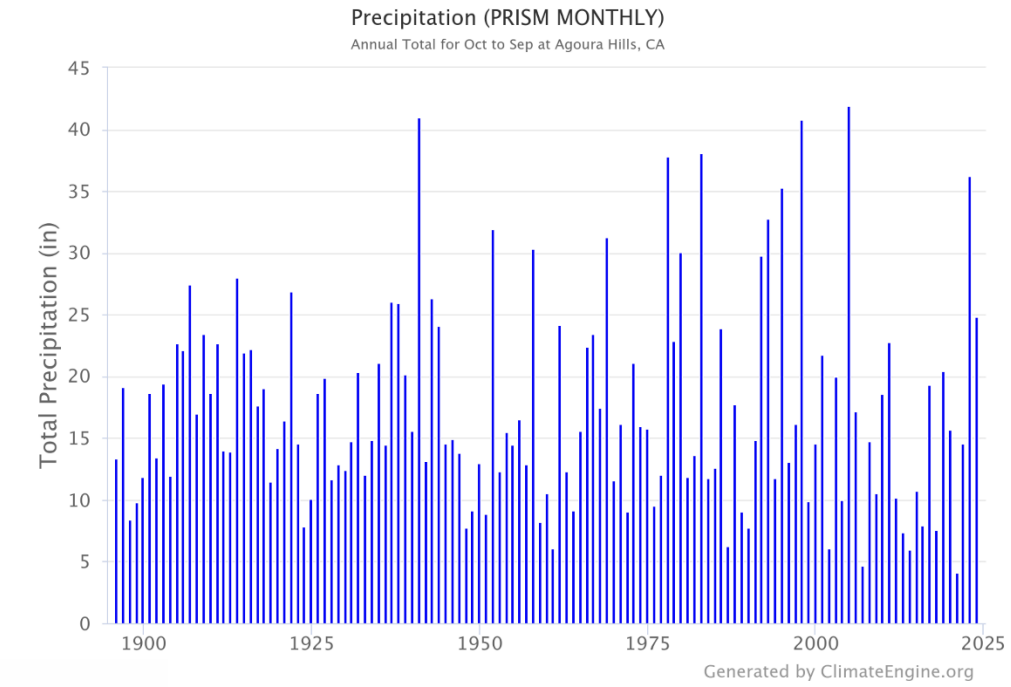


Figure 22: Mean annual water year (Oct. – Sept.) total precipitation for the Planning Area (1895-present).

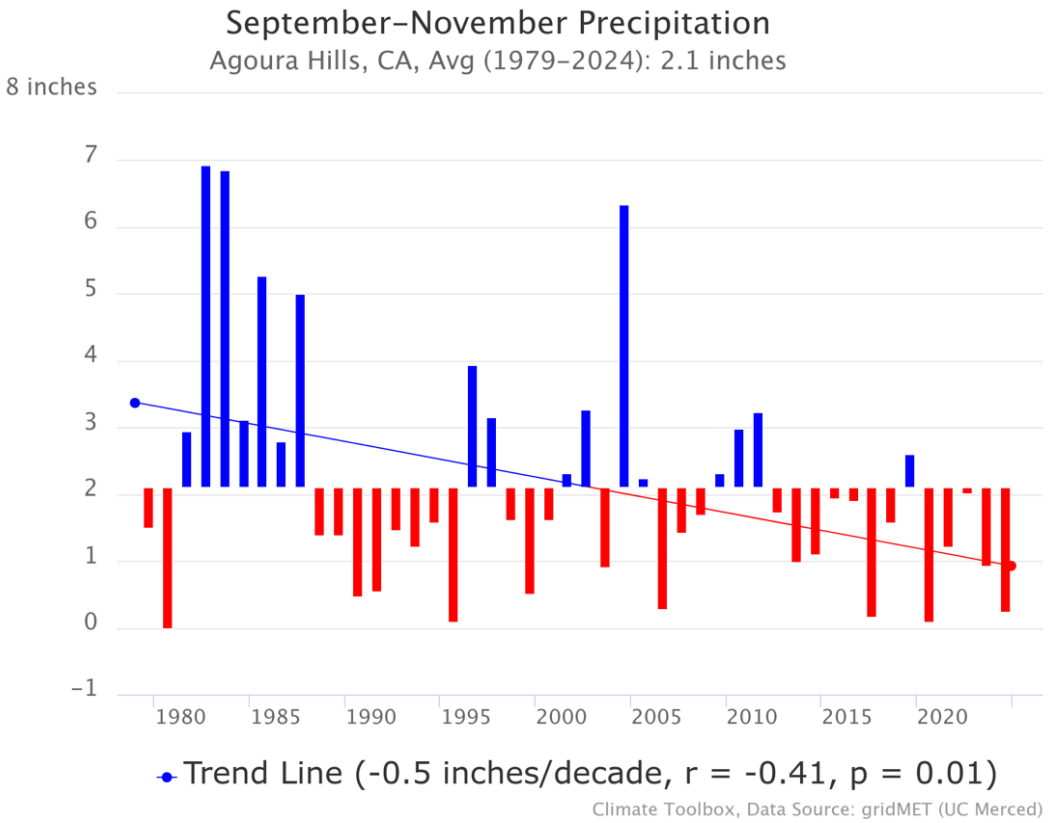


Figure 23: Decline in Autumn precipitation from 1979-2025.

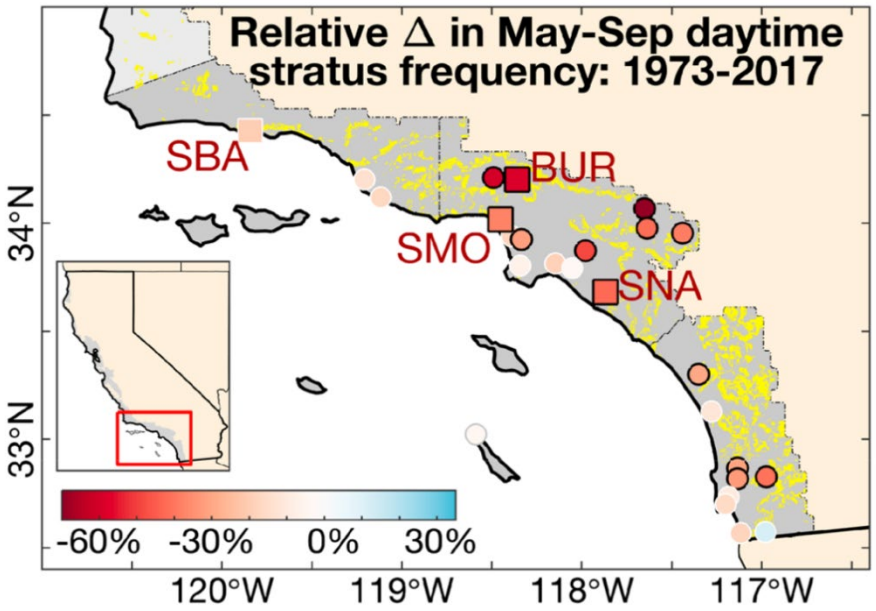


Figure 24: Summer decline in daytime cloud cover (frequency of stratus clouds observed at airfields including Burbank (BUR), Santa Monica (SMO), and Santa Barbara (SBA)) from 1973-2017 from Williams et al. (2018).

Overall, the rising temperatures and the declining autumn precipitation have increased fire potential in the City, as indicated in trends of Fire Danger indices, most notably the autumn Burning Index (BI; Figure 25).

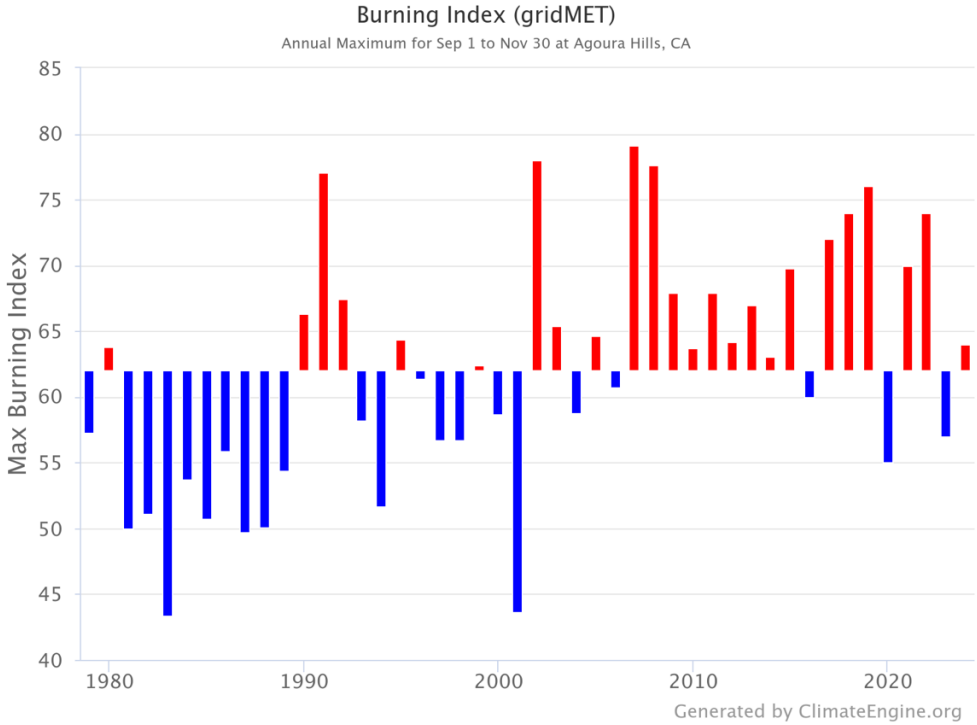


Figure 25: Autumn (October - December) maximum BI for the Planning Area shows the increase in dry, hot, windy events that are conducive to large fire growth.

Projections of future climate change are modeled based on anthropogenic (i.e., human) emissions of greenhouse gases but also account for natural climate variability. Increases in fire activity across the western United States have been definitively partially attributed to anthropogenic climate change (Abatzoglou and Williams 2016)[8], so there is high confidence that projections of future climate will have implications for fire. These trends aren't just part of Earth's natural climate variability.

In the Planning Area, **there is a projected temperature increase of an additional 5 to 8° F by 2100**, with increases seen across all seasons, and for both maximum and minimum daily temperatures (Figure 26, Figure 27). In contrast to high relative certainty that temperatures will continue to increase, precipitation trends are relatively difficult to predict into the future. What is certain about future precipitation is that extreme precipitation events with high rates of rainfall will become more frequent, even if precipitation ultimately declines. The projected temperature increases, especially the increasing nighttime lows, reduced relative humidity, and the increasing frequency of extreme events, such as heatwaves and dry periods coinciding with autumn and winter Santa Ana winds, drive a substantial increase in the number of days per year where there is Extreme Fire Danger (Figure 28, Figure 29, Figure 30). Although global climate models vary widely, they generally agree on an increase in the number of days of Extreme Fire Danger compared to the historic period, with the most extreme models projecting a doubling of Extreme Fire Danger days. It is worth noting that historically most climate model projections have been fairly conservative and underestimated what has actually happened.

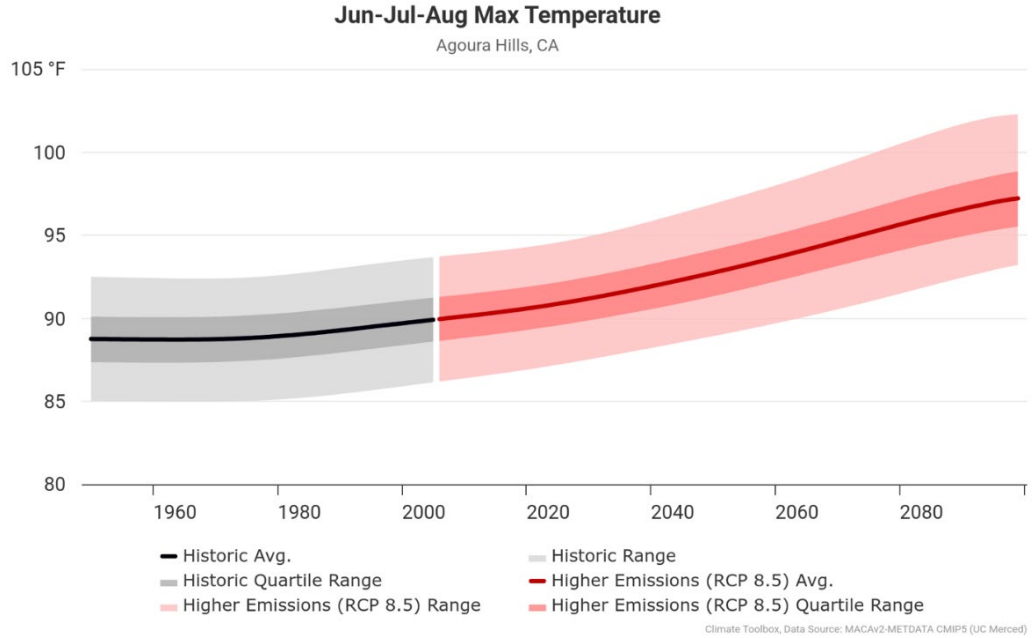


Figure 26: Increasing trends in average daily high summer (Jun-Jul-Aug) temperature for the Planning Area from 1979-present (in gray) and projected into the future to 2100 (pink). The projected increase in maximum temperature is approximately 8 degrees F hotter than today, but the highest temperatures, during heat waves will likely register temperatures substantially greater than 8 degrees difference from today's hottest temperatures because extremes always exceed averages.

[8] Abatzoglou, J.T. and Williams, A.P., 2016. Impact of anthropogenic climate change on wildfire across western US forests. Proceedings of the National Academy of Sciences, 113(42), pp.11770-11775.

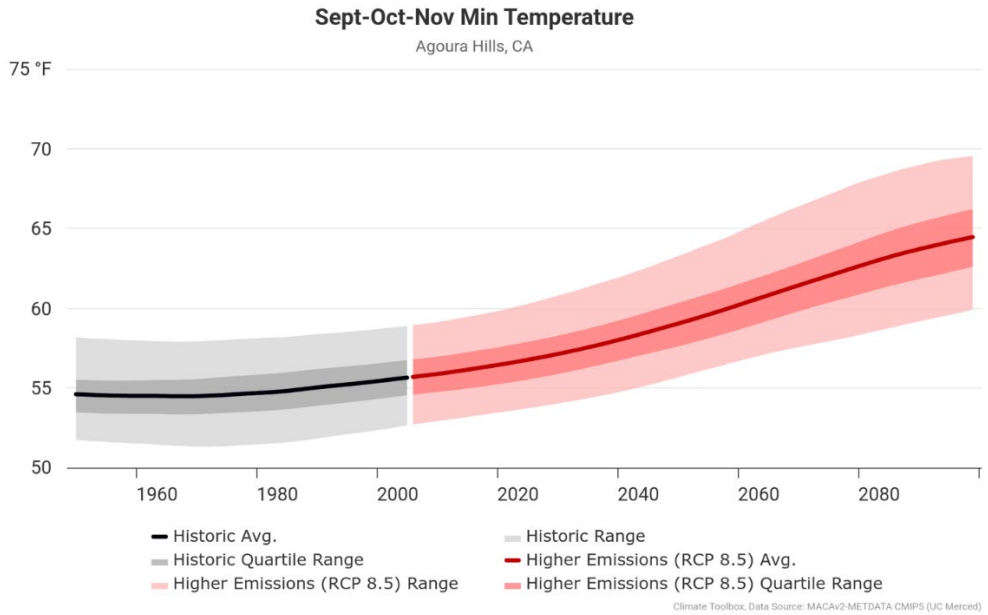


Figure 27: Increasing trends in average daily nighttime low temperature for autumn (Sept-Oct-Nov) for the Planning Area from 1979-present (in gray) and projected into the future to 2100 (pink). The projected increase in nighttime low temperature is 8.8 degrees F hotter than today. This is particularly critical for increasing fire danger during autumn Santa Ana wind events.

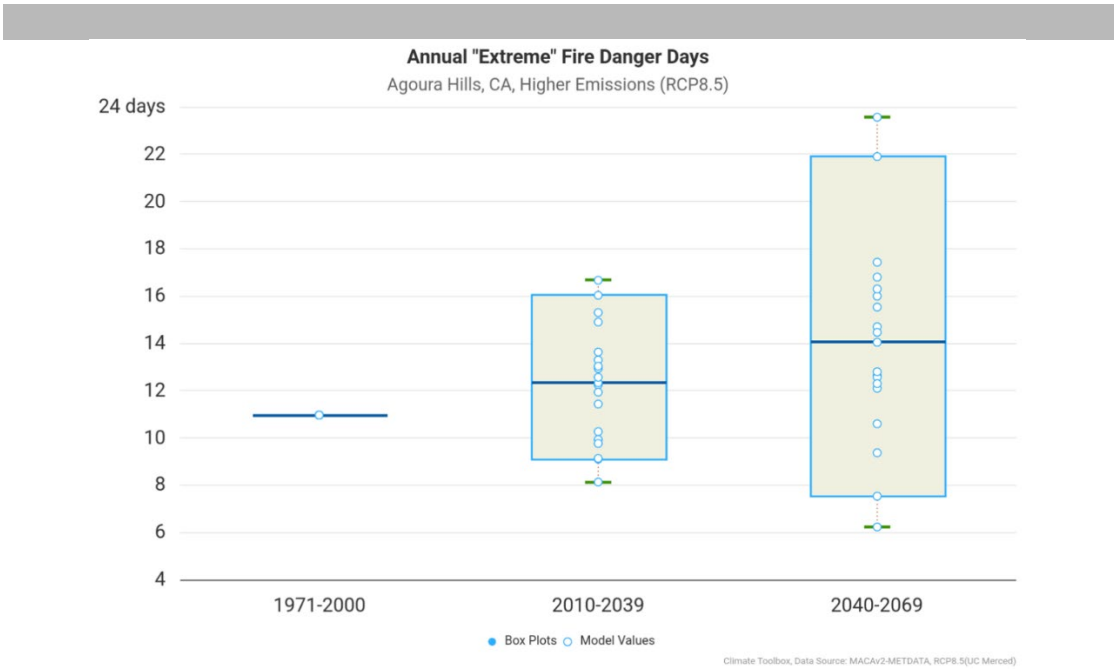


Figure 28: Projected change in number of days of extreme fire danger annually for Agoura Hills, based on global climate model outputs, for both the early 21st century (the current period) and the mid-21st century (future period 2040-2069) as compared to the historical period of 1971-2000. Each future boxplot represents a range of projections from different climate models, with the white dots representing the projection of a specific model, and the dark blue line in the middle representing the median projection.

For the future period (2040-2069), the highest projections are for up to 22 days per year of Extreme (97th percentile) fire danger, nearly double the 11 days per year observed in the historic period.



Figure 29: Projected change in average fuel moisture and the average number of days of extreme fire danger for the winter and spring months for Agoura Hills from global climate model outputs.

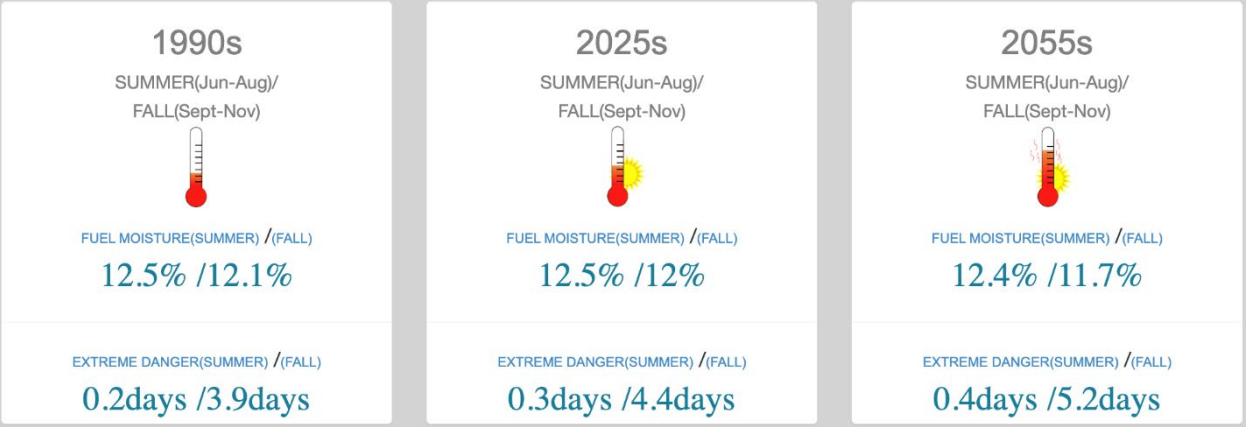
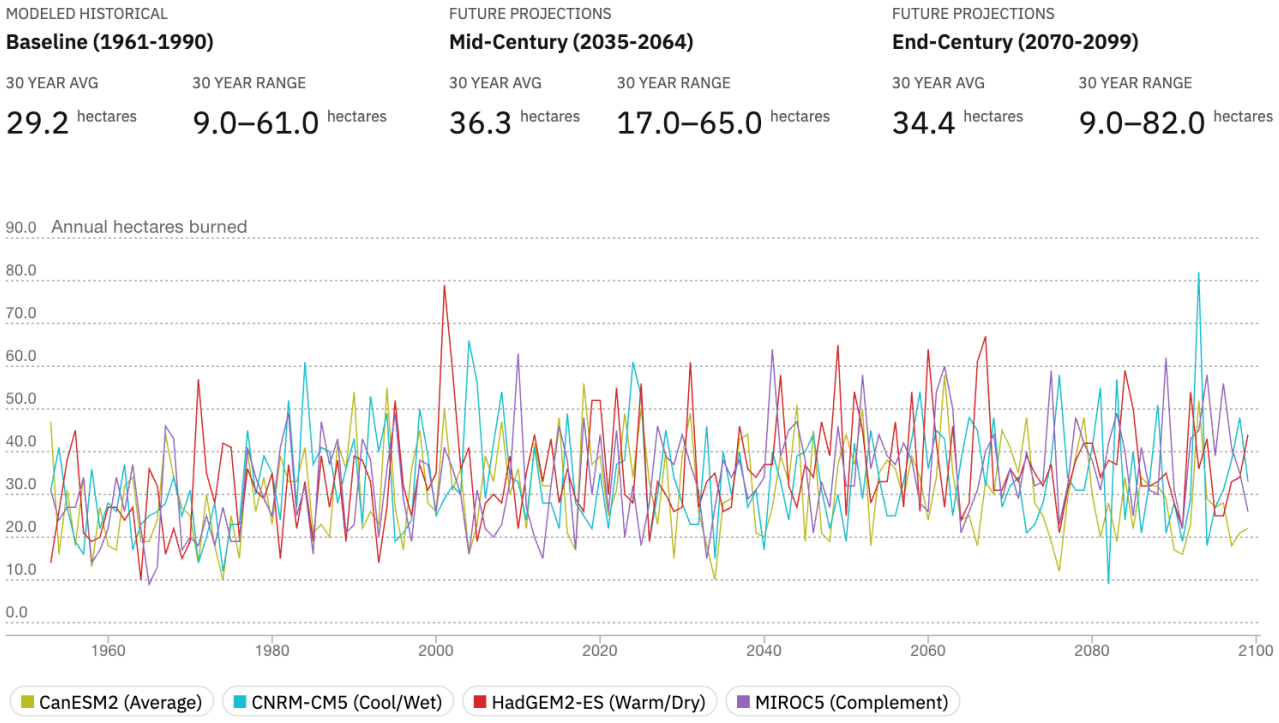


Figure 30: Projected change in average fuel moisture and the average number of days of extreme fire danger for the summer and autumn months for Agoura Hills from global climate model outputs.

These projections of future conditions indicate a substantial increase in the potential for more severe wildfire behavior on an increasing number of days. If no fuel management occurs, and no changes in how fires are managed as compared to the 20th century, fire models from the state CalAdapt project suggest a nearly 30% increase in annual area burned by the end of the 21st century for the Planning Area (Figure 31). Importantly, these models don't predict the actual area burned each year, rather, they project the change in a long-term average and show how variable the historic record is from year-to-year. From a planning and management perspective, this means that big fire years will be bigger with more area burned. As no fuel management is assumed in the models, however, these projections also demonstrate the critical need for fuels management to reduce fuel loads in order to mitigate undesirable negative outcomes.



Source: Cal-Adapt. Data: Wildfire Simulations for California's Fourth Climate Change Assessment (University of California Merced), Wildfire Simulations Derived Products (Geospatial Innovation Facility).

Figure 31: Projected change in area burned from four different global climate model scenarios (Average, Cool/Wet, Warm/Dry, and Complementary) based on 20th century fire history from CALFIRE and assumptions of no change in fire and fuels management shows a nearly 30% increase in average annual area burned from the baseline historic period (1970-2000) to the end of the 21st century (2070-2100). Active fuels management would substantially alter the projected outcomes.

What this means for Agoura Hills:

- More days of extremely high fire danger, especially in autumn months
- More high fire danger days in winter and spring, outside of the 'traditional' fire season
- Longer periods of sustained high fire danger
- Longer fire seasons
- More days of hazardous air quality from smoke
- More frequent Public Safety Power Shutoffs and outages when powerlines burn
- Greater potential for sudden "no-notice" evacuations
- Great potential for post-fire flooding and debris flows due to extreme rainfall on recently burned hillsides

4.5 TOPOGRAPHY

Topography is the configuration of Earth's surface and is the most stable of the elements in the fire environment. Topography plays a significant role in wildland fire behavior by sheltering areas from the prevailing wind or by channeling wind through prominent canyons and drainages. Specific elements of topography that affect fire behavior include slope, aspect and elevation with the steepness of slope being the most influential. For wildfire behavior modeling for the CWPP, topographic data was obtained from the LANDFIRE program

As seen in Figure 32, three principal drainages bisect the city. These drainages flow from the Simi Hills north of the city and have a general north to south orientation. From east to west, these drainages are Chesebro/Palo Comado, Medea Creek Canyon and Lindero Canyon. It is this north/south orientation that serves to channel and intensify winds during Santa Ana weather events

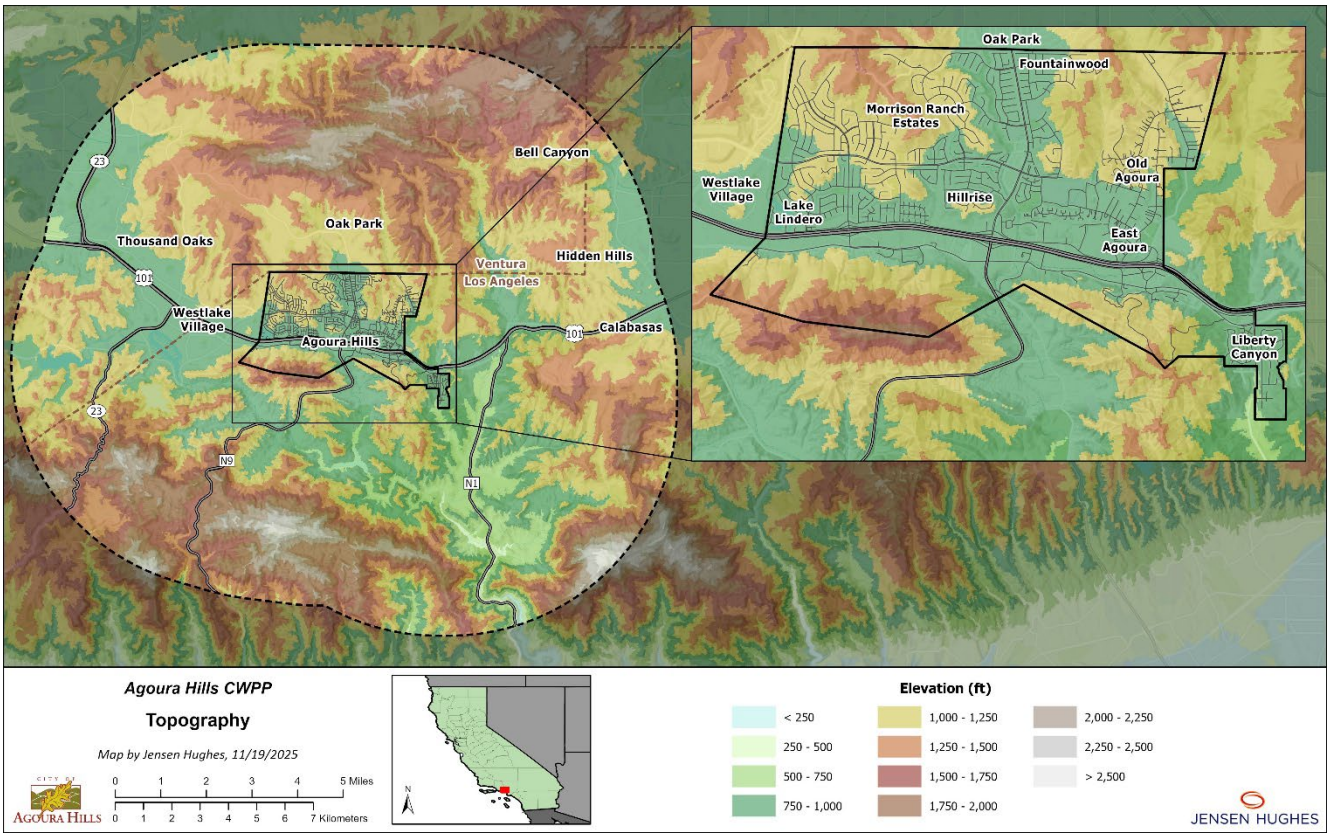
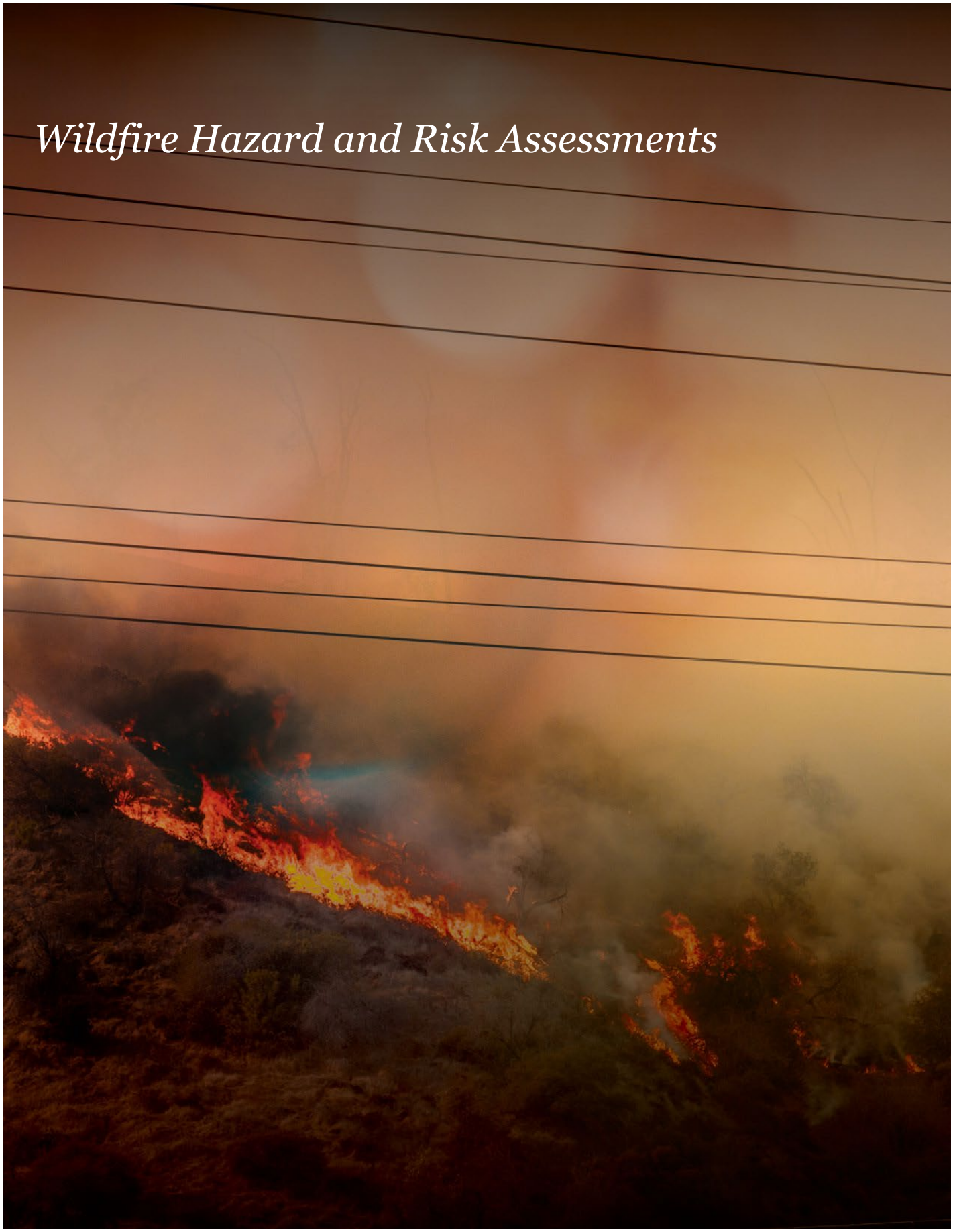


Figure 32: Topography in and around Agoura Hills

Other than the orientation of these drainages, topography has a limited impact on large fire development in the Planning Area as drainage bottom to ridgetop distances are relatively short, preventing slope driven fires from developing sustained uphill fire runs. Generally, slopes are mild enough to allow for the use of mechanized equipment during fire suppression operations. Most slopes are less than 30%, with the exception of locations south of Highway 101 where slopes can exceed 80%.

Aspects within the Planning Area are divided along Highway 101, with areas to the north of the 101 having a south aspect, and slopes south of the 101, a north aspect. These aspects influence vegetation type, with south aspects supporting grass, grass-shrub dominate fuel types and north facing slopes displaying more chaparral and oak-woodland dominated fuel types.

Wildfire Hazard and Risk Assessments



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5.0 Wildfire Hazard and Risk Assessments

Given the high fire prone nature of Agoura Hills and surrounding areas, a fine-scale wildfire hazard and risk assessment including hazard, exposure and vulnerability analyses has been undertaken to help identify and prioritize the most at-risk communities and inform strategic planning and preparedness efforts (Figure 33). The assessment incorporates a combination of methods – field visits, wildfire behavior modeling, geospatial analytics, current research and best practices – in collaboration with the City of Agoura Hills, the Agency Working Group, local fire safe council members, LA County Fire, subject matter experts and other interested parties in the community. The assessment provides a foundation for prioritizing a range of wildfire mitigation strategies across the City.

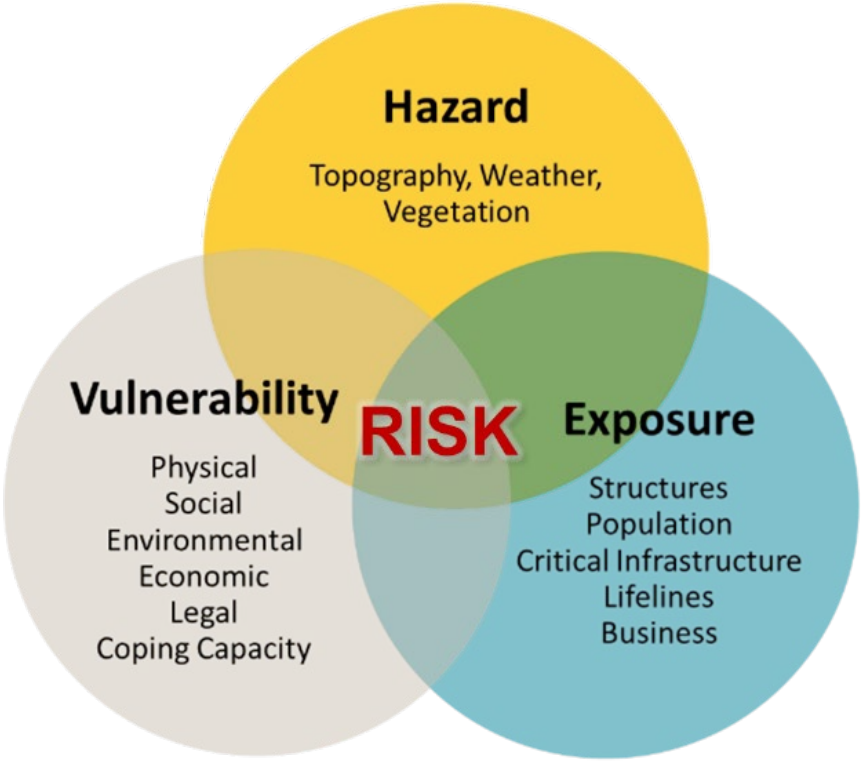


Figure 33. Key components of wildfire hazard and risk assessment for this CWPP.

The sections that follow describe the various fine-scale hazard and risk assessments undertaken to identify areas of the City of Agoura Hills that are more likely to be impacted by wildfire. To understand the differences between these analyses, we differentiate between "hazard" and "risk."

Hazard refers to the potential behavior of wildfire (e.g., rate of spread, flame length, intensity) given topography, fuels and weather.

Risk is the likelihood of a wildfire occurring, the associated fire behavior, and the potential impacts or consequences given the exposure and susceptibility (aka vulnerability) to loss, damage or disruption to a range of assets and values.

5.1 WILDFIRE BEHAVIOR MODELING

The objective of the wildfire behavior modeling is to identify areas within the Planning Area that are prone to severe fire conditions. Fire behavior characteristics such as rate of spread, flame length, fireline intensity, crowning and spotting are driven by the natural environment where topography, weather and fuels are primary forces. Fire behavior modeling is performed to estimate these characteristics and is based on key assumptions related to the primary driving forces – weather, fuels, and topography.

The following sections present the key assumptions and input data for the wildfire behavior modeling, which falls into four categories, as follows:

1. Software
2. Landscape Data
3. Weather Data & Analysis
4. Fuel Types & Fuel Models

The analytical boundary adopted for the wildfire behavior modelling includes the administrative boundary of the City and an approximately 3-mile buffer extending out from the City's boundary. See Figure 34.

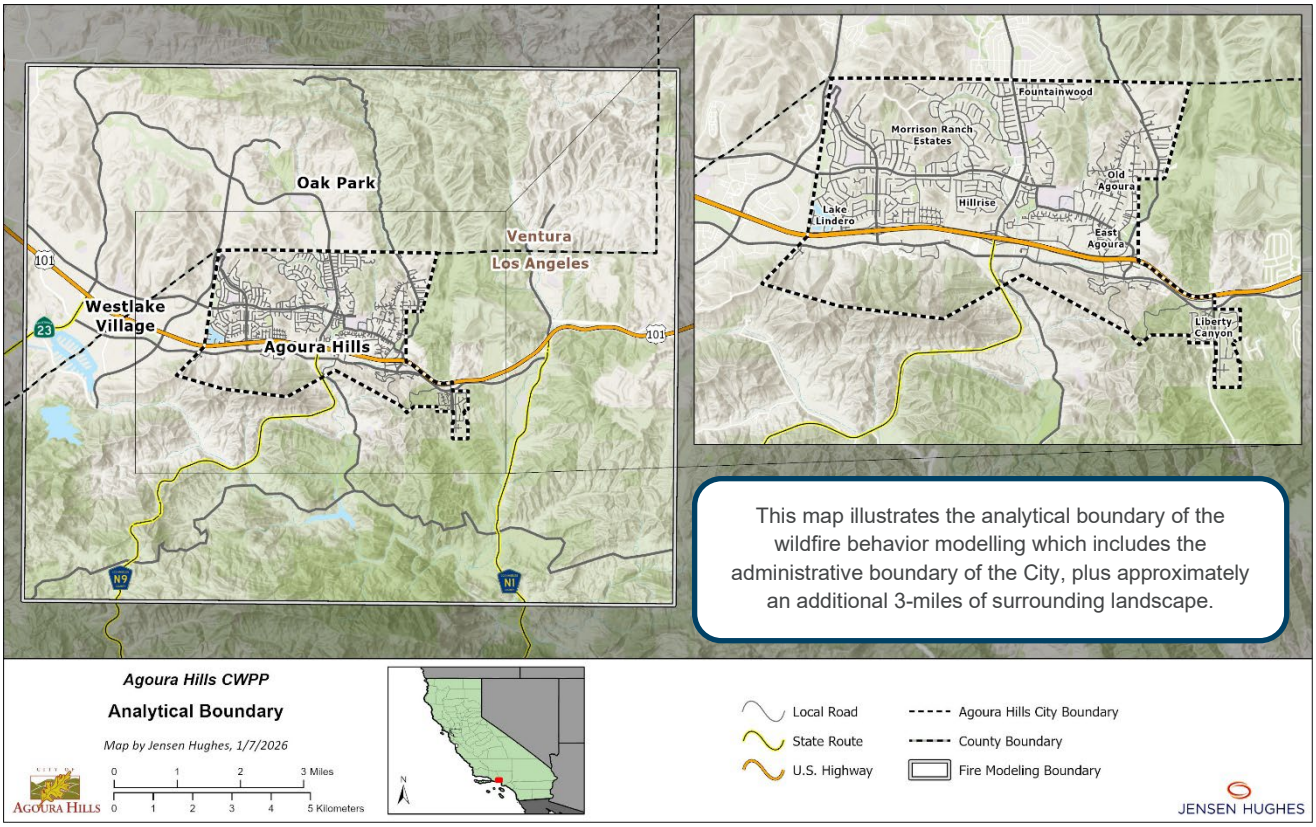


Figure 34. Analytical boundary of wildfire hazard assessment for Agoura.

The CWPP focuses on the impacts of a potential wildfire to the City, but by including additional landscape outside the city in the fire behavior modeling, the hazard analysis can identify influential topographic and fuel loads in the surrounding landscape that may impact the City. Since the primary threat of wildfire to Agoura Hills

comes from ignitions located outside of the administrative boundary, it is important that this buffer be included in the overall analysis so that ignition sources, primary fire flow paths and distribution of the flow paths that threaten the community can be identified. Understanding threats outside the City can provide a better understanding of where future fire mitigation actions could prove to be most effective in protecting vulnerable locations within the City.

5.1.1 Software

Established wildland fire behavior modelling software provides the basis for evaluating the wildfire hazard, threat, and exposure analyses for the CWRA. The primary modelling software includes FLAMMAP (Version 6.0), FOFEM, and FireFamily Plus (Version 5.0). Wildfire Analyst Enterprise and NEXUS 2.0 were also used to capture some dynamic fire behavior features. The wildfire models used in the analysis are publicly available with the exception of Wildfire Analyst, which is a proprietary software application.

5.1.2 Landscape Data

Spatial fire modeling utilizes eight spatial files as required inputs into the fire behavior model(s) which are commonly referred to as a landscape file or LCP file in the fire modeling community. The LCP is made up of layers representing Fuel Models, Canopy Cover, Canopy Height, Crown Bulk Density, Canopy Base Height, Elevation, Aspect, and finally slope. Figure 35 is a graphic of a representative LCP file data.

LCP files are commonly obtained from the LANDFIRE[9] program and are representative of conditions as of 2023. The LCP files contain all the spatial data used in the fire behavior models except for weather. The weather data used in the models is described in Section 5.1.3.

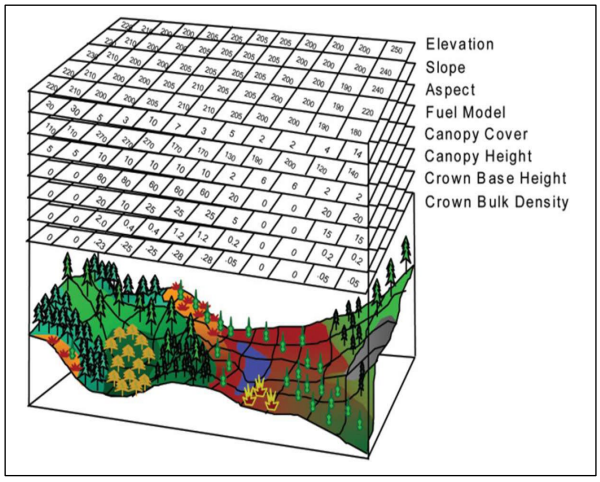


Figure 35. Landscape spatial files (LCP) used in wildfire hazard assessment. Data obtained primarily from LANDFIRE.

5.1.3 Weather Data and Analysis

Weather is one of the most important and variable elements of the wildland fire environment. Important components of fire weather that influence fire behavior are temperature, relative humidity, precipitation, wind, and atmospheric stability. These elements have the potential to enhance or retard wildfire spread and intensity.

As input into the fire spread model, fuel moisture and weather values are analyzed and evaluated based on weather percentiles. For the wildfire behavior modelling, weather values at the 97th and 90th percentiles (hottest, driest 3% and 10% of the days) were utilized as inputs into the fire spread model to generate the results that were then used in the risk assessment. For the base analysis, a 17-mph wind has been used to represent Santa Ana conditions. Based on feedback from LACoFD, a 31-mph wind based on conditions during the 2025 Palisades Fire was also performed. A northeast wind event at 23 mph, similar to winds observed during the Woolsey Fire, was also explored as part of a sensitivity analysis. Refer to Figure 37 for sample output from these sensitivity studies. *Note: As both the 2018 Woolsey Fire and 2025 Palisades Fire scenarios were extreme*

[9] LANDFIRE (Landscape Fire and Resource Management Planning Tools) is a comprehensive program in the United States that provides data and tools for land management, particularly concerning wildfires, vegetation, and ecosystems. https://landfire.gov/

events, they did not provide significant variability in fire behavior conditions. That is, they would not be useful in identifying high priority areas in the landscape, as the entire landscape showed problematic fire conditions for both events.

Historical weather data was obtained from **https://famauth.wildfire.gov/index.html/** or the Cheeseboro Remote Automated Weather Station (RAWS) from 2006 through 2024 (Figure 36). Fire Family Plus Version 5.0 (USDA Forest Service, 2020) was used to compare historical and current fire weather parameters associated with temperature, wind, and precipitation, and to generate a suite of inputs to the fire behavior models. The Cheeseboro RAWS is located northeast of the City of Agoura Hills at an elevation of 1,707 feet.

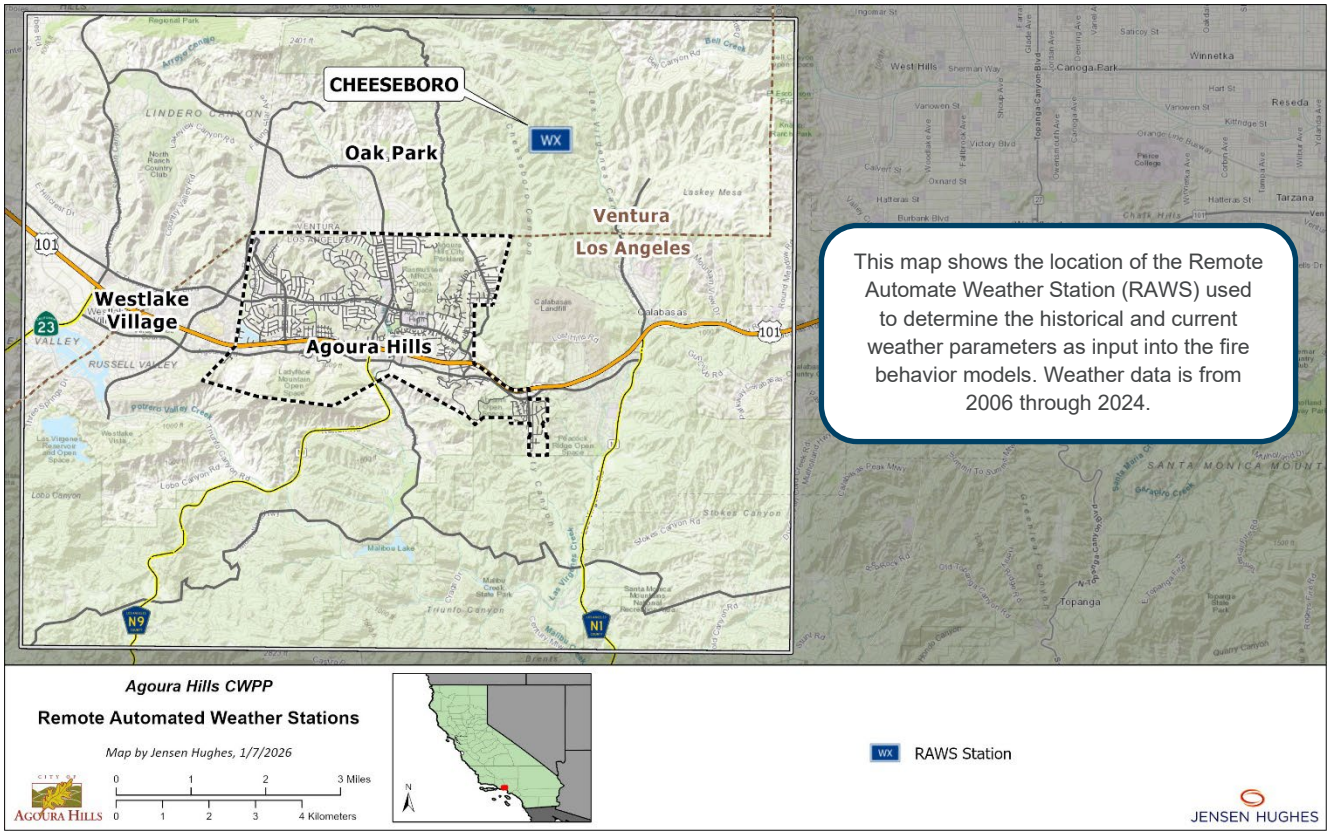


Figure 36. Remote Automated Weather Station (RAWS) used for the Wildfire Behavior Analysis.

Fire Danger – Energy Release Component (ERC) and Burning Index (BI)

One key fire danger rating index related to weather and regional climate that is used to understand the potential for severe fire is the Energy Release Component (ERC) index. ERC is a number related to the available energy (BTU) per unit area (square foot) within the flaming front at the head of a fire. This index provides an approximation for fuel moisture conditions associated with climatological changes throughout a fire season. Thus, the larger the ERC value, the potentially more severe the fire. Values typically range from 0 to 100, though they can be higher depending on weather extremes and fuel model. Specifically, ERC is used to describe fire danger trends because it is less sensitive to daily weather variations than other fire danger indices. The ERC calculation is also affected by fuel loadings in different size classes. NFDRS Fuel model Y, the default analysis fuel model assigned the Cheeseboro RAWS includes both live and dead fuels and has a significant portion of the fuel load driven by large dead fuels.

Large fuels are not a primary component in and adjacent to the City of Agoura Hills and therefore another NFDRS index, Burning Index (BI), is tracked by Los Angeles County Fire Department to monitor fire danger. The BI is an index that rates fire danger related to potential flame length over a fire danger rating area. The BI is expressed as a numeric value related to potential flame length in feet multiplied by 10. The scale is open-ended, which allows the range of numbers to adequately define fire problems, even during low to moderate fire danger. Information on current BI indices is located at https://fire.lacounty.gov/fire-weather-danger/.

Figure 37 provides the variation in historical maximum, minimum and average values of the ERC and BI fire danger indices for the Cheeseboro RAWS from 2012 – 2025. The 90th and 97th percentile conditions are shown with grey lines and are indicative of when extreme fire behavior may occur.

Based on the results of weather, ERC and BI analyses, high fire conditions can occur almost any time throughout the year. As ERC values are tracked by Predictive Services (**https://gacc.nifc.gov/oscc/fuelsFireDanger.php**) and BI values are monitored by LACoFD (**https://fire.lacounty.gov/fire-weather-danger/**), both indices can be monitored to provide an indication of potential fire danger on a daily basis based on the thresholds identified in Figure 37. Finally, the weather conditions at the 97th percentile annually were used as inputs into the fire behavior models used to inform the hazard component of the CWPP.

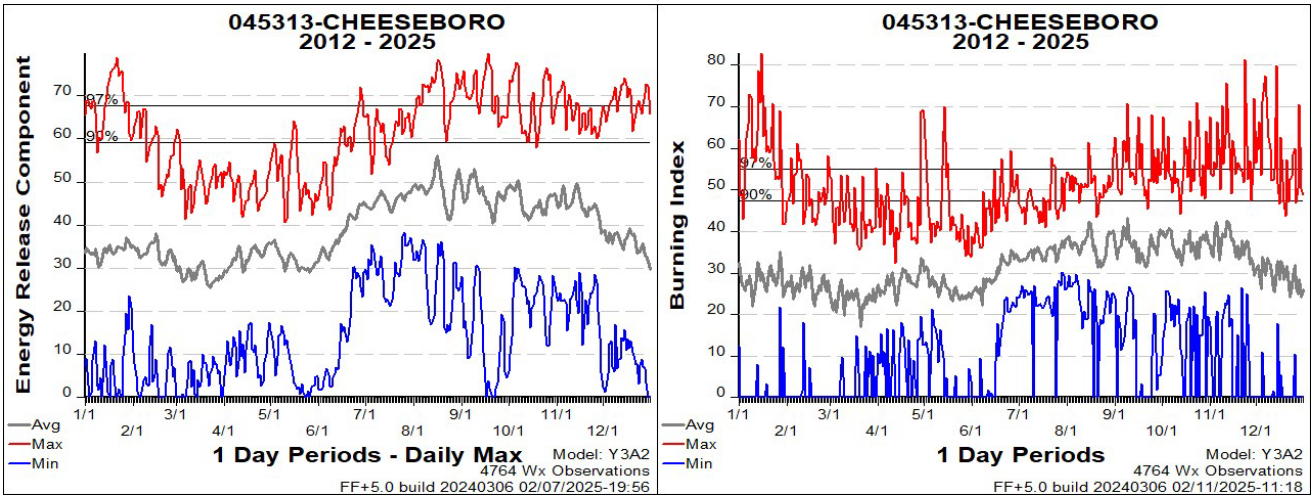


Figure 37. ERC (left) and BI (right) for Cheeseboro RAWS, National Weather Service station ID 045313.

5.1.4 Fuel Characteristics & Fuel Models

The key characteristics of vegetative fuels that affect fire behavior include fuel moisture, fuel type, fuel loading, chemical properties, horizontal continuity, and vertical arrangement. These characteristics are combined to create fuel model datasets that, when combined with weather and topography, describe fire behavior. Understanding vegetative fuel models, their effects on fire behavior, and how the models change after the implementation of a fuel treatment can help fire managers design effective wildfire mitigation strategies.

5.1.4.1 Fuel Moisture

Fuel moisture is a dynamic variable controlled by seasonal and daily changes in the weather and is an important influence on wildland fire behavior. Simply stated, vegetation is most flammable when fuel moisture levels are low and less flammable when they are high. Fuel moisture levels will largely determine if a fire will ignite and spread. Fuel moisture is typically categorized as dead and live fuel moisture.

- **Dead fuels.** Dead fuels act like a sponge absorbing or giving up moisture to the air and ground which surrounds them. The moisture exchange rate between dead fuels and their surrounding environment varies by the size of the dead fuel particle, with fuels less than ¼ in diameter reaching equilibrium with their surroundings within one-hour. Because of this rapid exchange rate, these smaller size class fuels exert significant control over wildfire burning characteristics, especially in the grass and shrub dominated fuels associated with the Planning Area.
- **Live fuels.** Live fuel moisture is the moisture in living, growing vegetation and is controlled by the internal physiological mechanisms of the vegetation and external influences such as rainfall, drought, aspect, elevation, and seasonal drying patterns. Typically, live fuel moistures are highest in the spring through early summer and at their lowest in late summer through early winter when seasonal rains typically begin.

Live fuel moisture of 60% or below is a "critical" threshold where live fuels display similar burning characteristics as dead fuels.

Live fuel moisture status can be tracked at **https://fire.lacounty.gov/fire-weather-danger/**, with the Santa Monica Mountains data most applicable to the Agoura Hills Planning Area. Figure 38 shows both current and historical live fuel moisture data for the Santa Monica Mountains live fuel moisture sampling stations.

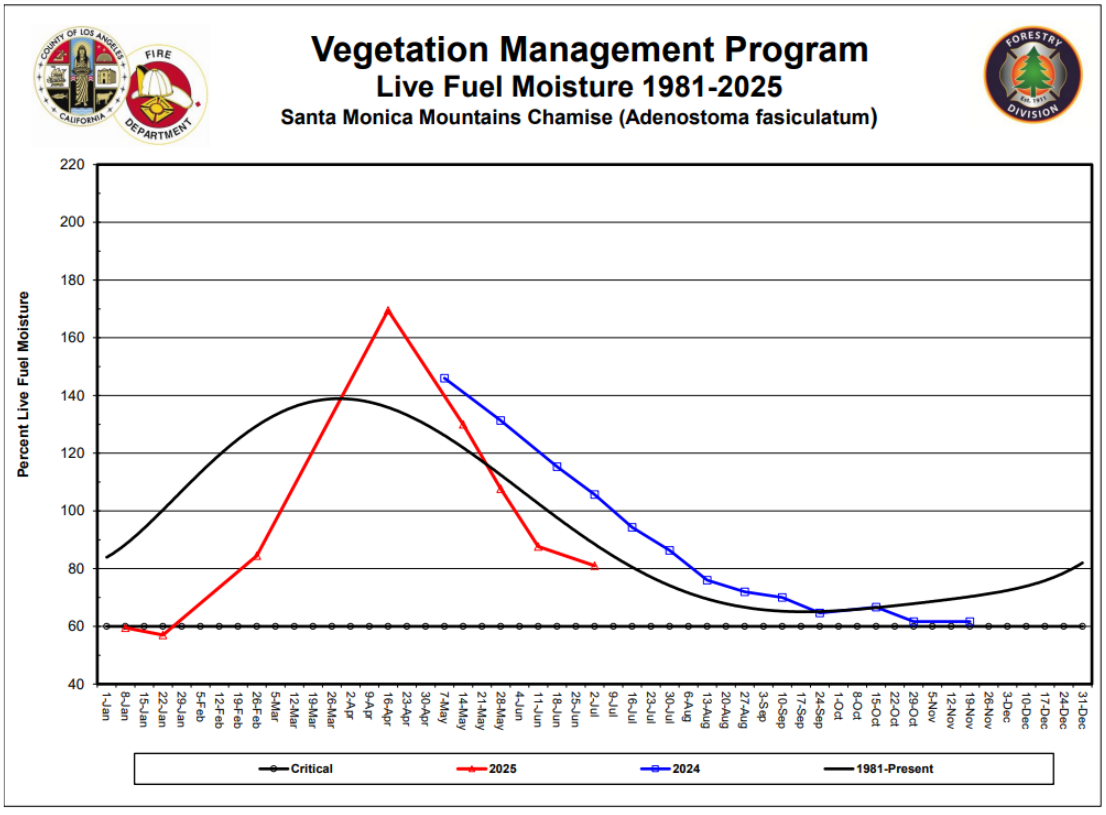


Figure 38. Current and historical live fuel moisture data for the Santa Monica Mountains station

Based on the 18-year historical weather data for the Remote Automated Weather Stations (RAWS), as described above, Fire Family Plus 5.0 was used to generate a suite of inputs to the fire behavior models for

each ERC level (Table 8). Additionally, wind roses (Figure 39) were evaluated to determine the dominate wind direction. The bars of the wind rose represent the direction and speed from which the wind is blowing.

Table 8. Fuel Moisture and Weather Outputs – Base Fire Scenario

Weather Percentile	*90%*	*97%*
Energy Release Component	59%	68%
Burning Index	48%	55%
20-ft Windspeed Direction	WSW	WSW
20-ft Windspeed	15 mph	17 mph
Herbaceous Fuel Moisture	30%	30%
Woody Fuel Moisture	60%	60%
1 HR Fuel Moisture	3%	2%
10 HR Fuel Moisture	4%	3%
100 HR Fuel Moisture	8%	7%
1000 HR Fuel Moisture	30%	30%

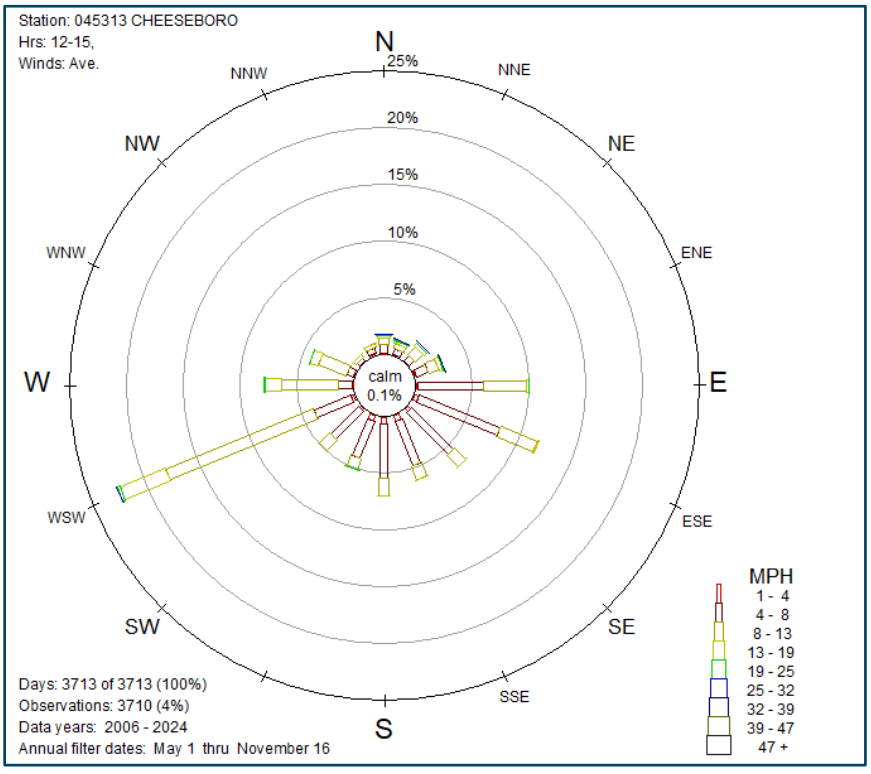


Figure 39. Wind Rose for the City of Agoura Hills

5.1.4.2 Fuel Types and Fuel Models

Fuels are categorized into specific fuel models (e.g., non-burnable, grass, grass-shrub, shrub, timber-understory, timber-litter, and slash- blowdown), which describe the physical properties of the vegetation that support fire. Fuel models are grouped by fire-carrying fuel type and the number of fuel models within each fuel type varies. Each fuel type has been assigned a mnemonic two-letter code.

IMPORTANT NOTE: *Traditional wildfire behavior models do not capture fire spread into urban fuels and thus will show as "unburnable". However, we know that fire can readily burn into the built environment, particularly under conditions of high wind and low relative humidity.*

- **Non-burnable fuel models (NB).** Land areas that are considered non-burnable portions of the landscape are displayed on a fuel model map as NB. Urban development, barren land and water are all considered unburnable in fire behavior models.
- **Grass (GR).** The primary carrier of fire in the GR fuel models is grass. Grass fuels can vary from heavily grazed grass stubble or sparse natural grass to dense grass more than 6 feet tall. Fire behavior varies from moderate spread rate and low flame length in the sparse grass to extreme spread rate and flame length in the tall grass models.
- **Grass-Shrub (GS).** The primary carrier of fire in the GS fuel models is grass and shrubs combined; both components are important in determining fire behavior. The effect of live herbaceous moisture content on spread rate and intensity is strong and depends on the relative amount of grass and shrub load in the fuel model.
- **Shrub (SH).** The primary carrier of fire in the SH fuel models is live and dead shrub twigs and foliage in combination with dead and down shrub litter. A small amount of herbaceous fuel may be present, especially in SH1.
- **Timber-Understory (TU).** The primary carrier of fire in the TU fuel models is forest litter in combination with herbaceous or shrub fuels. The effect of live herbaceous moisture content on spread rate and intensity is strong and depends on the relative amount of grass and shrub load in the fuel model.
- **Timber-Litter (TL).** The primary carrier of fire in the TL fuel models is dead and down woody fuel. Live fuel, if present, has little effect on fire behavior.
- **Slash-Blowdown (SB).** The primary carrier of fire in the SB fuel models is activity fuel or blow down. Forested areas with heavy mortality may be modeled with SB fuel models.

Table 9 describes the fuel models found in the Planning Area and the amount of area designated as each fuel type. Note: For this analysis, the 2023 40 Scott and Burgan Fire Behavior Fuel Model from LANDFIRE has been used. See Figure 40 for a spatial distribution of the fuel models across the landscape.

Table 9. Breakdown of Generalized Fuel Types/Fuel Models within the Planning Area.

Fuel Model Type	*Vegetation Group*	*Fuel Type Acres*	*% Coverage*
Non-burnable – Fuel models (NB1-NB9)	*Non-burnable*	14,182	25.3%
Grass - Nearly pure grass and/or forb types are represented by grass fuel models (GR1- GR9)	*Grassland/Forb*	5,213	9.3%
Grass-Shrub – Up to about 50 percent shrub coverage are represented by grass shrub fuel models (GS1-GS4)	*Grassland/Forb* *Broadleaf Forest and Woodland*	19,884	35.5%
Shrubs – Cover at least 50 percent of the site; grass sparse to non-existent are represented by shrub fuel models (SH1-SH9)	*Chaparral*	14,110	25.2%
Timber-Understory – Grass or shrubs mixed with litter from forest canopy are represented by timber understory fuel models (TU1-TU5)	*Conifer Forest and Woodland*	762	1.4%
Timber-Litter – Dead and down woody fuel (litter) beneath a forest canopy is represented by timber litter fuel models (TL1-TL9)	*Broadleaf Forest and Woodland* *Conifer Forest and Woodland*	1,807	3.2%
Total		55,958	100.0%

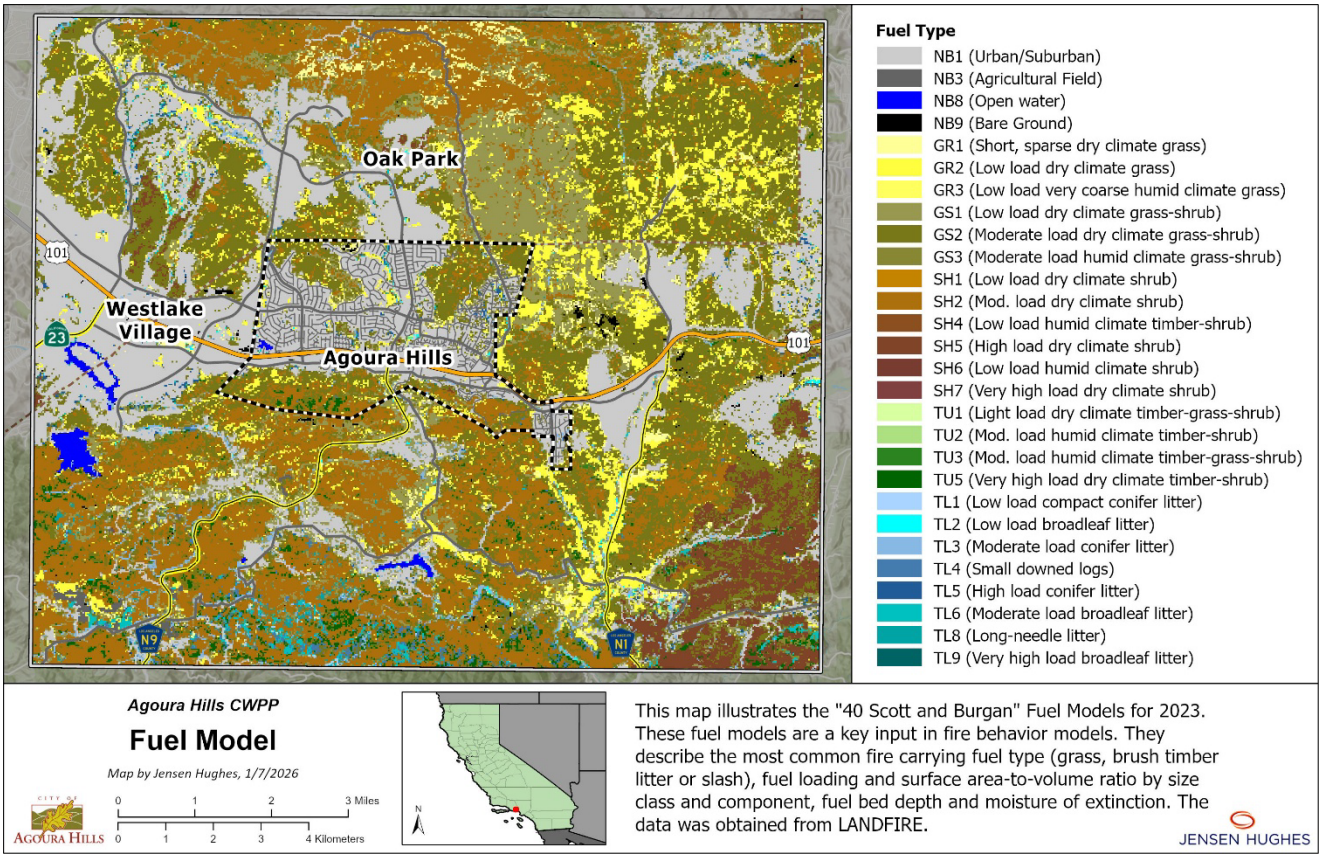


Figure 40. Fuel types/models within the Planning Area

5.2 WILDFIRE HAZARD ASSESSMENT

The objective of the wildfire hazard assessment is to identify areas within the Planning Area that are prone to severe fire conditions, and to use this as the basis for designing and prioritizing fuel treatments and other mitigation strategies as part of the CWPP process.

The wildfire hazard assessment performed to shape the development of the CWPP includes:

(1) Simulated Fire Frequency

(2) Fine-scale Fire Severity

(3) Fire Flow Paths

(4) Potential Crown Fire

(5) Flame Length

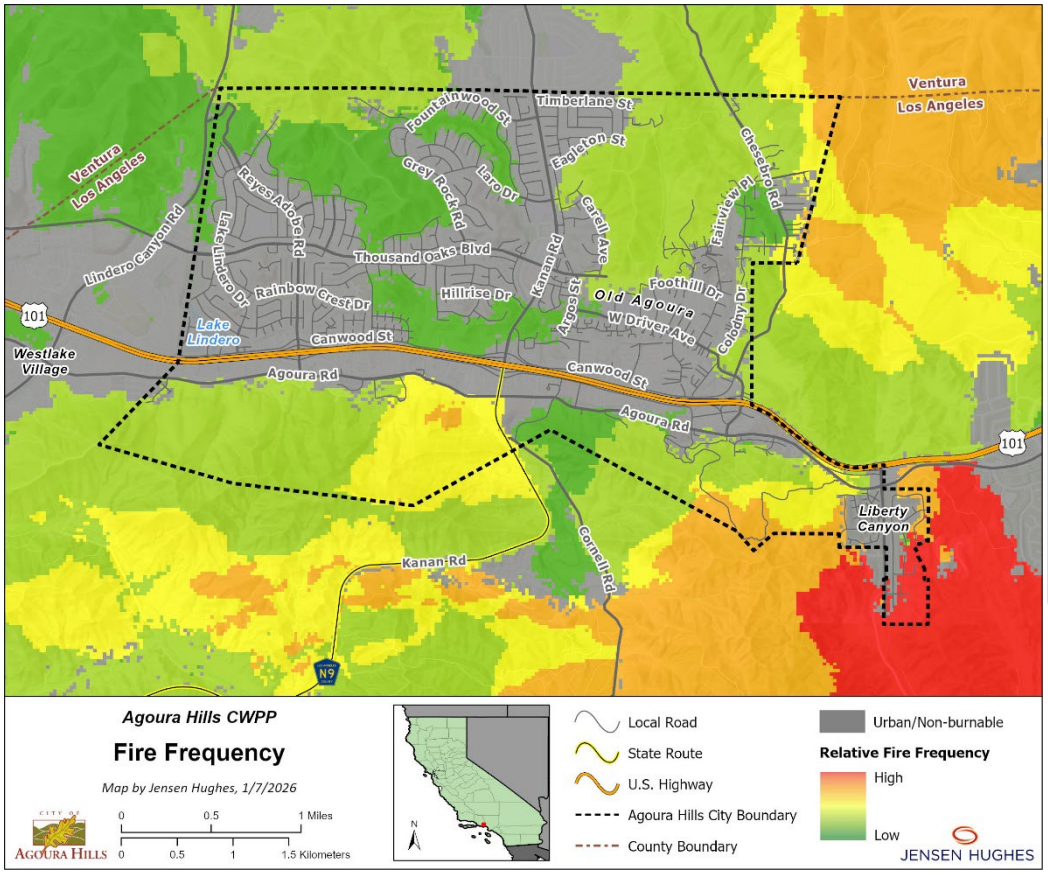
(6) Ember Exposure

5.2.1 Simulated Fire Frequency

Simulated Fire Frequency (SFF) or “Fire Frequency” outputs were created using the Minimum Travel Time (MTT) module in FlamMap to understand where on the landscape wildfire has the greatest probability of

spreading based on historic ignition locations within the Planning Area. SFF can also be used to identify where the pathways of fire spread are most rapid under a defined set of weather parameters, as well as help identify potential fuel reduction activities, that will assist in interrupting or altering the spread, direction, and/or intensity of fire entering the community.

To develop the SFF data layer, historic ignitions from 1992-2020 were used to simulate fire spread over a 12-hour active burn period assuming all ignitions in a single year are burning simultaneously. The resulting fire perimeters and flow paths are then over-laid to determine where fires occurred more frequently. Note: These simulations assume no suppression activities. See Figure 41.



This map illustrates the relative frequency wildfires have occurred in and around the Planning Area based on simulations of historical incidents over a 12-hour burn period. Fire history data (1992-2020) was obtained from the USFS.

Figure 41. Simulated Fire Frequency (SFF) across the City and surrounding areas.

As seen in Figure 41, wildfire frequently flows through Las Virgenes/Chesebro/Palo Camado Canyons, Liberty Canyon, Kanan and Cornell Road south of Highway 101 and to a lesser degree Lindero Canyon. This corresponds with historic wildfire corridors observed by LA County Fire Department. These locations all feature north/south oriented canyons which funnel and accelerate winds during Santa Ana weather events.

5.2.2 Fine-Scale Fire Severity

Fire severity is used to classify how intensely a fire will burn under a variety of environmental conditions. Fire behavior is the product of the natural environment or the unique combination of topography, weather and fuels. Topography and weather are factors on which humans have little effect but, fuels can be altered through human intervention or natural processes such as fire (rapid) or decomposition (very slow). Therefore, when assessing fire severity (“hazard”), the focus can be on fuels and the associated fire behavior and how severe those

conditions may be. This can be determined by fire behavior characteristics such as rate of spread, flame length, fireline intensity, torching, crowning, spotting, fire persistence and resistance to control.

The fire hazard analysis conducted for the Planning Area represents a combination of four fire behavior and fire effects outputs merged into one representation to display the alignment of potential problematic areas on the landscape that would exhibit high severity fire. The four modeling outputs used to develop this analysis are:

- Flame length
- Spotting distance
- $PM_{2.5}$ emissions
- Fuel loading

Each of the above layers are stratified into five rating classes (Low to Very High) then merged into a single display to identify areas on the landscape where the highest potential for hazardous fire conditions exists. This analysis is designed to: (1) Allow land managers to identify locations in the landscape where the greatest fire hazard exists, and (2) Prioritize locations where management action may reduce these hazards.

The hazard analysis does not consider the nexus of hazard to values at risk but only evaluates the landscape features and fire behavior modeling outputs that influence fire hazard.

Figure 42 displays the outcome of the fire hazard analysis, while Table 10 summarizes the hazard ratings for the 97^{th} percentile weather conditions for the City and for the surrounding landscapes. Locations shown in red have the highest potential for high severity/hazard and indicate areas where fuel treatments would provide beneficial effects to reduce the potential impacts to high value resources and assets, while improving firefighter and public safety and enhance fire suppression efficiencies.

Key Wildfire FAQs

1. What is the difference between wildfire hazard and risk?

- **Fire hazard** = the **potential fire behavior** at a location
  (how intense or fast a fire could burn, based on fuels, weather, and topography)
- **Fire risk** = the **likelihood and consequences** of wildfire
  (how likely a fire is to occur *and*, if it does, how damaging it would be to life, property and critical services)
- **Fire vulnerability** = accounts for the potential increase in damage or loss due to social or physical susceptibilities to wildfire impacts

In short:
Hazard describes how bad a fire could be; risk describes how likely it is and what it would affect.

2. Why are the CAL FIRE FHSZ maps different from the fine-scale fire hazard and risk maps in the CWPP?

The difference comes down to purpose, scale and how the maps should be used. They are complementary tools, but they answer very different questions.

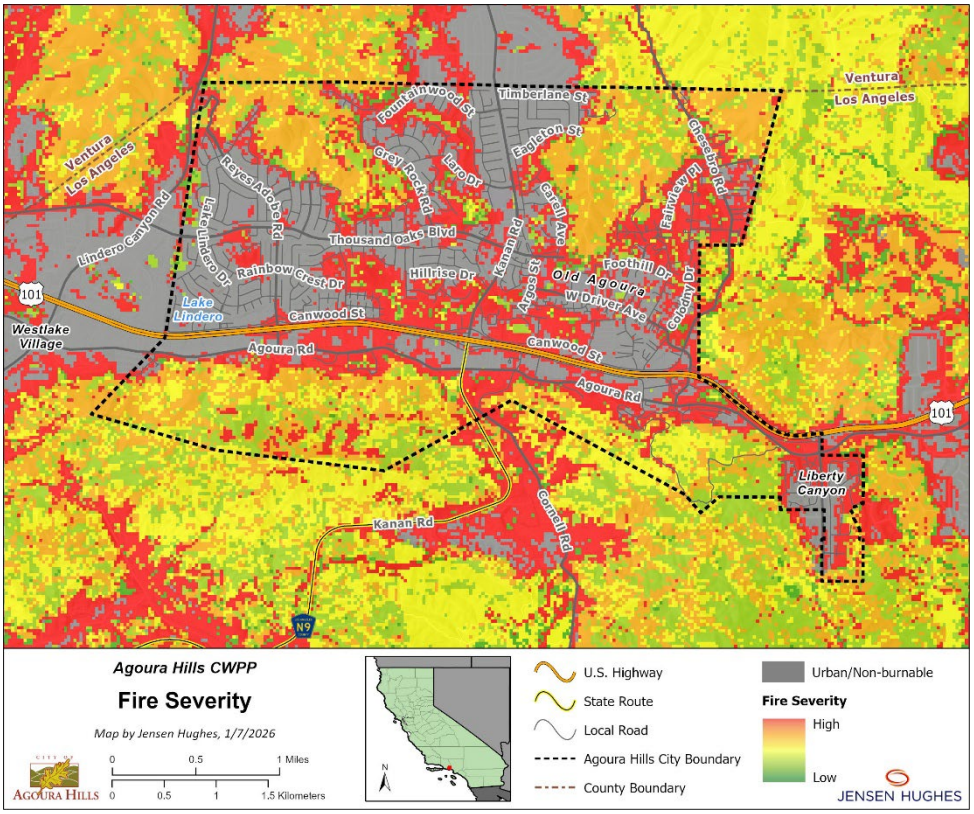
CAL FIRE FHSZ Maps

- **Primary purpose:** Regulatory classification of wildfire hazard for planning and building code enforcement.
- **Used to:**
  - Trigger California Wildland-Urban-Interface Code (CA-WUI) requirements (formerly California Building Code Chapter 7A and California Fire Code Chapter 49)
  - Support defensible space enforcement (PRC §4291)
  - Inform General Plans, Safety Elements, and disclosures
- Designed to be consistent statewide, not regionally or locally specific.

Fine-Scale Fire Behavior Maps (Chapter 5 of the CWPP)

- **Primary purpose:** Localized wildfire hazard and risk mitigation planning
- **Used to:**
  - Evaluate fire spread pathways, intensity, and fire frequency
  - Support CWPPs, evacuation studies, fuel treatment design, and suppression planning
  - Develop local projects, identify priorities and monitor progress
  - Compare relative risk within and between communities

Bottom line:
FHSZ maps answer *"Where does the State say wildfire hazard is high enough to regulate?"*
Fine-scale models answer, *"How might fire actually behave here, under specific conditions?"*



This map illustrates the anticipated severity or intensity of a fire, in the event fire were to occur in and around the Planning Area. For the CWRA, fire severity consists of a combination of fire behavior characteristics – flame length, max spotting distance, fuel loading, and PM 2.5 emissions. This data layer has been based on fire behavior modelling given current fuel loads, topography and 97th percentile weather conditions, and is independent of any specific ignition source.

Figure 42. Fire severity across the Planning Area. Fire severity includes flame length, spotting distance, PM2.5 emissions, fuel loading

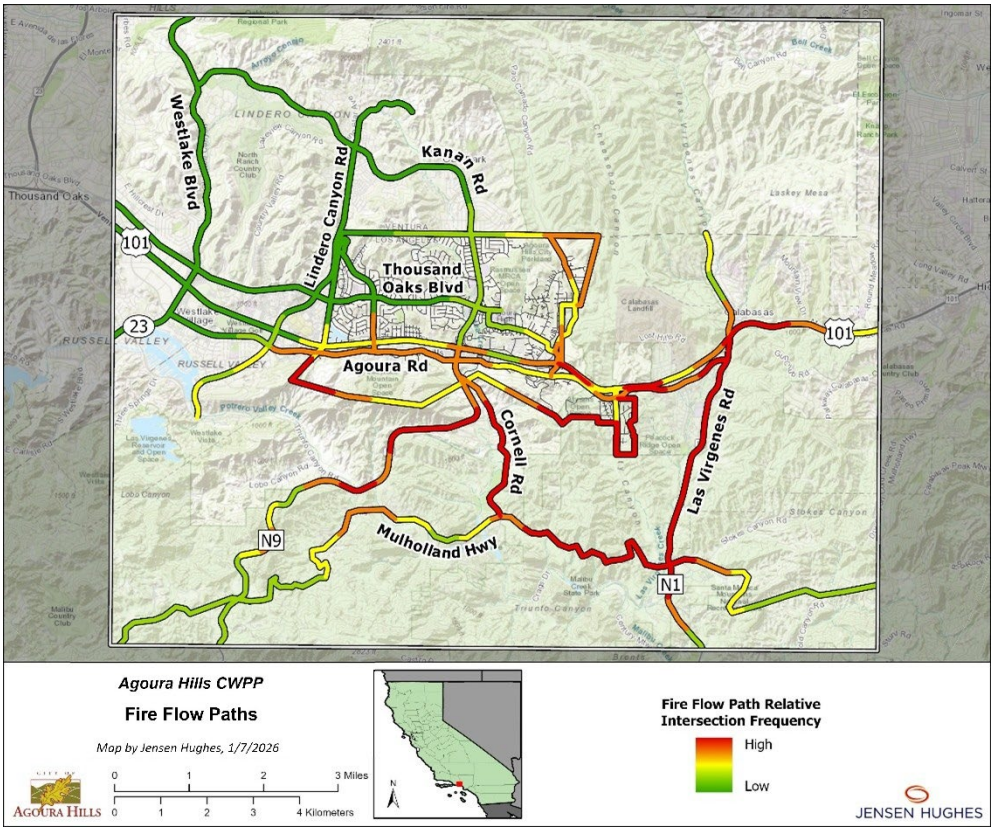
Table 10. Fire hazard severity by % acres in the City and surrounding area for 97th% weather conditions

Planning area	*Non-burnable*	*Very Low*	*Low*	*Moderate*	*High*	*Very High*
Entire Analytical Area	25%	2%	20%	20%	18%	14%
City of Agoura Hills	54%	1.6%	10%	9%	16%	10%

5.2.3 Fire Flow Paths

Fire Flow Paths are an output derived from the Simulated Fire Frequency analysis. These fire behavior outputs examine the intersection and concentration of where fires originating from different parts of the landscape would converge or intersect on the landscape. As part of the overarching risk assessment, documented fire locations for the time 1992 through 2020 were simulated and allowed to burn unsuppressed for a 24-hour period under 97th percentile fuel moisture conditions and a 17mph wind from the northeast. Flow paths from these simulations were compiled in GIS to determine locations along the corporate boundary of Agoura Hills where fires are most likely to impact the community.

The analysis indicates that the east side of the community, particularly in Chesebro and Liberty Canyons are highly prone to wildfire, while the locations west of Kanan Road and the west side of the city show fewer intersects with the modeled fires. This same analysis was used to show the potential impacts on major travel routes in the city, with results indicating that locations along Chesebro Road, Agoura Road and Liberty Canyon Road showing the greatest number of fire intersections. These major travel routes will be the principal evacuation routes for members of the community in the event of a significant wildfire. Figure 43 shows the flow path intersection with the road systems and the administrative boundary of the city.



This map illustrates major wildfire flow paths for simulated ignitions in Chesebro Canyon. A wildfire flow path is a major route in which a fire spreads due to wind, terrain, or other factors. Outputs were captured for each ignition location based on a Minimum Travel Time (MTT) analysis. This map demonstrates where wildfire flow paths are most likely to cross Major Roads.

Figure 43. Fire Flow Paths intersections of major roadways and Agoura Hills city boundary.

The fire flow path analysis focused on historic ignition locations and how fire spread impacts linear features like roads and boundary lines but additionally flow paths can also be used to see how a fire might spread into a community. To look at how a fire may impact certain locations within the City, three ignition points were selected north of Agoura Hills and allowed to burn unsuppressed for six hours under weather conditions like those that occurred in the 2025 Palisades Fire. The locations selected for these ignitions were Chesebro Canyon, Palo Comado Canyon and Red Oak Elementary School near Lindero Canyon (Figure 44).

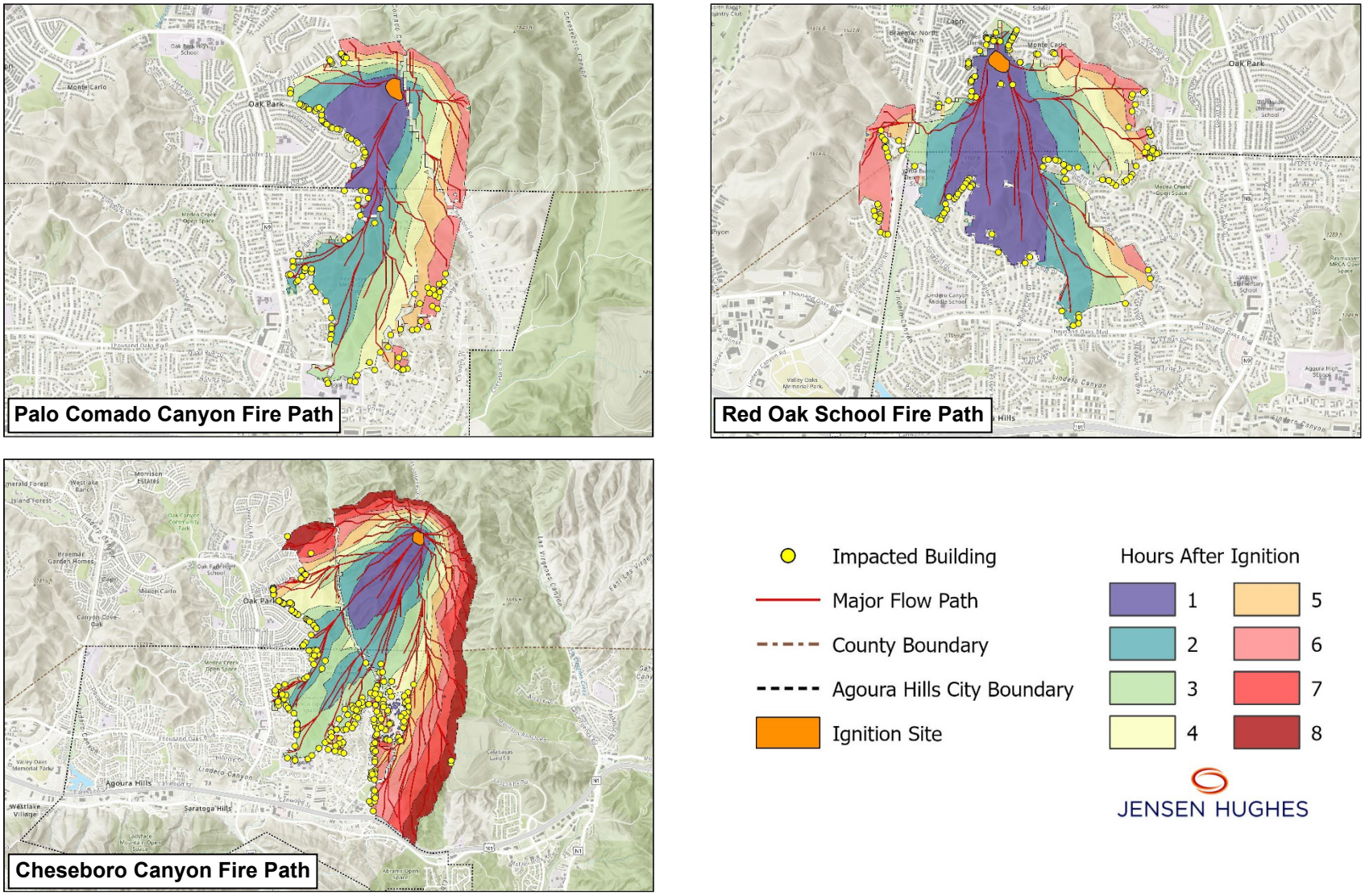


Figure 44. Simulated fire flow paths with ignition points in Palo Comado Canyon (top left), near Red Oak School (top right), and Chesebro Canyon (bottom).

Each simulation demonstrates how a fire burning during a Santa Ana weather event can spread into the core of the city and impact the built environment.

Note: These simulations likely underestimate fire spread within the community as flammable landscape vegetation and structure-to-structure fire spread is beyond the capabilities of current fire models. The flow paths indicate where community impacts are most anticipated under these burning conditions given these defined ignition points and weather conditions.

5.2.4 Potential Crown Fire

In addition to flame length (see below), the type of predicted fire can provide a strong correlation to the potential for extreme fire behavior characteristics such as how fires spread (surface or crown). The type of predicted fire also governs the potential strategic and tactical operations alternatives by fire agencies during a wildfire. Examples could include the use of aircraft or the potential for indirect attack methods based on crown fire potential or fast- moving brush fires.

The following are fire types and how they can influence potential fire behavior:

+ **Surface Fire** – A surface fire burns in the surface fuel layer, which lies immediately above the ground fuels, but below the canopy. Surface fuels consist of needles, leaves, grass, dead and down branch wood, logs, shrubs, low brush, and short trees (<3 feet). Surface fire behavior varies widely depending on the nature of the surface fuel complex (vertical and horizontal arrangement). Surface fires are generally easier to contain than any type of crown fire.
+ **Crown Fire** – A crown fire burns in the elevated canopy fuels. Canopy fuels normally consumed in crown fires consist of the live and dead foliage, lichen, and very fine live and dead branch wood found in the forest canopy. Reducing the potential for crown fire is very important in reducing the risk of lofted fire brands that may threaten structures and the WUI. In addition, crown fires are defined as either “passive” or “active.”
    - **A passive crown fire (“torching”)** is defined as the ignition of a single or small group of trees, but does not spread continuously through the canopy of the trees.
    - **An active crown fire** is where the entire fuel complex is involved in flame, but the initiation and spread of the crown fire is dependent on the heat released from surface fuel.
    - **An independent crown fire** is a rare, intense wildfire that spreads through tree canopies without needing heat from a surface fire below, relying on strong winds, fuel density, and steep terrain for its own momentum, creating a fast-moving, self-sustaining blaze in the treetops. Note: Because this type is extremely rare, only passive and active crown fires are simulated.

Figure 45 illustrates the spatial distribution of potential crown fire (active and passive) and surface fire across the planning area.

For the City of Agoura Hills, crown fire initiation and propagation are not considered an issue of great concern. Crown fires under the limits of the current fire models are associated with timber understory and timber litter fuel types only, with these fuel types representing only 4.6 percent of the overall Planning Area. Where timber dominated fuel models exist on the landscape, the fuels are comprised of an oak dominated overstory, which is more resistant to crown fire initiation than conifer species.

The fuel structure in and around Agoura Hills will not allow for the development of an active crown fire.

Fire behavior modeling does indicate that passive crown fires have the potential to occur on 0.9% of the Planning Area and are mostly confined to extreme southeast portion of the analysis area within the Santa Monica Mountains.

While crown fire is not a landscape level issue for Agoura Hills, there are locations within the City where torching of individual trees used as landscaping near structures and along road systems can occur. This is particularly true where groups of pines, eucalyptus, cypress, or pepper trees occur.

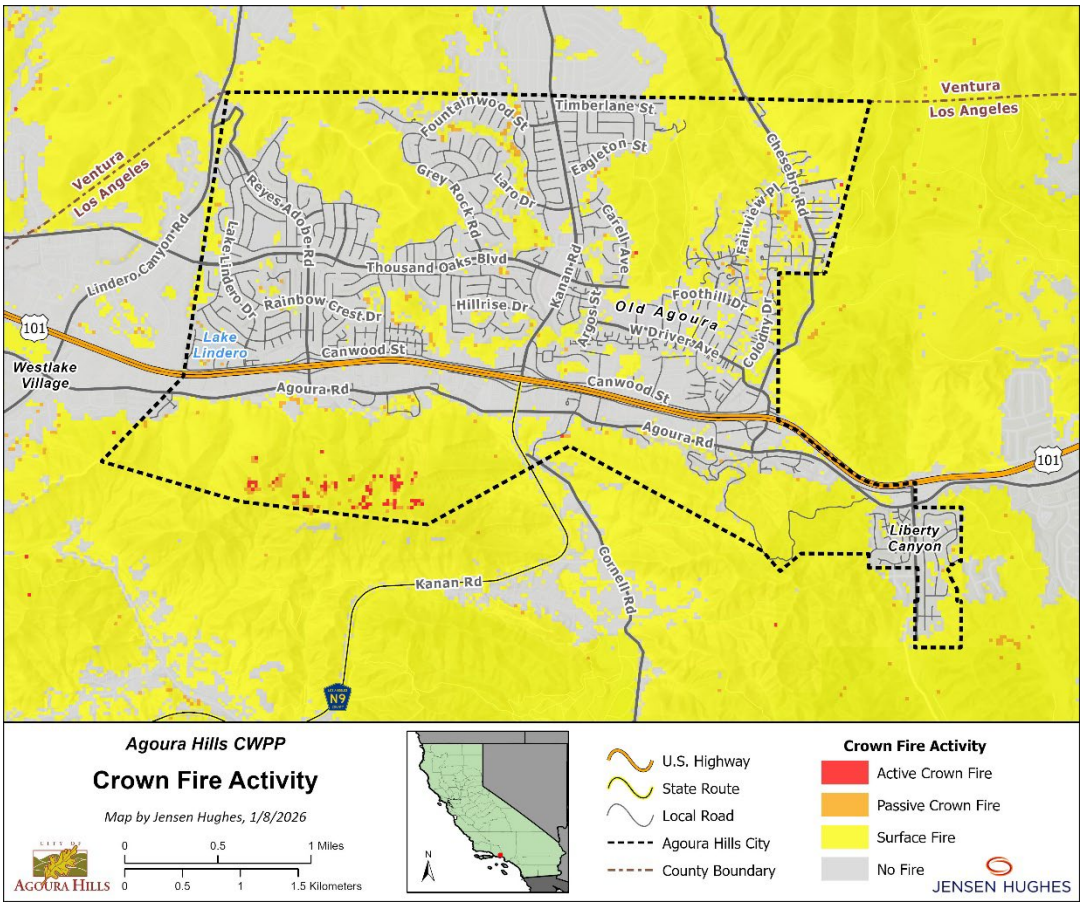


Figure 45. Modeled crown fire behavior across Agoura Hills.

A simple tool that property owners may use to evaluate if trees within their home ignitions zones have the potential to be ignited from a surface fire is the *"Crown Fire Initiation*" model, that uses the surface fire intensity, foliar moisture of the tree canopy, and the separation distance between the surface fuels and the lowest level of canopy of a tree to determine if torching is probable.

Fire behavior outputs from fire hazard assessment indicate that in urban environments adjacent to wildland fuels, flame lengths are generally 4-foot or less. By using a standard foliar moisture of 90-percent the simple crown fire initiation model indicates that there needs to be a canopy separation distance of 11 feet (red lines) to mitigate potential ignition of the tree canopy (Figure 46).

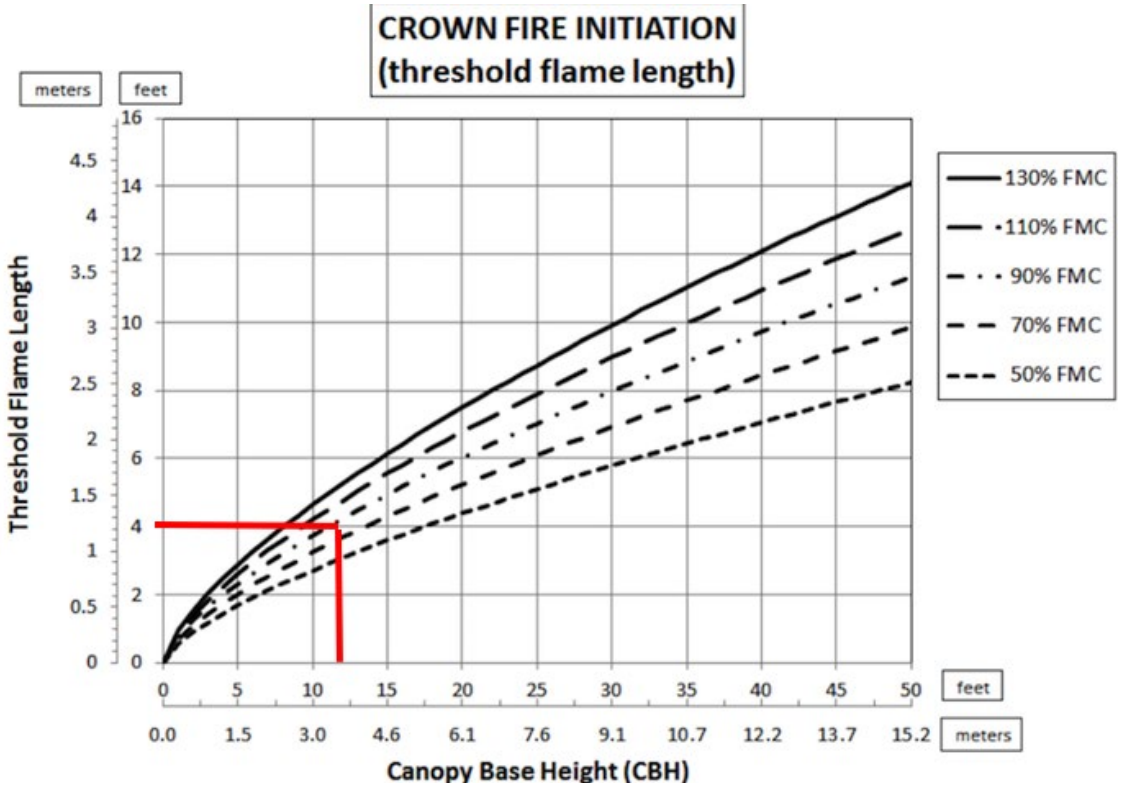


Figure 46. Crown Fire Initiation.

5.2.5 Flame Length

Flame length is the observable feature of wildland fire that is directly related to a fire's intensity. Flame length can also be used as a proxy for fire hazard and is an easily relatable fire behavior characteristic to communicate fire hazard to the public. Flame length has also been correlated by fire scientists to the potential success of fire suppression operations. Generally, flame lengths less than 8 feet can be successfully attacked by ground-based firefighting resources (Table 11). The correlation between flame length and suppression success is also useful when designing fuel treatments to mitigate fire hazard, with fuel treatment prescriptions often targeting post-treatment conditions that produce flame lengths of 4-feet or less.

Table 11. Fire Behavior Characteristics and Suppression Capability

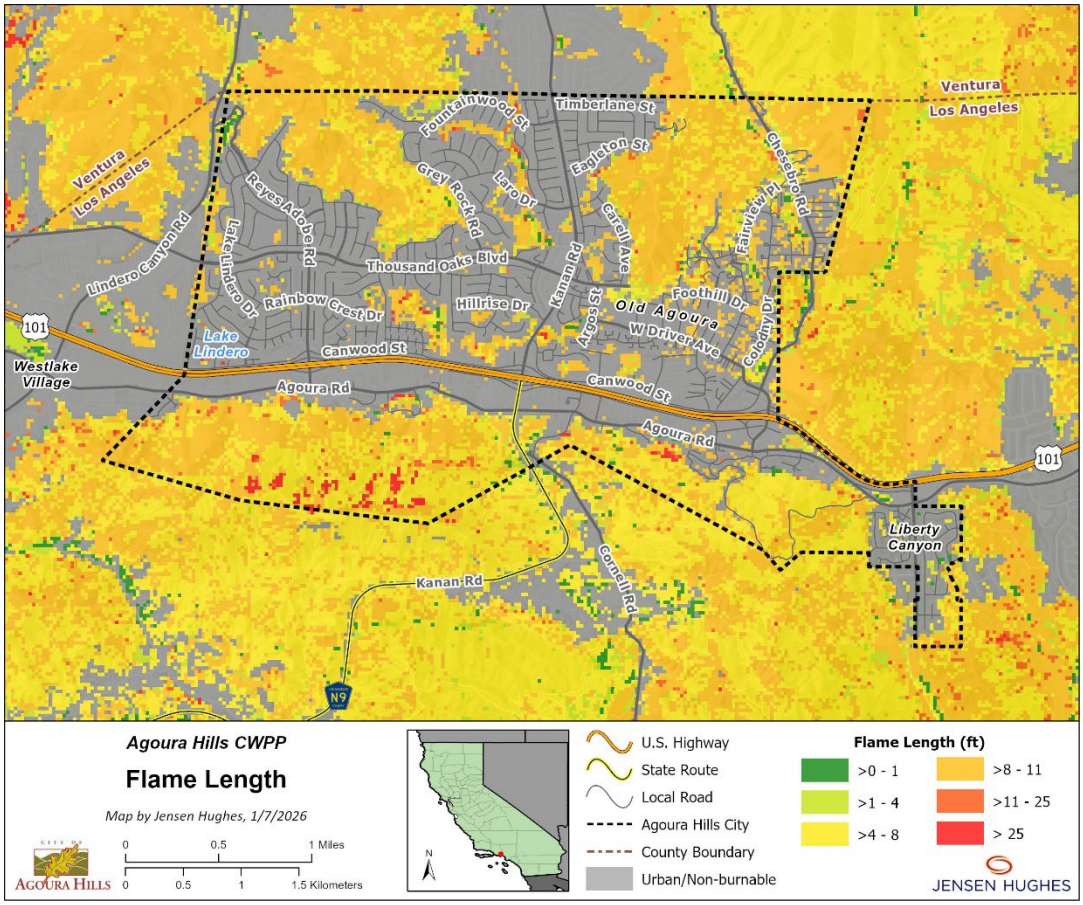
Flame Lengths (feet)	*Fireline Intensity (BTU/foot/Second)*	*Interpretation*
0-4	0-100	Fires can be generally attacked at the head or flanks by persons using hand tools. Handlines should hold the fire
4-8	100-500	Fires are too intense for direct attack at the head of the fire by persons with hand tools. Handlines cannot be relied upon to hold the fire. Equipment such as dozers, engines and retardant aircraft can be effective.

Flame Lengths (feet)	*Fireline Intensity (BTU/foot/Second)*	*Interpretation*
8-11	500-1,000	Fires may present serious control problems – torching out, crowning and spotting. Control efforts at the head of the fire will probably be ineffective.
11+	1,000+	Crowning, spotting and major fire runs are common. Control efforts at the head of the fire are ineffective.

Highly influenced by windspeed, flame length can vary greatly within the same fuel types under different wind conditions. For this risk assessment, winds associated with 97th percentile weather conditions (17 mph) were evaluated. A tabular summary of the distribution of flame lengths across the Planning Area is shown in Table 12, while Figure 47 displays the spatial distribution of the modeled flame lengths across the landscape.

Table 12. Modelled flame lengths in the City and surrounding landscape.

Flame Length	*97th percentile weather*	
	Agoura Hills	*Surrounding Landscape*
Non-burnable	54%	25%
0 – 4 feet	3%	5%
4 – 8 feet	16%	35%
8 – 11 feet	26%	29%
11+ feet	1.6%	5%



Flame Length is an estimate of the mean flame length (in feet) for all potential fires that may occur given vegetative conditions, fuel moistures, and peak winds. This metric is often used as a proxy for fire intensity. Model inputs are based on 97th and 90th percentile conditions obtained from 20 years of weather records from remote automated weather stations (RAWS) during the core fire season.

Figure 47. Modeled flame lengths across Agoura Hills.

5.2.6 Ember Exposure

Embers constitute one of the greatest threats to homes and other structures as they may be carried for long distances ahead of the main fire front or from burning urban fuels (e.g., structures), igniting receptive fuel beds in and around structures. See Figure 48 for general transport mechanism for embers or firebrands during a wildfire incident. For this plan, fire modeling was used to evaluate the potential ember exposure expected under the 97th percentile conditions scenario from the previous section.

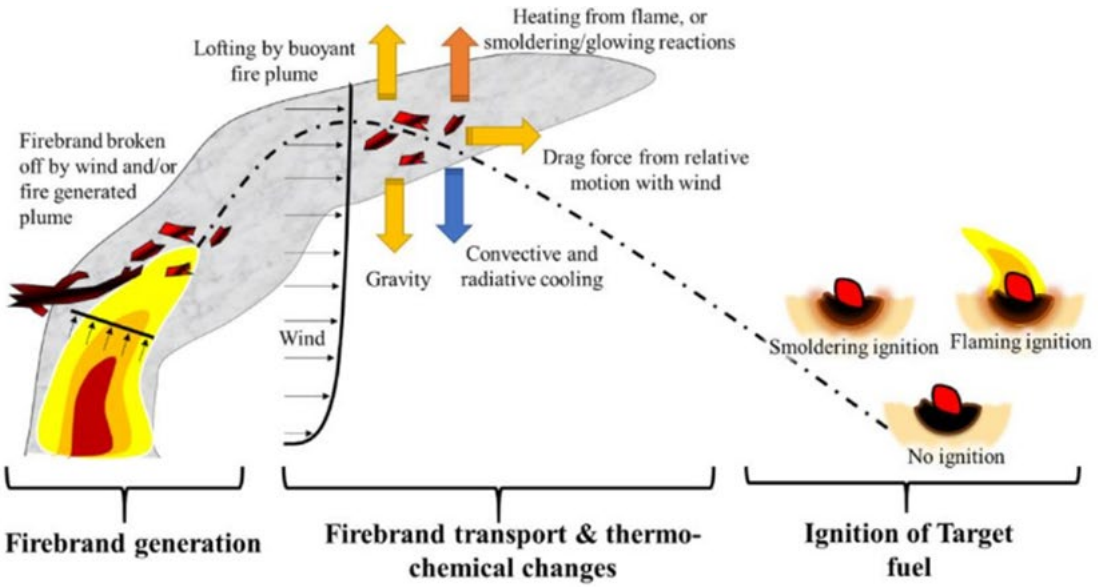


Figure 48. General generation, transport, and ignition mechanisms for ember cast in a wildfire.

To develop the Ember Exposure map (Figure 49), the maximum spotting distance of each pixel on the digital landscape was determined from FlamMap using the worst-case scenario fire weather; in this case, the fire weather observed during the Palisades Fire was used, including a 31-mph sustained Santa Ana wind. Using the outputs from FlamMap, each pixel on the landscape was buffered in ArcGIS to represent the maximum spotting distance. For example, a pixel with a 300-foot maximum spotting distance was buffered 300 feet in all directions from the center of the pixel. This creates a circle on the digital landscape with a 300-foot radius. When all pixels on the landscape are buffered, the outcome is a series of overlapping circles that represent how many surrounding pixels might contribute embers to the pixel in the middle. The number of potentially contributing pixels is then divided by the total number of pixels that could contribute within a radius equivalent to the maximum spotting distance observed for the Planning Area. This yields a percentage that represents the proportion of surrounding pixels (i.e., the surrounding landscape) that would potentially provide embers to a given pixel: the Ember Exposure.

Spotting from embers is highly erratic and very difficult to model accurately with the current best available science and modeling, so it is best to assess these percentages relative to each other, rather than as a direct probability. For example, the maximum probability of Ember Exposure for the Planning Area is 4%. **Rather than interpreting this as a 4% probability that a location will be exposed to embers, interpret it as 4% of the surrounding landscape will contribute embers in a wildfire.** A location that received embers from 4% of the surrounding landscape will have nearly twice the Ember Exposure level of a location that only receives embers from 2% of the surrounding landscape.

The maximum spot distance modeled in this analysis was 2,992 feet (just over half of a mile), but this should be considered a conservative estimate. The fire behavior analysis conducted here demonstrates very conservative fire behavior because the recent 2018 Woolsey Fire removed vegetation around nearly the entirety of the Planning Area, so it is in early stages of regrowth. There are a very limited number of trees in the fuel layer used to model fire behavior, and while trees are the primary driver of embers in the model, mature shrubs become a significant source of embers as they age**. Further, this model does not capture any flammable landscaping around homes and highly granular pockets of wildland vegetation on unmanaged open spaces within the city.**

Given the model emphasis on trees as sources of embers, the highest modeled risk of embers is primarily in neighborhoods along the eastern border of the Planning Area, along Cheeseboro Canyon, and along the southern border of the Planning Area at the base of Ladyface Mountain and adjacent to City Hall. An additional pocket of elevated ember exposure is along Medea Creek Park because of the high concentration of trees there. Notably, because the trees along this riparian area are primarily native oaks and various deciduous species, the riparian zone will normally have reduced flammability, but in extreme fire events and during drought, riparian zones burn readily and can be substantial sources of embers if dried leaves have accumulated along the banks. In several recent southern California wildfires, heavily vegetated riparian zones have served as conduits pulling fire along and into neighborhoods.

Currently Oak Park Fire Safe Council is administering a grant to treat riparian vegetation along Lindero and Medea Creeks to reduce the potential of a wildfire spreading through these drainages under extreme fire weather conditions (**https://opfsc.org/2024/09/2023-2024-wildfire-prevention-grant/**). Action item KW-9 of this plan proposes a similar project along Shady Creek Drive.

It is extremely important to recognize that it only takes a single ember to create a spot fire or burn down a home; therefore, areas characterized by Low Ember Exposure are still at risk during a wildfire, and mitigation measures can reduce the probability of ignition and spread. Equally, the Ember Exposure analysis models embers sourced from wildland vegetation, but wildfire disasters with widespread structure loss primarily stem from house-to-house ignitions when a wildfire transitions into an urban conflagration. In these events, structures themselves become the primary sources of embers, as was seen during the 2025 Palisades and Eaton Fires. Given the older age of housing across the planning area (nearly all homes pre-date the 2008 Chapter 7a WUI building codes), any non-hardened structure within an ember exposure zone has potential to be ignited by embers in even a small, local wildfire.

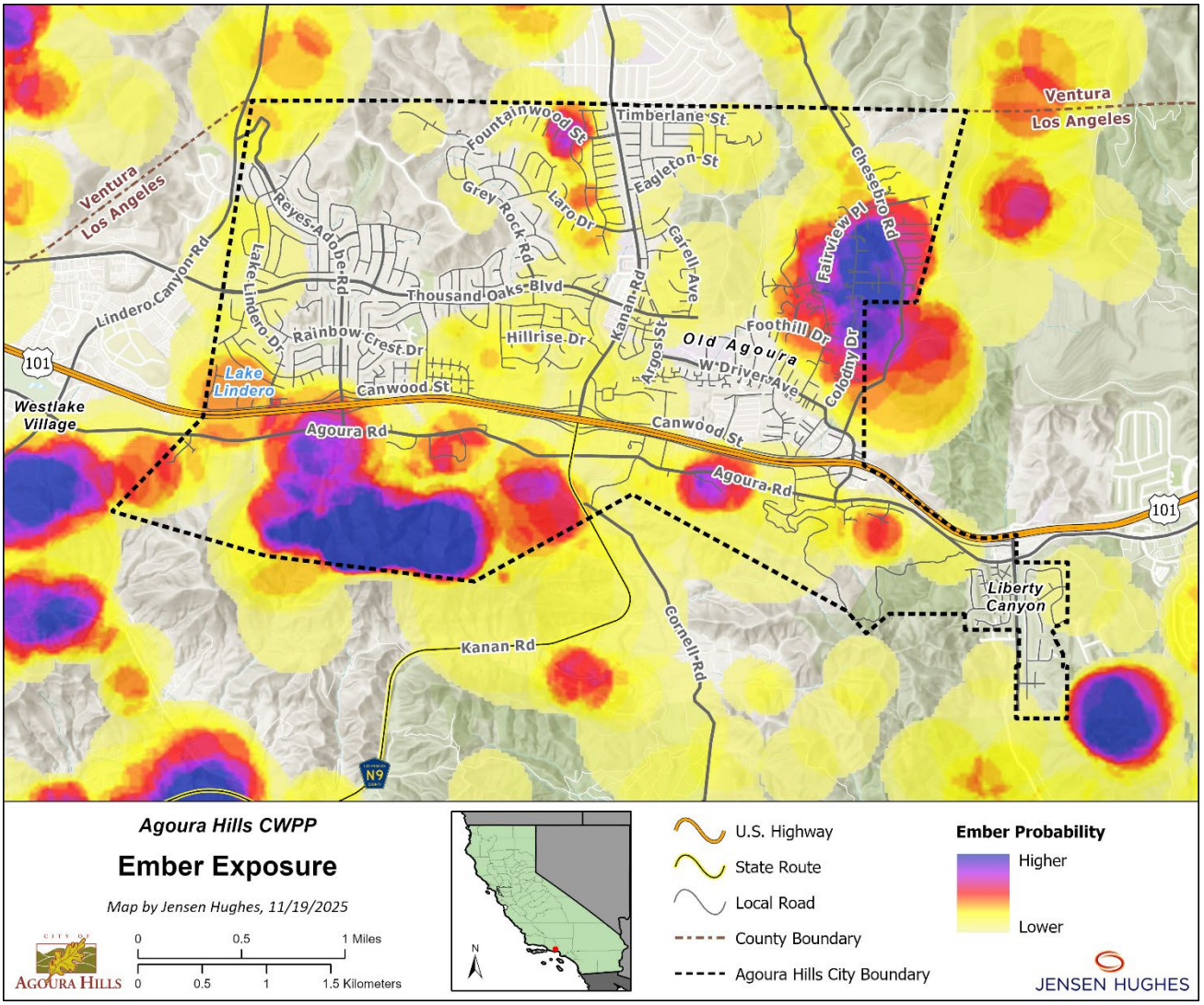


Figure 49. Ember exposure probability across Project Area. The percentage represents the proportion of the surrounding area that would contribute embers to a given location, rather than the probability of the location being exposed to embers. The highest ember probability on this map is 4.2%.

5.3 COMMUNITY RISK ASSESSMENT

In its simplest form, community wildfire risk is the likelihood of a fire and its potential consequences on the community. It includes:

(1) The identification of potential fire hazards and associated characteristics such as location, intensity, frequency and probability of fire.

(2) The analysis of exposure and vulnerability of physical, social, health, environmental and economic assets or values in the community; and

(3) The evaluation of the effectiveness of coping capacities in response to and recovery from potential wildfire impacts.

This provides a basic framework to not only identify potential risks but, more importantly, determine various strategic actions for individuals, communities, agencies and other stakeholders to better prepare for, mitigate, respond to and recover from future wildfire threats.

The community risk assessment is based on a combination of approaches – both quantitative and qualitative – to determine the nature and extent of wildfire risks across the Planning Area. In addition to the quantified risk assessment in Section 5.3.1, various physical and social vulnerability analyses (neighborhood- and parcel-level vulnerabilities, community-level vulnerabilities, vulnerable populations) were conducted to help further inform overall risk and targeted mitigation actions.

5.3.1 Quantitative Risk Assessment

To understand the potential wildfire risks across the Planning Area, a quantified risk assessment was performed. More detail about the methodology can be found in Agoura Hills' CWRA but a summary of approach and results is presented below. The governing risk equation is as follows:

$$(0.6\ Fire\ Severity) + (0.4\ Fire\ Frequency) \times (Exposure + Vulnerability)$$

Where,

Fire Severity – is a combination of various fire characteristics, as described above. [Scale: 0-5]

Fire Frequency – is the simulated fire frequency, as described above. [Scale: 0-5]

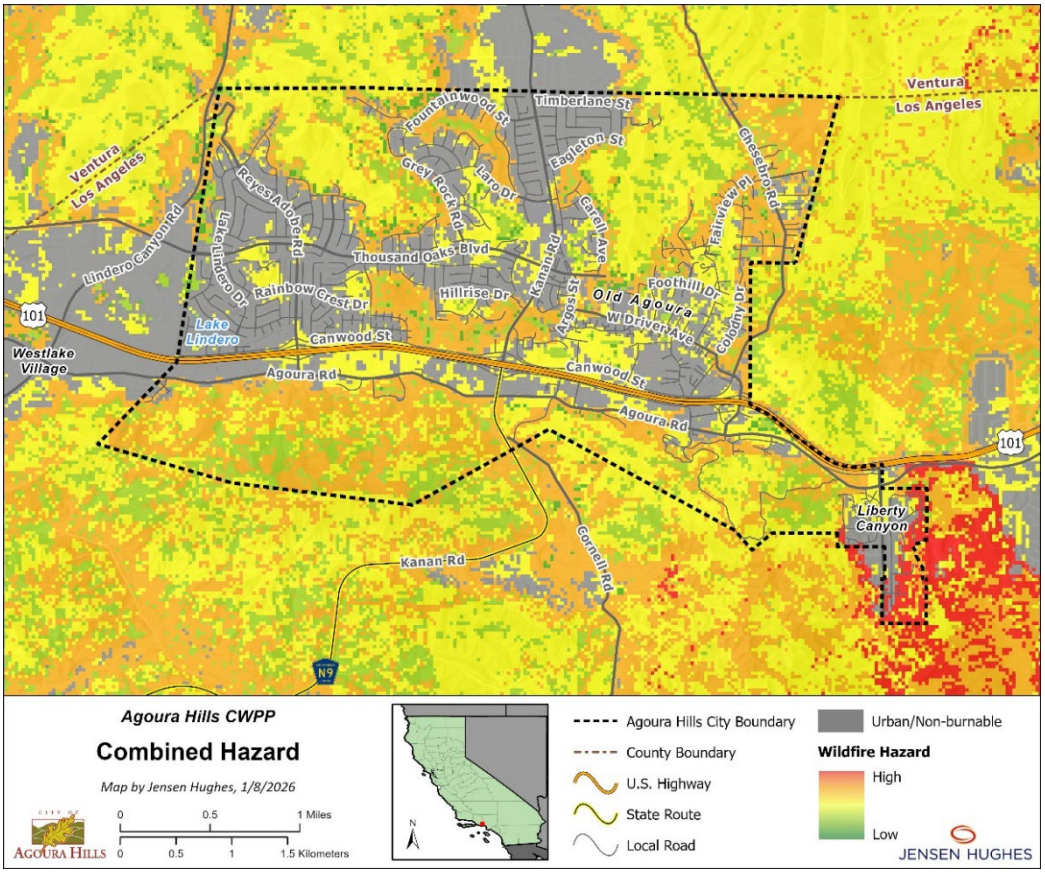
Exposure – is the density of values or assets at risk from fire exposure. [# of assets]

Vulnerability – is an additional term(s) to account for the potential increase in damage or loss due to inherent social or physical susceptibilities to wildfire impacts. [1 – 2.5]

As seen in the generalized risk equation, there are two components describing the fire: (1) fire severity and (2) fire frequency. See Sections 5.2.2 and 5.2.3 for detailed discussions regarding these two individual components. The reason for combining these two components is to acknowledge that wildfire risk is not only a function of how severe a fire is, but also how frequently it occurs. In other words, some of the most concerning fires are those that occur less often but are severe (low frequency high intensity), particularly if they occur near high value assets or in vulnerable areas. High frequency-low intensity fires (such as those that occur in grasslands), may occur more often but they tend to be low intensity and therefore more manageable from a firefighting perspective.

Some of the most concerning fires are those that occur less often but are extremely severe (low frequency high intensity), particularly if they occur near high value assets or in vulnerable areas. High frequency-low intensity fires (such as those that occur in grasslands), may occur more often but they tend to be low intensity and therefore more manageable from a firefighting perspective.

Figure 50 shows the combined Fire Severity and Fire Frequency components of the risk equation and provides an indication of where higher intensity-higher frequency fires are more likely across the Planning Area. As seen in the figure, Liberty Canyon has the highest relative likelihood of problematic fires.



Combined fire hazard is the combination of fire frequency and fire severity, which provides a relative indication of where higher intensity fires are more likely to occur. The data in this layer is based on 97th percentile wind and weather conditions, and vegetative coverage.

Figure 50. Combined hazard (0.6 fire severity + 0.4 frequency) across the City.

Wildfire risk is not just a function of the fire itself but also what values/assets may be impacted, so the general risk equation includes a component for "assets" and "vulnerability." Completed during the CWRA development process, three (3) different measures of risk were evaluated to understand different aspects of risk. These are:

(1) Risk to All Assets ("Comprehensive Risk")

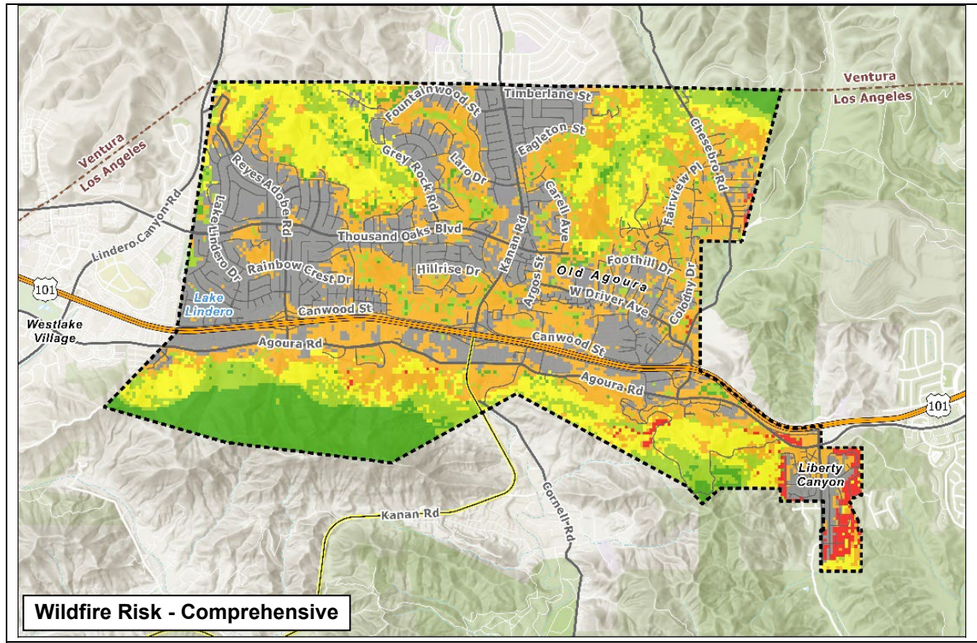
(2) Risk to Natural Resources

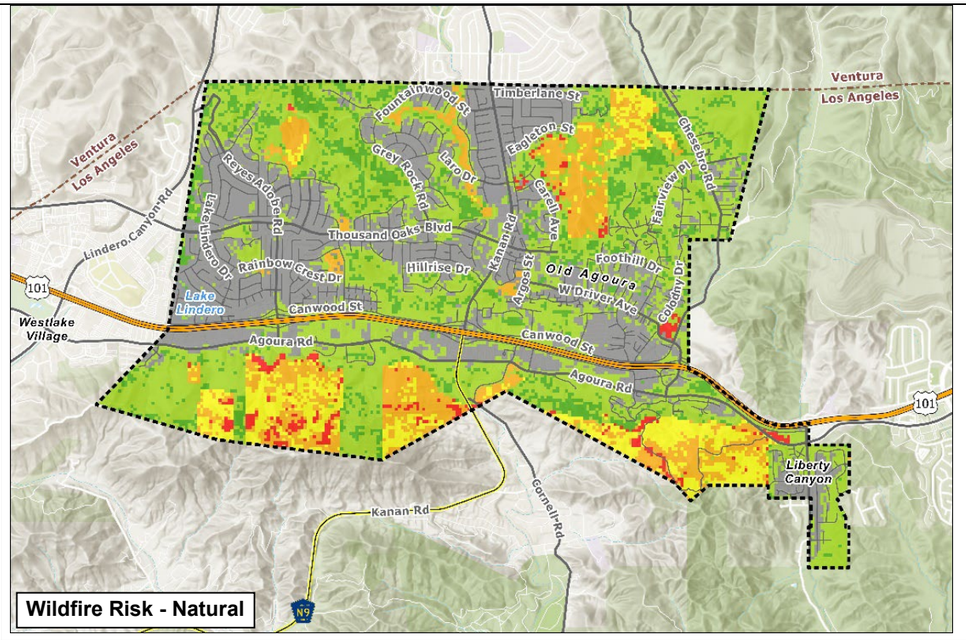
(3) Risk to Economic Resources

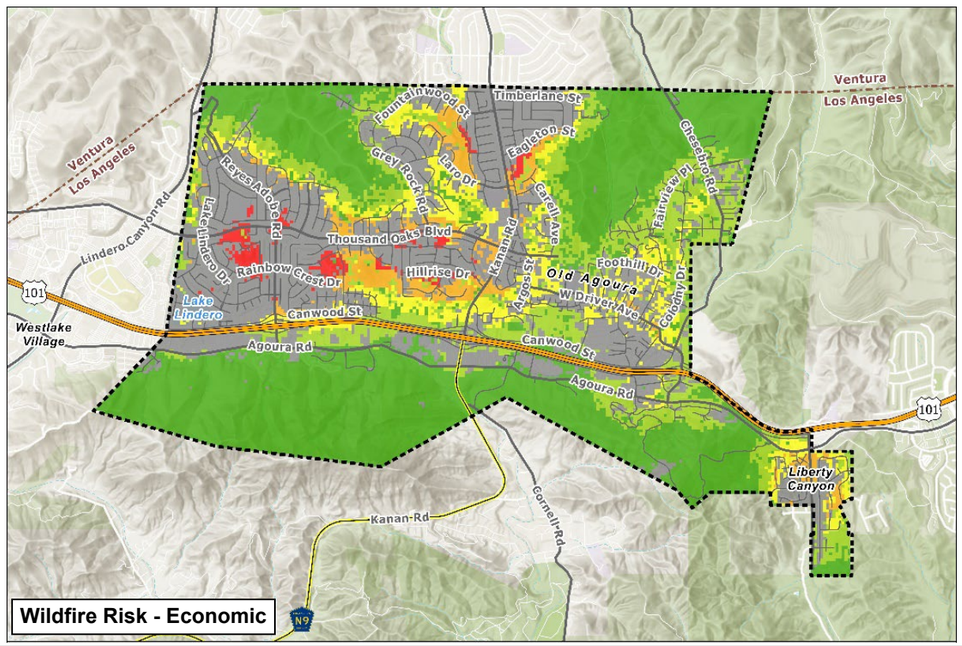
As each of the three (3) measures evaluates risk from a different perspective, the types of assets or values, and the vulnerabilities included in each analysis are specific to that perspective. For example, risk to economic resources includes buildings and structures, as equally weighted assets, that provide the City with economic value. Note: The economic risk map assumes that all structures have equivalent financial value. Therefore, higher economic risk areas will skew the results to where there is a higher density of structures in combination with higher fire intensity. Comprehensive risk captures all assets, but is generally more weighted to reflect risk to people, property and infrastructure, particularly as these assets are also where populations are likely to reside.

Refer to Figure 51 for the Planning Area risk maps. Risk is displayed from green to red, with dark red indicating areas of higher risk. "Non-burnable" regions (i.e., urban areas and water) are also indicated on the risk maps.

Note: Current wildfire models do not have an urban fuel model. This does not mean urban areas cannot burn; it just means that fire science has yet to credibly define urban fuel burn characteristics.









Agoura Hills City Boundary
County Boundary
U.S. Highway
State Route
Local Road
Maior Road

Urban/Non-burnable

Wildfire Risk

High

Low

JENSEN HUGHES

These maps illustrate relative wildfire risk across the Planning Area from three different perspectives: (1) Comprehensive Risk including structures, vulnerabilities, critical infrastructure and natural resources, (2) Risk to natural resources, (3) Risk to individual economic resources. **Comprehensive risk** captures the relative risk of wildfire to all community assets, which tends to skew risk to property and infrastructure, particularly as these assets are also where populations are likely to reside. **Natural resources risk** reflects the relative risk of fire impacting natural assets across the City. **Economic risk** reflects the relative risk of fire impacting economic resources, where each structure is assumed to provide equivalent economic value. Given this assumption, the results skew economic risk to areas with a higher concentration of structures (e.g., denser neighborhoods).

Figure 51. Community Risk from three different perspectives across the City.

As seen in the comprehensive risk map in Figure 51, very high risk zones are concentrated in the region of Liberty Canyon. Additionally, much of the City is also considered to be at a moderate to high risk due to the density of assets and high potential fire severity across the city. Peacock Ridge ranges around moderate to high fire risk, as does Morrison Ranch and Fountainwood. Morrison Ranch, however, has more area under the high hazard classification and Fountainwood has more area under the urban or non-burnable classification. Chateau Creek, Hillrise, Annandale and Old Agoura all contain larger areas of both high fire hazard and urban or non-burnable zones. Lake Lindero is primarily of the non-burnable and urban classification.

IMPORTANT NOTE: *"Non-burnable" regions (i.e., urban areas, agriculture, water and barren lands) in the following risk maps are not truly "non-burnable" with exception of the water features. The "non-burnable" areas are only a limitation of the wildfire behavior models, which currently do not have fuel models for these land-type uses. This does not mean they cannot burn. It just means that fire science has yet to develop credible burn models to describe the fire characteristics (e.g., flame length, rate of spread) through these spaces. That said, these areas can be considered to have a lower likelihood of burning as a wildland fire. In some cases, for the urban areas, these are no longer wildland fuels, but urban fuels.*

5.3.2 Community Vulnerabilities

5.3.2.1 Technical Background

In 2025, wildfires destroyed 18,385 structures across the United States, of which 12,773 were residences. In Southern California, the January 2025 Los Angeles County fires, including the Eaton and Palisades Fires, destroyed over 16,000 structures, and resulted in 30 civilian fatalities.[10]

While earlier research focused on the home ignition zone as providing the primary sources of structure vulnerability (e.g., construction materials, home hardening and defensible space features immediately around the home), current research and technical guidance also highlight the significance of landscape level features and neighborhood designs on influencing structure vulnerability to wildfires. That is, a structure's vulnerability is determined by a complex interaction of vulnerabilities at different scales – building, parcel, neighborhood, and community. Ways in which these scales influence vulnerability include:

+ **Potential neighborhood and community design vulnerabilities** – Key influences on vulnerability include housing density or separation distances with other structures, zoning and land-use planning, access/egress routes, setbacks to hazardous topographic features both natural and man-made (e.g., steep slopes, ridges, gullies, drainage ditches, open spaces/parks), integration of greenbelts and recreational uses within the built environment, and road placement. These characteristics impact the likelihood of (1) wildfire spreading into a community, (2) frequency and/or intensity of fire exposure, (3) structure-to-structure ignitions and associated fuel loads and intensities. Figure 52 shows an

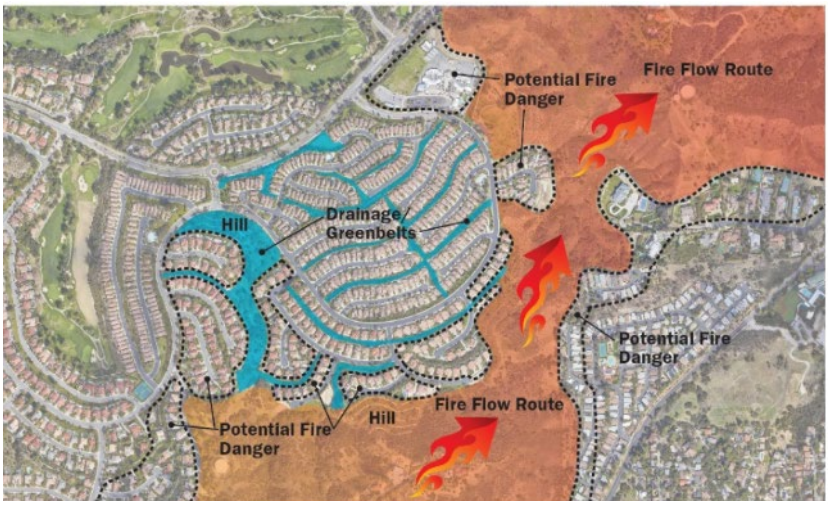


Figure 52. Example of a fire flow path via a greenbelt/drainage into a community. (Source: FEMA)

[10] https://www.nifc.gov/nicc/predictive-services/intelligence, 2025

example of how neighborhood or community design can lead to fire flowing into a neighborhood and influence structure vulnerability.

+ **Potential vulnerabilities from adjacent vegetated open space** – Large, uninterrupted, mostly unmanaged open space (e.g., parks, greenbelts, recreational use spaces) can provide a potential source of wildland fire or fuel bed for ember ignitions proximate to homes.

+ **Potential vulnerabilities from adjacent non-WUI designed structures or neighborhoods** – Neighborhoods with older construction located within the WUI or proximate to the WUI are generally not designed to meet modern building and fire code standards for wildfire resistance. This makes these neighborhoods and structures more easily ignitable, and they can ultimately become a fire source and ember generator that may present a threat to adjacent homes and neighborhoods – whether those neighboring structures are designed to WUI standards or not.

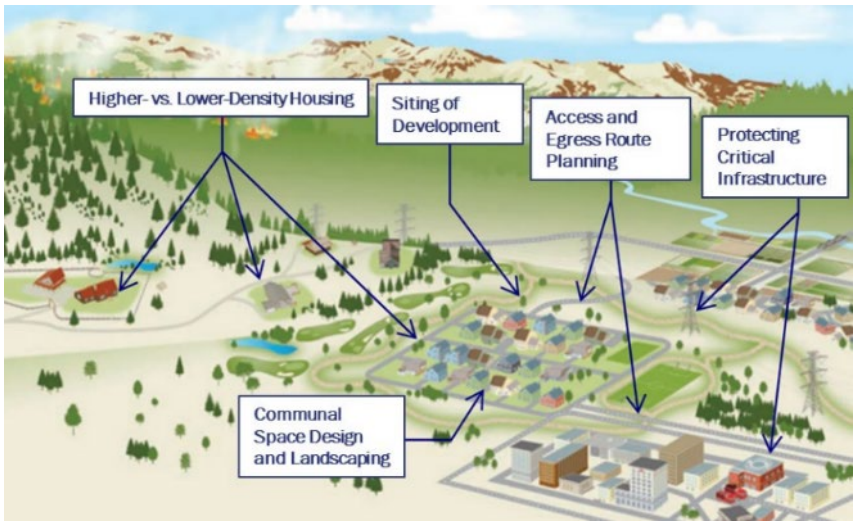


Figure 53. Various community and neighborhood level features that can influence wildfire exposure at a local level (Source: FEMA).

+ **Building component and parcel details** – Non WUI-compliant building construction, lack of vent protection, combustible siding, combustible decking and fencing, non-fire-resistant roofing, the location of structure on site (e.g., mid-slope, hilltop), maintenance practices of structure and landscaping, and proximate fuels (e.g., flammable materials, sheds, other structures) within 30-100 feet all impact ignitability

The heat transfer mechanisms which ignite structures occur due to fire from wildlands, open spaces, greenbelts, and communal spaces to structures, but also from fire spreading from structure-to-structure and from other items in the built environment. This phenomenon is known as an urban conflagration.

Figure 54 provides a high-level overview of the various heat transfer mechanisms that cause structure ignition regardless of the characteristics of the community, neighborhood, parcel, or building.

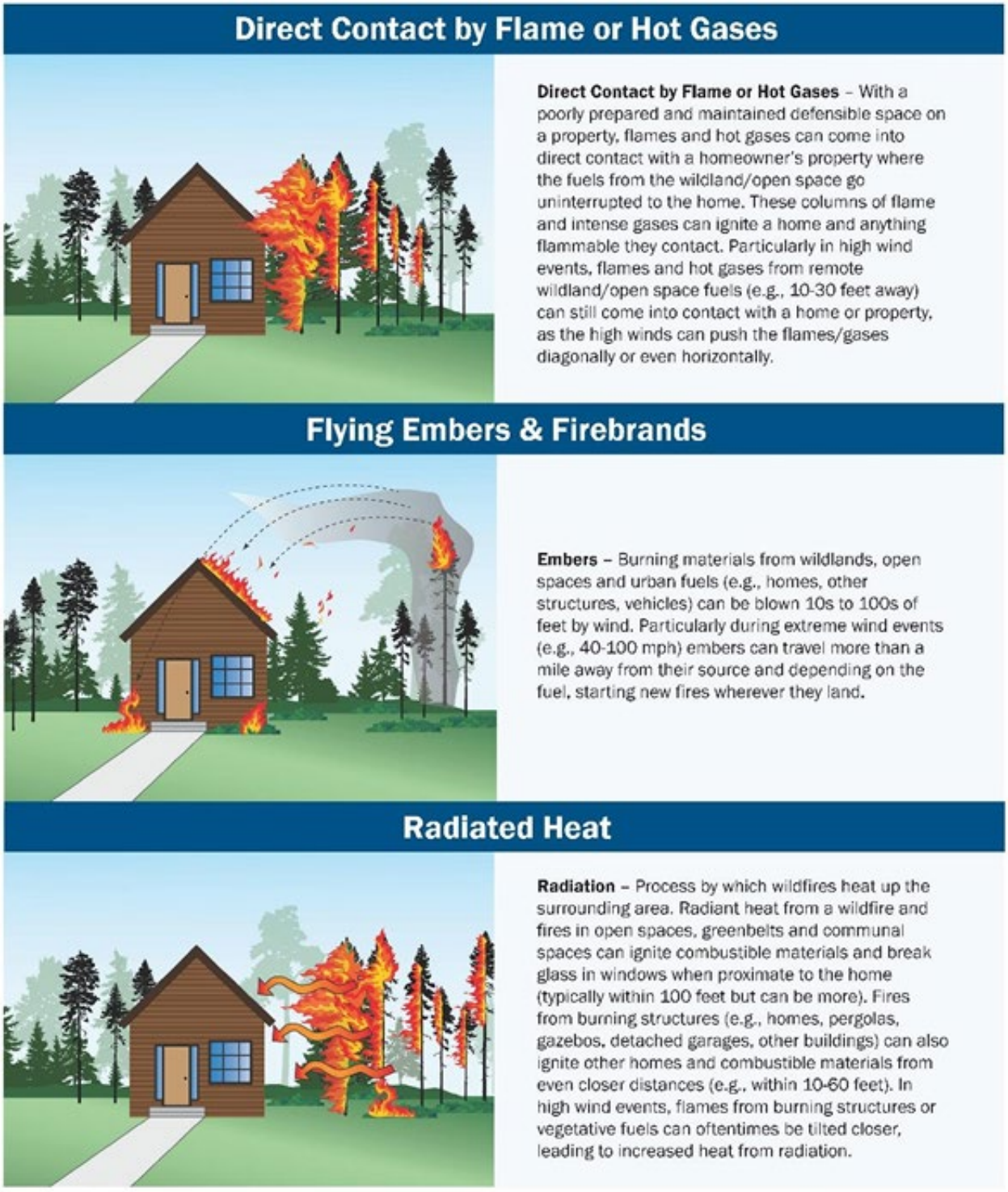


Figure 54. A structure can ignite during a wildfire due to direct contact, flying embers, and radiated heat. (Source: FEMA)

5.3.2.2 Observations of Neighborhood-Level Vulnerabilities

While earlier research focused on the home ignition zone as providing the primary sources of structure vulnerability (e.g., construction materials, home hardening and defensible space features immediately around the home), current research and technical guidance also highlights the significance of landscape level features and neighborhood designs on influencing structure vulnerability to wildfires. That is, a structure's vulnerability is determined by a complex interaction of vulnerabilities at different scales – building, parcel, neighborhood, and community.

During the site and based on some of the wildfire modelling, many neighborhoods across the City are vulnerable to one or combination of neighborhood- or community-level vulnerabilities, including:

(1) Limited access/egress routes

(2) Proximity to large, uninterrupted wildland vegetation or poorly maintained open spaces

(3) Proximity to north-south trending drainage pathways (e.g., Chesebro, Palo Comado, Lindero Canyons)

(4) Proximity to integrated greenbelts into the built environment (e.g., Medea Creek)

(5) Proximity to older, non-WUI code compliant neighborhoods

See Figure 55 for examples of neighborhood- and community-level vulnerabilities observed across the City.

In addition to some of these high hazard neighborhoods, even communities that are more remote from large areas of continuous vegetation are still vulnerable to wildfires due to embers that can be carried large distances from the fire front, landing and igniting receptive fuel beds on and immediately surrounding a structure, as seen during the 2018 Woosley. Fire receptive fuel beds can include ornamental landscaping, dead vegetation, litter, debris built up in rain gutters, and mulch beds. Enclaves, islands, and riparian corridors of wildland vegetation and ornamental vegetation are also found within neighborhoods and interspersed with structures throughout communities. These create significant opportunities for wildfires to ignite and destroy structures.

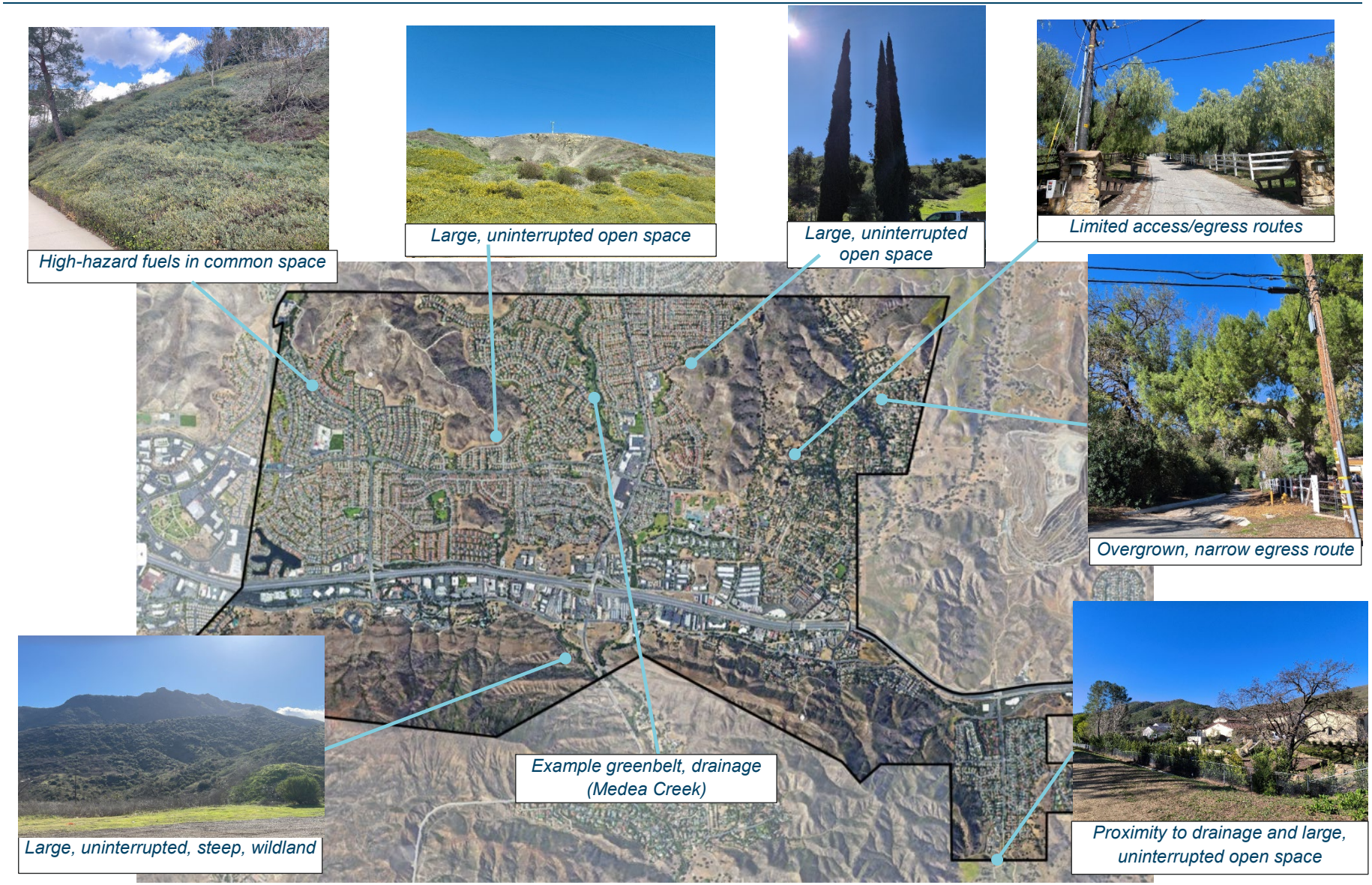


Figure 55. Observed neighborhood- and community-level vulnerabilities

5.3.2.3 Observations of Parcel-Level Vulnerabilities

In addition to community-scale vulnerabilities, several neighborhoods were observed to have parcel-level vulnerabilities throughout Agoura Hills. Homes and other structure types had varying degrees of vulnerability to wildfire, including:

- **Defensible space** is the space around a structure that, under normal conditions, creates a sufficient buffer to modify or arrest the spread of a wildfire to a structure. Flammable landscaping and other combustible items, such as firewood or debris piled near a structure, pose an ignition threat. Structures are more susceptible to ignition when exposed to significant radiant and convective heat from burning material. Several neighborhoods, particularly older communities (e.g. Old Agoura), across the City have significant overgrown vegetation, high hazard plants/trees or combustible man-made fuels (e.g., trash bins, storage sheds) proximate to the home. See Figure 56.



Figure 56: Overgrown vegetation in Zone 0 and 1 proximate to the exterior of the home. This introduces several paths for fire to spread and encroach the home.

- **Vents** – Vents in eaves, attics or crawl spaces are an easy entry point for embers to penetrate the interior of a structure, particularly vents located in the underside of soffits. Where embers enter attic spaces, fires in can go easily undetected from the outside, as attics typically do not have smoke detection or sprinkler protection. In past fires, structures have been lost when fire personnel have left the scene unaware that a fire has ignited in the attic. The majority of homes across the City have limited vent protection (e.g.,1/8" or 1/16" non-corrosive metal mesh or a listed ember resistant vent system) against embers during a wildfire.



Figure 57: Wooden fences and vegetation near and between homes can act as a "wick" that contributes to fire spread.

- **Wood Fences** – Wood fences act as a fuel source and also as a fire pathway carrying fire to a structure. Wooden fences connecting adjacent homes present a major threat. If ignited, these fences can act as "wicks" that contribute to fire spread from home to home (Figure 57). Wood and other combustible fencing materials such as vinyl, that may ignite, melt, or transmit heat, were observed in multiple neighborhoods across the City.
- **Siding** – Combustible siding can provide a pathway for flames to reach vulnerable portions of a structure, such as eaves or windows. Siding is especially vulnerable when combustible materials (e.g., vegetation, wooden decks and fences, stacked firewood) are near a structure's siding and can provide a heat source to

ignite siding. Most homes in Agoura Hills appeared to have stucco siding or other ignition-resistant material. However, in some older neighborhoods (e.g., Lake Lindero area) combustible siding is still present.

+ **Roofing** – Roof construction and maintenance is a key factor influencing structure loss in wildfire. Vulnerability is not just related to roofing material, but also design, construction details, condition, and whether the roof is clear of combustible material (e.g., pine needles and other debris). The majority of the homes in Agoura have Class A roof systems. However, some homes have complex roof designs (e.g. Figure 58) that create multiple ledges, valleys and other features where vegetative debris and embers have a higher likelihood of collecting, leading to ignition along gaps at the various roof joints.



Figure 58: Example of a complex roof, which introduces several locations where flammable debris and embers can gather.

+ **Garages** – Gaps at the top, bottom and edges of garage doors allow embers to enter a home. Garages often contain combustible materials or flammable liquids that a highly susceptible to ignition and challenging fires. Garages typically also have vents along the façade to provide venting for a variety of purposes (e.g., gas furnace or hot water heaters, natural ventilation, clothing dryer). These vents can provide easy entry points for embers, as most garage vents are unscreened or have large openings (e.g., greater than 1/8" openings). Similar to other vents, protection is garage vents is likely deficient across the City.

+ **Nooks and Crannies** – Grooves, inside corners, and roof valleys are areas where flammable debris (e.g., leaf litter, bird nests) collect over time. Embers can land on this debris, leading to ignition. These areas can also accumulate a large number of embers, which increases the likelihood of ignition of combustible concealed spaces just behind the exterior façade, roof covering or similar outer building material. Many homes in Agoura Hills have tiled roofs. Tiled roofs tend to have gaps at the roof edge underneath the tiles, which if left unprotected, can allow flammable debris to collect.

+ **Windows** – Single pane windows can be a major vulnerability during a major fire. Single pane windows can oftentimes break due to impact by airborne materials or crack and fallout due to thermal exposure to intense heat. This can create large entry points into the structure allowing flames, hot gases and embers to penetrate the home, igniting interior combustible materials. The majority of homes in Agoura have double-paned windows.

Wildfire will continue to threaten Agoura Hills. However, residents and homeowners can and should take proactive measures to mitigate this threat. Current land use planning, zoning regulations, and codes adopted by the State of California and local fire departments provide the regulatory basis for preparedness, but these alone will not protect life safety and other community values.

5.3.2.4 Social Vulnerabilities

While many people might be exposed to the same wildfire, differences in demographic and socioeconomic characteristics can result in very different short and long-term impacts. Vulnerable or functional needs populations may have limited capacities to prepare for, respond to, and recover from a wildfire incident. These

individuals are also less likely to be involved in wildfire mitigation activities (Ojerio, 2008). As a proxy for individual-level vulnerability data, key demographic and population statistics for Agoura Hills from the 2020 U.S. Census and 2023 American Community Survey (U.S. Census Bureau, http://data.census.gov) were assessed to identify potential vulnerable populations:

- **Population**: 19,429
- **Housing Units:** 7,585
- **Average population density**: ~2,500 people/square mile
- **Racial makeup:** 68.7% White (non-Hispanic), 15.3% Hispanic or Latino, 0.8% Black or African American, 7.9% Asian, 0.1% American Indian or Alaska Native, 0.1% Native Hawaiian/Pacific Islander, 10.2% Other/Two or More Races
- **Language other than English spoken at home:** 20.1% of the population
- **Disabilities:** 4.9% of the population
- **Vulnerable age groups:** 3.4% of the population under 5 years, 16.0% 65 years and older
- **Poverty**: 5.7% of the population live below the federal poverty level

Vulnerable or functional needs populations include those who are physically and/or mentally disabled (e.g., blind, cognitive disorders, limited mobility), limited or non-English speaking, culturally isolated, medically or chemically dependent, homeless, Deaf or hard-of-hearing, of vulnerable ages (e.g., elderly or young), or lack digital services.

These characteristics may influence people's ability to plan and prepare in advance of a wildfire, respond quickly and independently during a wildfire, and recover following a wildfire. For example, older individuals are likely to have difficulty undertaking defensible space maintenance around their properties and may also need assistance evacuating. Those with limited English proficiency may need emergency communications, as well as information about wildfire preparedness, shared in a language other than English. Limited access to financial resources may hinder the ability of lower-income populations to invest in emergency preparedness and mitigation measures, as well as to recover from losses. Other characteristics, and combinations of different characteristics, impact social vulnerability in different ways. Planning for vulnerable or functional needs populations is critical to providing a holistic wildfire mitigation preparedness plan that works for the entire community.

Understanding where vulnerable populations are geographically is important for targeting outreach and interventions to reduce impacts. A small sample of the many attributes that contribute to social vulnerability was explored as part of the CWPP development process. The number of households with at least one member aged 65 or over was found to have the greatest spatial variation (Figure 59). These individuals are more likely to have greater challenges with all aspects of wildfire preparedness and areas with a greater proportion of these vulnerable populations may need additional resources. This is simply a starting point for understanding how social vulnerability varies across Agoura Hills and should be combined with other, more locally specific, information.

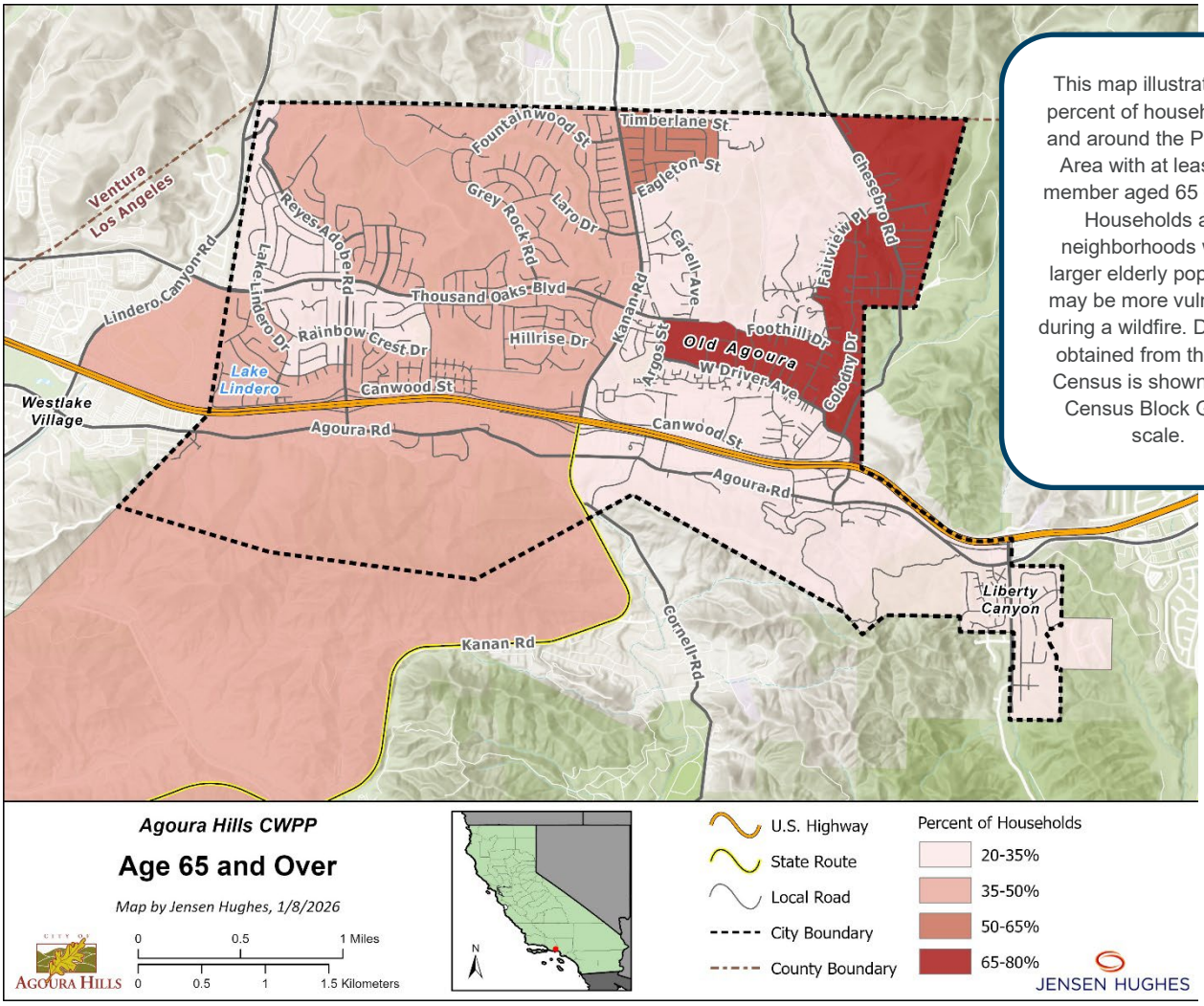


Figure 59: Percent of households in each census block group with at least one member aged 65 or over

As shown in Figure 59, Old Agoura and the northeastern parts of Agoura Hills have the highest proportion of older residents, with up to 80% of households having at least one member aged 65 or over. Households in the area east of Kanan Rd. between Eagleton St. and Timberlane St. also have, on average, over 50% of households with at least one older member.

5.3.2.5 Fire Department Response Capacities

Community-level vulnerability refers to the resilience of various built environment characteristics to wildfire threats over both the short and long-term. While there are numerous values in the natural, built and human environments that may be exposed to the same wildfire, how much loss or damage is experienced by those values can vary dramatically depending on the inherent physical resiliency of those assets to wildfire – individually or as a collective. Some examples of physical vulnerability include age of construction, code compliant structural hardening and defensible space, limited access/egress routes, and structure separation distances. Community-level vulnerabilities may also include coping capacities of the community (e.g., the availability of resources to effectively respond to or recover from a wildfire threat). Some coping capacity proxies may include fire service response times, firefighting water supplies, emergency power supplies, communication dead zones, etc. Note: As vulnerability assessments are often limited by the availability, quality and scale of the datasets, the corresponding analyses have been governed by these limitations.

Fire service response time coverage has been evaluated as a proxy for wildfire coping capacities across the City. See Figure 60.

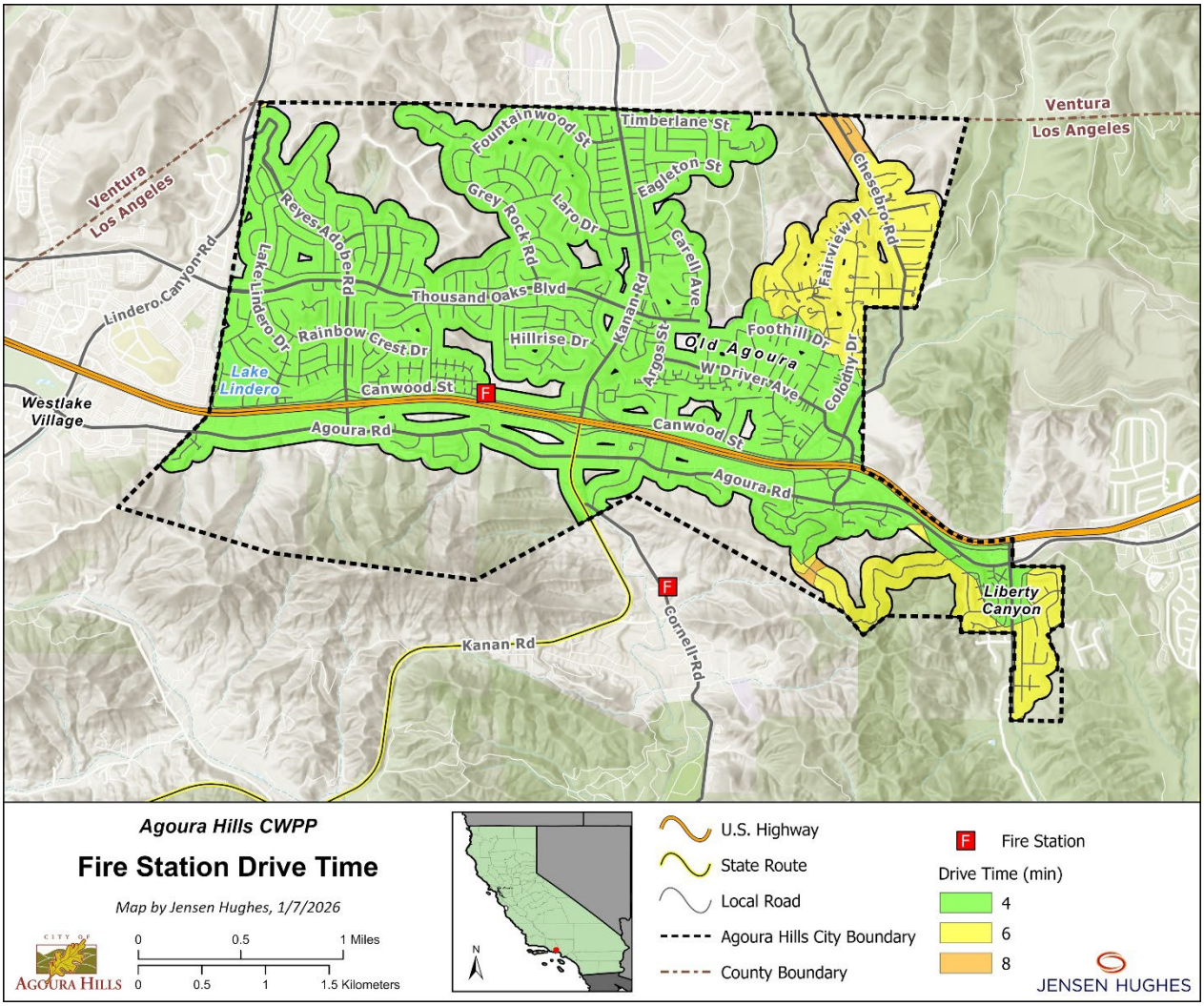


Figure 60: Fire Department response time coverage across the City.

As seen in Figure 60, the majority of the city has a very good fire department response time with expected arrival times of less than 4 min to the nearest fire station. The northern portion of Old Agoura and the southern portion of Liberty canyon have slightly higher response times, primarily between 4 and 6 min, reaching between 6 and 8 minutes in few places.

5.4 COMMUNITY INPUT ON HAZARDS AND RISKS

5.4.1 CWRA Development: Community Input on Hazards and Risks

During the CWRA development process, three forms of community outreach were used to understand the experiences, perceptions and concerns of local residents, agencies, organizations, and other interested parties to past and future wildland fire threats in and around Agoura Hills. The forms of community outreach included:

+ Public survey
+ Public workshops

- Digital polling

A summary of the feedback is provided in the following sections. See Appendix B and Appendix E for additional details.

5.4.2 Feedback from Individuals & Households

As described in Section 2.2.5.1, a public survey was administered as part of the CWRA process to gather feedback on wildfire-related concerns, past experiences and recommendations for mitigations to future wildfire threats. Approximately 371 households responded to the survey. Additional in-depth analysis of the survey responses was undertaken as part of the CWPP development process. For more detailed information on survey responses, please see Appendix E.

The following are common themes that arose from the survey:

- **Major wildfire concerns:**
  - Insurance availability and cost
  - Home hardening – cost and enforcement
  - Vegetation management, including HOAs – cost and enforcement
  - Evacuation, including power outages and signal traffic outages
- **Suggested opportunities and strategies to increase public education and awareness:**
  - Community workshops with greater advertising and webinar formats
  - Providing information on proper materials and contractors for home hardening
  - Door-to-door campaigns and tabling at public events

As described in Section 2.2.5.2, two (2) public workshops were held during the CWRA development process (May and July 2025). Attendees represented various agencies, organizations, interested parties and general public across the City. Additionally, one (1) public workshop was held during the CWPP development process (March 2026). The March 2026 workshop had over 50 attendees from Agoura Hills. The workshops included a breakout session where facilitated groups discussed concerns, recommendations, and improvements.

The following are common themes that arose from workshops:

- **Major wildfire concerns:**
  - Vegetation management, including cost and enforcement (e.g. HOAs provided as an example)
  - Home Hardening, including cost and enforcement
  - Evacuation routes, including power and signal traffic outages
  - Emergency communication
  - Community education on mitigation efforts & egress routes
  - Costs of home hardening
  - Insurance availability and cost

+ **Most important assets within the City:**
    - Human life & community cooperation
    - Property
    - City parks & natural environment and animals
+ **Suggested ways to increase public education and awareness:**
    - Community workshops with greater advertising and webinar formats
    - Providing information on proper materials and contractors for home hardening
    - Door-to-door campaigns and tabling at public events

5.4.3 Feedback from Community Groups

As described Section 2.2.4, a broader stakeholder digital poll was administered from March 3 – 31, 2025 as part of the CWRA process. Thirteen representatives of fire agencies, fire safe councils, land managers, utilities and other community groups responded to the digital poll.

Additionally, two (2) meetings were held with members of the City's CWPP Ad Hoc Committee on March 4, 2026 and April 16, 2026 to collect feedback and input from select City elected officials and members of the public.

The following are common themes that arose from the digital polling:

+ **Major wildfire concerns:**
    - Availability of funding to pursue WUI-related projects
    - Inter-agency coordination during a wildfire
    - Feasibility and enforcement of defensible space measures
    - Egress and evacuation challenges (e.g., notifications, evacuation planning, vulnerable populations)
+ **Suggested opportunities and strategies to increase wildfire resiliency:**
    - Provide more guidance information for evacuations
    - Increase community education initiatives

The following are common themes that arose from the two Ad Hoc committee meetings (to be included after the meetings take place).

Community Wildfire Resiliency Strategy



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6.0 Community Wildfire Resiliency Strategy

While wildfires are part of the natural landscape and cannot be eliminated, their devastating impacts to community assets, the environment, social infrastructure, and local economies can be reduced through the collective action of all involved groups, both government and non-government. As wildfires have been increasing in frequency, scale, and severity over the past several decades, traditional approaches to mitigating wildfire risk – such as government policies, programs, planning codes, zoning regulations, firefighting operations, and vegetation management – are no longer sufficient. The complexity and breadth of impacts highlight the need to take a more comprehensive and proactive approach to managing those risks. Resiliency to wildfires means engaging and collaborating across the whole community, across all scales and sectors, to more holistically build individual and community-level capacities to prevent, prepare, respond to, and recover from wildfire incidents.

Based on this goal of a comprehensive and proactive approach, a Community Wildfire Resiliency Strategy and Recommended Actions have been developed to help mitigate the hazards and risks of wildfires in the City of Agoura Hills for the next 5-10 years. These are based on the results of the fire hazard, risk, and vulnerability analyses in Chapters 3-5 and the conceptual framework for fire adapted communities (FAC). FAC provides a general framework to address a broad range of individual and societal capacities to build community wildfire resilience, which is a major goal of this CWPP.

Figure 61 shows the key components of the Community Wildfire Resiliency Strategy for the City of Agoura Hills on the FAC framework. Additional information for the FAC framework can be found at **https://www.fs.usda.gov/managing-land/fire/fac** and **https://fireadaptednetwork.org/.**



Fire Adapted Communities: "There is no one silver bullet that reduces risk; there are many tools that, when used together and strategically, reduce risk. And it's not the responsibility of one agency or group to mitigate; it's the responsibility of everyone who lives and works in the community. Fire adaptation happens when local, multi-jurisdictional stakeholders work together to identify risk, mitigate it, and maintain the work over time." USDA

Figure 61. Key Components of Community Wildfire Resiliency Strategy for the City of Agoura Hills

For this CWPP, the key components of the strategy include protecting life safety, property, and critical infrastructure as well as having a robust fuels mitigation strategy, early warning detection systems, public notification and communications, evacuation preparedness, and public education. These strategic components are described in the following sections and include existing, planned, and proposed activities that are essential for increasing wildfire resiliency across Agoura Hills. Where there are areas of improvement, they are indicated in the sections below and summarized in more detail in the Recommended Actions (Chapter 7).

6.1 PROTECTING LIFE SAFETY

The first priority of the City of Agoura Hills, Los Angeles County Fire Department, Los Angeles County Sherrif's Department, and other key federal, state, and local stakeholders is the life safety of residents and first responders.

6.1.1 Public Safety

As with any natural hazard, minimizing the risk wildfire poses to public safety necessitates a comprehensive approach from prevention and mitigation to preparedness, response, and recovery. Collectively, the wildfire resiliency strategy and proposed action items described in this plan aim to reduce the potential risk to human life for both the general public and first responders. At an individual level, community members can become aware and actively engaged in understanding the various wildfire hazards and risks that may impact where they live and work, and take the necessary steps to prepare themselves, their homes, and their family members to minimize risk. The educational information and resources provided by the City's Emergency Preparedness webpage, local Fire Safe Councils, LACoFD and other relevant agencies in the City are available to aid individuals and community groups. Initiatives such as "Ready-Set-Go" help individuals understand steps to take to increase wildfire resilience. See Section 6.9 for more about public education and awareness programs.

These informational materials cover the key concepts of fire life safety for residents including:

(1) **Prevent ignition** – Reducing ignition sources and fire hazards in and around your property

(2) **Control ignition** – In the event fire occurs, minimize the potential for fire spread and growth (e.g., structural hardening provisions, vegetation management, defensible space)

(3) **Notification and communication** – Knowing and being familiar with public notifications systems and their limitations and signing up for county emergency alert systems

(4) **Evacuation** – Be familiar with evacuation routes from your home, place of work, and other frequented locations; be familiar with any publicly available evacuation centers/shelter-in-place facilities (if provided); be prepared using Ready-Set-Go program

During wildfire events, it is often unsafe or impossible for firefighters, let alone members of the public, to defend structures, particularly during large, wind-driven incidents. During wildfire events, logistical limitations such as water availability, personnel, equipment, and access can overwhelm response efforts and prevent firefighters from defending every structure. As a result, structures and other valued assets must be prepared in advance to withstand wildfire exposure through passive measures such as defensible space and fire-resistant construction. Fighting wildfires and protecting structures is complex, dangerous, and resource-intensive. Evacuation orders are lawful directives, and it is highly recommended that the public evacuate when directed to do so.

6.1.2 Firefighter Safety

There are many factors that affect the ability of firefighters to protect structures and other community assets. Firefighters arriving on scene quickly perform an assessment or "triage" to determine whether a structure or asset can be safely defended. Prior to engaging in structure defense activities, firefighters look for access and

egress issues, whether a structure or improvement has vulnerabilities, hazardous material issues, adequate water sources, adequate defensible space, and whether the defensible space provides safe operational space. The state law for defensible space outlined in the Public Resources Code (PRC) 4291 and Government Code Sections 51175-51189, require that any property within a designated Fire Hazard Severity Zone in a State Responsibility Area, within a Local Responsibility Area's Very High Fire Hazard Severity Zone (updated in 2025), within Wildland Urban Interface areas (WUIs), or any other property at the discretion of the Fire Department, be provided with 100 feet of maintained defensible space from all sides of any structure. Research suggests that even the 100 feet of defensible space may not be sufficient for firefighters to safely engage in structure defense (See Section 6.1.2 for more details). This is reflected by the Los Angeles County Code of Ordinances Section 325.2.1, which allows the required defensible space distance to be increased in extra hazard situations to up to 200 feet, at the discretion of the fire code official or commissioner.

Guidelines established for wildfire safety zones can enhance safe operational space for firefighters and the public. However, the additional element of burning structures and other "non-native" fuels can significantly increase fire intensities that can threaten the life safety of firefighters and the public. Safe separation distance (SSD) calculations can provide a better estimate for whether a structure can be defended with lower risk of thermal injury. This distance is often greater than 100 feet. Onsite consultation with the fire code official, local Fire Safe Councils, or LACoFD is recommended to determine whether the clearance around a structure or other improvement is sufficient to provide a safer structure defense environment.

6.2 PROPERTY PROTECTION

Most actions to increase the resiliency of a structure or property to wildfires can be categorized into one of two groups:

1. **Structural hardening** – Mitigation actions associated with the structure itself, from the top of the building down to the foundation.
2. **Defensible space** – Mitigation actions associated with natural and manmade features from 0 feet to 100+ feet around a structure.

In general, the primary responsibility for preventative actions to protect a structure from wildfire is with the property owner.

6.2.1 Structural Hardening

Structural hardening is the term used to broadly describe any actions that are done to the structure to protect vulnerable areas from ignition. These vulnerable areas most commonly include exterior elements such as the roofing, siding, and vents, among others. Structural hardening adds another layer of passive fire protection in addition to the protection afforded by the vegetation management and defensible space measures described in subsequent sections. In general, buildings constructed before the adoption of Chapter 7A into the California Building Code in 2008 (which is now incorporated into the California Wildland Urban Interface Code) are less likely to have modern, wildfire-resistant construction features. Thus, older structures are likely to be less hardened and more vulnerable to wildfire impacts.

In the event of a fast-moving, large-scale wildfire, firefighting resources may be quickly overwhelmed. This means that active structure defense by firefighters may not be available for most structures or may be considered unsafe for a variety of factors (e.g., intensity of the fire, weather conditions, local topography, access issues, lack of water supplies). Thus, the survivability of a structure in a major wildfire event can depend on where the property or structure is situated relative to local topography, the presence and condition of structural hardening provisions, condition of defensible space and proximity to other combustible fuels/structures in the built environment.

Several guidance documents and technical resources are available to provide property owners with best practices to further increase the resiliency of new properties or developments to wildfires. See below.

City of Agoura Hills Emergency Preparedness Guidance

- Wildfire Preparedness Webpage **https://www.agourahillscity.gov/business_detail_T4_R40.php**

Los Angeles County Guidance (Accessed at https://fire.lacounty.gov/rsg/)

- Home Hardening /Defensible Space Webpage

Full-Scale Research on Wildfire Resiliency of Joints and Building Detailing

- Insurance Institute for Business & Home Safety (IBHS) Full-Scale Fire Testing **https://ibhs.org/risk-research/wildfire/**
- Fire Safety Research Institute (FSRI) **https://fsri.org/about**
- National Institute of Standards and Testing (NIST) **https://www.nist.gov/fire**

Design Guidance for New and Existing Construction

- FEMA Marshall Fire MAT Products **https://www.fema.gov/emergency-managers/risk-management/building-science/mitigation-assessment-team**
- SFPE Foundation Virtual Handbook on WUI Risk Assessments **https://www.sfpe.org/wuihandbook/home**
- University of Nevada, Reno Wildfire Home Retrofit Guide **https://extension.unr.edu/publication.aspx?PubID=3810**
- Maranghides, A., et al, WUI Structure/Parcel/Community Fire Hazard Mitigation Methodology **https://www.nist.gov/el/fire-research-division-73300/wildland-urban-interface-fire-73305/hazard-mitigation-methodology-1**
- FM Global, Data Sheet 9-19: Wildland Fire **https://www.fm.com/resources/fm-data-sheets**
- Hedayati, F. et al, Wildland Embers and Flames: Home Mitigations that Matter **https://ibhs.org/risk-research/wildfire/**
- NFPA Handout on Wildfire Preparedness **https://www.nfpa.org/downloadable-resources/safety-tip-sheets/how-to-prepare-your-home-for-wildfires**

- US Green Building Council CA Wildfire Rebuilding Guide **https://www.smmfsc.org/_files/ugd/caaf3b_8bea39a6d9a84db1a8499527c8b5cab8.pdf?index=true**

Databases for Fire-Listed Products and Assemblies

- FM Approvals, Approval Guide **https://www.approvalguide.com/**

- Intertek Directory of Building Products https://bpdirectory.intertek.com/pages/DLP_Search.aspx
- UL Product iQ https://productiq.ulprospector.com/en
- CAL FIRE Building Materials Listings https://osfm.fire.ca.gov/divisions/fire-engineering-and-investigations/building-materials-listing/bml-search-building-materials-listing/

6.2.2 Retrofit Resources & Other Local Resources

In addition to new construction, the guidance documents and technical resources listed in Section 6.2.1 can also provide helpful recommendations to retrofit existing properties to increase resiliency to wildfires.

Table 13 provides further guidance on mitigation actions that can enhance protection of life safety and improve the survivability of existing structures in the community.

Table 13. Structural Hardening Measures for Existing Properties

Structural Component	*Mitigation Measures*
Roof	Replace wood-shake or shingle roofs with a Class-A material or ember-resistant materials suitable for extreme fire exposure. Plug openings in roofing materials, such as the open ends of barrel tiles, to prevent ember entry and debris accumulation. Regardless of the type of roof, keep it free of bird's nests, fallen leaves, needles and branches.
Chimneys	Screen chimney and stovepipe openings with an approved spark arrestor cap with a 5/8-inch screen.
Eaves	Cover the underside of the eaves with a soffit, or box in the eaves, which will reduce the ember threat. Enclose eaves with fiber cement board or 5/8-inch thick, high-grade plywood. If enclosing the eaves is not possible, fill gaps under open eaves with caulk.
Exterior Siding	Noncombustible siding materials (e.g., stucco, brick, cement board, and steel) are better choices. If using noncombustible siding materials is not feasible, keep siding in good condition and replace materials in poor condition. Caulk or plug gaps greater than 1/8-inch in siding.
Windows and Skylights (including solar tube)	Single-pane windows and large windows are particularly vulnerable in older homes built prior to current fire codes. It is recommended to install windows that are at least double-glazed and utilize tempered glass for the exterior pane. The type of window frame (e.g., wood, aluminum, or vinyl) is not as critical; however, vinyl frames can melt in extreme heat and should include metal reinforcements. Skylights should be kept free of leaves and other debris, and overhanging branches should be removed to reduce ember accumulation. In the WUI, skylights should be flat and constructed of double-pane, tempered glass to improve fire resistance. Solar tube skylights may also be used if they are constructed with noncombustible or tempered materials, incorporate ember-resistant seals, and are properly installed to prevent ember intrusion. As with all roof openings, regular maintenance and proper installation are critical to reducing wildfire risk.
Vents	All vent openings should be covered with 1/8-inch or smaller wire mesh. Another option is to install ember-resistant vents. Baffles can also be used to protect vents in eaves or cornices. Do not permanently cover vents, as they play a critical role in preventing wood rot. Fire-resistant materials should be used to protect eaves & soffits.

Structural Component	*Mitigation Measures*
Rain Gutters	Always keep rain gutters free of bird's nests, leaves, needles, and other debris. Roof gutters shall be provided with a means to prevent accumulation of leaves, needles, and debris, such as a noncombustible gutter cover. Check and clean them several times during the year.
Decks	Keep all deck materials in good condition. Consider using fire-resistant rated materials or heavy timber construction. Routinely remove combustible debris (e.g., pine needles, leaves, twigs, and weeds) from the gaps between deck boards and under the deck. Enclosing the sides of the deck may reduce this type of maintenance. Do not store combustible material under the deck.
Combustible Items	Keep the porch, deck, and other areas of the home free of flammable materials (e.g., baskets, newspapers, pine needles, and debris). Keep firewood, bales of hay or straw, and other combustible/flammable materials at least 30-feet away from a structure.
Residential Fire Sprinkler Systems	Automatic residential fire sprinkler systems are required in all new residential structures. An automatic residential fire sprinkler system is not required for additions or alterations to existing building that are not already provided with an automatic residential sprinkler system. Annual maintenance service or inspection of these systems is strongly recommended to ensure operability.
Detached accessory structures	All detached accessory structures should ideally follow the same provisions as the main structure. Detached accessory structures should be constructed of non-combustible materials or of ignition-resistant materials.

More detailed information on reducing structural ignitability can be found in the California Wildland Urban Interphase Code, Los Angeles County Fire Code, and Public Resources Code 4291, as amended by the City of Agoura Hills.

The Agoura Hills Fire Safe Council has a variety of resources to help the residents of Agoura retrofit their homes to be more resilient. The interactive home hardening guide (available: https://agourahillsfsc.org/wildfire-home-hardening-guide/) explains in detail the common areas where structural hardening measures provide the most benefit, and common weak-points in a typical single-family home.

The City of Agoura Hills and the Agoura Hills Fire Safe Council are working together on a home hardening program to provide free ember-resistant vent mesh to the residents of Agoura Hills. Installing wildfire-appropriate mesh over vents (with max 1/8" openings) is a cost effective, and relatively simple home hardening effort that can provide substantial benefit to a home's wildfire preparedness. The program provides free mesh to residents (see: https://agourahillsfsc.org/home-hardening-program/), and has reasonable prices for custom sizes or extra pieces of mesh, if needed.

Additional local resources can also be found at the Los Angeles Regional Fire Safe Council (available: **https://www.wildfirela.org/ready/**).

6.2.3 Defensible Space

Defensible space is an area within the perimeter of a parcel where basic wildfire prevention practices and measures are implemented and maintained. These measures include but are not limited to removing brush, flammable vegetation, or combustible growth within at least 100 feet of a building or structure as measured from the eaves, porches, decks and balconies to the property line. Defensible space, coupled with structural hardening (Section 6.2.1 above), is essential to increasing a structure's likelihood of surviving a wildfire.

Defensible space is generally subdivided into three zones, whereby the highest priorities and most restrictive measures are required for the area closest to the structure. The County of Los Angeles Fire Department defines the three zones as follows, with an optional fourth zone (See Figure 62):

- **Ember-Resistant Zone** or "Immediate Zone," or "Zone 0" (0–5 feet). The Ember-Resistant Zone is considered the most important and includes areas immediately surrounding a structure, as well as areas under any attached decks or overhangs.
- **Zone A** or "Intermediate Zone," "Lean, Clean, and Green Zone," or "Zone 1" (0–30 feet). Zone A adds a defensible zone that extends through the Ember Resistant Zone and to Zone B. The goal of this area is to reduce the connectivity between garden beds, shrubs, and trees; removing lower branches of trees and shrubs; and creating areas of irrigated and mowed grass or hardscape between isolated vegetation islands, which are free of dead or drying plant material, so that wildfire does not burn to the house or into the crown of trees. Plants should be properly irrigated and maintained to remove dead/dry material (Valachovic, et al., 2021). This designation also applies to the area within 10 feet of driveways, access roads, or public roads adjacent to the property.

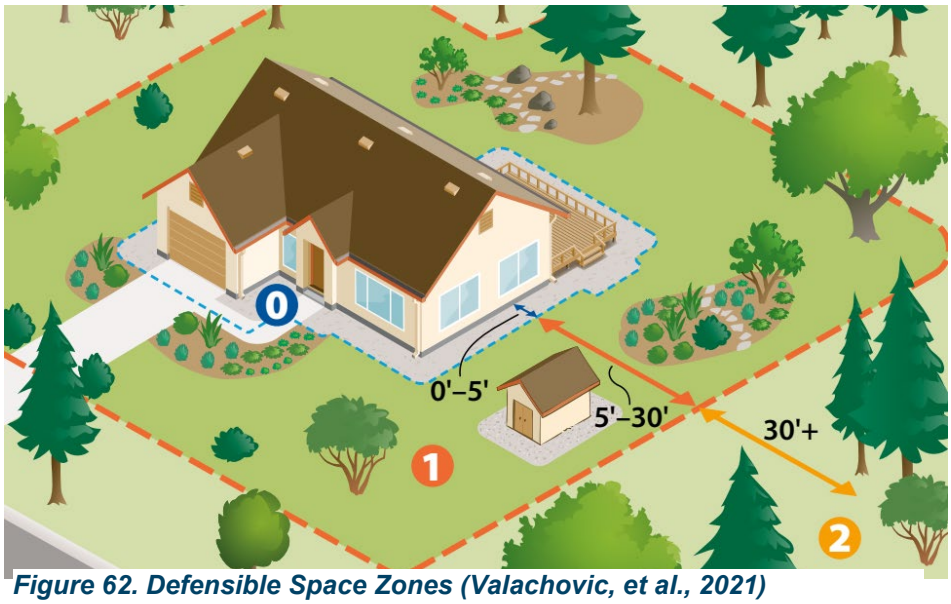


Figure 62. Defensible Space Zones (Valachovic, et al., 2021)

- **Zone B** or "Extended Zone," "Reduce Fuel Zone," or "Zone 2" (30–100 feet). The goal of Zone B is to create a fuel break that interrupts the continuous vegetative fuel path of a wildfire, minimizes flame length, and keep fires on the ground by reducing ladder fuels and crown clustering.
- **Zone C** (100-200 feet). Zone C is required only when deemed necessary by the fire code official.

The Agoura Hills Fire Safe Council provides Home Wildfire Assessments upon request to residents of Agoura Hills. The page, and the link to the request form can be accessed at **https://agourahillsfsc.org/wildfire-assessments/**

Table 14 details basic recommendations for each defensible space zone. This table contains some City and County-specific requirements but is not intended to be a complete list. Consult with LACoFD or authority having jurisdiction (AHJ) for more detailed guidance.

Table 14. Defensible Space Mitigation Measures.

Hazard Mitigation Zone	*Mitigation Measures*
Ember Resistant Zone (0 – 5 ft)	+ Use hard surfaces, such as concrete or noncombustible rock mulch around the home. Consider removing artificial turf near structures and replacing it with noncombustible materials such as gravel, pavers, or low-water, fire-resistant plants. + Clean roof and gutters of dead leaves, debris, and pine needles. + Avoid anything combustible in this area, including woody plants, mulch, woodpiles, combustible trellises, wood fences, and stored items. This is an excellent location for walkways, or hardscaping with pavers, rock mulch, decomposed granite, or pea gravel. This should include a six-inch noncombustible zone between the ground and the start of the building's exterior siding. + Relocate boats, RVs, vehicles and other combustible items outside this zone.
Zone A (0 – 30 ft)	+ Store firewood and other combustible materials away from the home, garage, or attached deck. Cover wood piles with a noncombustible cover. + Trim touching or overhanging branches from the roof to a distance of at least 10 feet. + Herbaceous non-woody ground cover should not exceed 3-inches high. + In general, plants should have clearance 2 times their height from other plants and exterior openings. + Use non-combustible pots and planting boxes at the ground level. + Remove artificial or synthetic grass. + Trees are generally not recommended except for dwarf varieties or mature trees less than 25' tall and wide at maturity. Trees shall be positioned so their canopies do not extend over the roof of any structure. + Move trailers/recreational vehicles, storage sheds and other combustible structures out of the zone and over 30 feet from the home. If unable to move, create defensible space around them. + Hedges should be well-maintained, lean clean and green, and no more than 8 ft tall.
Zone B (30 – 100 ft)	+ Ensure sheds and other structures have defensible space in the zone and over 100 feet from the home. Maintain clearance from vegetation and keeping surrounding areas free of combustible materials. + Use non-woody, low-growing herbaceous vegetation. Succulent plants and ground covers are good choices. + Create vegetation groups, or "islands" to break up continuous fuels around the home. + Remove "ladder fuels" to create a separation between low-level vegetation and tree branches to keep fire from climbing trees. + Remove leaf and needle debris from the yard. + Keep grass and wildflowers under 4 inches in height.
Zone C (100-200 ft)	+ Create and maintain a minimum of 10 feet between the tops of trees. + Remove "ladder fuels" to create a separation between low-level vegetation and tree branches to keep fire from climbing trees. + Remove dead trees and shrubs.

More detailed information on defensible space can be found in Public Resources Code 4291, and the California Wildland Urban Interphase Code as amended by the City of Agoura Hills.

6.2.4 Communal Defensible Space

Mitigating risks within the Home Ignition Zone (HIZ) is important but requires a joint effort if a neighbor's structure or residence is closer than the 100-foot distance for which defensible space should be maintained (as determined by the inspecting agency). Figure 63 depicts a representative example of neighboring homes with overlapping defensible space zones. Whether these property owners properly maintain their defensible space can influence the survivability of a neighbor's property. Closely spaced homes and smaller parcels (i.e., smaller than 100 feet in all dimensions) can cause a defensible space overlap issue. Risk reduction efforts by all neighbors are beneficial to multiple properties. This concept is referred to as communal defensible space and is one of the main drivers for the establishment of Firewise Communities. For more information on Firewise Communities, refer to Section 6.9.

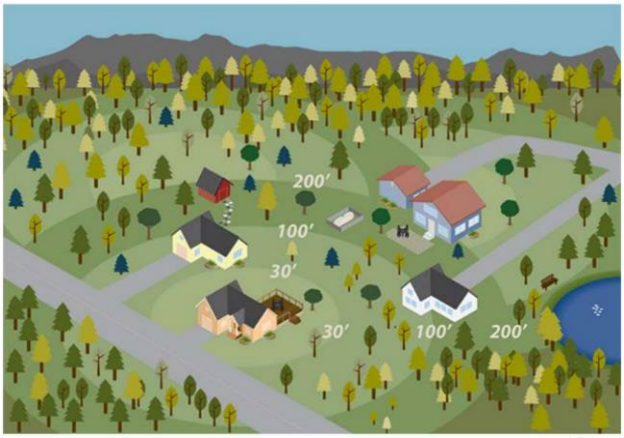


Figure 63. Communal Defensible Space or Home Ignition Zone Overlap (courtesy: www.firewise.org).

Communal Defensible Space: Where adjacent landowners coordinate to maintain fuel treatments to protect several homes or structures. Treatments are designed to consider how vegetation and topography affect fire behavior regardless of property boundaries. When combined with structural hardening, the development of communal defensible space is the best practice to reduce damage and loss from wildfire in the WUI.

Top priority: Numerous properties across Agoura Hills have overlapping defensible space zones, with owners that either do not know they should maintain communal defensible space or do not have the resources to address communal defensible space practices. This necessitates public education, guidance, and resources for residents to undertake communal defensible space actions.

In most urban and suburban residential neighborhoods, many property owners will have difficulty establishing the required 100' of defensible space within their individual property lines. Establishing defensible space regardless of the parcel size or ownership should be a priority for all residents of the Planning Area.

Achieving appropriate defensible space may require a combination of strategies including:

Work with neighbors and other adjacent property owners to ensure that common defensible space considerations are implemented between and adjacent to structures on all properties.

Prioritize home hardening measures on the sides of the structure with insufficient separation to adjacent properties (e.g., vent covers, replace combustible siding, remove combustible non-vegetative features).

Provide structural hardening measures for the entire home (e.g., upgrading to a Class A roof). Refer to "Structural Hardening" section above.



Figure 64. Examples of additional structural hardening and defensible space features where 30 feet of setback to the property line is not feasible (FEMA).

Prioritize the reduction of receptive fuel beds around the entire home from ember attack.

In some circumstances, structures may not be able to achieve 30 feet of separation from other structures (Figure 64). In these instances, property owners are encouraged to consider the following strategies:

1. Install solid, noncombustible property line walls or fences to minimize ember transmission and heat transfer.
2. Install 5-10 feet of hardscaping and/or noncombustible landscaping around the home. Note: Where hardscaping is introduced, ensure proper drainage is provided.
3. Prioritize localized structural hardening measures on the side of the structure with less than 30 feet of separation.
4. Provide additional structural hardening such as installing or upgrading exterior walls, windows, vents, and under-eaves areas of the home to be fire-resistance rated.
5. Refer to FEMA's fact sheets on defensible space and home hardening for more detail:

https://www.fema.gov/sites/default/files/documents/fema_rsl_marshall-mat-homeowners-guide-to-reducing-wildfire-risk-through-defensible-space_042025.pdf

6.3 CRITICAL INFRASTRUCTURE PROTECTION

The protection of critical infrastructure (e.g., communication systems, water supplies/infrastructure, electrical power infrastructure) from wildfire hazards, as well as limiting the number of wildfire ignitions caused due to this infrastructure, is an important planning consideration while developing a community wildfire resiliency strategy.

The following guidance and best practices should be considered in the community wildfire resiliency strategy. Critical infrastructure may span multiple jurisdictions and may have multiple responsible entities (e.g., public utilities, city, county) so coordination with all responsible parties is key.

6.3.1 Water Infrastructure

The Las Virgenes Municipal Water District (LVMWD) is the main district responsible for delivering water to residents and businesses in the City of Agoura Hills. LVMWD purchases imported water from the Metropolitan Water District of Southern California (MWD). Critical facilities include the Tapia Water Reclamation Facility which treats 7 million gallons of wastewater daily and processes biosolids removed during the wastewater treatment process at the Rancho Las Virgenes Composting Facility. The treatment and purification of recycled water through the Las Virgenes Triunfo Pure Water Project are also critical to the water infrastructure in the City of Agoura Hills (refer to Section 3.5.2.5).

Wildfire can affect water infrastructure in a number of ways. These impacts to infrastructure may influence operations during a wildfire, water quality, and recovery of communities following a wildfire. It is imperative that

the authorities with the responsibility of maintaining water infrastructure take actions to maintain operations during a wildfire wherever possible, and work towards restoration of services in a timely manner to facilitate overall community recovery efforts. There are several proactive actions that can be taken as part of a community wildfire resiliency strategy to aid these efforts.

The University of California Agriculture and Natural Resources (UC ANR), California Institute for Water Resources and the Luskin Center for Innovation (LCI) at the University of California, Los Angeles (UCLA) produced a detailed **report** (**https://innovation.luskin.ucla.edu/wp-content/uploads/2021/12/Wildfire-and-Water-Supply-in-California.pdf**) on wildfire & water supply in California. Some key recommendations contained in this report are:

Top Priorities for Water Infrastructure:

+ Invest in debris management basins.
+ Plan for treatment technologies and techniques to protect water systems under different wildfire impact and contamination scenarios.
+ Proactively invest (e.g., in forest restoration projects) to help avoid accumulation of reservoir cleanup costs.
+ Invest in backup power supply to maintain operation of treatment facilities and pump stations during an emergency.
+ Invest in offsite operations of water systems to reduce risk to water system employees and maintain water operations for emergency use.
+ Develop specific wildfire mitigation plans that include local or regional partnerships with surrounding water systems or water wholesalers with inter-tying supply connections.

Additional guidance related specifically to water infrastructure for fire protection is provided by FEMA:

+ As a minimum, 30 feet of brush clearance should be maintained around water infrastructure components that are critical fire protection equipment, such as water storage. This distance may vary based on review and discussion with the local fire department. Refer to NFPA 1 and local ordinances for detail.
+ Minimum water storage requirements should be considered to provide protection for dwellings and other structures where adequate public/private water supply is not available. Property owners are encouraged to consult with the local fire department for further guidance.

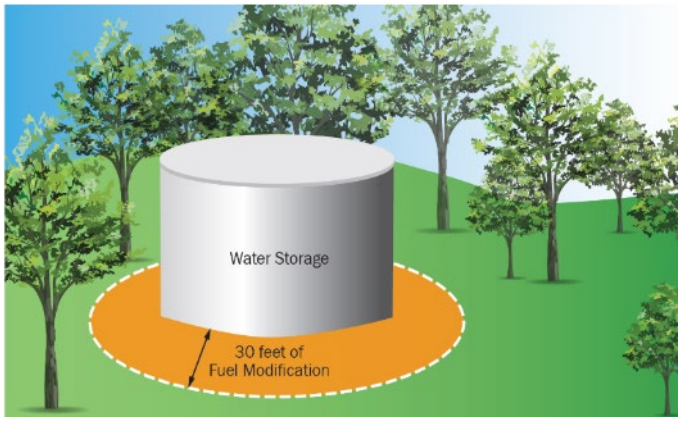


Figure 65. Providing appropriate vegetation clearance around critical water infrastructure and associated equipment is key for increasing wildfire resiliency.

6.3.2 Communications Infrastructure

The preservation of communication systems during a wildfire emergency is vital to the safety of residents and first responders and actions should be taken to protect this important infrastructure in the event of a wildfire. There are some protective measures that can be taken to protect communication systems such as communication towers and associated equipment:

- Provide 30 feet of hardscaping or brush clearance around communication towers and associated equipment (See Figure 66 for an example of a lack of sufficient hardscaping and clearance around communication towers).
- Provide a minimum of 100 feet of clearance around accessory buildings that support the operations of communications systems.
- Increase defensible space beyond minimum standards for communications infrastructure located on ridgelines or slopes, where site conditions may warrant expanded clearance to address increased fire intensity and ember exposure.



Figure 66. Water and communications infrastructure in a wildfire prone area.

- Implement enhanced vegetation management and hardening measures, including removal of ladder fuels, use of noncombustible ground cover, and coordination with service providers to evaluate site-specific clearance needs (potentially exceeding 100 feet) in high-risk locations.

6.3.3 Electrical Infrastructure

Electrical utilities are not only important to maintain in a wildfire as critical infrastructure and lifeline facilities, but they can also pose a wildfire hazard or be a source of ignition themselves. While wildfire mitigation and protection of investor-owned electrical utility infrastructure is the responsibility of the electrical corporation that owns and/or operates it (e.g., Southern California Edison), it is subject to the requirements of the California Public Utilities Commissions (CPUC) and Office of Energy Infrastructure Safety (OEIS). Additionally, other electrical systems and infrastructure also require protection and wildfire safety measures. The following are general actions that can be taken to protect electrical infrastructure:

- Where possible, place all electrical distribution equipment in conduit underground.
- Regular vegetation maintenance should be planned and implemented to maintain appropriate clearances and should take into consideration species' growth rates, trim cycle, and line sway (NFPA 1, Chapter 17, Office of Energy Infrastructure WMP Guidelines, CPUC General Orders)
- Maintain a combustible free zone around poles and towers of not less than 10 feet in each direction. For distribution lines, vegetation clearances are defined as a function of line voltage and time of trimming (e.g., a 4160V line requires a minimum of 4 feet clearance, so trimming requirements are triggered when vegetation is 4 feet from the line and must be trimmed to 6 feet clearance, to allow for growth in between trimming cycles).

Southern California Edison, the main investor-owned utility providing electricity to the area, is required to maintain a Wildfire Mitigation Plan (WMP). Refer to Southern California Edison website for details (**https://www.sce.com/safety/wild-fire-mitigation**).

See Chapter 7 for recommended actions to increase the resiliency of electrical infrastructure to wildfires.

6.3.4 Transportation Infrastructure

The physical resiliency of road infrastructure to wildfire exposure and post-fire debris flows is critical to protecting the transportation network throughout the City of Agoura Hills not only for access/egress during a wildfire, but also as a lifeline facility for maintaining local economies and livelihoods. A wildfire exposure and post-fire debris flow assessment of the road infrastructure across the City should be undertaken to better understand and mitigate against any physical threats to the transportation infrastructure from wildfires.

> **Top Priority:** A wildfire exposure and post-fire debris flow assessment should be undertaken across the County to better understand and mitigate any physical threats to the road network.

Roadside fuel treatments are a key mitigation strategy to help reduce structural damage to the road network, particularly for bridges and overpasses that are of combustible construction or have limited inherent fire resistance (e.g., steel structures), and to maintain the roadways such that they are useable and free of extreme fire conditions during a wildfire. Roadside fuel treatments also reduce the likelihood of ignition along highways.

6.4 NATURAL RESOURCES PROTECTION

As part of any actions associated with the mitigation of potential wildland fire hazard, there is a need to balance the impacts of the mitigation actions against the level of protection they provide a value at risk. Actions taken by private property owner on private lands are subject primarily to the protections found in local ordinance of codes. Regulatory direction can be found in the Agoura Hills General Plan.

Large scale fire hazard reduction projects undertaken by local, State and Federal agencies often fall under the auspices of the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). The complexity of the proposed actions and the potential environmental impacts will determine the level of public engagement and analysis required by the laws. Both CEQA and NEPA have exemptions which allow for a less stringent level of environmental analysis. Under CEQA, a *Negative Declaration* as approved by the jurisdictional regulatory authority essentially is a determination that the project, as proposed, will not cause any significant environmental harm. For federal projects governed by NEPA regulations, a project may be excluded from analysis if the proposed action falls under one of several defined categories. These projects are considered *Categorical Excluded* from full environmental analysis.

Appendix D offers several Best Management Practices (BMPs) for use on fire hazard mitigation projects. Property owners are strongly encouraged to contact the city Planning Division for any site-specific resource protection direction.

6.5 FUELS MITIGATION STRATEGY

Wildfires have been a significant component of the southern California landscape for thousands of years, and no level of vegetation management will eliminate the potential negative impacts of a wildfire on local communities. Focusing fire mitigation efforts on individual structures and communities where social costs are highest shows the greatest promise to decrease overall fire suppression costs, prevent community losses through increased efficiency of firefighting resources, and reduce impacts on native plant communities which serve as a source of plant and animal diversity (Lombardo, 2012).

Fuel treatment, also referred to as vegetation management, is the act of removing or manipulating vegetation to reduce fire intensity, therefore increasing the probability that values at risk will be unaffected in a wildland fire. Fuel removal generally occurs by prescribed fire, grazing or the physical cutting and hauling away of vegetative

matter. Modifying fuels by chipping, mastication or weed whipping can also reduce fire behavior by creating a less flammable fuel arrangement.

Multiple agencies have a role in developing a comprehensive fuel treatment strategy for the Planning Area, including Los Angeles County Fire, National Park Service, Mountains Recreation Conservation Authority, multiple Homeowner Associations, and individual property owners. These entities all have different goals and policies that guide their actions on the ground.

A fuels treatment strategy for the Planning Area will require coordination between all the jurisdictional agencies and private landowners to increase the landscape level effectiveness of the various actions. Through coordinated actions, funding and personnel can be directed to the highest priority locations. These priority treatment's locations are based on the risk assessment performed as part of the approved City of Agoura Hills Community Wildfire Risk Assessment and are categorized at the Planning Unit level in section 6.5.2.

6.5.1 Proposed Fuel Treatments

Manipulating vegetation to modify fire behavior can be an area of contention in portions of southern California where the wildfire return interval has been shown to be well above historic norms. The value and effectiveness of fuel treatments, especially during times of high Santa Ana winds, is debated by some fire scientists and land managers, however the federal, state, and local jurisdictional fire agencies see a benefit from incorporation fuel treatments along with structure hardening and defensible space as part of a fully integrated fire protection strategy.

According to the National Wildfire Coordinating Group a fuel break is *"a strategically located strip or block of land where vegetation, debris, and litter are reduced or modified to alter fire behavior, slowing or controlling fire spread by making it easier for firefighters to build control lines or anchor suppression efforts, often using thinning, mowing, or clearing."* Vegetation management may include the development and maintenance of fuel breaks, but the term covers a broad range of activities and can include any actions that modify the existing vegetation structure to support a defined land management goal. These vegetation management actions can vary from the removal of non-native invasive species to timber harvest.

For this plan, fuels breaks are proposed for maintenance and enhancement where they currently exist on the ground. These are located immediately adjacent to structures and are intended to reduce fire intensity and ember cast near these structures.

Most proposed actions in the CWPP meet the definition of vegetation management treatments and range from removal of non-native trees and shrubs on private property to grazing or the potential use of prescribed fire on larger tracks of land. See Figure 67 and Section 6.5.2 for specifics about prioritization of fuel treatments.

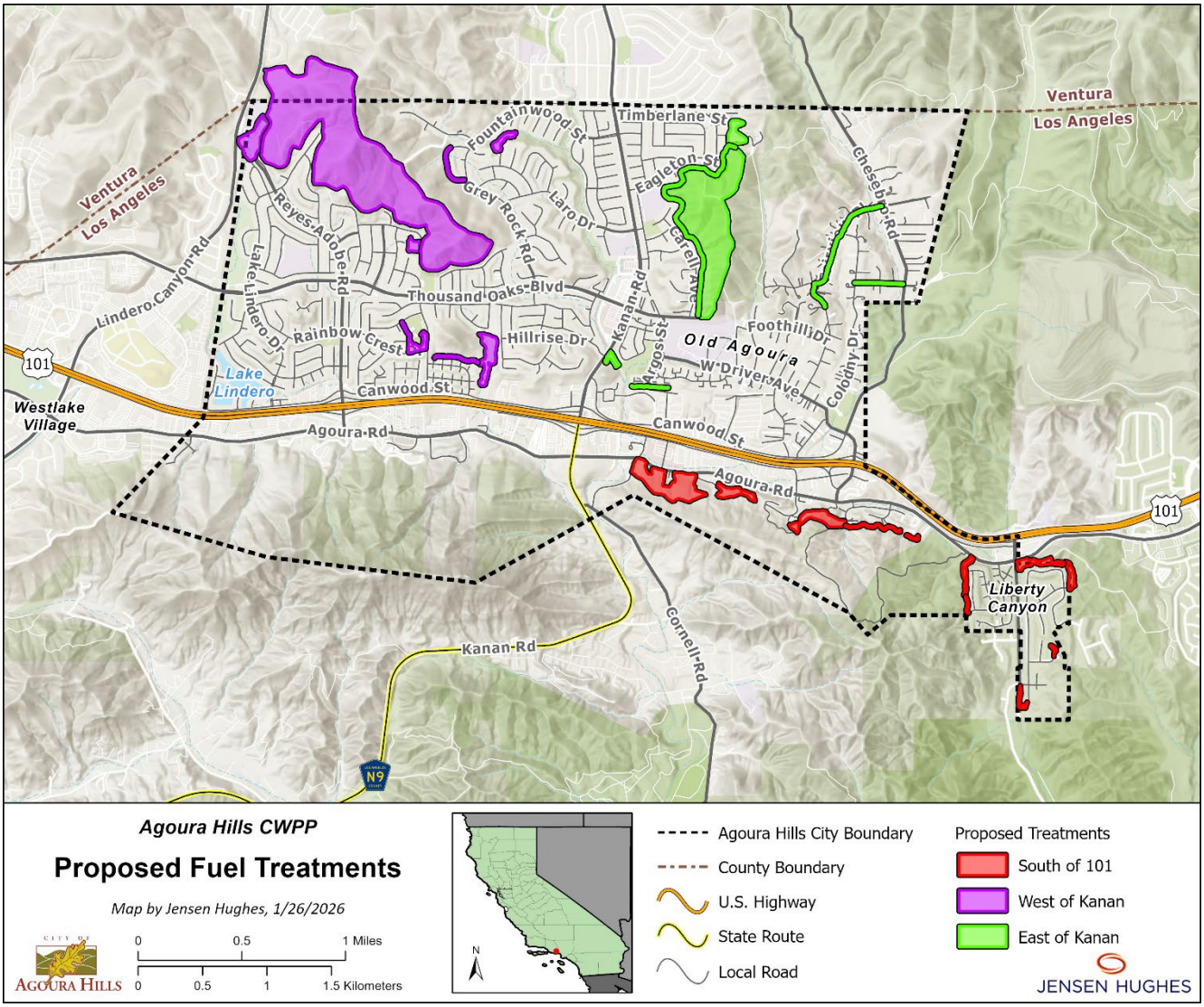


Figure 67: Proposed Fuel Treatment Areas

6.5.2 Fuel Treatment Prioritization

Often prioritizing fuel treatments can be as simple as identifying projects with the fewest obstacles to implementation. Single jurisdiction projects where one or a small number of willing landowners come together with a single goal usually have the fewest barriers to implementation. State, federal and local agencies can be constrained by environmental compliance regulations or agency policies that do not always align with fuel treatments. This is particularly true in southern California, where frequent wildfires have led to the degradation of the native vegetative structure and habitat quality.

Four general areas of benefit have been identified for the proposed fuel treatments found in this plan; increased public safety, enhanced structure defense, protection of critical infrastructure, and natural resource protection. While these four benefits have been identified as the primary purposes of the proposed actions, most treatments will provide multiple benefits.

For this CWPP, fuel treatment prioritization is presented as a function of treatment location in association with the outputs developed as part of the comprehensive risk assessment. Three Planning Units have been identified to simplify the prioritization process:

- Areas South of Interstate 101
- Areas north of Interstate 101 and east of Kanan Road
- Areas north of Interstate 101 and west of Kanan Road

Ranking the three Planning Units for priority treatments is based on the percentage of the highest risk categories within the Units. Using this methodology areas south of the 101 have the highest priority for treatment, followed by area north of Interstate 101 and east of Kanan Road and areas north of Interstate 101 and west of Kanan. Treatments within the Planning Units are prioritized again using the primary risk category associated with each spatially defined treatment (Figure 67-70, Table 15).

As an example of this methodology, treatments identified in the proximity of Liberty Canyon will have the highest priority for implementation given that the area was evaluated as being most at risk from wildfire. However, prioritization by risk should not be the only element used by the jurisdictional landowner/land management agencies for determining which projects to move forward, as projects which are *"shovel ready"* should be undertaken as funding becomes available.

Table 15 displays the proposed treatments and their associated risk category. Projects that do not have a significant spatial extent or apply to the entire Planning Unit were not mapped and therefore are not included in this table. These projects are no less important to community protection than are the mapped treatment areas. This is particularly true in the area north of Interstate 101 and east of Kanan Road in Chesebro and Palo Comado Canyons. Details of the proposed treatments can be found in Section 7.1 and specific geographic extent, where applicable, can be seen in Figures 68-70.

Table 15. Fuel Treatment Prioritization for Planning Units

Proposed & Prioritized Fuel Treatments		
Unit Number	*Location*	*Primary Risk Category*
Areas South of Interstate 101		
SI-1	Liberty Canyon Road	Very High
SI-2	Oak Summit Road	High
SI-3	Jim Bowie Road	Very High
SI-4	Jim Bowie Road	High
SI-5	Defender Drive (north)	High
SI-6	Defender Drive (south)	Very High
SI-7	Hydepark Drive	Low
SI-8	Calle Robleda (east)	High
SI-9	Calle Robleda (west)	High

Proposed & Prioritized Fuel Treatments		
Unit Number	*Location*	*Primary Risk Category*
SI-10	Vejar Drive	High
SI-11	Cornell Road	Moderate
Areas North of Interstate 101 and West of Kanan Road		
KW-1	Forest Cove Park	High
KW-2	Strawberry Hill Road	High
KW-3	Strawberry Hill Fuelbreak	High
KW-4	Rolling Ridge Drive	N/A
KW-5	Eastvale Court	High
KW-6	Reyes Adobe (north)	Moderate
KW-7	Ridgeway Drive	Moderate
KW-8	Imbler Court/Braemer Court	High
KW-9	Shady Creek Drive	High
KW-10	Lindero Canyon Road/Woodbrook Drive	Moderate
Areas North of Interstate 101 and East of Kanan Road		
KE-1	Argos Street	N/A
KE-2	Medea Creek Trail	High
KE-3	Agoura High – Fountain Place	N/A
KE-4	Carell Avenue/Eagleton Street	N/A
KE-5	Quaint Street/Banfield Drive	High
KE-6	Carell Avenue	Moderate to High
KE-7	Balkins Drive (private)	High
KE-8	Fairfield Road (private)	High
KE-9	Fairfield Road (private)	N/A
KE-10	Fairfield Road (private)	N/A
KE-11	Colony Drive	High
KE-12	Colony Drive	High

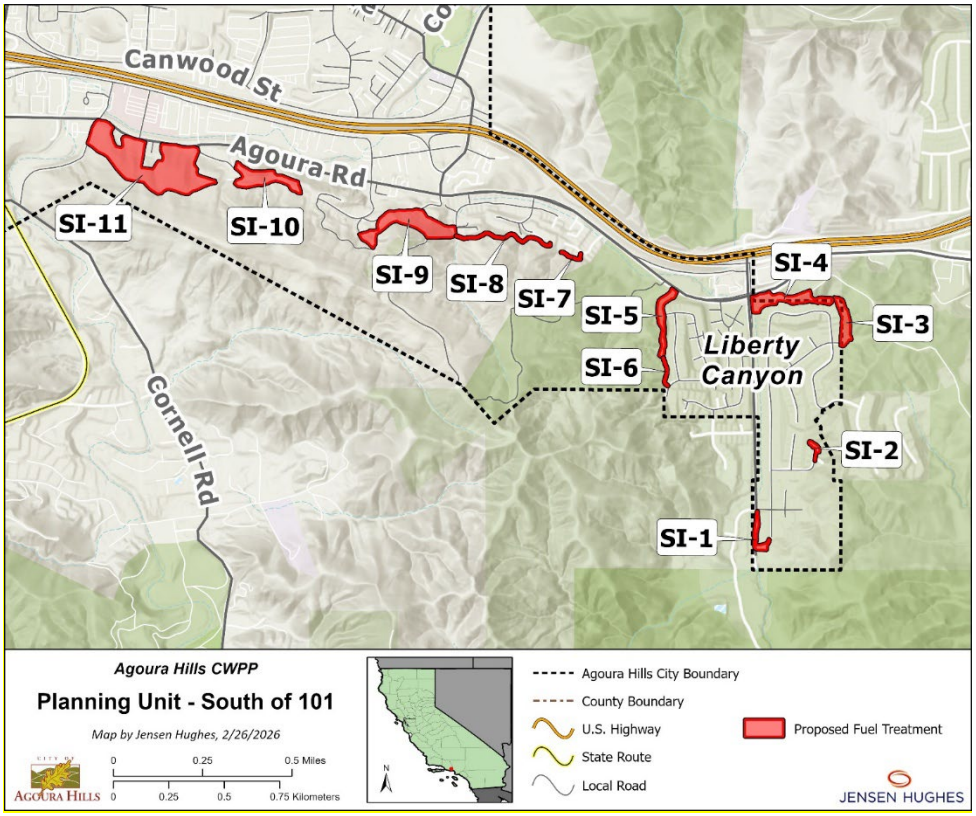


Figure 68: Proposed Fuel Treatments for South of 101 Planning Unit

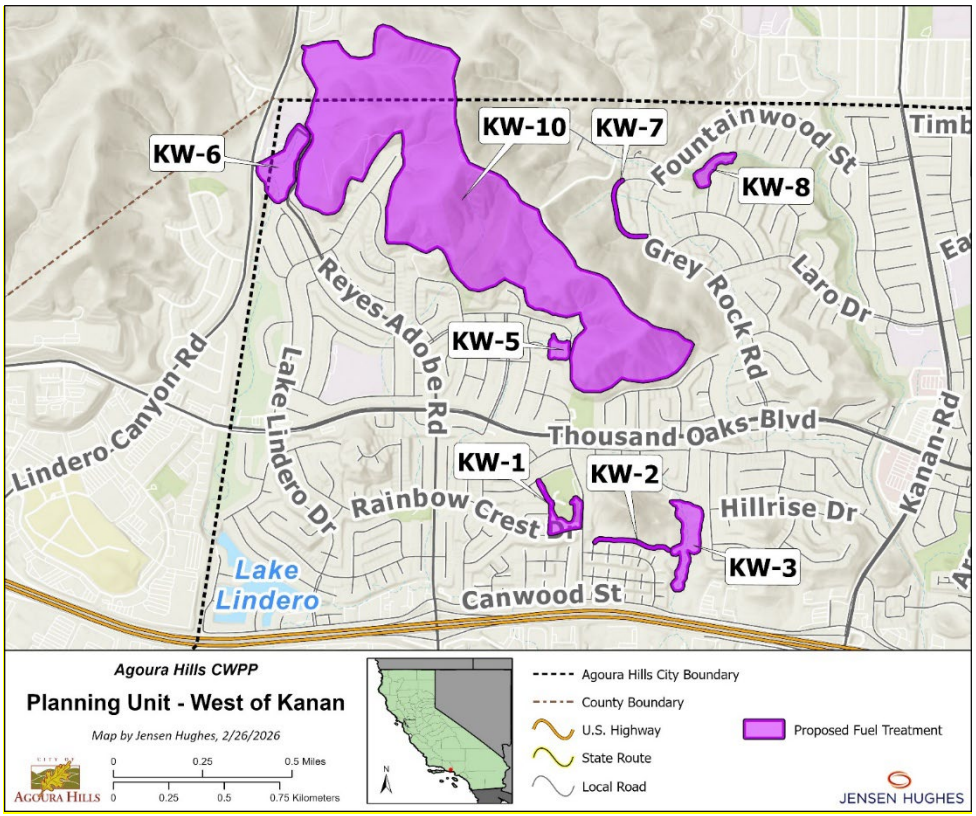


Figure 69: Proposed Fuel Treatments for West of Kanan Planning Unit

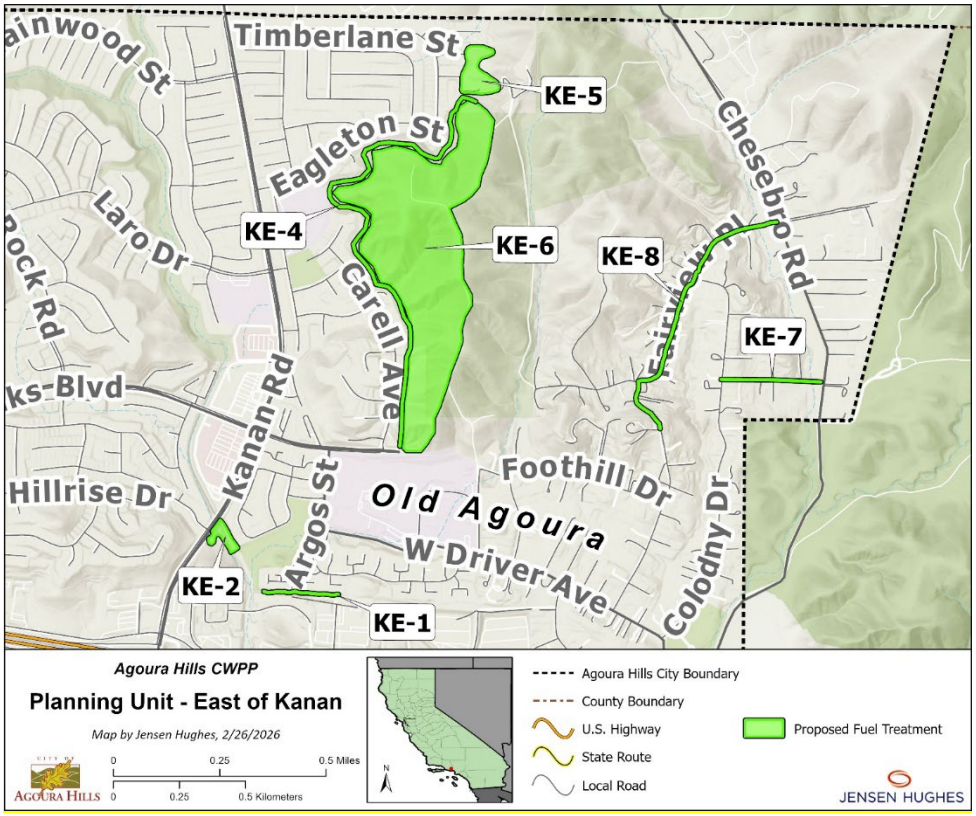


Figure 70: Proposed Fuel Treatments for East of Kanan Planning Unit

6.6 WILDFIRE DETECTION AND WARNING SYSTEMS

Wildfires in and around Agoura Hills are currently detected and reported using a variety of methods – public reporting, fire service personnel observations, monitoring cameras, and infrared technologies. Unlike interior building fires where fire is often detected using devices such as smoke-, heat- or flame-detectors, most wildland fires are still detected and reported by human observations.

+ **Public Reporting** – Public wildfire reports have resulted in immeasurable reductions in impacts to life-safety, property, natural environment resources and services, fire suppression costs, and many other community assets/values.

If you see a wildfire, please call 911.

When reporting a wildfire, provide the following information:

- Your phone number
- Location of the fire
- Whether there are lives or values at risk
- What is burning? (Trees? Grass? Structures?)
- Size of the fire
- How quickly the fire is spreading
- Color of the smoke

The details you provide are critical in determining the type of response the fire will receive from fire suppression authorities. Your help is greatly appreciated, as it helps allocate resources more efficiently and quickly determine the appropriate response to wildland fire activity.



- **Infrared Technologies** – Once a wildfire has occurred, CAL FIRE uses ground personnel and aircraft with thermal imaging technology to assist in fire operations. Thermal imaging is utilized for detecting hot spots and areas of residual fire on larger fires during mop up, boundary establishment, fire mapping and fire progression.

- **Monitoring Cameras** – ALERTWildfire is a program developed and operated through a partnership between the University of Nevada Reno, University of California San Diego, and the University of Oregon. It provides public access to a state-of-the-art camera network that assists first responders such as LACoFD and the public with information about current weather and fire conditions. Live feeds can be accessed at the ALERTCalifornia website: https://alertca.live/.

- **Fire Lookout Towers** – The nearest fire lookout tower is the South Mountain Lookout, located to the north of Camarillo. Towers can be found at the NHLR website: ***http://www.nhlr.org/lookouts/us/CA***

- **Arson Watch –** Under direction from the Los Angeles County Sheriff's Department, Arson Watch volunteers patrol over 185 square miles of the Santa Monica Mountains during periods of extreme fire weather conditions. More information about the Arson Watch can be found at https://www.arsonwatch.com/.

6.7 PUBLIC NOTIFICATION AND COMMUNICATION

Public notification systems and communication strategies are an evolving process. These systems benefit greatly from the investment of resources into the pre-, during- and post-fire stages, particularly during and after fire incidents to monitor and take stock of both shortcomings and successes in the effectiveness of communications in reaching intended audiences. During an event, having a single source of information is strategic both from the perspective of communication clarity as well as for minimizing resource strain. Where multiple sources of information are necessary, such as due to jurisdictional complexities, a unified message across all sources is crucial. Further, in all communications phases, employing an active and reliable channel for communications and operations is one of the most valuable investments that can be made to improve communications in real-time.

Top Priority: Additional technologies, physical infrastructure, detailed analysis/design and enhancements to practices and procedures for public communication and messaging will need to be further developed and implemented to increase the physical resiliency of emergency communication infrastructure to wildfires, as well as to ensure complete, consistent, timely, and effective emergency messaging.

Given the City of Agoura Hills' vulnerable populations combined with public communications infrastructure with vulnerabilities to wildfire, it is imperative that no audience is left behind. There should be a reliable method for reaching everyone, and ideally multiple methods that allow for a quick and coordinated response in the event of a time-sensitive event. The more redundancy that can be built into reaching all audiences, the more investment that can be made in the infrastructure to do so, and the more that those resources can be front-loaded in anticipation of an event, the more successful communications will be in achieving its goals in an emergency.

As experiences in recent wildfires have shown, and as indicated in public outreach conducted as part of the CWPP development process, additional technologies, physical infrastructure, detailed analysis and enhancements to practices and procedures of public communication and messaging will need to be further developed and implemented to increase the physical resiliency of communication infrastructure to wildfires, as well as to ensure complete, consistent, timely, and effective emergency messaging. Refer to Chapter 7 for recommended actions.

Currently, the Planning Area has a variety of public notification and communication systems (both at the County- and local- level) to help inform the public of a wildfire incident such as area notification systems, social media, radio/TV broadcasting, door-to-door communications, etc.). These existing systems and technologies are identified and described in the sections below.

6.7.1 Area Notification Systems

+ **City of Agoura Hills Emergency Information Webpage**
  The City of Agoura Hills has a dedicated webpage for the public to access information about emergency information such as evacuation information, air quality, health advisories, impacts to City services and information call lines.

+ **County of Los Angeles Emergency Map**
  The County of Los Angeles Emergency Map is intended for regional emergencies that pose significant threat to large numbers of people and/or property. The page is activated and updated in the event of an emergency. The public should check local media, fire and/or law enforcement for information about smaller, localized events.

  The County of Los Angeles Emergency map can be accessed here: **https://lacounty.gov/emergency/**.

+ **Alert LA County (Powered by Genasys)**
  Alert LA County is an opt-in mass notification program utilized by the County of Los Angeles that allows individuals to receive emergency alerts by text, email and/or phone call. Alert LA County has accessibility features for people with disabilities and others with access and functional needs.

  For local-level notifications, see the following webpage: **https://ready.lacounty.gov/emergency-notifications/**.

- **National Weather Service**
  Weather Radio Alerts are used to expand alerts in hazard areas, especially in areas with poor cellphone coverage. Weather Radios that use Specific Area Message Encoding (S.A.M.E.) technology can be programmed for use in Los Angeles County and a limited number of pre-programmed radios have been distributed. A video demonstrating how to utilize this system is located at this link: **https://www.youtube.com/watch?v=6uAuU8nMEHk&t=4s**.

- **Wireless Emergency Alerts**
  Wireless Emergency Alerts (WEAs) are used to send out urgent alerts and warning messages targeting certain geographic areas. WEAs look like text messages but are designed to get residents' attention with a unique sound and vibration repeated twice. Residents can ensure their phone is able to receive a WEA by verifying that the appropriate settings are enabled on their phone (by default, the setting is typically enabled, but specific considerations vary by device).

6.7.2 Social Media

The City of Agoura Hills is actively connected via social media networks including Facebook, X (formerly Twitter), and Instagram. Local agencies use social media to keep the public up to date on events, advisories, and alerts.

Table 16 summarizes some of the primary social media network links for emergency preparedness in the Planning Area.

Table 16. Social Media and Media Programs

Source	*Weblink*
Los Angeles County	
Los Angeles County Facebook	https://www.facebook.com/countyofla/
Los Angeles County Twitter/X	https://x.com/CountyofLA?ref_src=twsrc%5Egoogle%7Ctwcamp%5Eserp%7Ctwgr%5Eauthor
Los Angeles County Instagram	https://www.instagram.com/countyofla/?hl=en
Los Angeles County Sheriff Facebook	https://www.facebook.com/LosAngelesCountySheriffsDepartment/
County of Los Angeles Sheriff Twitter	https://x.com/LASDHQ?ref_src=twsrc%5Egoogle%7Ctwcamp%5Eserp%7Ctwgr%5Eauthor
County of Los Angeles Sheriff Instagram	https://www.instagram.com/lasdhq/
County of Los Angeles Fire Department	
County of Los Angeles Fire Department Facebook	https://www.facebook.com/LACoFD/

Source	*Weblink*
County of Los Angeles Fire Department Twitter	https://x.com/LACoFDPIO?ref_src=twsrc%5Egoogle%7Ctwcamp%5Eserp%7Ctwgr%5Eauthor
County of Los Angeles Fire Department Instagram	https://www.instagram.com/lacountyfd/?hl=en
City of Agoura Hills	
City of Agoura Hills Facebook	https://www.facebook.com/CityofAgouraHills/
City of Agoura Hills Twitter	https://x.com/CityAgouraHills
City of Agoura Hills Instagram	https://www.instagram.com/cityofagourahills/?hl=en

6.7.3 Other Public Information Sources

+ **Watch Duty**

  Watch Duty is a non-profit organization made up of volunteers who monitor radio scanners and collaborate to record up-to-date information on wildfires and firefighting efforts. It can be accessed via web browser or mobile app at **https://www.watchduty.org/**.

+ **County of Los Angeles Incident Response Webpage**

  The County of Los Angeles activates this webpage to provide emergency information related to rainstorms and recent wildfires. It also contains information on the evacuation status of communities within the County and emergency numbers depending on which type of emergency. This webpage can be accessed at **https://lacounty.gov/emergency/**

+ **Southern California Edison Outage Status Map**

  Southern California Edison (SCE) maintains a webpage where residents can go to check power outage status: **https://www.sce.com/outage-center/check-outage-status**

6.8 EVACUATION

Agoura Hills has some neighborhoods with access and egress challenges which can impact emergency response and public evacuation capabilities. These challenges include baseline congestion on major routes into and out of the city; narrow, winding, and/or steep roads; vegetation growth encroaching on roads; communities with only one way in/out; and complicated public and private road networks.

The City of Agoura Hills is currently finalizing the report from its 2025-2026 Evacuation Analysis in support of the General Plan Safety Element. This study includes more detailed information about challenges and opportunities related to evacuation for Agoura Hills.

6.8.1 Before a Wildfire Event

Prior to a wildfire event, a variety of preparatory policies, pre-disaster communication strategies, and wildfire hazard mitigations may help reduce the size and impact of an evacuation. Maintaining road and shoulder vegetation management and clearance programs, particularly for secondary roads and communities with only one access road, can both reduce wildfire impacts and keep evacuation routes open during an event.

Pre-disaster communications can help residents prepare for an evacuation and develop an evacuation plan. Residents can prepare for an evacuation by developing an individualized evacuation plan which includes a

packing list, different route options, and options for where they will go. For additional guidance for individuals and families, information is available from Agoura Hills, including through the AH Alert program, (**https://www.agourahillscity.gov/residents/preparing_for_emergencies.php**), Ready LA County (**https://ready.lacounty.gov/**), and from the County of Los Angeles Emergency Page (**https://lacounty.gov/emergency/**).

6.8.2 During a Wildfire Event

The Los Angeles County Sheriff's Office is the agency with the authority to order an evacuation during a wildfire (or other emergency) event. This decision is made in consultation with relevant fire agencies and the Incident Commander for the emergency. California law authorizes law enforcement to restrict access to any area where a menace to public health or safety exists due to a calamity such as flood, storm, fire, earthquake, explosion, accident, or other disaster. Refusal to comply is a misdemeanor (Penal Code 409.5).

6.8.2.1 Real-Time Evacuation Information

Agoura Hills shares emergency notifications through AH Alert and Los Angeles County publishes public alerts and notifications via Alert LA County to notify the community of emergency events. Refer to Agoura Hills' website for more information and to sign up for emergency alerts (**https://www.agourahillscity.gov/residents/preparing_for_emergencies.php**). LA County issues evacuation warnings and orders based on predefined evacuation zones. The evacuation zones for Agoura Hills are shown in Figure 71.

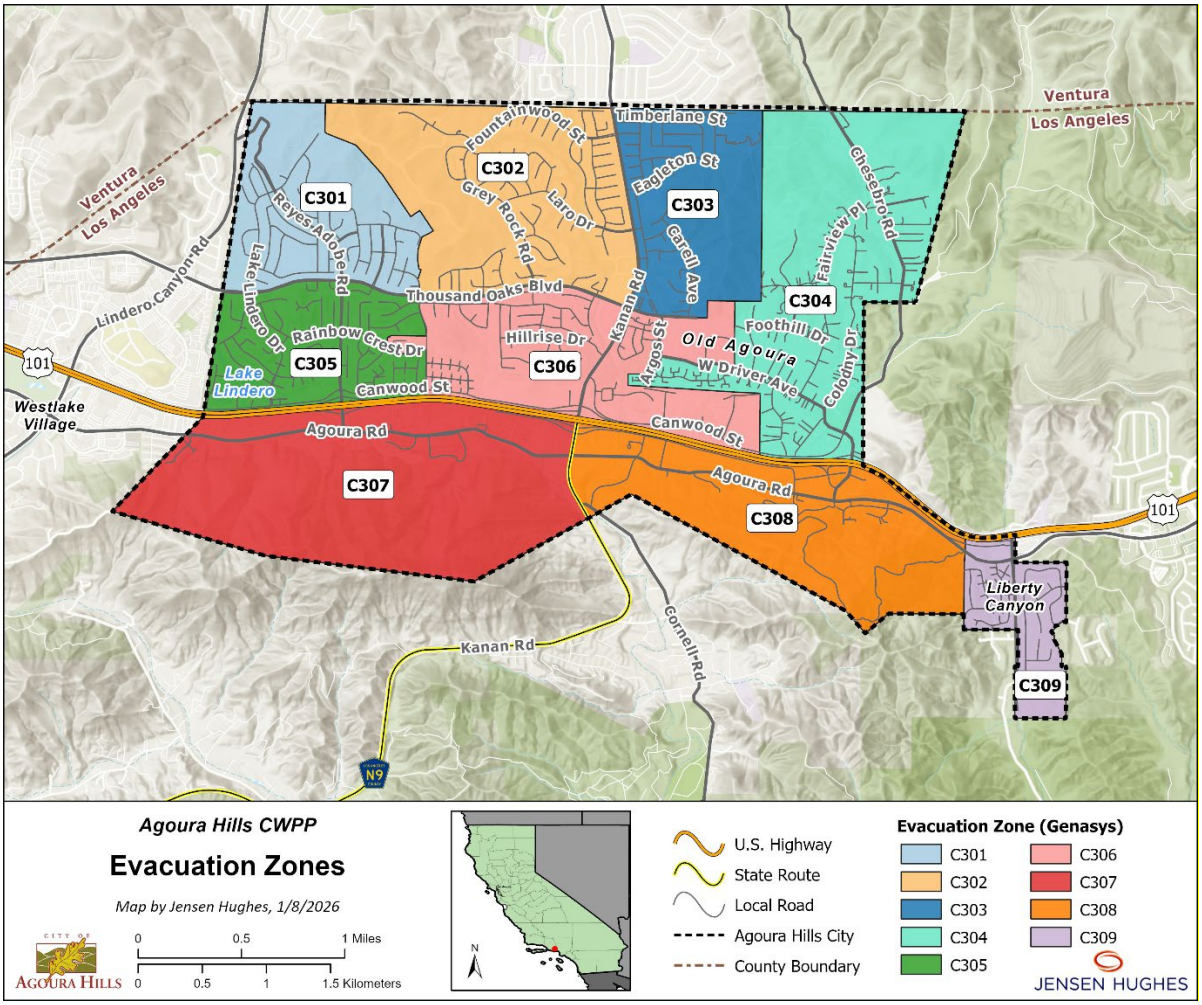


Figure 71. Evacuation Zones in Agoura Hills.

Because no single method of notification would accomplish complete public notification, additional communications methods which may be utilized by fire, law enforcement, and other emergency response entities may include:

+ AH Alert (powered by CodeRed)
+ Alert LA County notification system (powered by Genasys)
+ Wireless Emergency Alerts (WEA) message system
+ Emergency Alert System (EAS) broadcasts to radio and television carriers
+ Weather Radio Alerts broadcast in partnership with the National Weather Service
+ Radio and television announcements
+ Watch Duty (mobile app and website)
+ Social media, such as X, Facebook and Instagram

In the event of power outages, additional notification strategies may include:

+ Phone hotline

- Door-to-door notifications
- Flyers for in-person distribution
- Press releases to the media
- Loudspeakers in vehicles
- Deployment of Information Stations (i.e., large wooden sandwich boards with posted information at preidentified locations, Temporary Refuge Areas, and/or additional locations identified during the event)

6.8.2.2 Potential Evacuation Routes

Access/egress routes in Agoura Hills include US-101 as the key east-west travel route and Kanan Rd. as a major north-south route in the city. Thousand Oaks Blvd. is another major east-west route through the City. These or other routes may be identified as evacuation routes within Agoura Hills during a specific emergency.

It is important to note that during a wildfire event, fire behavior and road conditions may necessitate changes. It is recommended that everyone in the community become familiar with the preferred evacuation routes, identify potential alternatives should fire behavior and/or road conditions require a change and stay connected with emergency notification systems for instructions.

6.8.2.3 Temporary Refuge Areas/Evacuation Points

Temporary refuge areas or evacuation points may be identified within Agoura Hills by LACoFD or LA County Sheriff's Department in response to a specific wildfire event. These areas may serve as temporary staging areas and may assist in traffic management based on specifics of the emergency event and the communities impacted or threatened (e.g., temporary refuge areas may be utilized when the evacuation route for a one-way-in-one-way-out community is impacted).

6.8.2.4 Potential Evacuation Issues

Outlined below are some issues that may be encountered during an evacuation and should be considered by emergency operations staff responsible for evacuation planning:

- Residents and business owners may not have established evacuation plans.
- Residents and business owners may delay evacuation or choose not to evacuate with the intent of defending their homes/businesses or sheltering-in-place. Their evacuation may also be slowed due to packing of personal items. These individuals can put their lives, and those of emergency personnel, at risk.
- Research on behavior during wildfire evacuations indicates that people tend to take multiple vehicles when evacuating. This introduces additional demands on the road network and should be considered as part of an evacuation management plan. Of CWPP survey respondents who indicated that their household evacuated from recent fires by driving, approximately 55% took two or more vehicles.
- Vulnerable populations and/or individuals with limited mobility may be less able to respond to, cope with, or recover from wildfire. Approximately 8% of respondents to the CWPP survey indicated that someone in their household has a disability or impairment that would make it hard to leave during a wildfire.

Research on behavior during wildfire evacuations indicates that people tend to take multiple vehicles when evacuating. This introduces additional demands on the road network and can impact life safety.

- Evacuating pets, service animals, and large animals can pose significant challenges since animals may panic, behave unpredictably, and/or refuse to respond to normal handling approaches. In addition to evaluating these potential evacuation issues, an evacuation field drill is recommended to identify any additional physical, behavioral, operational, communications, or management challenges to the safe and efficient execution of an evacuation order.

6.9 PUBLIC EDUCATION AND AWARENESS PROGRAMS

6.9.1 County & Regional Programs

- **MySafe:LA (also known as Los Angeles Regional Fire Safe Council)**
  Fire Safe Councils are grassroots, community-led organizations that mobilize and empower residents to protect their homes, communities, and environments from catastrophic wildfire. Throughout California, FSCs educate homeowners about community wildfire preparedness activities, typically working directly with local fire officials to design and implement projects that increase the wildfire preparedness and response efforts.

  Although MySafe:LA primarily serves the greater Los Angeles City region, they host the California Fire Safe Council county coordinator for Los Angeles County and so have a key role in encouraging and coordinating countywide collaboration between wildfire mitigation groups. MySafe:LA, operating with grants from FEMA and CAL FIRE (via the Fire Safe Council Foundation), also helps communities to become NFPA Firewise USA sites or to form Fire Safe Councils.

  MySafe:LA sponsors several programs available to residents including:

  - Fire Safe Council Virtual Town Halls: Every month, MySafe:LA, as the primary countywide Fire Safe Council hosts a virtual town hall meeting. These meetings are avenues for residents to stay in touch with what's happening relative to wildfire in Los Angeles. In these meetings, attendees can hear from subject matter experts and share opinions and knowledge to make homes and properties as safe as possible.
  - Wildfire Home Assessments: Residents can fill out the form located here: **https://www.wildfirela.org/wildfire-home-assessment/** to request a free wildfire home assessment.

  More information can be found at: **https://www.wildfirela.org/**

- **LA County Recovers**
  Los Angeles County maintains a website that contains information and resources for residents that have been impacted by wildfires. This includes debris removal, rebuilding, damage maps, and more. It also provides information to assist residents with permitting needs and right of entry forms. This website can be accessed at: ***https://recovery.lacounty.gov/***.
- **Animal Services**
  The City of Agoura Hills receives animal services from the Los Angeles County Animal Care & Control. More information about disaster preparedness for emergency planning with animals can be accessed at the following below:
  - Los Angeles County Animal Care & Control: **https://animalcare.lacounty.gov/emergency-response/**
  - City of Agoura Hills Pets & Emergency webpage: **https://www.agourahillscity.gov/business_detail_T4_R18.php**
- **American Red Cross**

The California Los Angeles Region of the American Red Cross seeks to help people prevent, prepare for, and respond to natural and human-caused disasters through the immediate mobilization of people and resources and the provision of community, workplace, and school-based training. In addition to disaster relief, the Region delivers Community-Disaster Education, First Aid/CPR, and other types of life-saving health & safety training to thousands of people across our region to help people prevent, prepare, and respond to emergencies. American Red Cross California Los Angeles Region website is available at **https://www.redcross.org/local/california/los-angeles.html**

+ **National Park Foundation**

The National Park Foundation is the official nonprofit partner of the National Park Service, established by Congress to raise private funds to protect and enhance America's national parks and connect people with these treasured lands. It supports conservation, stewardship, and resilience initiatives across parks nationwide, helping make park infrastructure and natural resources more sustainable and better protected for current and future generations. While NPF does not run a specific Southern California wildfire program by itself, it invests in resilience and sustainability efforts including funding service corps and partners who assist with invasive species removal, ecological restoration, and fuels-related work that supports broader fire resilience goals. Through these partnerships and grant programs, NPF contributes to activities that improve park health and capacity to withstand climate-driven stresses, such as wildfire, which benefit nearby communities and landscapes like those around the Santa Monica Mountains National Recreation Area.

6.9.2 Local Programs

+ **CERT**

Community Emergency Response Training (CERT) is a 36-hour course designed for the average citizen so that they can be of help to their neighborhood or business where they work in times of disaster. The CERT program was developed in 1985 by the Los Angeles City Fire Department to provide basic training in safety and lifesaving skills to the general public. It has since been adopted by and enhanced by the Federal Emergency Management Agency (FEMA) and the National Fire Academy.

The City of Agoura Hills has volunteers that are certified CERT and meet on a regular basis to find new ways to prepare and equip Agoura Hills for disasters in their community. More information and how to get involved can be found on the City of Agoura Hills CERT Volunteers website at: **https://www.agourahillscity.gov/government/departments/city_manager/emergency_preparedness/cert_volunteers.php**. More information about the CERT Program can be found on the LA County Fire Department website at: **https://fire.lacounty.gov/community-emergency-response-team/**.

+ **Local Fire Safe Councils**
    - **Agoura Hills Fire Safe Council (AHFSC) –** The AHFSC is a recognized Fire Safe Council by the official California Fire Safe Council with a mission to work with federal, state and local agencies to protect life and property from wildfire in the City of Agoura Hills. AHFSC does this by educating homeowners on how to protect their homes and the surrounding defensible space and participation in various fuel mitigation projects to reduce the impact of wildfires in Agoura Hills open spaces. More information about AHFSC and the education and programs they offer to the community can be found on their website at **https://agourahillsfsc.org/**.
        - **Free Vent Mesh Program –** The AHFSC has partnered with the City of Agoura Hills to establish wildfire mitigation programs to harden homes and communities against wildfires including the Free Ember-Resistant Vent Mesh Program. According to the California Building Codes and Requirements (Chapter 7A), homes located in FHSZ designations mandate that they be equipped with non-combustible, corrosion resistant mesh with openings between 1/16 and 1/8 inch. This program offers free mesh to residents in helping to meet these codes and requirements. More information about the program can be found at the AHFSC website here: **https://agourahillsfsc.org/home-hardening-program/**.
    - **Santa Monica Mountains Fire Safe Council (SMMFSC) –** The SMMFSC is a regional Fire Safe Council that covers a wide range of cities including the City of Agoura Hills. The SMMFSC aims to partner with residents, partners, and local organizations to promote a collaborative approach to wildfire resilience. They provide many educational and program opportunities to engage the community and local partners and organizations such as their Home Ignition Zone Evaluations, Firewise Support, etc. More information about their programs can be found at: **https://www.smmfsc.org/services**.
+ **Resource Conservation District of the Santa Monica Mountains (RCD SMM) –** The RCD SMM mission is to promote land stewardship and resource conservation through ecological research, conservation planning and design, habitat restoration, environmental education and community wildfire resilience. The RCD SMM encompasses the Santa Monica Mountains from Point Mugu to Topanga State Park and includes the Simi Hills, Santa Catalina Island, Pierce College, Sepulveda Basin Wildlife Area and Chatsworth Reservoir. As part of their efforts, the RCD SMM provides wildfire resiliency information and services to homeowners and land managers. This includes Home Ignition Zone Evaluations, Fire Demonstration Structure, wildfire resiliency planning, etc. RCD SMM also participates as a facilitator through the U.S. Green Building Council to implement free wildfire defense trainings for landscape and construction professionals. More information about the RCD SMM wildfire programs and services can be found at: **https://rcdsmm.org/wildfire-resilience/**.
+ **Firewise USA**

  The Firewise USA Program encourages local solutions for safety by involving homeowners in taking individual responsibility for preparing their homes for the risk of wildfire. The program provides resources to help homeowners learn how to adapt to living with wildfire while encouraging and empowering neighbors to work together to reduce their wildfire risk and prevent losses. Information on Firewise communities located in Los Angeles County can be found at: **https://www.wildfirela.org/firewise-usa/**.

The Agoura Hills Firesafe Council has been active in organizing and obtaining Firewise Community status for several areas of the City. Most Firewise Communities are organized around Homeowners Associations, but any group of individuals can come together to work towards Firewise Community status. According to the National Fire Protection Agency (NFPA), benefits from being recognized as a Firewise Community can include:

- Preference is sometimes given to Firewise USA® sites over other candidates when allocations of grant money are made for wildfire safety or fuel mitigation.
- The Departments of Insurance in the states of California, Colorado, Texas, Arizona, Oregon, New Mexico, and Utah have approved insurance discounts for communities recognized by the Firewise USA® program. In 2022 the California Department of Insurance (CDI), signed into law a regulation that requires insurers to consider specific mitigation factors in their rating plans.

Table 17 reflects recent observations made by the Agoura Hills Fire Safe Council regarding the current Firewise communities in Agoura Hills.

Table 17. Agoura Hills Firewise Community Summary

Firewise Community	Structure Area	Defensible Space	HOA Controlled Open Space	Principle Concern
Peacock Ridge	Most structures are well maintained with Class A roofing, non-combustible siding with more than 50% of the homes free of wooden attachments.	Freestanding homes have developed an ember resistant zone, and many have needs to address non-native vegetation within the 5-30’ zone.	Peacock Ridge HOA maintains some open space and hillsides with the City managing other adjacent open space.	Ingress and egress can only be made on Reyes Adobe Road and Lindero Lake Drive. The area is susceptible to ember cast from nearby open space.
Old Agoura	Most homes are well constructed with Class A roofs, with 50 to 74% having non-combustible siding, however more than 50% of structures have a wooden attachments.	Very few residences have developed an ember free 0-5’ zone and approximately 70% of structures in need of work to meet basic defensible space requirements.	No HOA controlled open space.	Defensible space. 5-30’ zone needs improvement. Weed abatement needs on City of Agoura Hills property needs annual attention.

Firewise Community	Structure Area	Defensible Space	HOA Controlled Open Space	Principle Concern
Morrison Ranch	The community is well built with greater than 75% of structures having Class A roofs, non-combustible siding, and no wooden attachments.	The area is well maintained with 50-74% of the properties having adequate defensible space, and some vegetation management work completed to 200'.	The HOA maintains some open space and hillsides with the City managing other adjacent open space.	Most homes do not have 1/8" mesh screening installed on vents.
Liberty Canyon	The community is well built with greater than 75% of structures having Class A roofs, non-combustible siding. 50 - 74% of structures have no wooden attachments.	Most structures have developed adequate defensible space out to 100' where feasible. A goal to remove remaining pines in the next two years has been established.	There are multiple HOAs in the area which maintain some portion of open space and hillsides.	Multiple jurisdictions have responsibility on the east, south, and west sides of the community, making expanding vegetation treatments complex.
Lake Lindero	Most homes have Class A roofs, with 50-74% having non-combustible siding. More than half the homes have wooden fences, decks or patio covers attached to the structure.	Poorly developed ember resistant zones are common with larger shrubs and trees in need of maintenance. Only 25-50% of homes have adequate defensible space to 30'.	No controlling HOA as some homes were built prior to 1970 before shared amenities triggered the requirement to form a HOA.	Defensible space work to a minimum of 30' is a priority for the community. Addressing overgrown ornamental vegetation is necessary.
Hillrise	The community is well built with greater than 75% of structures having Class A roofs, non-combustible siding, and no wooden attachments.	Approximately 30% of the structures need enhanced defensible space to 30', especially on the south and west of the community	Hillrise Open Space Association maintains the open space and hillside vegetation annually. The Association performs some discing to 200' of structures	Increase the number of homes with 1/8" vent mesh. Continue to work to the goal of removing pines within the next two years

Firewise Community	Structure Area	Defensible Space	HOA Controlled Open Space	Principle Concern
Fountainwood	The community is well built with greater than 75% of structures having Class A roofs, non-combustible siding, and no wooden attachments.	More than ½ the homes have created 0-5' ember resistant zones and most have well managed defensible space to 30'.	MRCA, Santa Monica Mountains Conservancy and the City have open space management jurisdiction adjacent to the community.	Increase the number of homes with 1/8" vent mesh.
Chateau Creek	The community is well built with greater than 75% of structures having Class A roofs, non-combustible siding, and no wooden attachments.	Only 25-50% of homes have fully treated vegetation in the 5-30' defensible space zone. City managed vegetation at Forest Cove Park encroaches on defensible space zone in some areas.	HOA performs annual weed abatement on open space. The HOA shares a boundary with Morrison Ranch HOA.	Work with the City to manage vegetation at Forest Cove Park.
Annandale	The community is well built with greater than 75% of structures having Class A roofs, non-combustible siding, and more than 75% having 18" vent mesh installed.	More than ½ the homes have created 0-5' ember resistant zones and most have well managed defensible space to 30'.	HOA performs annual weed abatement on open space up to 200' in some locations.	Flammable material on patios should be minimized, roof gutters noted to have substantial flammable debris in them.

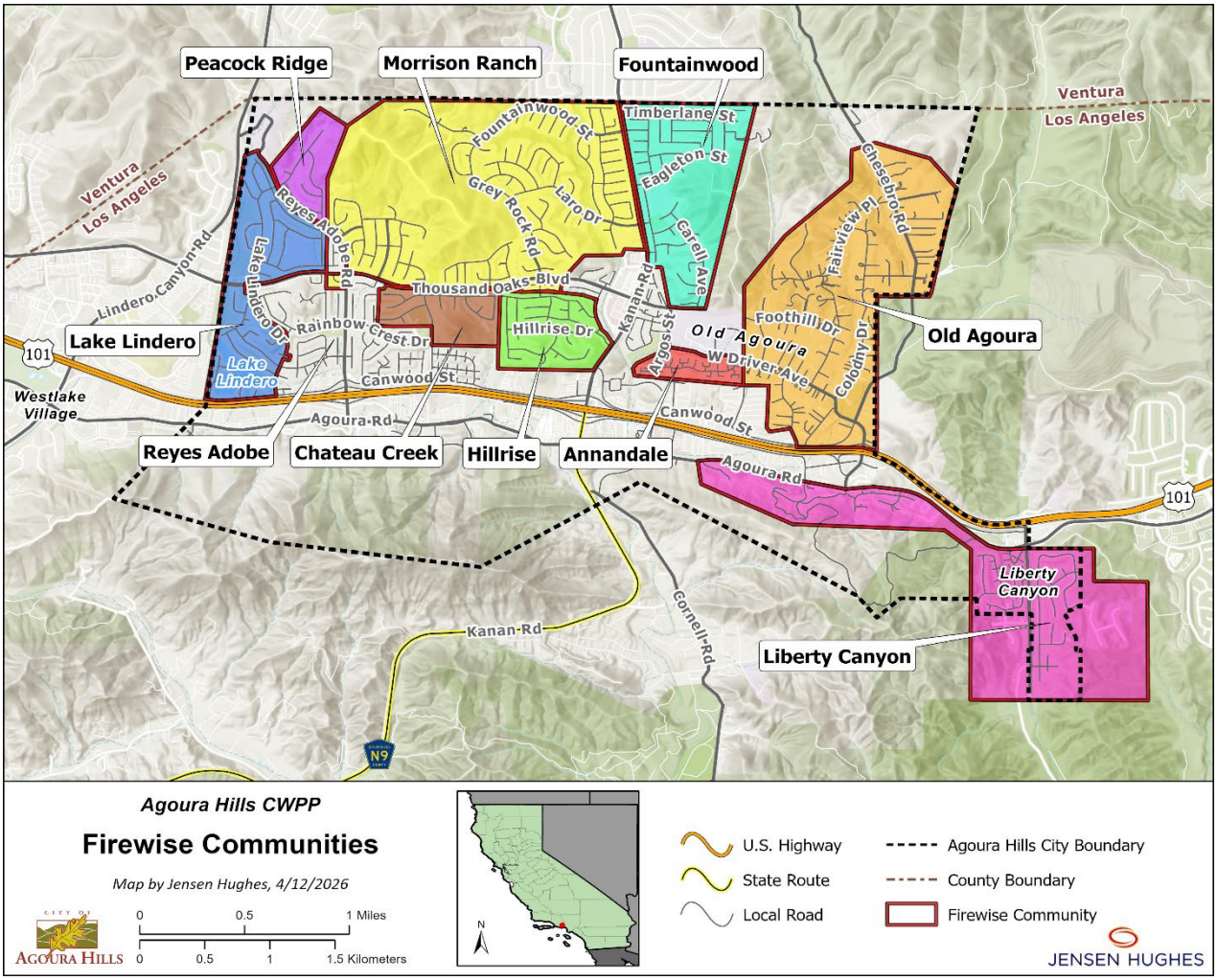


Figure 72. Firewise Communities in Agoura Hills.

6.10 FISCAL RESOURCES

Fiscal resources, budgetary constraints, and the involvement of federal, state, and local stakeholders may present challenges in implementing some recommendations outlined in this plan. Working together as a collaborative of involved parties in Agoura Hills through a variety of sources (public, private, volunteer, non-profit, etc.) will be essential. Establishing local priorities for available staffing and funding while still seeking additional funding sources will allow stakeholders to continue enhancing wildfire protection for residents, businesses, visitors, and other interested parties.

Implementation funding may come from a variety of sources. The most common source for large projects is through federal, state, and local grant sources. This list below represents some of the more common grant sources used for wildfire-related projects and activities but is not intended to be all inclusive.

+ **Fire Service Grants and Funding (AFGP)**

  Through the Federal Emergency Management Agency's Assistance to Firefighters Grant Program (AFGP), career and volunteer fire departments and other eligible organizations can receive funding through three different grants to enhance a fire department's organization's ability to protect the health and safety of the public first responders and to increase or maintain the number of trained, "front-line" firefighters available in communities.

+ **Staffing for Adequate Fire & Emergency Response Grant (SAFER)**

  The Staffing for Adequate Fire and Emergency Response Grant (SAFER) was created by FEMA to provide funding directly to fire departments and volunteer firefighter interest organizations to help them increase or maintain the number of trained “front line" firefighters available in their communities. The goal of SAFER is to enhance the local fire departments' abilities to comply with staffing, response and operational standards established by the National Fire Protection Association (NFPA 1710 and/or NFPA 1720).

+ **Fire Prevention & Safety Grants (FP&S)**

  The Fire Prevention and Safety (FP&S) Grants are part of the Assistance to Firefighters Grants (AFG) and support projects that enhance the safety of the public and firefighters from fire and related hazards. The primary goal of this grant program is to reduce injury and prevent death among high-risk populations. In 2005, Congress reauthorized funding for FP&S and expanded the eligible uses of funds to include Firefighter Safety Research and Development.
  https://www.fema.gov/grants/preparedness/firefighters/safety-awards

+ **Building Resilient Infrastructure and Communities (BRIC)**

  Authorized by Section 203 of the Stafford Act, Building Resilient Infrastructure and Communities (BRIC) will support states, local communities, tribes, and territories as they undertake hazard mitigation projects, reducing the risks they face from disasters and natural hazards. BRIC is a FEMA pre-disaster hazard mitigation program that replaces the existing Pre-Disaster Mitigation (PDM) program. The BRIC program aims to categorically shift the federal focus away from reactive disaster spending and toward research-supported, proactive investment in community resilience. FEMA anticipates BRIC funding projects that demonstrate innovative approaches to partnerships, such as shared funding mechanisms, and/or project design. **https://www.fema.gov/grants/mitigation/building-resilient-infrastructure-communities** Note: the funding source for BRIC grants is currently unavailable, but this grant program may be reopened in the future.

+ **CAL FIRE Grant Program(s)**

  CAL FIRE offers a number of grant opportunities that can be used to fund various action items and initiatives developed as part of this CWPP. A full description of these grants can be found here: **https://www.fire.ca.gov/grants/**

  - California Climate Investments (CCI) Forest Health Program
  - California Climate Investments (CCI) Urban & Community Forestry Grant Program
  - California Climate Investments (CCI) Fire Prevention
  - California Forest Improvement Program (CFIP)
  - Volunteer Fire Assistance

+ **California Fire Safe Council, USFS State Fire Assistance (SFA) Grant Program**

  Funding is provided through a master grant to California Fire Safe Council (CFSC) by the U.S. Forest Service to administer the Grants Clearinghouse program, with CFSC issuing sub-awards to successful applicants to support fire risk reduction activities by landowners in at-risk communities to restore and maintain resilient landscapes and create fire adapted communities. Funds should be utilized in the following categories: Hazardous fuels reduction and maintenance projects on non-federal land; Community Wildfire Protection Plans (CWPP) and other community hazard mitigation and planning; and Prevention and mitigation education and outreach opportunities for landowners and residents in at-risk communities

+ **Sustainable Transportation Planning Grants**

  The California Department of Transportation (Caltrans) provides two planning grant programs that could be used to support any transit system wildfire evacuation studies and/or evacuation planning.
  - Sustainable Communities Grants – to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.
  - Strategic Partnerships Grants – to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.

+ **CAL OES Hazard Mitigation Grant Program (HMGP)**

  Hazard Mitigation Grant Program (HMGP) funds plans and projects that reduce the effects of future natural disasters. In California, these funds are administered by the CAL OES HMGP Unit. Eligible sub-applicants include state agencies, local governments, special districts, and some private non-profits.

+ **Community Wildfire Defense Grants (CWDG)**

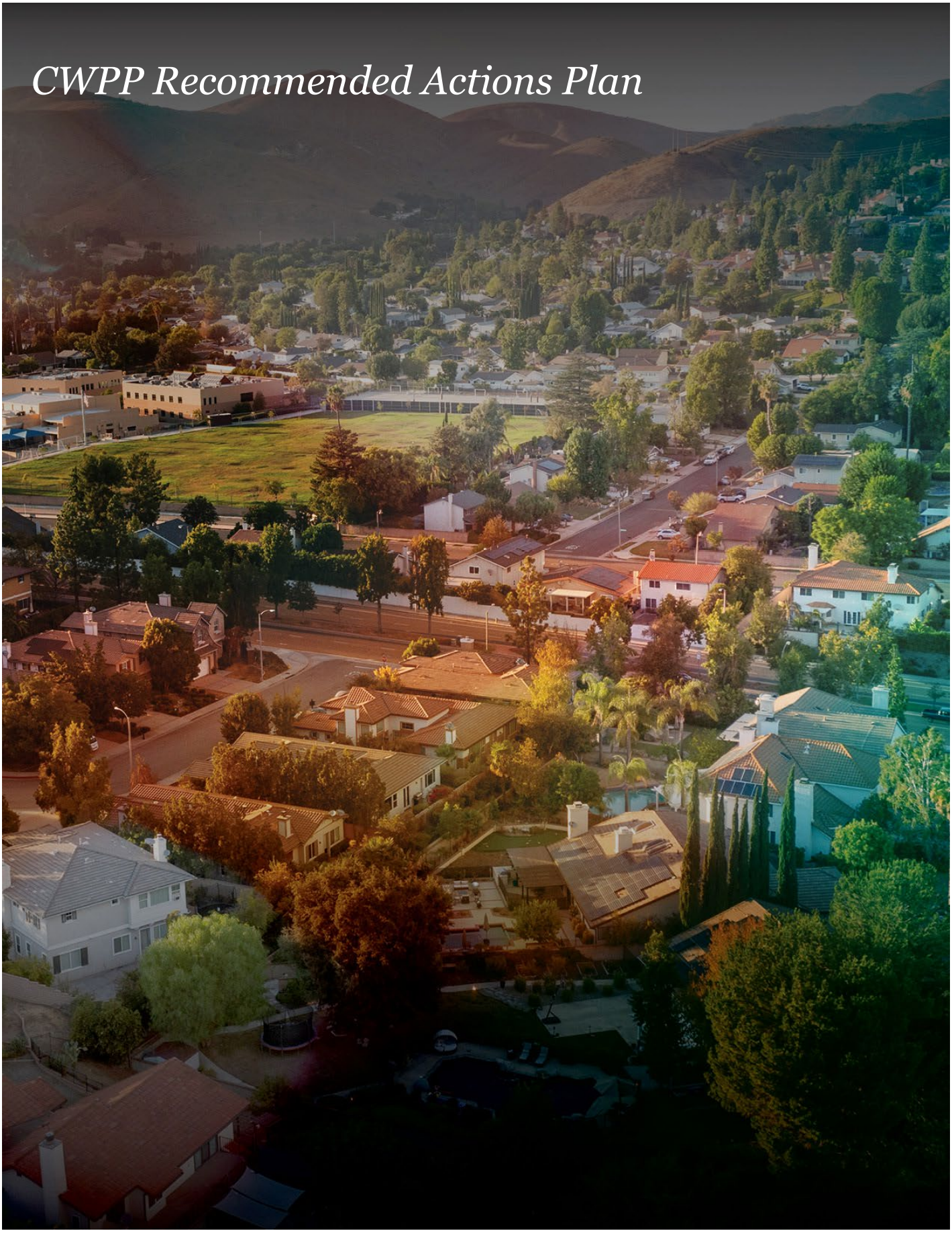
  Community Wildfire Defense Grants (CWDG) funds communities and Tribes to plan for and reduce wildfire risk and implement the National Cohesive Wildland Fire Management Strategy. These funds are administered by the USDA and U.S. Forest Service. Eligible sub-applicants include communities that are in an area identified as having high or very high wildfire hazard potential, are low income, or have been impacted by a severe disaster in the last 10 years which increased wildfire risk and/or hazard. These funds can be used to develop and revise CWPPs, or implement projects described in a CWPP that is less than 10 years old.

+ **Santa Monica Mountains Conservancy**

  The Santa Monica Mountains Conservancy provides grant funding to non-profit organizations, public agencies, and tribes for projects focused on preserving open space and creating climate-resilient communities.

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CWPP Recommended Actions Plan



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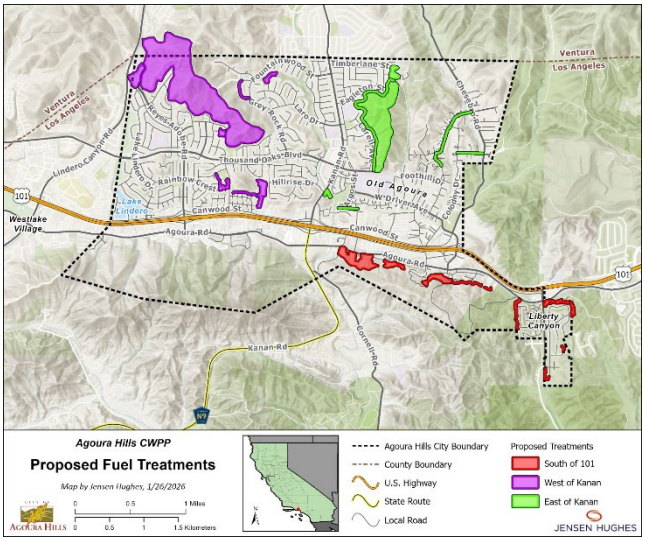
7.0 CWPP Recommended Actions

This section provides recommended actions for the City of Agoura Hills. It is a collection of community-wide and planning unit level recommendations and priorities that can be taken by property owners, agencies, and jurisdictional land management agencies to increase the fire resiliency of local communities.

Due to the scale of the CWPP and associated analysis presented in this report, the recommendations are primarily focused on community-wide activities to help inform the development of large-scale projects that will involve coordination and collaboration across multiple stakeholders to complete. The recommendations are intended to provide state, county, and local stakeholders with a tool to inform and direct future projects to reduce wildfire hazards and risks at various scales. The tool, in combination with Chapter 8, is also intended to provide a method to systematically monitor, track and evaluate progress on individual projects and overall CWPP programmatic goals, while also providing a form of accountability.

The recommendations have been organized into city-wide actions and planning unit level actions. The three planning units allow interested parties to focus efforts locally within their neighborhoods. The three units are:

- Areas South of Interstate 101
- Areas north of Interstate 101 and east of Kanan Road
- Areas north of Interstate 101 and west of Kanan Road



No single individual, group or agency is responsible for enacting the recommendations or projects identified in this section. While funding and staffing could be an issue in achieving on-the-ground results, using a collaborative approach, multiple agencies and interested parties can come together to address fire hazard concerns across the Planning Area more effectively and efficiently.

The mitigations are organized into 10 thematic categories:

A. Codes and Enforcement

B. Fuels Mitigation

C. Property Protection (Defensible Space)

D. Property Protection (Home Hardening)

E. Wildfire Resiliency of Critical Infrastructure

F. Public Notification and Communication

G. Evacuation Planning and Preparedness

H. Public Education and Awareness

I. Community and Regional Partnerships, Collaboration and Coordination

J. Emergency Response

Note: The actions were developed from results of public polling, stakeholder input, wildfire hazard and risk assessments in the CWPP, existing reports, and documents. The list of actionable items is intended to assist with decision-making, project tracking, accountability, and planning outcomes for the Plan.

7.1 RECOMMENDED ACTIONS – CITY-WIDE

Table 18. Recommended Actions for the City of Agoura Hills

Recommendations for the City of Agoura Hills						
Objective	***Number***	***Action***	***Related Actions***	***Agency Partners***	***Target Date***	***Status***
A. Codes and Enforcement Keep local codes, standards, and guidance documents up to date with the latest developments in wildfire resiliency research.	**CW-1**	**Review recently published wildfire risk mitigation recommendation reports, testing and research** (e.g., FEMA, NIST, IBHS, FSRI), and update local codes, standards, and guidance, as needed. Resources to be reviewed include FEMA Marshall Fire MAT, IBHS Home Mitigations that Matter, NIST Technical Note 2205 & 2228				
	CW-2	**Develop a public education and outreach plan to increase awareness and ensure consistent messaging** on maintaining defensible space in accordance with Los Angeles County Fire Code Section 325.2.1, California Public Resources Code 4291, and local ordinances. Education should include information on Zone 0 or the “ember-resistant zone” (0–5 feet from a structure) in accordance with AB-3074 for both new and existing conditions, as well as updates on changes to Fire Hazard Severity Zones, defensible space inspection requirements, and any associated costs or billing processes. Clear, accessible communication should be prioritized to help residents understand evolving requirements.				

Recommendations for the City of Agoura Hills						
Objective	***Number***	***Action***	***Related Actions***	***Agency Partners***	***Target Date***	***Status***
B. Fuels Mitigation Manage landscape vegetation to promote the return of fire resilient species and lower vegetation densities.	**CW-3**	**Undertake a study to identify and provide recommendations for mitigating common ignition sources across the City.** This will include common sources of ignition in both the public and private sectors and developing strategies for reducing the number and frequency of ignitions. Recommendations and collaboration efforts should be tailored for the appropriate audience (e.g., electrical utilities, homeowners, private industry, schools).				
	CW-4	**Coordinate with MRCA, NPS, and Caltrans on mechanical fuel treatments adjacent to the city**, particularly in Palo Comado, Chesebro Canyon, Reyes Adobe, Forest Cove, and the 101 Freeway Corridor.				
	CW-5	**Seek funding to develop a community chipper program** that focuses on neighborhoods east of Kanan Road and south of Hwy-101.				
	CW-6	**Work with LACoFD, NPS and MRCA to identify opportunities to implement grazing of herbaceous fuels**, particularly in Palo Comodo/Chesebro and Liberty Canyons. Grazing was a historic land use practice in the Agoura Hills vicinity.				

Recommendations for the City of Agoura Hills						
Objective	***Number***	***Action***	***Related Actions***	***Agency Partners***	***Target Date***	***Status***
	CW-7	**Work with LACoFD and NPS to identify and maintain strategic fuel breaks** that were developed during the Woolsey Fire. Consider using the fire suppression repair map to identify these locations.				
	CW-8	**Work with LACoFD, NPS, MRCA and State Parks to identify opportunities to use prescribed fire to treat non-native invasive species**. This provides a resource benefit while also breaking up fuel continuity adjacent to the city. Monitor species change after treatment.				
	CW-9	**Evaluate city-managed open spaces and parks to ensure that vegetation is maintained** in a state of low fire flammability. Focus on the elimination of down woody surface fuels. Priority locations include Forest Cove Park, Medea Creek Park, and Old Agoura Park				
C. Property Protection (Defensible Space): Improve fuel treatment strategies for defensible space around structures	**CW-10**	Seek grant funding to support homeowners in removing hazardous tree species (e.g., cypress, pines, eucalyptus) within their defensible space zones, and where appropriate, encourage replacement with fire-resistant or well-maintained vegetation consistent with the “right plant, right place” principle and defensible space guidance.				
	CW-11	Work with LACoFD to **ensure that weed abatement and defensible space inspections are conducted and enforced**.				

Recommendations for the City of Agoura Hills						
Objective	***Number***	***Action***	***Related Actions***	***Agency Partners***	***Target Date***	***Status***
	CW-12	**Leverage and support the work of local FSCs to evaluate and educate properties owners on defensible space requirements**. Focus on the development of the ember-resistant zone at structures.				
	CW-13	**Develop and post signage along primary travel routes to higher risk neighborhoods identifying compliance dates for fire hazard reduction work**. Provide contact information for residents who wish to request support to better understand defensible space requirements and maintenance.				
	CW-14	**Develop a list of city-vetted vendors who can provide services for property owners requiring assistance** with developing and maintaining their defensible space, and consider leveraging existing partner networks and resources where available**.**				
	CW-15	Leverage existing databases (e.g., Agoura Hills Fire Safe Council database) to **create a new spatial database of HOAs/ Firewise USA neighborhoods** that have responsibility **for the maintenance of communal defensible space/community buffer zones**. **Map treated areas**.				
	CW-16	Provide community workshops, informational videos, demonstration landscapes and other educational methods to increase the general public's understanding of **best practices around**				

Recommendations for the City of Agoura Hills						
Objective	***Number***	***Action***	***Related Actions***	***Agency Partners***	***Target Date***	***Status***
		fire-resistant and drought-resistant plant species, and best practices for landscaping and maintenance.				
	CW-17	**Investigate opportunities where HOAs can expand ongoing defensible space actions** beyond 200' onto lands managed by the City or Los Angeles County. Evaluate using LACoFD hand crews for labor to control costs.				
	CW-18	Explore opportunities for a **city-wide blanket permit & associated funding (for permit and work)** to allow private homeowners to maintain defensible space via **brush clearing on State Parks land.**				
D. Property Protection (Home Hardening) Improve hardening of existing building stock for increased fire resilience.	**CW-19**	**Provide ongoing education and outreach for residents**. Information should include defensible space and home hardening standards to assist homeowners with implementing firesafe practices as well as meeting or exceeding requirements of State, County and Local codes and ordinances. A mix of web-based and in-person formats should be utilized in order to reach all critical audiences.				
	CW-20	**Explore funding opportunities to aid property owners in retrofitting existing structures** to current WUI building construction standards. Prioritize providing financial resources, physical assistance, and other support to vulnerable populations (e.g., elderly, fixed-income, low-income).				

Recommendations for the City of Agoura Hills						
Objective	***Number***	***Action***	***Related Actions***	***Agency Partners***	***Target Date***	***Status***
		Develop clear program guidelines, criteria, and management strategies. There should be a focus on clarifying to residents what level of work/upgrades triggers certain requirements.				
	CW-21	Consider creating a **website that directs homeowners to various home hardening resources**: • Home hardening products (e.g., CALFIRE WUI products) • Suppliers and hardware stores • Design professionals and contractors • Shared resource programs, such as a tool lending library. • Existing incentives • Insurance carrier discounts				
	CW-22	**Work with the insurance industry** and California Insurance Commissioner's office to recognize **risk reduction efforts at landscape, parcel and neighborhood-scales** in insurance coverage, premiums, and deductibles. Coordinate and collaborate with county, regional, and local stakeholders, subject matter experts, and academics to systematically identify and quantify the risk reduction measures at various scales to help support insurance needs.				
	CW-23	Consider developing (and updating over time) a **parcel- and neighborhood-level WUI risk assessments.**				

Recommendations for the City of Agoura Hills						
Objective	***Number***	***Action***	***Related Actions***	***Agency Partners***	***Target Date***	***Status***
E. Wildfire Resiliency of Critical Infrastructure	**CW-24**	Work to develop agreements with agencies, HOAs, and private landowners to establish and maintain **fuel treatments** along **major routes** and **roadways**, with a primary focus on access/egress-constrained communities and communities with vulnerable populations.				
	CW-25	**Conduct a study to evaluate the wildfire resiliency of critical infrastructure and facilities** across the City (e.g., water infrastructure, communications systems, and City-owned or government buildings). Prioritize and implement resiliency improvements. Coordinate and collaborate with relevant fire, law enforcement, government, private sector, and other subject matter experts to ensure programs, policies and systems are evaluated, designed, and maintained for quality, fire resistance, durability, functionality, efficiency, and sustainability.				
	CW-26	**Evaluate and enhance inspection, maintenance, and visibility of fire hydrants across the City,** including coordination with water providers to ensure hydrants are accessible, clearly visible, and free of vegetation or obstructions, and that damaged hydrants are identified and repaired in a timely manner.				

Recommendations for the City of Agoura Hills						
Objective	***Number***	***Action***	***Related Actions***	***Agency Partners***	***Target Date***	***Status***
F. Public Notification and Communication	**CW-27**	**Work with providers to coordinate efforts on analyzing, monitoring, and maintaining enhancements and redundancies to current emergency communication systems** such as generator backups, increased cellular coverage via traditional cell towers, repeaters, and other technologies to improve communications.				
	CW-28	Work with emergency responders and other government agencies in and around the City to **conduct a review and alignment of current public emergency communication systems and messaging policies**, protocols, and procedures. This would include evaluation of the range of target audiences (e.g., residents, visitors, limited English proficiency, elderly, secondary homeowners), with the intent of providing more reliable, timely, informative, and consistent information during/after a major wildfire incident. This may also include the need for training/drills and evaluation/adoption of newly available technologies.				
	CW-29	Seek funding to **expand the training, use, and associated infrastructure of local radio systems** or other distributed technologies (e.g., NOAA weather transceivers, HAM/GMRS radios) to community groups such as CERT members, Fire Safe Councils, Firewise Communities, and HOAs, particularly where cellular				

Recommendations for the City of Agoura Hills						
Objective	***Number***	***Action***	***Related Actions***	***Agency Partners***	***Target Date***	***Status***
		communication is poor or vulnerable to wildfire.				
G. Evacuation Planning and Preparedness	**CW-30**	**Post on the city website and advertise at local events the county-identified evacuation zones** in order to increase public awareness. Consider posting evacuation zone identification signage along primary travel routes				
	CW-31	Develop a strategy for assessing **wildfire evacuation vulnerability** which may include quantifying evacuation capacities, surveying residents and stakeholders, and identifying and prioritizing improvements to ensure life safety of the public and emergency responders in the event of a major wildfire in or around the City. **Incorporate findings from the City's 2025/2026 evacuation study into future planning, to ensure that evacuation capacity and roadway constraints are adequately addressed.** Include consideration of full buildout conditions and special evacuation needs (e.g., trailers and multi-vehicle households). Continued coordination between wildfire planning and land use efforts will be critical to avoid exacerbating evacuation challenges in high fire hazard areas				

Recommendations for the City of Agoura Hills						
Objective	***Number***	***Action***	***Related Actions***	***Agency Partners***	***Target Date***	***Status***
	CW-32	**Identify specific areas and neighborhoods where secondary means of egress** are needed to increase evacuation capacity and access for first responders in a wildfire. Where possible, work towards developing and maintaining secondary egress routes for constrained neighborhoods. Identify other strategies as appropriate (e.g., policies to open locked gates).				
	CW-33	**Develop additional and redundant communication strategies to reach vulnerable populations during emergency events,** including community networks, phone trees, and other targeted outreach methods. The City should also consider compiling and maintaining a list of vulnerable residents who may need assistance and identify or assign designated point persons or coordinators to support communication and evacuation planning for these populations.				
	CW-34	**Incorporate neighborhood security education into evacuation planning in coordination with law enforcement** and clear communication to residents to address concerns related to theft during evacuation events.				
	CW-35	Explore opportunities to provide discounted generators and/or battery back ups to				

Recommendations for the City of Agoura Hills						
Objective	***Number***	***Action***	***Related Actions***	***Agency Partners***	***Target Date***	***Status***
		community members for use during PSPS events.				
H. Public Education and Awareness Educate the public on how to mitigate wildfire hazards and risk and how to appropriately prepare and respond to wildfires.	**CW-36**	Establish **improved communications with Homeowners Associations** concerning wildfire mitigation actions – home hardening, defensible space, and maintenance of any common areas within their jurisdiction.				
	CW-37	**Ensure public education and communication materials on wildfire preparedness, planning and response are generally accessible.** This may include translation into different languages, common-language descriptions, ADA compliance, and conversion into different formats.				
	CW-38	Adopt, augment and/or develop and implement **training curriculum tailored to contractors, real estate agents, insurance representatives,** and others to educate and inform on defensible space requirements and ignition-resistant construction. Evaluate and use existing training programs from regional partners where appropriate (e.g., Resource Conservation Districts, neighboring jurisdictions).				
	CW-39	**Expand existing voluntary home assessment programs operated by fire agencies, FSCs, RCDs, and other community organizations** where residents				

Recommendations for the City of Agoura Hills						
Objective	***Number***	***Action***	***Related Actions***	***Agency Partners***	***Target Date***	***Status***
		can request assistance and education from trained assessors on detailed, individualized information on home hardening techniques, defensible space, and fire safe landscaping. As part of these assessments, focus on the development of the ember-resistant zone around structures.				
	CW-40	Develop a public facing **"one-stop shop" website for locally specific guidance and best practices** for wildfire safety. This may include information on structural hardening and retrofitting, recommended plant lists, landscape design and maintenance, defensible space, evacuation preparedness, and post-fire impacts such as flooding and soil erosion. Provide links to other materials that individuals may want to reference (e.g., IBHS fire testing, FEMA guidance). Provide information on pertinent codes and standards and planning information for the public.				
I. Community and Regional Partnerships, Collaboration and Coordination	**CW-41**	Encourage, promote, and assist **grassroots, community wildfire mitigation and preparedness organizations** such as Fire Safe Councils, Firewise Communities, Arson Watch, radio groups, non-profits, etc. Support may include marketing, outreach, recruitment efforts, GIS support, and others. Help various organizations provide				

Recommendations for the City of Agoura Hills						
Objective	***Number***	***Action***	***Related Actions***	***Agency Partners***	***Target Date***	***Status***
		consistent communications, tools, and outreach.				
	CW-42	Establish and maintain a **spatial database of all wildfire mitigation programs and initiatives** (such as all existing, planned and completed fuel treatments and areas where CEQA applies) that CWPP stakeholders and interested parties can use as a common repository and tool for ongoing coordination and collaboration. Include other entities adjacent to Agoura Hills that should also be coordinating their efforts. A data management strategy should be developed to establish appropriate protocols, such as public vs private facing data, access and update permissions, and frequency of updates.				
	CW-43	**Enhance coordination with adjacent jurisdictions, agencies, and community organizations to support cross-boundary vegetation and fuels management efforts.** This should include collaboration with neighboring communities and unincorporated areas (e.g., Oak Park) to align fuel treatment priorities, share information, and identify opportunities for joint implementation and funding. Establish regular communication and coordination protocols to support ongoing collaboration and ensure a consistent approach to reducing wildfire risk across jurisdictional boundaries.				

Recommendations for the City of Agoura Hills						
Objective	***Number***	***Action***	***Related Actions***	***Agency Partners***	***Target Date***	***Status***
	CW-44	**Improve the cost-efficiency of fuel reduction and fuel maintenance through coordination efforts including:** + Coordinating between neighboring private landowners so that economies of scale are achieved for fuel reduction actions (e.g., coordinating timing and type of fuel reduction on neighboring properties) + Long-term service agreements + Programmatic CEQA approaches + Investment in pre-planning				
J. Emergency Response	**CW-45**	**Consider the development and implementation of a parking restriction ordinance for Red Flag Warning days** to ensure that emergency equipment can access constrained roadways. Prioritize high-risk areas, including neighborhoods with limited access, high evacuation demand, or proximity to schools and other sensitive uses. Neighborhoods south of US-101 should be evaluated as priority locations.				
	CW-46	**Develop standardized signage that identifies residences with static water sources** that can be used during suppression operations should the pressurized system fail. Provide signage free to residents willing to install the identification.				

7.2 RECOMMENDED ACTIONS – PLANNING UNITS

The success of wildfire mitigation efforts within each Planning Unit relies on strong collaboration among all stakeholders. Firewise communities and other local groups in each Planning Unit are encouraged to work together to identify and prioritize projects that enhance wildfire resilience across the city. By aligning efforts and seeking funding collaboratively when appropriate, community groups can maximize the effectiveness of their mitigation strategies.

Note: Geographic location of planning area-specific actions, where applicable, can be found in Section 6.5.2.

Table 19. Recommended Actions for the areas south of US-101

Recommendations – South 101						
Objective	***Number***	***Action***	***Location***	***Jurisdiction***	***Target Date***	***Status***
A. Fuels Mitigation Manage landscape vegetation to promote the return of fire resilient species and lower vegetation densities.	**SI-1**	From south of Park Vista Road and Liberty Canyon Road to the State Park property line – Thin out non-natives and dead material on the east side of the road to the terminus of the unmaintained dirt road at the south end of Patrick Henry Road. Homeowners to maintain or remove palms and other non-natives	Liberty Canyon Road	Private		
	SI-2	Work with homeowners along Oak Summit Road to remove or maintain non-native trees and cypress within the Home Ignition Zones and along roadways. Maintain the fuel break in the lighter fuels up to the concrete drainage above the homes. The street has issues with junipers, oleanders, wood fencing, unclean roofs, poor defensible space, and Mexican Feather grass	Oak Summit Road	Private		

Recommendations – South 101						
Objective	***Number***	***Action***	***Location***	***Jurisdiction***	***Target Date***	***Status***
	SI-3 & SI-4	Work with residents to improve defensible space behind the structures on Jim Bowie and Provident Roads. Focus on removal of non-native trees. Look to partner and build off the existing fuel break on City of Calabasas. Extend the fuel break from Provident to Liberty Canyon Road	Jim Bowie Road	Private, City of Calabasas		
	SI-5	Work with MRCA to maintain and extend the fuel break from Agoura Road to the structures along Defender Drive	Defender Drive (north)	MRCA, Private		
	SI-6	Poor clearance (topography limits the easy development of defensible space). Assist homeowners to create adequate separation from the wildland fuels along Defender Drive	Defender Drive (south)	Private		
	SI-7	Work with MRCA to increase the width of the fuel break above Hydepark Drive. At a minimum remove the non-native pines and eucalyptus above the roads end	Hydepark Drive	MRCA, Private		
	SI-8	Look for opportunities to work from Calle Robleda debris basin east to thin the fuels south of the structures. Work with homeowners to remove non-native species within their defensible space zone.	Calle Robleda (east)	Private		

Recommendations – South 101						
Objective	***Number***	***Action***	***Location***	***Jurisdiction***	***Target Date***	***Status***
	SI-9	Thin fuels between Robleda Debris Basin west behind the structures to the dirt road portion of Renee Drive. Use Renee Drive as the southern boundary and work between the road and the structures. Access could be made off Canyon Way also	Calle Robleda (west)	Private		
	SI-10	Thin fuels between the end of Vejar Drive at the disc golf course along what appears to be an old roadbed to Reene Drive.	Vejar Drive	Private		
	SI-11	Investigate grazing opportunities to work with MRCA and private landowners from the trailhead at Cornell Road east towards Vejas Drive, using an existing roadbed as the southern boundary.	Cornell Road Grazing	MRCA, Private		
	SI-12	Establish NO PARKING ON RED FLAG WEATHER DAYS for Canyon Way and the one-way portion of Laura LaPlante Roads	Canyon Way Parking Restrictions	City		
	SI-13	Encourage residents to remove, thin and maintain non-native vegetation with the potential to propagate fire spread (pines, cypress, juniper, eucalyptus. Reverence LACO Fire Fuel Modification Plant List	Area-wide	Private		

Table 20. Recommended Actions for the areas west of Kanan Road

Recommendations – Kanan West						
Objective	***Number***	***Action***	***Location***	***Jurisdiction***	***Target Date***	***Status***
A. Fuels Mitigation Manage landscape vegetation to promote the return of fire resilient species and lower vegetation densities.	**KW-1**	Remove *Acacia redolens* from the perimeter of Forest Cove Park. Chip in place to maintain ground cover. Although chips are flammable, they are less so than the vegetation. Maintain irrigation infrastructure as part of overall landscape management.	Forest Cover Park	City		
	KW-2	Thin and/or remove pines from the perimeter of the condominium complex. Start at tennis court and work to Forest Park Cove Road. Remove dead and dying pines and jackpot of dead *Acacia redolens.*	Strawberry Hills Rd	Private		
	KW-3	Maintain the existing fuel break around Strawberry Hill. Attempt to improve the separation on the east side near Meadow Vista Way. Work within the oak stand to reduce surface fuels and dead/down material. Retain the oak overstory. Work with residents to remove/thin/maintain non-native trees on their property.	Strawberry Hill Fuel Break	Private		
	KW-4	Assure that the utility road above Rolling Ridge Road is maintained to a level to support type 3 engines. Access the road from Ridgebrook Drive at the Las Vírgenes Water District water tank.	Rolling Ridge Drive	Las Virgines Water District. City, LACO Fire		

Recommendations – Kanan West						
Objective	***Number***	***Action***	***Location***	***Jurisdiction***	***Target Date***	***Status***
	KW-5	Work with homeowners to remove/thin the density of the pines at the end of Eastvale Court.	Eastvale Court	Private		
	KW-6	Rehab vegetation in open space off Reyes Adobe Road, south of the elementary school. Remove dead and non-native vegetation and lift the oak canopy off the surface. Chip material in place.	Reyes Adobe (north)	City, Private		
	KW-7	Remove cape honeysuckle, rosemary, brush poppy, and bottle brush ornamental vegetation along the roadway. Reference guidelines found in LACO Plant Selection Guide – Fuel Modification Plant List.	Ridgeway Drive	Private, City		
	KW-8	Work with residents/HOA to remove pines/palms/eucalyptus between Imbler Court and Braemar Court.	Imbler Court, Braemar Court	City		
	KW-9	Maintain the drainage along Shadycreek Drive (Medea Creek). Remove dead material and non-native palms and eucalyptus. Chip material in place.	Shady Creek Drive	City		
	KW-10	Work with LACO Fire concerning the feasibility of developing a prescribed fire unit/grazing unit utilizing existing utility roads	Lindero Canyon Road, Woodbrook Drive	Rancho Simi Recreation and Parks District, City, Las Virgenes Water District, LACO Fire		

Recommendations – Kanan West						
Objective	***Number***	***Action***	***Location***	***Jurisdiction***	***Target Date***	***Status***
		between Lindero Canyon Road and Woodbrook Drive. This would be a complex project involving 225 acres and multiple ownerships.				

Table 21. Recommended Actions for the areas east of Kanan Road.

Recommendations – Kanan East						
Objective	***Number***	***Action***	***Location***	***Jurisdiction***	***Target Date***	***Status***
B. Fuels Mitigation Manage landscape vegetation to promote the return of fire resilient species and lower vegetation densities.	**KE-1**	Thin pines behind the high-density housing at the dead end.	Argos Street	Private		
	KE-2	Remove non-natives and maintain a 3' clearance along the walkways between Chumash Park and Kanan.	Medea Creek Trail	City		
	KE-3	Maintaining the dirt road to a standard to allow for type 3 engine utilization from Thousand Oaks Blvd to Fountain Place.	Agoura High	City		
	KE-4	Work with property owners/HOAs to maintain and improve the fuelbreak behind the structures along Carell Avenue and Eagleton Streets. Focus on thinning pines and other non-natives to minimize potential	Carell Ave, Eagleton Street	Private, Santa Monica Mountains Conservancy		

Recommendations – Kanan East						
Objective	***Number***	***Action***	***Location***	***Jurisdiction***	***Target Date***	***Status***
		ember cast from torching of ornamental trees.				
	KE-5	Work with residents to remove, thin, or maintained non-native trees to mitigate torching potential and ember cast.	Quaint Street, Banfield Drive	Private		
	KE-6	Work with SMMC to evaluate if grazing is an option for areas east of Carell and Eagleton Roads to the ridgeline. Utilize existing road surfaces as unit boundaries. Exclude areas where steep slopes may lead to erosion issues.	Carell Grazing	Private, Santa Monica Mountains Conservancy		
	KE-7	Work with the property owners to assure that roadside pepper trees between Chesebro Road and Colony Drive are maintained and limbed so that the branches are off the ground surface.	Ridgeway Drive	Private		
	KE-8	Cut back vegetation that is encroaching on the road prism to allow for access to emergency responders. Assure 14' vertical clearance from the road surface. Many issues with driveway clearance and gate widths/entry radius which could limit access by type 1 engines.	Fairview Road (private)	Private		

Recommendations – Kanan East						
Objective	***Number***	***Action***	***Location***	***Jurisdiction***	***Target Date***	***Status***
	KE-9	Road surface needs repair to facilitate ease of access during emergency situations.	Fairview Road (private)	Private		
	KE-10	Work with the resident to remove the roadside wood fencing	Fairview Road (private	Private		
	KE-11	Driveway to multiple properties along Colony Drive need to assure adequate vertical clearance for the driveway accessing the properties. Remove/thin or maintain the non-native pines.	Colony Drive	Private		
	KE-12	Work with the homeowners to remove undesirable shrub species including junipers, rosemary, oleander, plumbago. Reference LACO Fuel Modification Plant List	Colony Drive	Private		
	KE-13	Clear the many electrical drops to residences which are interlaced with vegetation creating a potential for arcing during times of high winds. Areas most in need include Chesebro Road, Colony Drive, Fairview Drive, Foothill Road.	Area-wide	Private, SCE		
	KE-14	Work with the local equestrian community to develop a plan to evacuate the many horses maintained at the properties on the	Area-wide	Private, City, American Humane Society		

Recommendations – Kanan East						
Objective	***Number***	***Action***	***Location***	***Jurisdiction***	***Target Date***	***Status***
		east side of the Planning Unit. Leverage knowledge from local Equestrian Centers.				
	KE-15	Work to develop road associations that can serve as a funding and coordination mechanism to address the condition of private road within the Planning Unit.	Area-wide	Private, City		
	KE-16	Provide standardized pool markers for residents that are willing to make their pools available as a static water source during wildfires.	Fairview Road (private	City, Fire Dept		

Implementation & Monitoring



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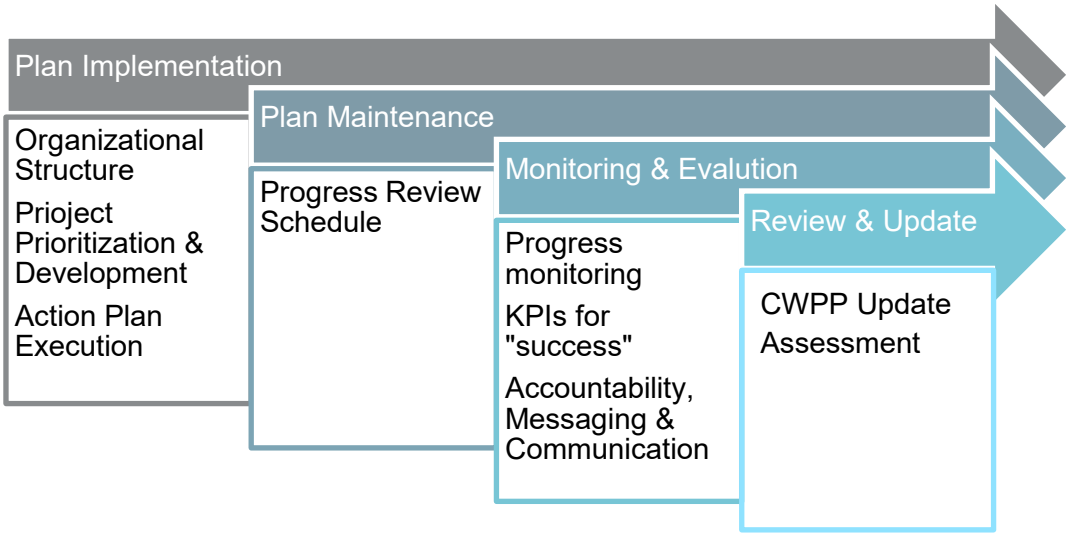
8.0 Implementation & Monitoring

A CWPP's strength depends on its local relevance, the continued, collective action of stakeholders, and its ability to guide the implementation of a diverse set of projects leading to measurable change. The CWPP guides the community on wildfire risk mitigation activities which are based on input from stakeholders, current policy, and science and research. The plan's utility does not end with its adoption, but continues and evolves through collaborative planning, implementing, monitoring and adapting strategies based on lessons learned. This chapter provides guidance on CWPP implementation and monitoring to accomplish the goals and objectives of the plan. This includes outlining how each aspect of the plan will be executed – responsible parties, timelines and associated funding sources – as well as roles of the designated CWPP management team. In addition, a successful plan establishes monitoring protocols and key performance indicators (KPIs) to evaluate the effectiveness of the plan in reducing wildfire risk at different levels of activity (e.g., project activity level, overall project level, and CWPP programmatic level).

8.1 OVERVIEW

Implementing the recommended actions in Section 7.0 and establishing a systematic and dynamic framework for monitoring & evaluating CWPP activities is foundational to achieving the overall goals and objectives identified in the CWPP. The implementation and monitoring strategy includes the following components:

- **Plan Implementation** describes how the CWPP actions will be operationalized, including a discussion on organizational structure of the CWPP management team (i.e., the convener, advisory committee, and committee membership), project prioritization, the project development process, and action plan execution.
- **Plan Maintenance** describes how the CWPP will be maintained and updated, including a discussion on annual and semi-annual meetings.
- **Monitoring and Evaluating** describes how the CWPP actions will be monitored for progress, the metrics used and means to verify successful and timely execution of actions (i.e., projects, programs and policies), the indicators and means to verify CWPP actions are achieving measurable results, and how these metrics are documented and communicated for accountability.
- **Review & Update** describes the methods by which the CWPP will be updated on a 5 to 10-year basis.



These guiding principles frame the approach for implementation and monitoring of the CWPP:

Guiding Principles	*Concepts*
Collaborative	+ Support and encourage all participants to work together to advance wildfire resiliency + Review feedback from a representative and balanced set of stakeholders (i.e., government agencies, private sector, non-profits, academia) + Recognize that time is needed to build trust and understanding + Be flexible, adaptable and responsive to changing needs as people and organizations respond to change
Participatory	+ Stakeholders must be provided with a variety of ongoing engagement opportunities + An environment which facilitates the participation of different and diverse actors should be created + Remove barriers to participation
Learning & Feedback Mechanisms	+ Help all involved to listen to each other, explore new ideas, and apply information in ways that generate new solutions, methods, or opportunities + Regularly evaluate new data and technology as well as changes in the risk landscape for their impact on CWPP goals, objectives, and actions + Education, awareness and behavioral changes are culturally, socially and temporally dependent + Lessons learned should provide feedback into future processes and work
Resiliency & Patience	+ Recognize non-linearity and complexity, including tracking and capturing negative impacts, resistance, and unexpected outcomes + Acknowledge that transformative change processes take time and often include backlash
Diversity	+ Equitably incorporate diverse people, voices, ideas, and information to lay the groundwork for quality outcomes. + Foster the implementation of a diverse set of projects to achieve both social and technical needs for wildfire resiliency + Use quantitative and qualitative approaches for measuring success + Assess the value of projects through a variety of lenses (social, technical, administrative, environmental, life-safety, property protection)

8.2 PLAN IMPLEMENTATION

This section describes considerations for operationalizing the CWPP including organizational structure, project prioritization and development process, and action plan execution.

8.2.1 Organizational Structure

8.2.1.1 Convener – City of Agoura Hills

The City of Agoura Hills will serve as the Convener overseeing the CWPP's implementation and maintenance, as well as being the chair of the Advisory Committee described below. The Convener's key roles are:

- Coordinate Advisory Committee meeting dates, times, locations, agendas, and member notification.
- Document decisions and outcomes of Advisory Committee meetings.
- Serve as a communication conduit between the Committee and other key stakeholders (e.g., general public, land resource managers, utilities, Caltrans, other federal/state/local agencies, businesses).
- Serve as supervisor of the project prioritization process.

8.2.1.2 Advisory Committee

The Agency Working Group for the CWPP will become the Advisory Committee and will oversee the implementation, management and maintenance of the Plan. Refer to Section 2.2.2 for a list of Agency Working Group members. Other key stakeholders can be added, either as permanent or ad hoc members. Additional roles and responsibilities of the Committee include:

- Establishing a schedule for periodic review and updating of the CWPP.
- Developing and coordinating ad hoc and/or standing committees as needed.
- Designing or supporting the design of projects based on the recommended actions identified in Section 7.0
- Identifying funding sources and supporting the coordination and preparation of grant applications
- Recommending and prioritizing funding of wildfire risk reduction projects.
- Monitoring and tracking the progress of existing, planned and proposed projects
- Documenting and disseminating successes and lessons learned
- Maintaining a CWPP project implementation dashboard and/or other forms of public-facing communications
- Evaluating and updating the CWPP in accordance with the prescribed maintenance schedule.

8.2.2 Project Development and Prioritization Process

In accordance with the Healthy Forests Restoration Act (HFRA), the Advisory Committee will establish community hazard reduction priorities to determine the order of project implementation. However, as this CWPP recognizes a broad range of actions that go beyond the minimum of fuel reduction initiatives required by the HFRA, the Committee will establish an evaluation and prioritization system. This system will ensure that a balanced set of community-based wildfire resiliency projects at different scales are evaluated and ranked for implementation and scheduling. Below are the ten (10) different thematic areas identified in Section 7:

A. Codes and Standards

B. Fuels Mitigation

C. Property Protection (Defensible Space)

D. Property Protection (Structural Hardening)

E. Wildfire Resiliency of Critical Infrastructure

F. Public Notification and Communication

G. Evacuation Planning & Preparedness

H. Public Education & Awareness

I. Community and Regional Partnerships, Collaboration and Coordination

J. Emergency Response

To prioritize various actions, the Committee will identify a set of evaluation criteria based on primary and secondary considerations. The evaluation criteria should be shared with the public once determined. In general, life safety, followed by property protection, are considered primary criteria for fire safety and wildfire risk mitigation programs. Secondary considerations may include environmental protection, economic benefits, costs, duration, feasibility, technical quality, and others. Table 22 provides descriptions of potential primary and secondary criteria the Committee may consider as part of their evaluation process.

Table 22. Description of potential project prioritization criteria.

Criteria		Description
Sample Primary Criteria	1. Life Safety	The primary goal of wildfire risk mitigation is to protect life safety of the public and first responders. As people continue to live in the WUI, life safety from wildfire threats is the foremost priority. Life safety consideration include not only loss of life and/or injury as a direct result of wildfire incidents, but also safety of residents during wildfire evacuations, loss of power, and other related impacts.
	2. Property Protection	Buildings and critical infrastructure are often vulnerable to wildfire, particularly in the WUI. Mitigating the ignition and spread of wildfire is critical to limiting the loss of and damage to structures and critical facilities. Property loss and damage can devastate communities by displacing residents, disrupting business continuity and impairing local economies, and resulting in significant costs to re-build.
Sample Secondary Criteria	3. Environmental Protection	One primary means of protecting the environment is mitigating the risk of wildfires that are accidentally initiated by human sources (e.g., electrical utility faults, dragging trailer chains). Environmental protection may also include evaluating wildfire mitigation projects to ensure that project activities are in balance with other environmental objectives, minimizing negative impacts to the environment and ecological systems and protecting critical environmental services.

Criteria		Description
	4. Cost	Cost considerations may include total project implementation costs, cost burdens or pass-through costs to taxpayers, costs to local agencies to operate and maintain a project or program long-term, and costs associated with availability of personnel, equipment, and other resources. Cost considerations should also consider return on investment (ROI) estimates.
	5. Technical Feasibility	Recommended actions may be evaluated for their practicality given available data and technologies, as well as the ability to verify the quality of technical systems or products.
	6. Scientific / Engineering / Data Driven	Recommended actions may be evaluated for their basis in science, engineering or data-driven merit, which may be substantiated based on recognized consensus standards and/or industry-recognized peer-review processes.
	7. Timeline	Recommended actions may be evaluated based on the time necessary to analyze, design, construct, implement, maintain and/or operate. Other considerations may include an anticipated return on investments and when outcomes can be expected to produce measurable results.
	8. Scale	Recommended actions may be evaluated for the scale of application (e.g. citywide, local neighborhood) and who the primary beneficiaries of the project would be.

Because of the wide variety of relevant criteria to be synthesized for each action or project, the Committee should develop a simple priority ranking system to assist in the decision-making process. There should be a balance of projects prioritized to satisfy a range of secondary objectives, target audiences or beneficiaries and scales of application. The projects that are presented to the Committee may come from a variety of sources and focus on different aspects of wildfire risk and so may not be readily comparable to one another. Therefore, the project prioritization process needs to be flexible.

8.2.3 Operationalizing the Action Plan

Once the recommended actions are prioritized, the Committee will establish a project execution matrix building on the table provided in Section 7.0. The Action Plan table in Section 7.0 is designed to have a simple, high-level monitoring system built into it so it can serve as a starting point for operationalization. Individual actions are assigned a responsible individual, target completion date and status update.

The Action Plan table should be reviewed and updated annually. As new practices and projects are identified they can be added to this matrix.

8.3 PLAN MAINTENANCE

For the CWPP to be used to reduce wildfire hazards and risks it must reflect current wildfire risk, human development patterns, impacts of climate change, and needs of the community. Plan maintenance is critical so that it remains up to date and as useful as possible.

The Committee will be responsible for maintaining and updating the CWPP through a series of meetings. A sample outline of plan maintenance meetings is provided in Table 23.

Table 23. Plan Maintenance Meeting Schedule

Semi-Annual Meeting	*Annual Meeting*	*Five-Year Review*
Review current Action Plan	Update risk assessment data and findings (if needed)	Review Plan update questions
Identify new issues and needs	Discussion of methods of continued public engagement	Update Action Plan as necessary
Prioritize/reprioritize potential projects	Document and distribute successes and lessons learned	Update risk assessment data and findings

8.3.1 Semi-Annual Meeting

The Committee will meet on a semi-annual basis to:

- Review existing Action Plan to determine status of recommendations and projects
- Review and prioritize ongoing funding of wildfire risk reduction projects
- Identify new issues that have emerged since the previous review meeting
- Develop or support the development of specific projects based on the recommended actions
- Prioritize potential wildfire mitigation projects
- Identifying funding sources and supporting the coordination and preparation of grant applications
- Identify and coordinate any ad hoc and/or standing committees
- Monitor and track the progress of existing, planned and proposed projects
- Document and disseminate successes and lessons learned

8.3.2 Annual Meeting

The Committee shall meet annually to review any necessary updates to the risk assessment data and findings, get updates on local CWPP planning efforts, discuss methods of continued public engagement, and document successes and lessons learned based on actions that were accomplished during the past year.

The Committee shall coordinate on the development and maintenance of a city-wide Wildfire Preparedness and Resilience Digital Dashboard to ensure that maps, data, mitigation projects and status of projects in the Plan are current and updated as appropriate. Following each annual meeting, a meeting summary should be published for public review.

8.3.3 5-Year Review

The Committee shall conduct a complete review of the CWPP at a minimum of 5-year intervals to ensure its continued relevance. Significant changes in policy, budget, or environmental conditions should trigger more frequent reviews.

The review process allows participating parties to update accomplishments, consider new projects and evaluate the effectiveness of past actions across the Planning Area. See more detail in Section 8.5.

8.4 MONITORING & EVALUATION (M&E)

Monitoring and Evaluation (M&E) is a systematic process used in project- and program-management to track performance, assess progress, and ensure that objectives are met efficiently and effectively. It involves collecting, analyzing, and evaluating data to improve decision-making, accountability, and project or programmatic outcomes.

8.4.1 Overview

Effective wildfire risk mitigation programs require the ability to measure the level of success. This is done by identifying and measuring key performance indicators (KPIs) that measure outcomes at various CWPP programmatic scales – i.e., at the overall CWPP level, objective/thematic level, individual project level and project activity level. See Figure 73 for a graphical representation of the different levels, along with the associated objective at the different levels. For each level of objective, there will be at least as many KPIs as there are activities or tasks, results, purposes and goals at the respective level.

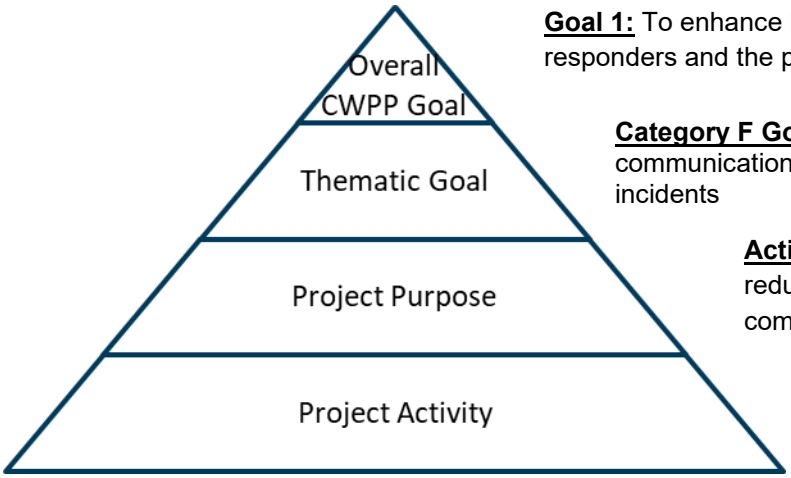


Figure 73. Schematic representation of the different CWPP programmatic levels with sample goals and objectives identified at each level

There are several approaches to developing KPIs. Ideally, the indicators will include a mixture of measures that each serve one of the following purposes:

(1) Monitoring and Tracking Progress – Indicators that verify the completion status of the program, project, task or activity

(2) Measuring Effectiveness – Indicators that provide a measure or proxy for desired outcome or result

Some sample framing questions for M&E are provided in the callout box. For example, indicators can measure the quantity and/or quality of what a project intends to achieve, and in what specific period the improvements are intended to take place (i.e., employing the SMART concept – specific, measurable, attainable, relevant and time-bound – for goal setting [11]). To be able to determine if improvements have taken place, it is necessary to have baseline data for comparison. Note: Often it is challenging to develop KPIs that directly correlate the effectiveness of an individual project in achieving overall CWPP programmatic goals, due to the complexity and influence of numerous external factors.

Framing Questions for M&E

+ What is the measure of improvement (indicators) for each action item?
+ Who is the target group for the improvement?
+ Where is the improvement intended to take place?
+ What is the intended change in terms of quality and/or quantity?
+ When is the improvement intended to take place?



Figure 74. SMART concept for informing the development of indicators at various programmatic scales of the CWPP action plan.

Note: As KPIs are specific to individual projects and overall programs, the following sections provide general guidance to help inform the development of KPIs for both aspects of M&E, and what they might look like at various project and programmatic levels through sample templates and examples.

8.4.2 Monitoring & Tracking Progress

Indicators for monitoring and tracking the progress of the overall CWPP program as well as progress at the individual project level should follow common project management practices. These are measurable values used to assess progress, efficiency, and impact during project execution. They help in tracking whether a project is on course and meeting its objectives. Indicators can be categorized into different types and forms of measurement such as the following:

[11] Doran, G.T. There's a SMART way to write management's goals and objectives. Management Review 70, 35-36 (1981).

- Process indicators
  - Budget utilization (%) – Tracks the percentage of the budget spent versus the total budget.
  - Project or Task completion rate (%) – Percentage of projects or tasks completed versus planned.
  - Timeliness of Project or Task completion (%) – Measures how many projects or activities are completed on time.
  - Stakeholder engagement levels (# of meetings, feedback received) – Tracks collaboration and participation of stakeholders.
- Output indicators
  - Number of deliverables completed (#) – Tracks tangible outputs (e.g., acres treated, reports, trainings, software developed).
  - Training sessions conducted (#) – Tracks capacity-building initiatives.

8.4.2.1 CWPP Programmatic Level

Through the operationalization of the action plan process described above, the Advisory Committee shall develop an overall CWPP programmatic timeline for all projects, programs and policies that will be undertaken in the next 5 years. This will serve as the primary monitoring and tracking tool for CWPP progress and completion of recommended actions. Indicators for progress updates and/or project completion will vary depending on the nature of the project but can be based on the deliverables identified in the scope of work for each project (e.g., monthly progress reports, interim and final reports).

Sample progress monitoring metrics provided in this section can be tailored to reflect CWPP programmatic level progress. The Advisory Committee should consider coordinating with GIS partners to include the programmatic level progress indicators on a CWPP data dashboard for accountability and reporting out to the general public.

8.4.2.2 Project Level

At the project level, indicators for monitoring project processes should be derived to reflect deliverables which are part of the scope of work and project schedule.

8.4.3 Measuring Effectiveness

Measuring the effectiveness of the overall CWPP and associated projects in achieving impact requires a structured approach using KPIs, data collection, stakeholder feedback, cost-effectiveness analysis, and sustainability assessments. One major challenge of measuring impact is that changes may not be observable for years or decades after project implementation and/or that impacts may be intangible, such as human behavioral changes or broad-scale changes in public awareness.

To determine whether a CWPP program or individual project has successfully achieved its intent, it is crucial to use a combination of qualitative and quantitative assessment methods and indicators. The specific indicators will depend on the goals & objectives identified at each objective level. Refer to Figure 73. In addition, each indicator should include some means of verification.

Below are some sample indicators and suggested means of verification:

- **Outcome Indicators –** These indicators measure the short- to medium-term effects of project implementation.
  - Improvement in resident skills or knowledge about wildfire preparedness & resiliency (%) – Measured through assessments or surveys.

- **Satisfaction rate of implemented programs (%)** – Assessed through surveys and feedback from beneficiaries.
- Adoption rate of new processes, technologies, codes, standards, and/or policies (%) – Tracks how many users embrace project interventions.

+ **Impact Indicators –** These indicators measure the long-term changes brought about by the project.
  - **Reduction in high hazard or high risk areas (%)** – Measures reduction in high fire severity or high risk areas (by acres and by % change)
  - **Increase in number of hardened homes with compliant defensible space (#)** – Quantify the number of homes with compliant home hardening and defensible space features.
  - **Reduction in number of human-caused ignitions (#)** – Track the annual ignition rates for various forms of ignitions by human and natural sources.
  - **Policy changes influenced (#)** – Tracks whether the project led to changes in wildfire codes, standards, local ordinances or other policies.
  - **CWPP Database Traffic (#)** – Track the number of visitors engaging with the City of Agoura Hills website, CWPP data dashboard and other online wildfire resiliency resources in the region.
  - **Number of Firewise Communities and/or Fire Safe Councils (#)** – Track the number of new communities or councils formed, the formation of other wildfire resiliency community groups, and/or an increase in the number of participants in existing groups.

8.4.3.1 Sample M & E Templates

Monitoring, evaluation and learning are key aspects at all levels of the CWPP program to effect change and lead to sustainable wildfire resiliency. The Advisory Committee should integrate these concepts into every grant proposal, project RFP and/or project scope of work. At the project level, M&E indicators should be explicit activities that the project team develops to measure project progress as well as medium to long-term measures of project impact effectiveness. The Committee can adopt these medium-to-long term impact indicators for M&E of the overall CWPP program.

The following matrix provides an example of M&E indicators to verify that a project meets its intent by leading to changes in wildfire risk reduction or resiliency. This matrix is intended to serve as a roadmap for continued success after completion of the project activities, and how the impact of the project can be evaluated against CWPP programmatic level goals and objectives.

CWPP Program Objective(s)		Indicators	Means of Verification
Overall Goal	**Goal 1:** To enhance life safety and preparedness for first responders and the public	• Increased number of hardened homes with compliant defensible space (#) • Reduced high hazard or high risk areas (%) • Reduced wildfire impacts on life, property, environment and critical infrastructure • Reduced number of catastrophic wildfires • Reduced number of human-caused wildfire ignitions	• Adoption of CWPP • Implementation of x% of CWPP Action Plan projects by Year 1; x% by Year 2; x% by Year 5. • Annual statistics and trends on the # of human-caused wildfire ignitions, # of catastrophic wildfires, # of casualties, # of loss/damaged structures, # loss/damaged critical infrastructure • Reduce high hazard areas by x% and # acres by Year 5 • Reduce high risk areas by x% and # acres by Year 5 • Achieve x# hardened homes with compliant d-space by Year 2; x#, by Year 5

CWPP Program Objective(s)		Indicators	Means of Verification
Project Objective / Thematic Category	**Category F – Public Notification and Communication**: Strengthen the public notification and communication systems and messaging for wildfire incidents	• Expansion of cell tower grid, associated equipment, power supplies and other technologies • Expansion of user base of the local radio system and other forms of distributed communication technologies (e.g., NOAA weather transceivers, HAM/GMRS radios) • Alignment of public emergency communication and messaging operations and plans. (e.g., expansion of use of Genasys and Nixle) • Agency coordination on training/drills and evaluation/adoption of newly available communication technologies.	• Final reports from related Action Plan recommendations • Strategy for achieving cell coverage redundancy across communities • Public polling indicates increased resiliency and quality of cell coverage, emergency communications and messaging during normal and emergency situations. • Public polling indicates increased familiarity with Genasys and use of Watch Duty. • Training schedule and statistics of trained staff by agency

CWPP Program Objective(s)		Indicators	Means of Verification
Project Purpose	**Action CW-34:** Strengthen resiliency and redundancy of current emergency communication systems.	• Identification of "dead zones" within Planning Area • Evaluation of cell tower and repeater vulnerabilities to wildfire exposure or loss of power during a wildfire incident • Design of new cell tower and repeater locations in spatial optimized locations for coverage and costs • Installation of x# of cell towers and x# of repeaters to achieve 90% redundant coverage. • Build relationships and collaborate with providers to maintain generators and power backups.	• "Dead zone" mapping and improvement plan with prioritizations • Vegetation management plan for cell towers. Maintenance schedule and completed task orders • Purchase orders and invoices for installations • Memorandum of understanding for providers of generators and power backups.
Specific Project Results		• Specified by Project Team	• Deliverables specified in scope of work / contract

8.4.3.2 Special Topic – M & E for Fuel Treatments

Monitoring of fuel treatments is the only way to know if activities on the ground are resulting in a more fire resilient landscape and increased safety for people and property. Committing to a monitoring plan can lead to a more effective program by providing an understanding of how implemented actions affect wildland fire and protect values at risk. In general, federal and state agencies have their own requirements for monitoring fuel treatment effectiveness and changes to the existing environment because of implemented actions. The recommendations for monitoring presented below can be used by individuals and groups that do not have specific internal monitoring requirements.

Monitoring information should be used to:

+ Review the efficacy and cost effectiveness of a treatment.
+ Identify if modifications to treatment prescriptions are required.
+ Collect information regarding species response to treatments.
+ Document outcomes on what happens when a wildfire moves through a treatment.

The Colorado Forest Restoration Institute has developed simplified guidelines for plot monitoring which can be applied to any treatment unit, but which are most appropriate when applied to treatments which have some

spatial extent, https://cfri.colostate.edu/wp-content/uploads/sites/22/2018/10/2018-Simple-Plot-Protocol.pdf. A method to augment plot monitoring involves the establishment of photo points to evaluate changes to the landscape over time. A guide to photo point monitoring can be found at https://pacificeducationinstitute.org/wp-content/uploads/2020/08/1.-Photo-Point-Monitoring.pdf.

8.5 REVIEW & UPDATE

The wildfire environment of the Planning Area is dynamic and constantly evolving. To keep the CWPP relevant and accurate, a complete Plan update should be set at five to ten year intervals. This interval is also consistent with the requirements of the Disaster Mitigation Act of 2000 applicable to local hazard mitigation plans. During the Plan updates, certain questions should be asked to determine what actions are necessary to update the Plan. Table 23 provides a sample list of questions that can be used by the Committee to update the CWPP.

Table 24. Five-Year Plan Review Questions

CWPP Review Questions

Background Data – Section 1
Has the wildfire protection framework at the local, state, or federal level changed? Have responsibilities of partner agencies changed? Has recent fire occurrence been accurately reflected in the Plan? If not, are these occurrences significant?
Risk Assessment Data – Section 2
Has the wildfire risk across the Planning Area changed? If so, has the risk changed significantly? Have new tools emerged to better evaluate the wildfire hazard and/or risk? Have communities in or near the Planning Area developed plans and implemented activities that might change the overall risk for the Planning Area?
Outreach Data – Section 3
Are there new stakeholders that should be brought to the table?
Action Plan Data – Section 4
Do the goals, objectives, and actions of the CWPP adequately address current or expected conditions? Do the goals, objectives, and actions of the CWPP still accurately reflect the values and needs of the community? Have actions been effectively implemented? Are there new funding sources available to address the wildfire hazards, risks and vulnerabilities? Are there actions that should be added or removed from the Action Plan matrix?

Plan Implementation Data – Section 5

Are the structures and methods established for implementing the Plan still relevant and effective?
Have there been any lessons learned from wildfires in other parts of the state that are applicable to the Planning Area?
Has implementation occurred as anticipated?
What obstacles and challenges have arisen that have prevented or delayed implementation? (e.g., legal, financial, institutional)
What opportunities have arisen that could accelerate implementation?

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Appendix A – Glossary

The following provides terms found in or relating to this plan (see more at http://www.nwcg.gov/glossary):

- ***1-Hour Timelag Fuels (a.k.a., one-hour fuels):*** Fuels consisting of dead herbaceous plants and roundwood less than about ¼ inch (6.4 mm) in diameter. Also included is the uppermost layer of needles or leaves on the forest floor.
- ***10-Hour Timelag Fuels (a.k.a. ten-hour fuels):*** Dead fuels consisting of roundwood ¼ to l inch (0.6 to 2.5 cm) in diameter and, very roughly, the layer of litter extending from immediately below the surface to ¾ inch (1.9 cm) below the surface.
- ***100-Hour Timelag Fuels (a.k.a., hundred-hour fuels):*** Dead fuels consisting of roundwood in the size range of 1 to 3 inches (2.5 to 7.6 cm) in diameter and very roughly the layer of litter extending from approximately ¾ of an inch (1.9 cm) to 4 inches (10 cm) below the surface.
- ***1,000-Hour Timelag Fuels (a.k.a., thousand-hour fuels):*** Dead fuels consisting of roundwood 3 to 8 inches in diameter and the layer of the forest floor more than 4 inches below the surface.
- ***Active Crown Fire:*** A fire in which a solid flame develops in the crowns of trees, but the surface and crown phases advance as a linked unit dependent on each other.
- ***Aspect:*** Direction a slope faces.
- ***Canopy Spacing:*** The distance from the edge of one tree canopy to another. Crown spacing varies from open (with 10 feet or more of space between tree canopies) to closed (where trees may be growing in very close proximity with little space between them).
- ***Crown Fire:*** A fire that advances from top to top of trees or shrubs independently of a surface fire. Crown fires may be “running” or “dependent” to classify the degree of independence from the surface fire.
- ***Dead Fuels***: Fuels with no living tissue in which moisture content is governed almost entirely by atmospheric moisture (relative humidity and precipitation), dry-bulb temperature, and solar radiation.
- ***Direct Attack:*** A method of fire suppression where actions are taken directly along the fire’s edge. In a direct attack, burning fuel is treated directly, by wetting, smothering, or chemically quenching the fire or by physically separating burning from unburned fuel.
- ***Fire Apparatus Access Roads -*** The means for emergency apparatus to access a facility or structure for emergency purposes. Roadways must extend to within 150 feet of all portions of the exterior of the first floor of any structure and must meet specified criteria for width, pavement characteristics, roadway gradient, turning radius, etc. Fire apparatus access roads are also referred to as fire lanes.
- ***Fire Behavior:*** The manner in which a fire reacts to the influences of fuel, weather, and topography.
- ***Fire Frequency:*** Temporal fire occurrence described as a number of fires occurring within a defined area within a given time period.
- ***Fire Intensity:*** A general term relating to the heat energy released by a fire.
- ***Fire Lane Identification -*** Signs or curb markings that allow fire apparatus access roads to be readily recognized so that they will remain unobstructed and available for emergency use at all times.
- ***Fire Potential:*** The likelihood of a wildland fire event measured in terms of anticipated occurrence of fire(s) and management’s capability to respond. Fire potential is influenced by a sum of factors that includes fuel conditions (fuel dryness and/or other inputs), ignition triggers, significant weather triggers, and resource capability.

- ***Fire Regime:*** The characterization of fire's role in a particular ecosystem, usually characteristic of particular vegetation and climatic regime, and typically a combination of fire return interval and fire intensity (i.e., high frequency, low intensity/low frequency, high intensity).
- ***Fire Return Interval:*** The length of time between fires on a particular area of land
- ***Fire Weather:*** Weather conditions that influence fire ignition, behavior, and suppression.
- ***Flame Length:*** The distance from the base to the tip of the flaming front. Flame length is directly correlated with fire intensity.
- ***Flaming Front:*** The zone of a moving fire where combustion is primarily flaming. Behind this flaming zone combustion is primarily glowing. Light fuels typically have a shallow flaming front, whereas heavy fuels have a deeper front.
- ***Fuel:*** Any combustible material, which includes but is not limited to living or dead vegetation, human-built structures, and chemicals that will ignite and burn.
- ***Fuelbed:*** An array of fuels usually constructed with specific loading, depth, and particle size to meet experimental requirements; also, commonly used to describe the fuel composition.
- ***Fuel Loading:*** The amount of fuel present expressed quantitatively in terms of weight of fuel per unit area.
- ***Fuel Model:*** Mathematical descriptions of fuel properties (e.g., fuel load and fuel depth) that are used as inputs to calculations of fire danger indices and fire behavior potential***.***
- ***Fuel Moisture Content:*** The quantity of moisture in fuels expressed as a percentage of the weight when thoroughly dried at 212 degrees Fahrenheit.
- ***Fuel Type:*** An identifiable association of fuel elements of a distinctive plant species, form, size, arrangement, or other characteristics that will cause a predictable rate of fire spread or difficulty of control under specified weather conditions.
- ***Gates and Barriers*** - Devices that restrict pedestrian and vehicle ingress and egress to and from a facility.
- ***Gate and Barrier Locks*** - Devices that are installed on gates and barriers to secure a property or facility.
- ***Goals:*** A goal is a broad statement of what you wish to accomplish, an indication of program intentions.
- ***Ground Fire:*** Fire that consumes the organic material beneath the surface litter ground, such as a peat fire.
- ***Hose Pull*** - The effective distance (150 feet is standard) that firefighters can drag a hose from fire apparatus to attack a fire. Hose pull is measured along a simulated path of travel accounting for obstructions and not "as the crow flies."
- ***Intensity:*** The level of heat radiated from the active flaming front of a fire, measured in British thermal units (BTUs) per foot.
- ***Ladder Fuels:*** Fuels that provide vertical continuity between strata, thereby allowing fire to carry from surface fuels into the crowns of trees or shrubs with relative ease. Ladder fuels help initiate and ensure the continuation of crowning.
- ***Local Responsibility Area (LRA)*** – Land where a city/county has primary financial responsibility for the prevention and suppression of wildland fires. LRA land is generally located within city boundaries.
- ***Live Fuels:*** Living plants, such as trees, grasses, and shrubs, in which the seasonal moisture content cycle is controlled largely by internal physiological mechanisms, rather than by external weather influences.

- ***Mid-flame Windspeed:*** The speed of the wind measured at the midpoint of the flames, considered to be most representative of the speed of the wind that is affecting fire behavior.
- ***Objectives:*** They contribute to the fulfillment of specified goals and are measurable, defined, and specific.
- ***Passive Crown Fire:*** Also called torching or candling. A fire in the crowns of trees in which single trees or groups of trees torch, ignited by the passing front of the fire.
- ***Safety Zone:*** A preplanned area of sufficient size and suitable location in the wildland expected to prevent injury to fire personnel without using fire shelters.
- ***Red Flag Warning:*** Term used by fire weather forecasters to alert forecast users to an ongoing or imminent critical fire weather pattern.
- ***Riparian:*** Situated or taking place along or near the bank of a watercourse.
- ***Spotting:*** Refers to the behavior of a fire producing sparks or embers that are carried by the wind and start new fires beyond the zone of direct ignition by the main fire***.***
- ***State Responsibility Area (SRA) –*** Land where the State of California (i.e. CAL FIRE) has primary financial responsibility for the prevention and suppression of wildland fires. All SRA land is located within County unincorporated areas; SRA does not include lands within city boundaries or in federal ownership
- ***Strategy:*** The general plan or direction selected to accomplish incident objectives.
- ***Surface Fire:*** Fire that burns loose debris on the surface, which includes dead branches, leaves, and low vegetation.
- ***Surface Fuels:*** Fuels lying on or near the surface of the ground, consisting of leaf and needle litter, dead branch material, downed logs, bark, tree cones, and low stature living plants.
- ***Topography:*** Referred to as “terrain.” The term also refers to parameters of the “lay of the land” that influence fire behavior and spread. Key elements are slope (in percent), aspect (the direction a slope faces), elevation, and specific terrain features such as canyons, saddles, “chimneys,” and chutes.
- ***Understory:*** Term for the area of a forest which grows at the lowest height level below the forest canopy. Plants in the understory consist of a mixture of seedlings and saplings of canopy trees together with understory shrubs and herbs.
- ***Values at Risk:*** People, property, ecological elements, and other human and other intrinsic values within the City. Values at Risk are identified by stakeholders as important to the way of life in the City and are particularly susceptible to damage from undesirable fire outcomes.
- ***Very High Fire Hazard Severity Zone (VHFHSZ)*** – A designated area in which the type and condition of vegetation, topography, fire history, and other relevant factors increase the possibility of uncontrollable wildland fire. Structures within a VHFHSZ require special construction features to protect against wildfire hazards; please consult with the local building department and refer to CBC Chapter 7A for specific requirements
- ***Wildland Fire Environment:*** The surrounding conditions, influences, and modifying forces of fuels, topography, and weather that determine wildfire behavior.
- ***Wildfire Risk Area*** – Land that is covered with vegetation, which is so situated or is of such an inaccessible location that a fire originating upon it would present an abnormally difficult job of suppression or would result in great or unusual damage through fire, or such areas designated by the fire code official. For purposes of this document, Wildfire Risk Area includes Very High Fire Hazard Severity Zones (see above), Wildland-Urban Interfaces (WUI), and similarly hazardous areas

Appendix B – Firefighting Capacity & Fire Behavior

Evaluating the effectiveness of firefighting resources against wildfire is a complex matter. On the same wildland fire there are locations where firefighters can be successful in defending structures or securing portions of the fire's perimeter, while at the same moment firefighters elsewhere on the fire are being over matched by the intensity and rate of spread of the fire. Elements such as the alignment of the fire spread (head or flacking fire versus backing fire) can significantly change the fireline intensity faced by firefighters. Other elements which can influence firefighter success include access, topography, the ability to secure a safe operational space, and the availability of aerial resources (including based on wind conditions) to support ground operations.

A common standard used to evaluate the potential of firefighting resources to succeed on the fire ground are fire suppression interpretations based on flame length found in the Wildland Fire Incident Management Field Guide (NWCG, 2014). Generally, these interpretations evaluate what type of firefighting resources would be required to successfully suppress the head of a wildland fire based on the observed fire length (Appendix Table B-1). Since flame lengths can be directly related to potential firefighting success, these breakpoints are used for classifying modeled fire behavior throughout the CWPP.

Appendix Table B-1. Fire Behavior Characteristics and Suppression Capabilities

Flame Lengths (feet)	Fireline Intensity (BTU*/foot/Second)	Interpretation
0-4	0-100	Fires can be generally attacked at the head or flanks by persons using hand tools. Handlines should hold the fire.
4-8	100-500	Fires are too intense for direct attack at the head of the fire by persons with hand tools. Handlines cannot be relied upon to hold the fire. Equipment such as dozers, engines and retardant aircraft can be effective.
8-11	500-1,000	Fires may present serious control problems – torching out, crowning and spotting. Control efforts at the head of the fire will probably be ineffective.
11+	1,000+	Crowning, spotting and major fire runs are common. Control efforts at the head of the fire are ineffective.

Caution: This is not a guide to personnel safety; fires can be dangerous at any level of intensity; Wilson (1977) has shown that most fatalities occur on small fires or isolated sections of large fires.

*British Thermal Unit, a measure of energy

The classifications in Appendix Table B-1 provide insights into resource capabilities but can be misinterpreted if applied out of context. For example, 8-foot flame lengths can be successfully suppressed by engine crews using hose lines if they are able to approach the fire from a direction where convective and radiant heat are focused away from the firefighters. The same 8-foot flame length will likely overwhelm firefighters positioned in a manner where they are receiving large portions of the heat flux from the fire. This can be the case where firefighters are performing structure defense or attempting a frontal assault on the advancing fire front. It has been found that convective energy transferred by wind gusts, fire whirls, or air turbulence can significantly increase the total heat

transfer to the firefighter and increase the required safety zone size necessary to engage the fire (Butler, Cohen, 1998).

The most likely scenario for the next major wildland fire event in Agoura Hills involves wildfire approaching populated areas from the north under Santa Ana wind conditions. There is the possibility of fire transitioning from a wildland fire into a WUI fire and/or urban conflagration. This type of scenario can rapidly outpace resources, and can force first responders to shift their focus from fire containment to structure protection and protection of life safety/evacuation. An advancing Santa Ana wind-driven fire would likely push large amounts of heat and embers ahead of the actual flaming front, creating multiple spot fires in unpredictable locations. This impacts the ability of firefighters to establish a distinct containment line, and makes the establishment of a safe operational space very difficult. Protocol requires that firefighters have a safe operational space, and to move to safety if they do not. Additionally, first responders should have quick access to a "safety zone" if needed, and that safety zone should allow them to work without resorting to exceptional tactics like the deployment of personal "fire shelters." Research indicates that the radius of a safety zone should be at least four times the flame height, assuming operations in zero wind. When factoring in radiant and convective heat, very large safety zones are required for firefighters to engage a fire. The defensible space standards found in California PRC 4291 are designed not only to improve the potential for an individual structure to survive a wildfire, but also to improve the likelihood that firefighters will have a baseline safe operational space from which to work.

Appendix C – Fuel Treatment Guidelines & Techniques

This appendix provides fuel treatment prescriptions and guidelines to assist agencies and property-owners in implementing fuel treatments. This prescriptive guidance incorporates fire behavior assessment factors and best management practices (BMP) for achievable wildfire hazard mitigation actions. Understanding and working within BMP standards will help minimize impacts to surrounding natural resources.

C.1 PRIMARY TRAVEL ROUTES FUEL TREATMENT PRESCRIPTIVE GUIDELINES

The following table describes the intensity levels for primary travel routes fuel treatments:

Appendix Table C-1. Primary Travel Routes Fuel Treatment Prescriptive Guidelines

Location → **Fuel Type ↓**	**Primary Zone (A)** **(up to 50′ from centerline)** (distance may be constrained by terrain & accessibility)	**Secondary Zone (B)** **(50′ – 100′ from centerline)** (distance may be constrained by terrain & accessibility)
Grass/ Forbs	Reduce fuel depth to 1 inch.	Treatment not needed.
Surface dead/down material	Remove all large (>3-inches diameter) dead/down material.	Remove up to 75% of >3″ diameter dead/down material.
Chaparral/Shrub	Remove all chaparral vegetation within this zone. Retain the root crown to promote soil stability.	Remove up to 75% of chaparral vegetation. Widely spaced small pockets or clumps of shrubs are permitted. Clumps of chaparral remaining should be healthy, early seral stage plants. Chipped or masticated material may be "blown" back onto the slope where feasible to enhance soil coverage.
Trees Overstory* (without chaparral/shrub understory)	Limb up all trees to 6-ft. or ½ of live crown height, whichever is less. Remove branches extending over roadways to a minimum height of 15-feet. Thin smaller trees leaving larger trees (6-inch DBH) with crown spacing up to 10 ft.	Same treatment as Zone A with the exception of overstory spacing. Overstory canopy should be denser than Zone A to provide shading of the surface to limit potential development of grass or shrub understory vegetation.
Trees Overstory* (with chaparral/shrub understory)	Thinning specifications, same as Trees Overstory (without understory), but remove all understory chaparral/shrubs below trees in this zone.	Remove all chaparral from the understory of the tree canopy. Where crown cover allows, ensure shading of the surface to limit potential development of grass or shrub understory vegetation.
***Any treatments involving oaks must comply with the Agoura Hills Oak Tree Protection regulations.** **Note: as of May 2026 Zone Zero requirement have not been finalized by CAL FIRE.**		

C.2 VEGETATION TREATMENT PRESCRIPTIVE GUIDELINES

The following table describes prescriptive guidelines for vegetation management in the Home Ignition Zone (HIZ).

Appendix Table C-2. Vegetation Treatment Prescriptive Guidelines

Location →	**Primary Defense Zone (A)** *(5′ – 30′ of a structure)*	**Fuel Reduction Zone (B)** *(30′ – 100′ of a structure)*	**Fuel Reduction Zone (C)** *(100′ and beyond a structure)*
Fuel Type ↓	*Based on California Public Resources Code 4291*		*Based on Firefighter Safety*
Grass/ Forbs	Reduce fuel depth to 1″ or less.	Reduce grass height to 4″ or less. Longer grass in discontinuous open areas is acceptable.	Treatment may not be needed.
Surface Dead/Down Material	Remove all dead/down materials.	Reduce dead/down flammable material to < 3″ depth; and 3 tons/acre. Non-contiguous isolated dead material acceptable.	Reduce heavier pockets of dead/down flammable material to < 5″ depth; < 5-7 tons/acre. Non-contiguous, dead material acceptable.
Chaparral/ Shrub	Remove all but individual specimen chaparral plants. Individual ornamental/native shrubs should be spaced at a minimum 2x shrub height.	Remove up to 75 percent of chaparral vegetation. Allow for discontinuous small groupings of chaparral/shrubs. Any retained chaparral should be healthy with dead material pruned from the plant.	Less intensive brush removal with up to 30 foot for spacing of pockets and clumps of chaparral and shrubs. Retained vegetation should be healthy and at the young-growth stage with dead material pruned from the plants
Trees Overstory* (without chaparral/shrub understory)	Thin smaller trees leaving larger trees (>than 6-inches DBH) at 10–20-foot crown spacing (based on slope, tree size, and type); limb/prune lower branches 6-feet above grade level, or lower 1/3 of tree height on smaller trees.	Thin smaller trees leaving larger trees (> than 6-inches DBH) at approximately 10-foot crown spacing (based on slope, tree size, and type); limb/prune lower branches 6-feet up, or lower 1/3 of tree height on smaller trees and removing all dead	Limb and prune lower branches of larger trees up to 6-feet and removing all dead branch wood where feasible.

		branch wood where feasible	
Trees Overstory* (with chaparral/shrub understory)	Thinning specifications are the same as Trees Overstory without Chaparral/shrub understory in Zone A. Understory: remove chaparral; maintain ornamental shrubs in a healthy condition.	Thinning specifications are the same as Trees Overstory without Chaparral/shrub understory (Zone B). Understory: occasional less dense chaparral/ shrub and small tree clumps may be retained.	Thinning specifications are the same as Trees Overstory without chaparral/shrub understory in Zone C. Understory: specifications are the same as Chaparral/Shrub Zone C
Any vegetation treatments involving oaks must comply with the City of Agoura Hills Oak Tree Protection regulations.			

C.3 IMPLEMENTATION GUIDELINES FOR VEGETATION TREATMENT LEVELS

The following guidelines apply to the implementation of fuel treatments:

- CEQA may be required prior to implementation of all site-specific projects.
- Shrubs will vary in size randomly scattered across the project area. Chipped material should not exceed 4-inches in depth.
- No piles will be retained on site.
- Boundaries between treatment levels will maintain free-form shapes and feathered edges that replicate natural patterns; avoid straight lines by scalloping and feathering along edges of vegetation. The feathering of edges includes undulating edges horizontally and diverse heights of the brush retained on site.
- Precautions will be taken to prevent scarring of trees or retained shrubs by equipment.

Invasive Species/Noxious Weeds:

- To limit the spread and establishment of invasive plant species/noxious weeds into project areas, all off-road equipment used during project implementation will be washed free of invasive exotic weeds and seeds before entering project areas. If any equipment works in an area where weeds occur, it will be washed to remove weed propagules prior to entering other work locations.
- All equipment staging areas will be located away from known areas with noxious weed occurrences and outside of riparian habitat area.

Cultural Resources:

- Any known cultural resources within the proposed treatment area will be protected. If any sensitive cultural resources are found, work will stop and a qualified Archaeologist will be notified.

Soil and Watershed:

- Minimize damage to surface soil structure to reduce potential for erosion and sediment transport to drainages.
- No mechanical equipment use on slopes greater than 30 percent with following exception: Mastication can occur on slopes greater than 30 percent where the equipment is operating on slopes less than 30 percent and accessing steeper slopes with a boom arm.

- Chipped or masticated material should be retained on site where feasible to enhance soil coverage.

Tree Removal/Tree Maintenance

- Any vegetation treatment that involves oak trees will be subject to the policies and provisions of the City of Agoura Hills Municipal Code, Division 7, 9657 - Oak Tree Preservation Program.
- Non-native pines, eucalyptus, acacia, cypress should be prioritized for removal.
- Any pruning of protected tree species will follow the ordinances of the jurisdictional agency.
- The transportation of any firewood generated during the removal of non-native tree species should be limited to prevent spread of potential insects or diseases.

C.4 RECOMMENDED BEST MANAGEMENT PRACTICES

- Environmentally Sensitive Habitat Areas (ESHA) will be marked on the project area maps and physically identified on the project site. Protection measures defined in a project specific implementation plan will be followed in ESHA.
- Known landslide and unstable areas should be avoided for safety reasons and because vegetation treatment activities may result in increased potential for mass wasting and erosion.
- Heavy equipment will not work on slopes greater than 30 percent. Movement of any heavy equipment across slopes should be minimized. Heavy equipment will not be used in riparian areas.
- No servicing or refueling of equipment will occur on site. Operators must remove residues, waste oil, engine coolants, and other harmful materials from all worksites. Spill containment will be established prior to any on-site servicing or refueling.
- When treating herbaceous/grass fuels; mowing or weed whipping is the preferred over discing to limit soil disturbance.
- To protect streams and stream courses, the following shall be implemented:
- Activities within the riparian zone of any blue line stream channel shall be subject to a setbacks defined in a project specific implementation plan
- Location and method of stream course crossing should be identified and marked on the project site prior to fuel reduction activities to protect the stream course.
- Project generated vegetation debris shall be removed from the stream course.
- Water bars or other erosion control structures will be located as necessary to limit run-off and sediment movement into stream courses.
- Work will not occur during the migratory bird nesting season unless an assessment is conducted to determine active nesting or breeding behavior. Assessments shall be conducted within ten days prior to the start of work.
- No known threatened, endangered, sensitive (TES) or rare plants or animals, including migratory birds, will be disturbed, or harmed. Measures to avoid disturbance to TES may be required if known species are present or suitable habitat is found on-site in areas accessible to TES. Avoidance and/or mitigation measures may include:
  - Buffer zones around nests and dens,

- Limitations to types of equipment and/or times used,
- Limited operating periods,
- TES monitoring prior to or during activities,
- Additional snag and down log retention.

+ Any requirements provided from ESHA consultation with local, state, or federal agencies.

C.5 FUEL TREATMENT IMPLEMENTATION TIMING

The treatment of hazardous fuels as proposed in this CWPP are not of the type or magnitude that could have a negative effect on species response from the various plant communities associated with the Planning Area. Typically, the use of prescribed fire, mastication or crushing to eliminate standing chaparral requires the consideration of how individual species will recover following a treatment. Species response to prescribed fire often is related to the seasonality of the treatment. Lower intensity spring-time prescribed fires when used to eliminate chaparral vegetation has been found to favor the recovery of sprouting chaparral species over those that require a recovery response from seeds stored in the soil. Over time, the continued use of low intensity fire can shift the species composition of a chaparral stand (Beyers, Wakeman, 1997).

Herbaceous vegetation/Grass – Herbaceous fuels are most effectively treated following curing of the individual plants. When cured, these grass-like fuels have dispersed their seeds helping to assure their continued presences as part of the landscape. Treating herbaceous fuels after they have cured also minimizes regrowth following treatment. When looking to eliminate non-native herbaceous fuels, treating this vegetation before it has set seed will help to reduce the abundance of a species on the landscape over a period of years. Herbicides can also be effective in killing targeted non-native species before they sow their seed. However, the use of herbicides on public lands can be controversial and require an impact analysis following California Environmental Quality Act (CEQA) or National Environmental Protection Act (NEPA) protocols.

Oaks – The most widely recommended time to prune oak species is during July or August, when the trees are not normally growing, and when the dry weather is less likely to support pathogens that may attack the wounds. As much as possible, avoid pruning large limbs as this exposes the tree to possible infection that can take many years to recover **https://calscape.org/Quercus-agrifolia-(Coast-Live-Oak)**, accessed December 8, 2025.

Article XI: Zoning, Part 2: Special Regulations, Division 7: Oak Tree Preservation Guidelines, Appendix A provides details of the City's oak tree protection and permitting process. Property owners are advised to contact the Planning Division prior to undertaking any oak tree maintenance or removal to understand site specific regulations. The following is a sample of existing oak tree ordinances:

No person, partnership, firm, corporation, government agency, or other legal entity shall cut, prune, remove, relocate, endanger or damage any tree protected by this section on any public or private land located within the incorporated areas of the City of Agoura Hills except in accordance with the conditions of a valid oak tree permit issued by the department of planning and community development or the planning commission pursuant to the provisions of section 9657 through 9657.5.

Except as otherwise provided in section 9657.4, no person shall cut, prune, remove, endanger orencroach into t he protected zone or relocate any oak tree on any public or private property within the city unless a valid oak tree permit has been issued.

Chaparral – Treatments of chaparral species traditionally focus on thinning or removal of stands of this vegetation. The removal of chapparal with hand tools is not time sensitive regarding species response, as most chaparral species will sprout from an underground root complex. To eliminate chaparral species from a

treatment zone, the use of herbicides to kill regrowth or grubbing out the roots is required. Both treatments required attention over time to fully eliminate chaparral from the desired area

In general, properties in Agoura Hills must meet requirements for defensible space specified in the State of California Public Resources Code Section 4291. These defensible space standards are enforced by the Los Angeles County Fire Department through an annual inspection program which requires homeowners to meet defensible space standards by June 1 of the calendar year. In addition to defensible space inspections, the County of Los Angeles Agricultural Commissioner is responsible for enforcing the County's weed abatement program. This program is focused on undeveloped properties which meet one of the criteria found at, **https://acwm.lacounty.gov/all-about-weed-abatement/**.

Larger parcel owners should contact the City's Planning Division concerning removal of chaparral of other native vegetation under their control. City specific design criteria, permitting or resource protection standards may apply for areas beyond 200-feet of a structure.

Appendix D – Community Outreach Results

As part of the CWRA process, a community survey was administered from February 20, 2025 to May 12, 2025. The survey was intended to gather feedback from the public to better tailor community-based activities, educational programs, services, policies, and other projects to be locally relevant, inclusive, and sustainable while mitigating wildland fire risks. The public survey received 371 online responses and 10 in-person responses. Refer to Appendix C of the CWRA for an overview of survey results. The analysis below builds upon the summary analysis in the CWRA project to examine relationships between key survey questions to allow for a more nuanced understanding of the public's experiences, concerns, and priorities which can allow for more targeted actions and activities. Given the number of respondents to the survey and information about some responses, the survey results are not indicative of the entirety of Agoura Hills and do not represent a statistically significant sample of the population. However, valuable information about individual's experience can be gleaned from the survey responses.

D.1 ANALYTICAL APPROACH

D.1.1 Cross Tabulation Analysis

Cross-tabulation analysis was conducted to examine relationships between key survey variables. Primary stratification variables included:

+ Q1: Length of residency in Agoura Hills
+ Q2: Neighborhood of residence

These variables were paired with preparedness, mitigation behavior, insurance impacts, risk perception, and barriers to action responses (e.g., Q9, Q14, Q16, Q17, Q18, Q19, Q35).

For each pairing, percentage distributions were calculated within each subgroup to allow direct comparison across residency duration and neighborhoods. Results are reported using row- or column-based percentages as appropriate to ensure interpretability.

D.1.2 Statistical Testing (Chi-Square, Cramer's V, FDR Adjustment)

To assess whether observed differences between groups were statistically significant, chi-square tests of independence were performed for each cross-tabulation. Effect sizes were calculated using Cramer's V to evaluate the strength of association, independent of sample size. Because multiple comparisons were conducted, False Discovery Rate (FDR) adjustment was applied to p-values to control for Type I error inflation. Adjusted p-values were used when determining statistical significance.

Interpretation of findings considered:

+ Statistical significance (FDR adjusted p-values)
+ Magnitude of association (Cramer's V)
    - Cramer's V values between 0.10–0.30 indicate small-to-moderate associations, while values above 0.30 indicate moderate-to-strong relationships.

D.1.3 Open-ended Thematic Coding

Open-ended responses (Q36–Q39) were reviewed using a structured thematic approach. Blank and non-substantive responses were removed prior to analysis.

For Q36 and Q37, recurring two-word phrases were identified to detect common concern and action patterns. These phrases were grouped into broader themes (e.g., home hardening, evacuation access, insurance, training) through bigram analysis. Each response was coded for the presence of these themes, and theme frequencies were calculated. Differences between residents who reported feeling prepared and those who did not were assessed using percentage-point comparisons.

For Q38 and Q39, responses were reviewed manually and grouped into policy-relevant categories (e.g., evacuation infrastructure, housing density, power outages, insurance, communication, enforcement). Frequently referenced terms—such as specific roadway names—were counted to quantify recurring infrastructure concerns.

Findings are presented using theme frequency summaries and selected illustrative examples to highlight dominant resident narratives and policy-relevant patterns.

D.2 RESIDENCY DURATION (Q1) AND WILDFIRE PREPAREDNESS

Appendix Table D-1 shows that reported preparedness levels vary modestly across residency-duration groups. However, these differences were not statistically significant based on Chi-Square testing. In other words, longer-term residents do not report significantly higher preparedness than newer residents.

Appendix Table D-1. Do you feel prepared for wildfire today? (by Residency Duration – Q1)

Residency Duration	Total n	Yes (%)	No (%)
0–3 years	30	46.7%	53.3%
4–10 years	51	66.7%	33.3%
11–20 years	50	48.0%	52.0%
21+ years	161	57.1%	42.9%

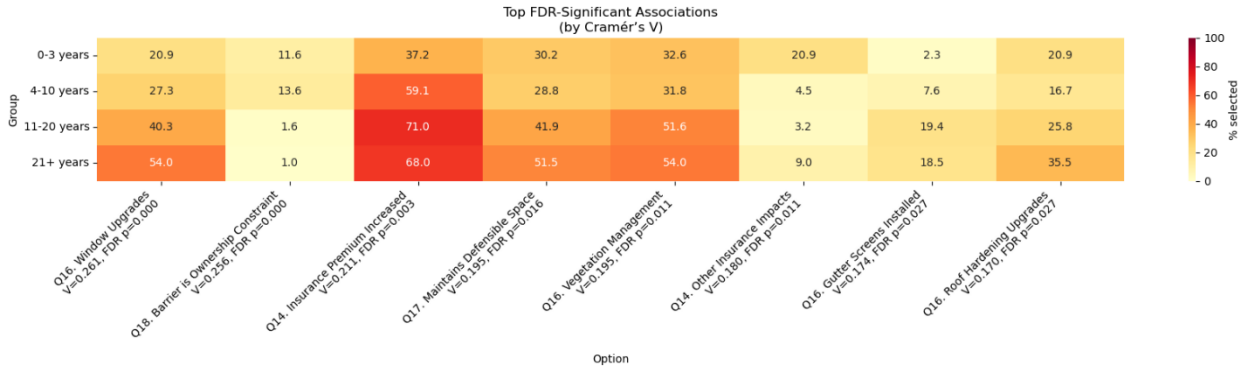


Figure D-1. Residency Duration and FDR-Significant Preparedness Associations (Q1 Pairings) Percentage of respondents within each residency-duration group selecting each response option for survey items showing statistically significant associations after FDR adjustment. Effect sizes are reported using Cramer's V.

Figure D-1 presents the distribution of selected preparedness- and mitigation-related responses across residency-duration groups (Q1), limited to associations that remained statistically significant after False Discovery Rate (FDR) adjustment. Reported percentages reflect the proportion of respondents within each residency group who selected the corresponding response option. Cramer's V values are shown to indicate the strength of association. Several clear tenure-based patterns emerge.

- Longer-term residents (21+ years) report substantially higher rates of window upgrades (54.0%) and roof hardening upgrades (35.5%) compared to newer residents (0–3 years: 20.9% and 20.9%, respectively).
- Similarly, maintenance of defensible space and vegetation management activities increase consistently with residency duration, with 21+ year residents reporting the highest engagement levels.
- Insurance-related impacts also vary by tenure.
- Residents living in Agoura Hills for 11–20 years report the highest rate of insurance premium increases (71.0%), followed closely by those residing 21+ years (68.0%), suggesting that longer-term homeowners may be disproportionately affected by insurance market shifts.
- In contrast, newer residents report higher rates of ownership-related constraints and certain barriers to upgrades, though these effects are smaller in magnitude.

Overall, the results indicate a structured preparedness gradient by residency duration: longer-term residents report greater engagement in structural mitigation actions and defensible space practices, as well as higher exposure to insurance impacts. Effect sizes (Cramer's V ranging approximately from 0.17 to 0.26) suggest moderate associations between tenure and key preparedness behaviors.

D.3 NEIGHBORHOOD-LEVEL (Q2) DIFFERENCES IN RISK PERCEPTION AND PREPAREDNESS

Appendix Table D-2. Do you feel prepared for a wildfire today? (by Neighborhood – Q2)

Neighborhood	Total n	Yes (%)	No (%)
Other (please specify)	83	55.4%	44.6%
Morrison Ranch Estates	47	76.6%	23.4%
Old Agoura	35	37.1%	62.9%
Lake Lindero	33	45.5%	54.5%
Fountainwood	29	58.6%	41.4%
Hillrise	25	60.0%	40.0%
Liberty Canyon	19	68.4%	31.6%
Annandale I/II	7	42.9%	57.1%

Peacock Ridge	6	33.3%	66.7%
Avalon	5	60.0%	40.0%
Town and Country	2	0.0%	100.0%
Indian Hills	1	100.0%	0.0%

Appendix Table Appendix Table D-2 shows variation in self-reported wildfire preparedness (Q35) across neighborhoods, with Morrison Ranch Estates and Liberty Canyon reporting relatively higher preparedness levels, while Old Agoura, Peacock Ridge, and Town and Country report lower levels. *Note: Neighborhoods with small sample sizes (n<10) should be interpreted cautiously as percentage values may not be stable.*

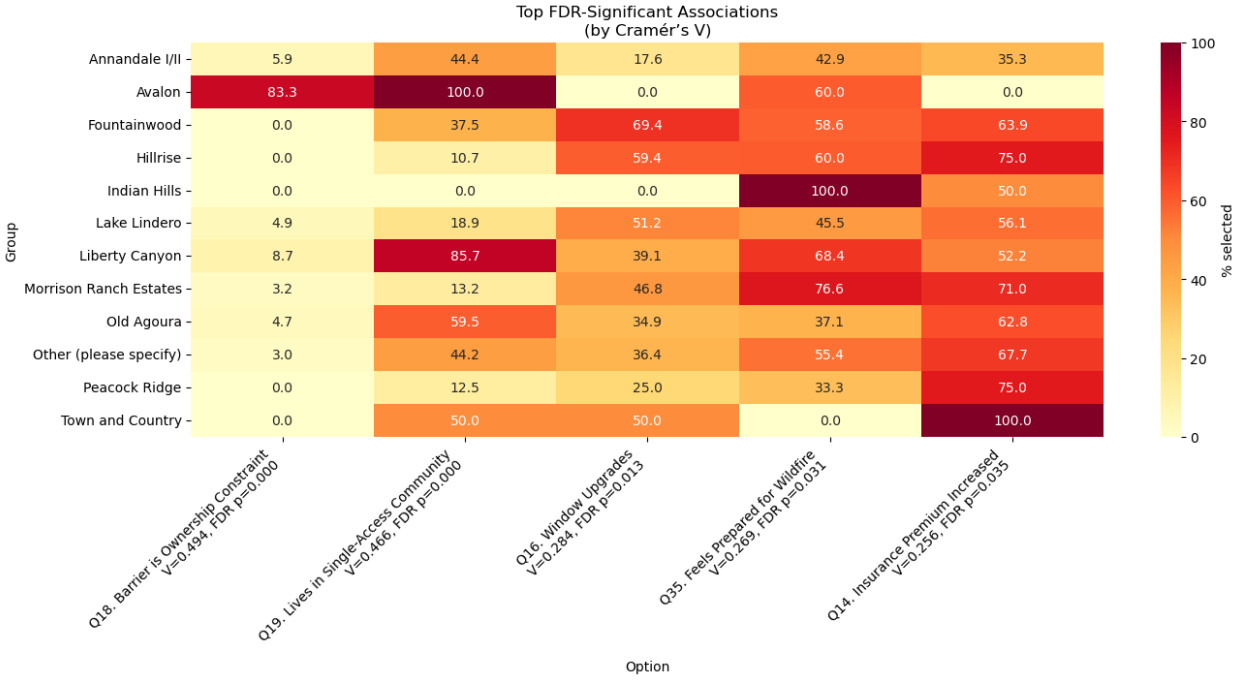


Figure D-2. Neighborhood-Level Differences in FDR-Significant Preparedness Associations (Q2 Pairings) Percentage of respondents within each neighborhood selecting response options that showed statistically significant associations after False Discovery Rate (FDR) adjustment. Effect sizes are reported using Cramer's V.

Figure D-1 presents neighborhood-level differences for survey items that remained statistically significant after FDR adjustment. Percentages represent the share of respondents within each neighborhood selecting the corresponding response option. Cramer's V values indicate moderate-to-strong associations across several variables. Substantial geographic variation is observed in preparedness behaviors, perceived barriers, and insurance impacts.

+ **Preparedness (Q35).** Reported preparedness levels vary considerably across neighborhoods. Indian Hills (100.0%), Morrison Ranch Estates (76.6%), Liberty Canyon (68.4%), and Avalon (60.0%) report relatively high levels of residents feeling prepared for a wildfire. In contrast, Annandale I/II (42.9%), Old Agoura (37.1%), Peacock Ridge (33.3%), and Town and Country (0.0%) report lower levels of preparedness.

- **Insurance Impacts (Q14 – Premium Increases).** Insurance premium increases are widely reported but unevenly distributed. Town and Country (100.0%), Hillrise (75.0%), Peacock Ridge (75.0%), Morrison Ranch Estates (71.0%), and Old Agoura (62.8%) show particularly high reported impacts. These findings may indicate concentrated insurance pressure in specific neighborhoods or may indicate individuals who felt the impacts of insurance in these communities were more likely to respond to the survey.
- **Structural Mitigation (Q16 – Window Upgrades).** Window hardening upgrades show strong variation across neighborhoods, with Fountainwood (69.4%), Hillrise (59.4%), Lake Lindero (51.2%), and Town and Country (50.0%) reporting higher engagement. Other neighborhoods report limited uptake.
- **Barriers and Housing Context (Q18, Q19).** Ownership constraints and single-access community status also differ sharply by neighborhood. Avalon (83.3%) and Liberty Canyon (85.7%) show particularly high rates of respondents living in single-access communities, which may influence evacuation planning and perceived vulnerability. However, some residents who indicate they are in single-access communities are in communities with more than one egress route, suggesting a need for targeted education and evacuation planning.

Overall, the results demonstrate meaningful geographic variation in wildfire preparedness, mitigation behaviors, and insurance exposure. Effect sizes (Cramer's V approximately 0.25–0.49) indicate moderate-to-strong associations between neighborhood of residence and key preparedness variables. These patterns suggest that wildfire outreach, mitigation incentives, and risk communication strategies may need to be tailored at the neighborhood level rather than implemented uniformly across the city.

D.4 OPEN-ENDED RESPONSE ANALYSIS (Q36-39)

D.4.1 Q36 Major Wildfire Concerns

Bigram analysis was conducted on 248 non-empty responses to Q36. Extracted bigrams captured 51.2% of responses (127 responses), indicating strong thematic concentration around recurring phrases. The coverage rate indicates that over half of open-ended responses clustered around recurring thematic phrases, suggesting structured and repeated concern patterns rather than isolated comments.

The most frequently occurring bigrams were:

- Home hardening (45)
- Vegetation maintenance (20)
- Evacuation planning (20)
- Evacuation routes (14)
- Home insurance (7)

These results indicate that structural mitigation, vegetation management, evacuation logistics, and insurance pressures dominate resident concern narratives.

D.4.2 Q36 Roadway Mentions in Major Concerns

When residents referenced specific geographic concerns, the following roads were most frequently mentioned:

Appendix Table D-3. Most Frequently Mentioned Roadways in Open-Ended Concern Responses (Q36)

Road	Mentions
Agoura Rd	14
Kanan Rd	13
101 Freeway	12
Thousand Oaks Blvd	2
Driver Ave	2
Liberty Canyon	2
Medea Creek	2

The concentration of mentions on Agoura Road, Kanan Road, and the 101 Freeway indicates strong concern regarding evacuation traffic flow and corridor-level bottlenecks. This reinforces the centrality of evacuation infrastructure in perceived wildfire vulnerability.

D.4.3 Q37. Actions Taken in Response to Wildfire Concerns

Bigram analysis was conducted on 205 non-empty responses to Q37. Extracted bigrams captured 56.1% of responses (115 responses), reflecting consistent patterns in mitigation behavior.

Most frequent action-oriented bigrams include:

- Home hardening (58)
- Firewise community (15)
- Evacuation bag / packing evacuation bag (multiple variants; total 33)
- Fire safe council (10)
- Insurance agent / contact insurance (17 combined references)

These findings indicate that residents most commonly respond through structural upgrades, evacuation readiness, and insurance-related actions.

Across Q36 and Q37, three consistent patterns emerge:

1. Structural mitigation (home hardening) is the most dominant theme, both as a concern and as an action.
2. Evacuation infrastructure and traffic corridors are highly salient, particularly specific roadway bottlenecks.
3. Differences between prepared and not-prepared residents suggest that perceived preparedness may hinge more on completed structural upgrades and formal training than on evacuation awareness alone.

D.4.4 Q38. Suggested Public Education & Program Improvements

A total of 116 substantive responses were retained for analysis in Q38 after removing blank and non-substantive entries. Open-ended responses to Q38 indicate that residents' recommendations for improving wildfire preparedness education were highly programmatic in nature. Residents overwhelmingly framed public education in terms of actionable programs rather than general awareness campaigns.

1. Expanded Home Hardening Guidance
    - Home hardening / fire hardening / hardening guidance (21)
    - Defensible space / vegetation removal guidance (11)
    - Inspections (home inspection / fire dept inspection / door-to-door inspection) (9)
    - Grants / financial assistance / incentives (8)
    - Ember-resistant vents / vent screening (5)
2. Expansion of CERT and Training Programs
    - Training / classes / seminars (fire/emergency specific) (14)
    - Evacuation education / evacuation planning instruction (10)
    - CERT (6)
3. Firewise and HOA-Based Community Organization
    - HOA involvement / HOA partnership (8)
    - Community coordination / Neighborhood-level organization (7)
    - Firewise (4)

D.4.5 Q39. Final Comments: System-Level Vulnerability Concerns

After removing non-substantive entries, 69 responses were retained for qualitative analysis, forming the basis for the thematic findings presented in this section. Open-ended final comments (Q39) reveal resident vulnerability concerns regarding:

+ Evacuation capacity constraints
+ High-density development near limited roadway infrastructure (particularly Kanan Road)
+ Power outage management and public utility accountability
+ Homeowners insurance availability and affordability
+ Perceived communication breakdowns during recent wildfire events
+ Calls for stronger enforcement of property hardening standards

The dominant narrative in Q39 centers not on individual preparedness, but on systemic vulnerabilities: constrained evacuation infrastructure, housing growth in high fire severity zones, prolonged power shutoffs, and perceived lack of coordinated leadership.

D.4.5.1 Evacuation & Traffic Gridlock (Primary Concern)

- Kanan Rd / Kanan Road / Kanan (10)
- Lindero Canyon (Rd) (4)
- Reyes Adobe (Rd) (3)
- 101 / 101 Freeway / 101 fwy (4)
- Gridlock (1)
- Bottleneck / bottle neck (1)
- Single-lane roads (1)
- Traffic nightmare / nightmare during evacuation (1)

D.4.5.2 High-Density Housing Opposition

- STOP high density (3)
- Life-threatening (1)
- Formula for disaster (1)
- Fight state mandate (1)
- State-mandated housing (2)

D.4.5.3 Power Outage & Utility Accountability

- Three-week power outages (1)
- Cell towers down (2)
- Planned power shutoffs (1)
- Hold Edison accountable (2)
- Bury power lines (2)

D.4.5.4 Stronger Home Hardening Enforcement

- Enforce municipal code (2)
- Cite non-compliant homeowners (2)
- Mandatory hardening (2)
- Remove tropical plants / palms (3)
- Require ember-resistant vents (2)

D.4.5.5 Insurance Crisis

- Quadrupled insurance (1)
- Insurance gouging (1)

- FAIR Plan not sufficient (2)
- Need discounts for Firewise (1)

D.4.5.6 Communication and Coordination Failures

- Miscommunicated evacuation orders (2)
- No internet / no cell service (4)
- Broken alert systems (2)
- Unclear leadership / coordination failure (3)
- Decentralized information (1)

Appendix E – Public Workshops

The following is a sample agenda provided as part of the public workshops held at the Agoura Hills Event Center.



Workshop Agenda

Meeting Title:	City of Agoura Hills Community Wildfire Protection Plan (CWPP) Public Workshop
Meeting Dates, Times & Locations:	March 17th, 2026 at 5:00-7:00 pm PST Agoura Hills Recreation & Event Center 29900 Ladyface Ct. Agoura Hills, CA 91301

Item Timing	*Item Description*
5:00 – 5:10 pm (10 min.)	**Agoura Hills Welcome & Introduction (Agoura Hills)** + Overview of the City of Agoura Hills + Purpose of Workshop + What is a CWPP? + Agenda Overview
5:10 – 5:20 pm (10 min.)	**Fire Agency Introduction (LACoFD)**
5:20 pm – 5:35 pm (15 min.)	**Agoura Hills CWPP Development Process (JH)** + CWPP Development Process Overview + CWPP Planning Area + What do we do with a CWPP? + CWPP Partners/Collaborators + Public Engagement
5:35 – 5:45 pm	**10-minute Break**
5:45 – 6:05 pm (20 min.)	**CWPP Review (JH)** + CWPP Sections + Hazards vs. Risks + Wildfire Hazards Mapping + Climate Change Impacts + Community Wildfire Resiliency
6:05-6:20 pm (15 min.)	**CWPP Action Plan & Recommendations (JH)** + Summary of Recommendations + Fuels Mitigation + CWPP Themes + Recommendations
6:20-6:55 pm (35 min.)	**Q&A (all – Agoura Hills facilitates)**
6:55 – 7:00 pm (5 min.)	**Next Steps & Closing (Agoura Hills)**

Copies of the full presentations are available through the City of Agoura Hills.

Appendix F – AWG Project Prioritization

The Agoura Hills Community Wildfire Protection Plan (CWPP) lists and describes a total of 46 City-wide recommendations (see Chapter 7). To facilitate implementation of the CWPP, a goal of the development process was to identify a set of the priority actions of key stakeholders, practitioners, and experts working on wildfire mitigation and resiliency in Agoura Hills. To this end, the Agency Working Group (AWG), which has guided and provided input on the development of the CWPP, were asked to identify priority actions that met one of two criteria:

- Actions that would help address the biggest needs or biggest risks related to wildfire resiliency
- Actions that were most practical, most feasible, or easiest to accomplish (including those that may not require outside funding and/or extensive compliance requirements)

Based on the AWG's voting and discussion, ten (10) actions are outlined below which were identified as priorities by multiple individuals/groups. These have been grouped into several overarching themes and a summary of the discussion around each theme is included below. There were additional actions that received a single vote, but they have been left off this list to provide a succinct priority list.

The priority recommended actions identified by the AWG will be shared with the City Council's CWPP Ad Hoc Committee, which provides direction and guidance on the CWPP development process for the City of Agoura Hills, and ultimately with the full City Council. Although this list of priority recommended actions is not binding, and all actions listed in the CWPP are considered important to improving wildfire resilience, this will serve as a starting point for project implementation and for seeking additional project funding.

Note: *The members of the AWG also indicated which of the Planning Unit specific recommendations they considered priority actions. The Planning Unit actions identified as priorities by the AWG aligned with the priority levels provided in the CWPP. Given this alignment, Planning Unit recommendations are not detailed further in this summary.*

COMMUNICATION METHODS & INFRASTRUCTURE

A key priority theme was improving communication with the public during emergency events. This includes exploring alternate and redundant communication strategies as well as improvements to infrastructure to improve reliability and cell service. It was noted that improving cell service during Public Safety Power Shutoff (PSPS) events would help reduce anxiety and fear around PSPS situations. Specific CWPP recommendations are:

- CW-25: Conduct a study to evaluate the wildfire resiliency of critical infrastructure and facilities across the City (e.g., water infrastructure, communications systems). Prioritize and implement resiliency improvements. Coordinate and collaborate with relevant fire, law enforcement, government, private sector, and other subject matter experts to ensure programs, policies and systems are evaluated, designed, and maintained for quality, fire resistance, durability, functionality, efficiency, and sustainability.
- CW-32: Develop additional/redundant communications strategies to reach vulnerable populations during an emergency event. This may include community networks/phone trees and other targeted methods of communication.

PUBLIC EDUCATION & COMMUNITY GROUP SUPPORT

Much of the currently ongoing public education projects in Agoura Hills are coordinated by community groups, including the Agoura Hills Fire Safe Council and Santa Monica Mountains Fire Safe Council. This theme centers

around both bolstering and expanding public education and supporting those groups who are already doing much of this outreach. Regarding the selection criteria noted above, the AWG discussed that short-term, more immediately implemented projects might focus on defensible space, since there are more systems and funding mechanisms in place for defensible space. Structural hardening is critical to wildfire resilience, but since there are fewer systems in place and funding can be more difficult to secure, developing new projects around structural hardening may be a longer-term goal with more strategizing needed. Specific CWPP recommendations are:

- CW-2: Develop a public education outreach plan to increase awareness on, and ensure consistency of messaging about, maintaining defensible space in accordance with Los Angeles County Fire Code Section 325.2.1, California Public Resources Code 4291, and local ordinances. Education should include information on Zone 0 or "ember-resistant zone" (0-5 feet from a structure) in accordance with AB-3074 for both new and existing conditions. This includes providing updates on upcoming and/or new code changes
- CW-12: Leverage and support the work of local FSCs to inspect and educate properties owners on defensible space requirements. Focus on the development of the ember-resistant zone at structures.
- CW-19: Provide ongoing education and outreach for residents. Information should include defensible space and home hardening standards to assist homeowners with implementing firesafe practices as well as meeting or exceeding requirements of State, County and Local codes and ordinances. A mix of web-based and in-person formats should be utilized in order to reach all critical audiences.

FUEL TREATMENTS/VEGETATION MANAGEMENT

The consensus around this theme was a desire to support different fuel treatment methods (e.g., mechanical, grazing, prescribed fire) with the need to prescribe methods to projects as appropriate for the location, scale, and other specifics of the treatment. It is understood that the Los Angeles County Fire Department (LACoFD) provided some input on specific fuel treatments as part of the CWPP development process but that specific prescription of methods is beyond the scope of the CWPP development process. To that end, specific CWPP recommendations are:

- CW-6: Work with LACoFD, NPS and MRCA to identify opportunities to implement grazing of herbaceous fuels, particularly in Palo Comodo/Chesebro and Liberty Canyons. Grazing was a historic land use practice in the Agoura Hills vicinity.
- CW-8: Work with LACoFD, NPS, MRCA and State Parks to identify opportunities to use prescribed fire to treat non-native invasive species. This provides a resource benefit while also breaking up fuel continuity adjacent to the city. Monitor species change after treatment.

OTHER PRIORITY PROJECTS

Other priority projects which do not fall under one of the themes above but which were identified by the AWG were:

- CW-1: Review recently published wildfire risk mitigation recommendation reports, testing and research (e.g., FEMA, NIST, IBHS, FSRI), and update local codes, standards, and guidance, as needed. Resources to be reviewed include FEMA Marshall Fire MAT, IBHS Home Mitigations that Matter, NIST Technical Note 2205 & 2228
- CW-22: Work with the insurance industry and California Insurance Commissioner's office to recognize risk reduction efforts at landscape, parcel and neighborhood-scales in insurance coverage, premiums, and deductibles. Coordinate and collaborate with county, regional, and local stakeholders, subject matter

experts, and academics to systematically identify and quantify the risk reduction measures at various scales to help support insurance needs.

+ CW-41: Improve the cost-efficiency of fuel reduction and fuel maintenance through coordination efforts including:
  - Coordinating between neighboring private landowners so that economies of scale are achieved for fuel reduction actions (e.g., coordinating timing and type of fuel reduction on neighboring properties)
  - Long-term service agreements
  - Programmatic CEQA approaches
  - Investment in pre-planning

CITY OF AGOURA HILLS

REPORT TO CITY COUNCIL

DATE:	**MAY 27, 2026**
TO:	**HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL**
FROM:	**NATHAN HAMBURGER, CITY MANAGER**
BY:	**RAMIRO ADEVA, ASSISTANT CITY MANAGER**
SUBJECT:	**UPDATE ON SOLID WASTE FRANCHISE AGREEMENT DISCUSSIONS WITH WASTE MANAGEMENT (WM)**

On January 1, 2017, the City entered into an Integrated Exclusive Residential Waste Management Services Franchise Agreement with GI Industries, now operating as WM, for residential and multi-family solid waste, recycling, and organics collection services within the City. The current agreement expires on June 30, 2027.

On August 13, 2025, the City Council discussed options regarding the future of the City's solid waste services program, including either negotiating a successor agreement with WM or pursuing a competitive RFP process. At that time, staff noted that pursuing negotiations first would still leave sufficient time to transition to an RFP process if discussions were ultimately unsuccessful.

Consistent with the City Council's direction, staff subsequently initiated discussions with WM regarding potential terms and concepts for a future agreement.

This report summarizes only the general categories and discussion topics currently being evaluated by the parties, which have generally included:

- Continuation and enhancement of existing residential solid waste, recycling, and organics collection services;
- Preservation and evaluation of current customer service standards and operational performance expectations;
- Potential updates to "Most Favored City" comparison provisions;
- Evaluation of long-term rate structure frameworks and future adjustment methodologies;
- Consideration of phased implementation approaches related to future operational or market adjustments;
- Discussion regarding contract term length and potential renewal structures;
- Expansion of community benefit programs and outreach initiatives;
- Senior-focused outreach and discount program discussions;
- SB 1383 compliance support, organics collection requirements, and container color standardization planning and cart replacement;
- Illegal dumping response coordination and environmental compliance measures;
- Public education, sustainability reporting, and community engagement programs;
- Potential commercial solid waste service structures and operational efficiencies; and
- Long-term service continuity, route efficiency, and transition considerations.

Staff notes that discussions with WM have identified commercial exclusivity as a critical component of any potential successor agreement. WM has indicated that its willingness to commit to residential pricing considerations and other negotiated terms associated with a future agreement would be contingent upon inclusion of an exclusive commercial solid waste component as part of the overall franchise framework. As a result, discussions have included evaluating what an exclusive commercial model could look like, potential impacts to the City's business community, and what protections, oversight measures, and service expectations would be necessary should the City Council wish to further consider such an option.

Additionally, State law requires a five-year notification period before a local jurisdiction may transition to an exclusive commercial solid waste franchise model. Should the City Council determine it wishes to grant an exclusive commercial franchise structure, other existing permitted commercial haulers currently servicing businesses within the City would be formally notified of the City's decision to grant commercial exclusive services to WM. Following the required notification period of five-years, commercial haulers other than the selected exclusive provider would no longer be permitted to provide commercial solid waste services within the City.

These conversations remain ongoing, and additional time is needed to continue evaluating options, refining key elements, and working toward a framework that could ultimately be presented to the City Council for consideration in a final proposal.

While discussions to date have been constructive and collaborative, and continue to move in a positive direction, staff believe additional time is needed to further refine key details and determine whether a mutually agreeable framework can be achieved that is ultimately in the community's best long-term interest. In order to avoid creating a compressed timeline as the current agreement expiration approaches, staff is including an option that would authorize staff to begin the approximately six-month process of preparing a Request for Proposals (RFP), while concurrently continuing discussions with WM. This approach preserves flexibility for the City, maintains momentum on the collaborative discussions and progress made to date, and allows additional time to evaluate whether further refinement of terms could result in a successor franchise agreement that provides the greatest long-term value and service benefits to the community. Should discussions ultimately not result in an agreement that the City Council determines is in the City's best interest, the City would remain positioned to move forward with a competitive procurement process without jeopardizing timing or service continuity.

FISCAL IMPACT

There is no immediate fiscal impact associated with this update and discussion item at this time.

Any future fiscal impacts associated with a negotiated successor agreement or a potential RFP process would be presented to the City Council for future consideration and direction at the appropriate time.

RECOMMENDATION

Staff respectfully recommends the City Council:

1. Direct Staff to Prepare a Successor Franchise Agreement with WM, or
2. Direct Staff to Initiate a Request for Proposals (RFP) Process, or
3. Direct Staff to Prepare an RFP While Concurrently Continuing Discussions with WM.

CITY OF AGOURA HILLS

REPORT TO CITY COUNCIL

DATE:	**MAY 27, 2026**
TO:	**HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL**
FROM:	**NATHAN HAMBURGER, CITY MANAGER**
BY:	**RAMIRO ADEVA, ASSISTANT CITY MANAGER**
SUBJECT:	**DISCUSSION TO CONSIDER OPTIONS REGARDING THE ABOP (ANTI-FREEZE, BATTERIES, OIL, PAINT) SOLID WASTE PROGRAM**

The City currently contracts with WM to provide Used Oil and Household Hazardous Waste Collection Events for Agoura Hills residents. The program is also more commonly referred to as ABOP, which stands for "Anti-freeze, Batteries, Oil, Paint." The existing agreement is scheduled to expire on June 30, 2026. The ABOP service currently provides residents with opportunities to safely dispose of household hazardous waste materials, including used motor oil, oil filters, batteries, antifreeze, latex paint, and other approved household hazardous materials. Collection events occur three times annually, typically in July, November, and March.

The following tables provide a breakdown of the current annual cost of the ABOP program, along with the funding sources that support the program.

Service Component	Amount
Cost per Event	$3,200
Events per Year	3
Annual ABOP Program Cost	$9,600

Program Funding is currently structured as follows:

Funding Source	Amount
CalRecycle Used Oil Grant	$5,000 *
Solid Waste Fund	$4,600
Total Annual Funding to support the ABOP Program	$9,600

* The CalRecycle grant amount is fixed at $5,000 annually, requiring the City's Solid Waste Fund to absorb any remaining program costs.

As the current agreement approaches expiration, staff has evaluated anticipated future program costs. WM recently notified the City that collection event pricing is expected to increase from the current $3,200 per event to $4,500 per event in Fiscal Year 2026–2027.

If the City continues operating three collection events annually under the updated pricing structure, projected program costs would be:

Service Component	FY 2025-2026 (Current)	FY 2026-2027 (Projected)
Cost per Event	$3,200	$4,500
Events per Year	3	3
Annual Program Cost	$9,600	$13,500
CalRecycle Grant Funding	$5,000	$5,000
Solid Waste Fund Contribution	$4,600	$8,500

The projected increase represents approximately an 85% increase in the City's Solid Waste Fund contribution, growing from $4,600 annually to $8,500 annually. While the CalRecycle grant continues to provide valuable financial assistance, the grant amount has not increased proportionally with service costs. Staff anticipates that collection event expenses may continue increasing over time, which could place additional pressure on Solid Waste Fund resources.

As a result, the City Council may wish to consider whether continuing the current service model remains financially sustainable, or whether to evaluate future program modifications, including potential adjustments to event frequency or discontinuing the program altogether.

One important consideration for Council is the existing At-Your-Door (AYD) service already available to Agoura Hills residents through the City’s current franchise agreement with WM. The AYD program provides residents with a convenient residential collection option for household hazardous waste and electronic waste materials and offers many of the same disposal services currently provided through the City’s ABOP program. However, unlike the City-sponsored collection events, the AYD service is already included as part of the existing WM franchise agreement and provides the added benefit of year-round accessibility through scheduled residential pickups.

To provide additional context for Council’s consideration, the following table summarizes and compares the key features of both programs.

Program	At-Your-Door (AYD) service	Agoura Hills Used Oil & Hazardous Waste Collection Events (ABOP)
How it works	Residents schedule a pickup, and WM collects eligible materials directly from the home.	Residents drive materials to a designated event location during scheduled collection days.
Frequency	Available monthly year-round by appointment.	Held three times per year in Agoura Hills; generally the 1st Saturday in March, July, and November

Operator	Provided through WM's residential franchise agreement as an added residential service.	Historically operated as a regional collection event program, serving Agoura Hills, Hidden Hills, Calabasas, and Malibu. Note: Westlake Village stops participating years ago.
Accepted materials	Broader household hazardous waste and e-waste collection, including cleaners, paints, batteries, electronics, sharps, motor oil, etc. (some limits apply).	More limited collection focused primarily on used motor oil, oil filters, antifreeze, latex paint, and car batteries. Certain items like pesticides, cleaning products, batteries, pharmaceuticals, and oil-based paint are not accepted.
Convenience	Door-to-door pickup.	Drop-off event requiring residents to transport materials.

At this time, staff is seeking policy direction from the City Council regarding whether to continue, or not continue, with the ABOP program in its current format. Should the Council desire to continue with the program and accept the cost increase, staff will proceed to account for the additional solid waste funds needed to cover the costs of the ABOP program in FY 2026-2027. If the Council decides to discontinue the ABOP program, staff will prepare a notification to the community, and encourage the use of the AYD program, which is still included in the current franchise agreement contract with WM.

FISCAL IMPACT

If the City elects to continue the existing ABOP program with three collection events annually, the estimated Fiscal Year 2026–2027 cost would increase from the current annual amount of $9,600 to approximately $13,500.

The CalRecycle Used Oil Grant would continue providing $5,000 annually, leaving an estimated $8,500 to be funded through the Solid Waste Fund in Fiscal Year 2026-2027.

RECOMMENDATION

Staff respectfully recommends the City Council discuss and provide direction on whether to continue or discontinue the City's ABOP program beyond the expiration of the current agreement through June 30, 2026.